

IMPROVEMENTS IN COLUMBIA RIVER

Great Deal of Money Was Expended and Much Necessary Work Was Done. DREDGE CHINOOK ABLE ADJUNCT TO EQUIPMENT

Congress is Urged in Major Langfitt's Annual Report to Hasten Appropriations.

Copies of the annual report of Maj. W. C. Langfitt, dealing with the improvements made on the Columbia river and its tributaries during the past year, arrived this morning from Washington, D. C. Among other things, he estimates that it will require the expenditure of \$1,230,000 to complete the jetty at the mouth of the river, and this sum congress will be asked to appropriate.

At the beginning of the fiscal year the work of repairing the washed-away portion of the jetty tracks, building additional tracks and extending the jetty work together with the fitting out of the U. S. transport Grant as a sea-going dredge, was in progress under appropriation of \$800,000 made by act of June 18, 1892, for continuing the improvement, and \$1,000,000 appropriated by the sundry civil act of March 3, 1893.

With the funds available for this work, the jetty tracks were repaired to the original end, station 250 by 80, and then extended a distance of 564 feet beyond this point, to station 55 by 84, late in September. A further extension was deemed inadvisable at that time on account of the lateness of the season and the large amount of stone it would require to properly protect the tracks.

To further protect the jetty tracks, batter piles and anchor piles, with heavy wire cables, were driven in the most exposed part, but notwithstanding these precautions much damage was done during the winter storms. During the months of February and March, a succession of exceptionally heavy and continued storms, accompanied by very heavy seas, were experienced, which from time to time washed away portions of the tracks until a total of 54 bents, 272 feet between stations 259 by 46 and 243 by 21, had disappeared.

On May 2 the work of extending the jetty tracks was begun for the season, and on June 20 had been carried to station 252-18, a total for the fiscal year of 4,858 feet, and a distance of 4,318 feet beyond the end of the old jetty, and on April 21 the delivery of stone by the Northwest Construction company, under modified contract, began.

Many Tons of Stone. Since the approval of the board's report operations have been carried on with a view to a daily delivery of from 2,500 to 3,500 tons of stone.

An emergency contract for the delivery of 150,000 tons and a formal contract for the delivery of 475,000 tons of stone were made with the Northwest Construction company of Astoria, Or., under date of May 27, 1904. Delivery of stone under the emergency contract was suspended on December 13, 1903, on account of the approach of the winter season, the time for completion of this contract having been extended. Final payment thereunder has been made, and the contract closed. Approximately 125,000 tons of stone were delivered under the emergency contract.

The Buxby quarry, from which rock was obtained under the contract, is leased by the United States and its development resulted in its failure to produce sufficient rock of the required size at the required rate of delivery, and it therefore became necessary to make a supplemental contract for the delivery of the quantity to be furnished under the formal contract for 475,000 tons.

Important Work Near Jetty. The principal and most important changes that have occurred since the survey of June, 1893, are a slight movement seaward of the 24-foot inner and outer curves of the bar, the extension seaward of Peacock Spit on a nearly straight line from Sand Island, and the building up and seaward movement of Clatsop Spit on the north side of the jetty.

The outer 34-foot curve of the bar is in the same position it was last January, when a small survey was made and at which time the distance between the inner and outer 24-foot curves was considerably greater than at either of the June surveys.

Most important developments are taking place in the vicinity of the obstruction pier, which is in the position of the 31-foot channel of 1895. Here the 24-foot curves are the closer together and in one place give indication of breaking through the crest. The deepest channel across the bar is found here a movement of about one-half mile northward since last June.

The channel now used by deep-draft vessels is on either side of the obstruction buoy, but until within the last few days has been to the south of this buoy.

The Chinook has dredged continuously in the channel used by vessels to the south. It is difficult, owing to the small scale of the map and the necessarily relatively great distance between lines of soundings, to make any deduction as to the effect which the dredge has had, but it is evident from the small changes which have taken place south of this buoy that but little effect has been produced. The main changes in depth have taken place to the north of this buoy, where no dredging has been done.

Much Money Required. As reported in the last annual report a conservative estimate of the funds required for remodeling the transport Grant into a dredge and operating it was approximately \$500,000. The actual expense of remodeling the Grant was over \$770,000, and the cost of changes, repairs and purchase of supplies since, including operating expenses, to June 30, 1904, was \$90,000. The expense of operating the dredge another year will be approximately \$120,000, making a total of \$460,000 for remodeling the dredge and operating it to June 30, 1905. Repairs to boilers and changing to oil burning will cost, as above indicated, not less than \$100,000.

The south jetty is to be completed before any work is commenced on the north side. Its estimated cost is \$2,350,000.

The amount previously appropriated is \$1,500,000, of which amount, as above shown, approximately \$540,000 will have been expended in remodeling and operating the dredge. The total amount to be appropriated for completion of the project for the south jetty is, then, \$1,230,000, which sum is accordingly named in the money statement and is to be expended together with the balance on hand, in dredging and jetty extension. These funds should be appropriated at an early date to insure no further delay to this important work.

This work has been in local charge of Mr. G. B. Hegardt, assistant engineer.

Improvement of Willamette river, and Columbia river below the mouth of the Willamette, and their tributaries, Oregon and Washington. On the above project \$247,747.51 has been expended.

The project of 1888 provided for the improvement of the Willamette river below Portland to Eugene, at an estimated cost of \$121,057, and on the Yamhill (see Annual Report of the Chief Engineer for 1898, p. 2,602) provided for the removal of obstructions and the widening of a low sand dam in the Yamhill river, to obtain a draft of 3 1/2 feet from the mouth of the river to McNinnville. Estimated cost, \$69,000.

The construction of controlling works under the old project has without doubt afforded relief to the buildings and navigation possible during recent years. However, it is believed that the physical features of the river are such that the depths proposed by the project cannot be obtained at reasonable cost.

Cello Canal. With reference to the Cello canal the report says: "There has been a total of \$5,778,000 appropriated for this work. The amount estimated as required to complete the work and place the grounds in good condition was \$283,249, the actual cost estimated total cost \$4,007,260. The expenditures during the year, amounting to \$2,450,486, were for repairs to ramps and slopes on the north side, and in properly caring for the buildings and plant used in previous years. The maximum draft that can be carried through the locks at the close of the fiscal year is about seven feet.

The design now covers the 125 miles of the Columbia river from Celilo, Or., up to the mouth of Snake river at Ainsworth, Wash., and the 221 miles of the Snake river from its mouth up to Pittsburg Landing, Or. Both the Columbia and Snake rivers, between Celilo and Ainsworth, are small settlements about 5 miles above Lewiston, and the limit of regular navigation in the past, are more or less obstructed by rock and gravel bars, which cause rapids, the controlling depth over a bar at low water is from 3 to 2 feet, while some (particularly in the 67 miles of the Snake, between its mouth and Riparia, Wash.) are impassable at extreme low-water stages.

The Snake river between Astoria and Pittsburg Landing, 76 miles, falls about seven feet at low water stage. The channel in some places is narrow and crooked and is obstructed by many rapids and rocks. No formal project for improving the two streams between Celilo and Pittsburg Landing has ever been adopted by congress. The appropriation for the upper Columbia was made by act of June 10, 1872.

INSPECTOR AMERICAN LAKE SITE. (Special Dispatch to The Journal.) Tacoma, Wash., Dec. 1.—General Constant Williams, commander of the department of the Columbia; Major R. E. Evans and Captain A. R. Ryan, of Vancouver Barracks, are here to inspect the proposed American Lake military camp site, and report to Washington.

DATING LAWYERS DEFY THE COURT

Messrs. McGinn and Manning Indulge in Language That is Frequent and Free.

JUDGE GEORGE CANNOT SUBDUCE WRANGLES

Nease Case Goes Over, and Special Prosecutor Will Renew Fight Another Day.

The fight for supremacy between District Attorney John Manning and Judge Henry E. McGinn in the prosecution of the gambling cases was of very brief duration, but nearly terminated in contempt of court this morning.

Judge George attempted to induce the attorneys to refrain from arguing the question of McGinn's right to appear in the Nease poolroom case when it was not properly before the court, but they insisted, and not until the judge, after repeated efforts arose from his chair, and hammering the table with his fist, commanded them to be quiet was silence restored.

What was said by the attorneys was uttered while the court was calling for silence, and their words were scarcely understood by the people who had come to enjoy the proceedings. This was a serious disappointment, but enough was heard to assure them that when the question does come up the entertainment will be worth the price of admission.

Judge McGinn entered the room with an air of formidable looking law books just as court was called to order. The demurrer to the indictment against M. G. Nease had been set for hearing this morning. District Attorney Manning arose and asked the court that the argument go over until next Wednesday or Thursday on account of the illness of one of the counsel for the defense. Judge McGinn arose and addressing the court said:

"I understand the Nease case is set for hearing today. The district attorney informs me that I am not to appear in this case. I am here to present this matter to the court to show that the district attorney has not the power to put me out of this case."

"There is nothing before the court on the question," Judge George said. "Why," said District Attorney Manning, "I do not quite understand what Mr. McGinn means."

"There is nothing before the court," broke in Judge George as he waved the district attorney aside. But Manning continued:

"Mr. McGinn has no right to appear in this case. Nor has he any authority to break in Judge George as he waved the district attorney aside. But Manning continued:

"Gentlemen, gentlemen," commanded the court, "this question is not properly before the court. Will you please sit down, Mr. McGinn."

But Mr. McGinn insisted on standing and speaking. "I drew up the indictments in this case," he said, "at the request of the district attorney, who—"

"That's absolutely false," shouted Manning. "Will you please sit down, gentlemen," cried the court.

"But it is not false, and he knows it," retorted McGinn. "Mr. McGinn drew up the indictment, but not at my request," shrieked Manning, while the court was protesting loudly against the argument. "But it is a good indictment and I am willing to stand by it. But he should not appear. He shall not appear. I demand that he does not appear and will—"

"But I will appear," broke in McGinn, "and you—"

Judge George arose from his chair, his face flushed with anger, hammered the table with his fist demanding that the attorneys "shut up." He did not sit down until the attorneys had subsided.



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Table listing various items and the number of stamps required to purchase them. Includes categories like 1 Page Gold Stamps, 1-2 Pages Gold Stamps, 2 Pages Gold Stamps, 3 Pages Gold Stamps, 4 Pages Gold Stamps, 5 Pages Gold Stamps, 6 Pages Gold Stamps, 7 Pages Gold Stamps, 8 Pages Gold Stamps, 9 Pages Gold Stamps, 10 Pages Gold Stamps, 11-20 Pages Gold Stamps, 21-30 Pages Gold Stamps, 31-40 Pages Gold Stamps, 41-50 Pages Gold Stamps, 51-60 Pages Gold Stamps, 61-70 Pages Gold Stamps, 71-80 Pages Gold Stamps, 81-90 Pages Gold Stamps, 91-100 Pages Gold Stamps.

THE BOSTON STORE. CORNER SALMON AND FIRST STS. J. K. STANTON, Manager.

INDIAN OUTBREAK IN A REFINED RESORT. William Wallace, who claims direct lineage from the Scottish chieftain, has a saloon at Second and Everett streets. He calls it "Bannockburn Inn, a Respectable and Refined Resort for Ladies and Gentlemen."

DELEGATES TO BE NAMED BY GOVERNOR. Eighth Session of National Livestock Convention to Meet in Denver. The legislature and to the attorney general of the several states in the United States. The business done during the month of November by the state land board, through the office of clerk G. G. Brown, by the sale of school lands, amounted to \$18,550.34.

For Traveling Purposes. Satchels—With complete silver toilet fittings. Umbrellas—The very latest style handles. Field Glasses—The reliable kind. Ladies' Traveling Bags—Latest colors in leather. Toilet Outfits—In leather rolls. Folding Writing Pads—The handy companion.

SUGGESTIONS FOR HOLIDAY GIFTS. Numbers upon numbers of useful and handsome articles abound. They're made and designed for the recipient's approval—that is, of a standard of quality that is unsurpassable. Our salespeople are here to serve you well. Make known to them your wants. They'll show you each individual desire in the most correct styles of the day. Prices are most attractive. The economy at hand is indeed interesting, and we would advise early selecting.

For the Theatre. OPERA GLASSES—The Lemaire and other reliable makes. In oriental, smoked or white mother-of-pearl. Heavy gilt finish. "LA REINA" FOLDING GLASS—A most convenient article. Very easily adjusted. An appropriate gift. OPERA BAGS—Exquisite colors. Very ornamental mountings. FANS—A host of styles. The designing and colors are beautiful. LORGNETTES—Gold, silver and tortoise shell.

For the Table. Fruit Knives, 2-Piece Buckhorn Carving Sets, Chafing Dishes, Salts and Peppers, Tea Bells, Tea Balls, Berry Spoons, Cold Meat Forks, 2-Dozen Flatware Set, Jam Pots, Toast Racks, Water Bottles, Dishes, Celery Trays, Vases, Knife Rests.

A. & C. Feldenheimer. Corner Third and Washington Streets. Excellent Christmas Gift. NECKLACES. ROSE FINISH BROOCHES, CHARMING HAT PINS, NOBBY SCARF PINS, DUMB-BELL BUTTONS, STYLISH SEAL RINGS, BEAUTIFUL LOCKETS, LORGNETTE CHAINS, FANCY SET RINGS, DAINTY WAIST SETS.

For the Desk. Letter Scales, Bill Files, Ash Trays, Erasers, Letter Clips, Seals, Stamp Boxes, Pen Holders, Calendar Pencils, Blotter Pads, Ink Wells.