

MANY GOVERNMENT IMPROVEMENTS UNDER WAY

Rivers and Harbors Being Made Greater---Constructing a Canal That Will Be of Immense Benefit---Jetty to Be Six Miles Long.

UNCLE SAM is doing heavy work for Oregon. Improvements undertaken and completed will give to the rivers and harbors of this state advantages not possessed elsewhere, and complete one of the most thorough and natural systems of commerce nature has bestowed upon mankind. The west's greatest river will be made navigable far into the interior, and ocean-going shipping of any tonnage will be able to receive the products of an empire in a marvelous freshwater port.

The greatest single improvement enterprise that has been inaugurated by the government in the Columbia basin is the canal and locks for the Columbia river between The Dalles and Celilo. This artificial waterway for Columbia basin commerce will have a length of 45,000 feet, touching two points of the elevation at low water of 80 feet. The canal will have a width of 65 feet on the bottom, and an average depth of 3 feet of water in the channels above first locks. The depth is to be 7 feet below the upper entrance, capable of a lift of 17 feet; another 7 feet below the lower entrance, capable of a lift of 11 feet, and two locks placed tandem fashion will have a lift of 24 1/2 feet each, or a combined lift of 49 feet at a point close to the lower end of the canal. The estimate of total cost for the canal is \$4,181,881, excepting the right of way, which the people of Oregon have donated through the medium of a state appropriation.

Boats Then May Sail Far.

This engineering problem has been solved several years, but actual work was commenced only in 1905, the appropriation being sufficient for the first lock and cut at the upper end of the canal. The work is to be pressed steadily to completion, which will open the Columbia river for continuous navigation

from its mouth to Priest rapids, in the state of Washington, a distance of 450 miles, and the Columbia and Snake for distance of 530 miles from the mouth of the former river. Ocean vessels drawing 25 feet ascend the Columbia 25 miles; the river has a mean depth of 20 feet for another 20 miles, river craft drawing 14 and 12 feet may go 40 miles further, and with the canal open vessels drawing 8 and 7 feet may pass an additional 70 miles without trouble. For river boats drawing 2 1/2 to 3 1/2 feet the rivers are open to the heart of the vast wheat belts of southeastern Washington, northeastern Oregon and western Idaho.

Jetty Six Miles Long.

At the mouth of the river work of greater importance, although less difficult and costly, is being carried out, in the improvement of the Columbia river bar. A jetty of nearly six miles length has been completed, confining the river to more limited channels than nature, provided for the past few centuries, and insuring safe entrance for large ocean-going steamships. When the jetty work began there was from 19 to 20 feet of water in the deepest channel over the Columbia river bar at low tide, and the shoaling extended from three to four miles with the current. By the time that the jetty had been built four and a half miles out from Point Adams, on the south bank, there was a 31-foot channel at low tide, a half mile wide, running straight out to sea. This condition continued for a short time, but the millions of tons of sand and gravel scoured off the old bar were dumped slightly farther out, where the river current came in contact with the littoral currents of the ocean, forming another bar.

Commenced to Shoal.

As the channel commenced to shoal it was resolved to extend the jetty a half mile farther, delivering the



Driving Piles on the End of the Jetty.

concentrated current of the mighty river far out into deep water, and this work is being finished, slightly more than one mile of construction remaining this fall. When the south jetty is completed, if a 40-foot channel is not given over the bar, which engineers confidently believe will be the case, a north jetty of about two and a half miles length will be built, so as to confine the open part of the river at this point to

a two-mile channel, thus insuring even more than 40 feet. As the fresh water discharge of the Columbia at its mouth is roughly estimated in the low water season to be at least 120,000 cubic feet a second, at least 300,000 cubic feet in average conditions, and 1,900,000 to 1,500,000 feet at flood time in June, a channel of any desired depth may be made and maintained by merely confining the river to more limited bounds.

Three Million and a Half.

When construction of the jetty was first estimated the total cost for four and a half miles was placed at \$3,710,000. When the government engineers finished this section, bringing it up to 15 feet above low water, the shore and sloping down to four feet above low water at the outer end, 945,223 tons of rock had been used and the total cost was but \$1,948,223, or \$1,761,777 below the primary estimate. The cost of extending the jetty out a total length of seven miles will be proportionate, or only about \$3,500,000. The effect of this work will be to insure a 40-foot channel or even more for Pacific shipping to enter the greatest freshwater port of the world.

These two great improvement projects being executed by the government will bring the Columbia river to the heaviest Pacific steamships and extend its navigable waters for river craft back to the heart of the inland Empire, where about 50,000 bushels of wheat are produced annually, where lumber is in illimitable quantities, agriculture in general is claiming vast untouched areas and minerals, livestock, fruit and other products are rich as in any other part of the world.

Channels Being Deepened.

Other work opening the Columbia and tributary rivers is being carried on by the government steadily and rapidly. Progress is being made in deepening the channels of the Columbia, Willamette and Snake. From 19 to 15 feet of channel in the shoal places of the Columbia between the bar and the Willamette, a depth of 23 to 25 feet has been obtained for this entire distance of 98 miles and the places where the depth is not to exceed 30 and 25 feet are limited to dredging, wingdams and revetment work, all of a relatively light cost, easily will make the channel of the Columbia to the Willamette 30 to 25 feet deep. As the Columbia above the Willamette has 100,000 to 135,000 inches of water at the dry season and the Willamette at least 50,000 inches at the same time, while four considerable streams enter the Willamette, it quickly is apparent that the greatest river of the west has a sufficient volume to float the largest

state of Oregon, and from which at the present time shipments of about 2,100 tons a week are being made to San Francisco. Coos bay is also the center of a great lumbering industry, which is second to that of the Columbia river basin in the state. The harbor improvements for Coos bay are estimated to cost \$1,741,412, of which a large percentage has been used. Shoals in the bay that were five to eight feet before dredging commenced have been made 11 to 12 feet by the government engineers, sufficient to accommodate present shipping. The work will have to be taken up from time to time, according to the engineers, as silt deposits will be made in the bay each spring.

The Willamette river between its confluence with the Columbia and Portland, a distance of 12 miles, is as easily kept at as great depth as the Columbia from that point to the sea. Dredging, wing dams and revetment work along the shores suffices, and when once done will last for ages. The Willamette is made to accommodate the largest vessels that can reach that stream and, although most of the improvement work has been done by the citizens of Portland, it is embraced within the general government project.

On the coast south of the Columbia the government has carried forward steady improvement work in the Yaquina bays. Here jetties and dredging have been the plan of operation, and harbors that have remarkable natural advantages are being made to accommodate the largest vessels that will enable it to become an important port for trans-Pacific craft.

For Coquille River.

For the Coquille river an expenditure of \$237,548 has been made in building two small jetties, which are to be 400 feet apart at the outer ends, and insure at least a depth of eight to 10 feet at low tide. This river taps a rich timber, agriculture and coal district. Coos bay's improvement project involves construction of two long jetties and doing a large amount of dredging. Under the original plan adopted \$113,750 was expended, and then the present project was adopted, which was estimated to require an additional sum of \$2,466,412 for constructing 4,500 feet of north bank jetty and 4,200 feet of jetty on the south side of the entrance to the bay. The north jetty has been finished, costing \$674,318, and increasing the original depth on the bar from 10 feet to 18 and 20 feet at low tide. When the south jetty is finished engineers do not doubt that the bar at the entrance to Coos bay will have a depth of 20 feet at low tide, and possibly 23 to 25 feet.

Taps Coal Properties.

This harbor is the natural port for the Coos river basin, in which is found the best coal properties opened in the

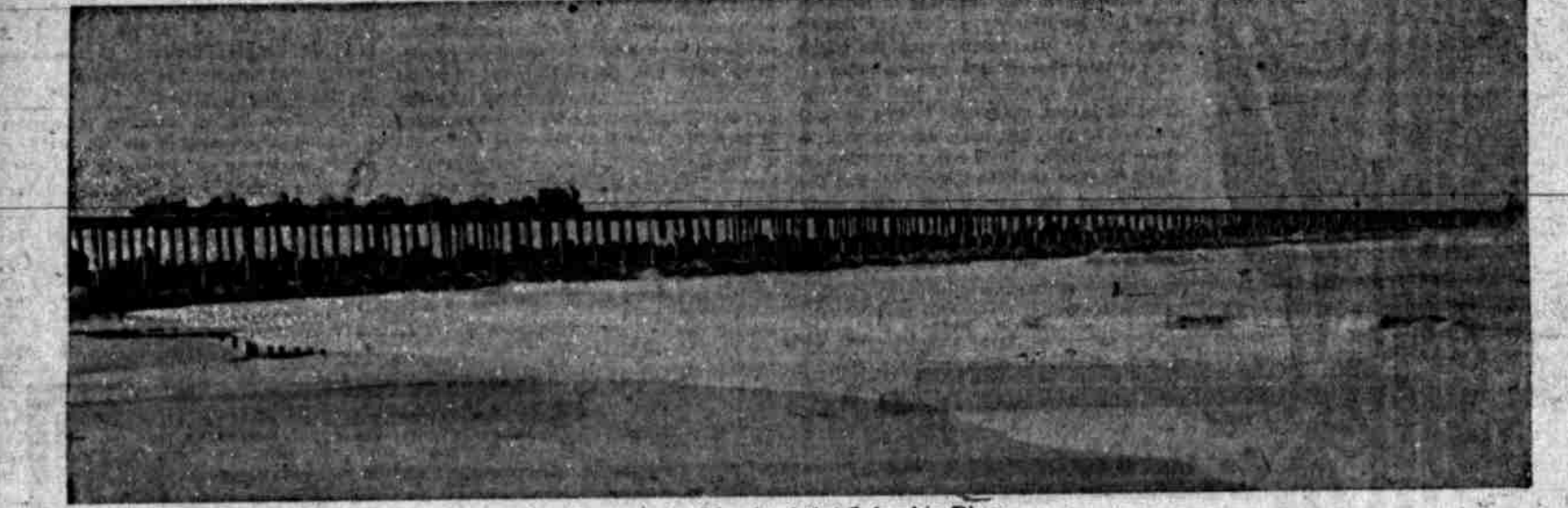
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Yaquina Bay Has Jetties.

Yaquina bay is the second important harbor on the south Oregon coast, and is being improved under a government project which contemplates two long jetties. There has been expended on this work more than \$700,000, and a small additional sum is required for completion. Two rubble-stone jetties have been built, that from the south bank run out 3,500 feet and from the north head 2,500 feet, and a small additional sum is required for completion. The jetties are 13 to 15 feet of water at low tide, and about 23 at high tide. This result is even better than was contemplated at the commencement of work. Tillamook river has been the scene of about \$100,000 expenditure in securing an eight to ten-foot channel.

Wonderfully Beneficial.

For the tonnage developed by government improvements the results of all federal expenditures in river and harbor work of Oregon has been wonderful. Completion of existing projects will open the greatest inland waterway for commerce on the continent, with the single exception of the Mississippi. The Columbia has many advantages over the Mississippi, as ocean vessels of great draught can come farther inland here than on the bosom of the Father of Rivers. With removal of obstructions for river craft the interior will be brought in direct touch with the ocean by water transportation, giving to the Columbia advantages in this respect approaching the supreme position of the Mississippi basin.



Jetty at the Mouth of the Columbia River.

Home of Art, Music and Literature Portland, a City of Roses

DURING the past year the art interests of Portland have secured a beautiful new home through the munificence of those eager for the development of the artistic sense of the city. A brick building on the site on Fifth street bequeathed by the late Henry W. Corbett has been erected through the generosity of Mrs. W. B. Ladd. In addition to the gallery of casts, with office and storerooms, there are three overhead-lighted exhibition rooms and a small studio. The building is fire-proof and lighted by the most recent and approved methods.

The castroom is well equipped with the collection given by Mr. Corbett at the start of the Art association, nine years ago. A large collection of the carbon photographs of Braun, Clement et Cie, reproducing many of the more important paintings and drawings of famous European collections given by the William S. Ladd estate are hung in the corridors. This gift included also a number of the best books on painting and classical sculpture. These books, with many additions since made, form a valuable and substantial art library, which is given a special room at the Portland Library.

Portland is essentially an artistic town, and it is said that there are more really good and valuable paintings and prints here than in any other American city of its size. This makes it possible to have valuable loan exhibits at the art museum, which are opened to the public.

The museum was opened in April with the World's Photographic Salon, which filled a week's time. In June it was reopened for the water color and pastels of the art collection brought to the

Lewis and Clark exposition. It is a significant fact that the art department of the fair was all under the direction of the Art association, which, by request, selected Frank V. DuMont as head of the exhibit. He conducted classes in composition, outdoor sketching and indoor portraiture during his stay and the use of the building was granted him. During November there has been a splendid opportunity for the study of Japanese art through the 300 prints lent by William M. Ladd. Eight valuable oils of the fair collection lent by Mr. Pratt of Brooklyn are to remain here during his absence abroad and Mrs. Lewis and Miss Lewis have lent three during their winter abroad.

The Art association is supported by memberships, of which there are three kinds—life, perpetual and annual. It is hoped that good lectures may be secured more frequently and study of art is encouraged.

The library work has grown very rapidly in the past year and the removal of the Art association from the upper story of the library building has increased the facilities for work. The Portland Library association, which grew out of a private library, is now in its fourth year of existence and during that time has grown rapidly. About 50,000 books are shelved there and the departments include the circulation, the reference, the children's, the periodical and the cataloging departments. The reference library is an exceptionally fine one for a library of this size and has recently been added to by the bequest of the Wilson collection. In the periodical-room between 300 and 400 books are shelved there and periodicals to be found. These include all classes of publications, both for entertainment



MRS. ROSE BLOCH BAUER MR. DOM ZAN

and study. The newspapers of the leading cities may be found here and all the principal Oregon papers are on file. The drop in the percentage of fiction reading has been very satisfactory and though for some time it has been in the low sixties, it is now in the fifties. The extension work is another department that is growing to important size. It is now to be made a regular department with a special department librarian in charge. Throughout the county 20 stations are sustained for adults and every county school—numbering 60—is supplied with its box of children's books. It is hoped that the means will soon make possible the establishment of a large east side branch. The membership, which is constantly growing, now numbers about 15,000. These are alive members, for the cards of membership are good for two years only and at that time must be renewed or dropped. The children's department is conducted by a specially trained librarian according to the latest methods of story telling hours and special observances, which are educating to the young mind. The meeting here during the fair of the American Library association was a potent factor in building up interest and in effecting cooperation throughout the state, and it is expected that a great growth throughout Oregon will be the result.

Portland's musical tastes and desires have never been behind its other aesthetic tendencies and the city is fortunate in having among its permanent residents musicians who are known over the entire coast. The city is on the circuit of many of the best musical attractions and most of the stars that come west at all are heard in Portland. Edgar E. Courson has been identified

with the musical interests of Portland almost since their birth and has been an important element in raising the local standard. For a number of years he directed the symphony orchestra, which has now disbanded, but which may soon be reorganized. Other prominent names among instrumentalists are: Mrs. Warren E. Thomas, W. Gifford Nash, Miss Soule, Charles Dierke and his gifted young wife, who, it is said, will some day be the pride of the world instead of Portland. Such names in the vocal realm as Mrs. Walter Reed, Mrs. Rose Bloch-Bauer, Mrs. Anna Selkirk Norton, Dom Zan, Arthur Alexander, H. Boyer and others show to those who have followed their careers that artists of much ability and no small reputation reside among us. That Madame Jennie Norell, the Swedish prima donna, claims Portland as her home and generously gives the public her voice on her visits is a matter of congratulation.

Struck the Wrong Customer.
From the Chicago Tribune.
Canvasser (with prospectus of new publication)—Can I interest you, ma'am, in "Our Home Life"?
Woman of the House—Not me. I don't need anything in that line. But here's my husband's office address, down town. Go and see if you can't interest him.

Jealousy.
From the Philadelphia Post.
"What's Barnstorm doing these days?" inquired Yorick Hamm.
"He's murdering Julius Caesar every night," replied Hamlet Watt.
"Playing Brutus?"
"No; playing Caesar."

ONE day in the long ago, when \$10,000,000 roses carpeted Portland, some one aptly described her as the "Rose City." To that title she has clung—that name she has defended by making nature's most beautiful flower bloom along the ditchbanks as plentifully as weeds bloom in other cities of half her natural advantages.

Portland will never have a greater distinction than that which she has won through the beauty of her flowers. All through the summer, when thousands upon thousands of strangers thronged the city, the first and most lasting comment heard concerned the grandeur of the gardens. Visitors were amazed to find in practically every yard a profusion of plants and bushes bearing the most perfect floral specimens they had ever seen. They could not understand that in this far western country—supposedly composed of alkali and sagebrush—there existed a botanical Eden, fed by the mists of heaven and rainfed by the hand of man. They did not know that the Portland Rose society could give away 6,000 roses each day of the fair and have some thousands left over for free distribution among the hospitals and charitable organizations whose surroundings were not, perhaps, as well adapted to the culture of the buds and blossoms.

And yet, the rose represents only about one eighth of the vast growth of flowers and foliage that have added so much to Portland's fame. Pansies, violets, geraniums, ferns—anything you may name in botany—is grown here in Portland. There is no state in the Union that boasts of a greater variety of cultivable plants than Oregon. Most anything can grow here. Demand cold weather are found in abundance. In the valleys there are plants of a semi-tropical nature. There is a large variety of aquatic plants and then the conifer class—the majestic pines and firs—seeds for which have been sent to Europe, and which, according to those most deeply interested, should be planted in forests on the vacant grounds adjacent to this city. This state has the most valuable and rarest specimens of pine and fir in existence, if the state is a florist and gardener are to be believed.

George Otten, who laid out 5,000 rose bushes on the Lewis and Clark fair grounds, estimates that \$50,000 is expended annually among florists in Portland. Most of this money comes from visitors and from people living in flats and hotels who have no opportunity of raising their own flowers. They fill their yards at a rate extremely low, but frequently and in large quantities. Mr. Otten's life is wrapped up in the floral business. With him it is a sentiment as much as anything else. And he wants all the rare plants and trees in town transplanted to the city park where they can grow and multiply. He can imagine no greater calamity than Portland losing a particle of its reputation as a mansion of flowers.

One who shares this feeling is Herman

LOWITZ, keeper of the city park. "I do not know," said Mr. Lowitz. "What more can be done to beautify Portland than has been done. Wherever you go, in the proper season, flowers are supreme in this city. Roses fill the sidewalks. They are everywhere. There is no city on earth of greater beauty in this respect.

Portland continues the parkkeeper, "while I admire all this, there is a question in my mind as to the wisdom of planting rose bushes along the sidewalks. Really, I do not believe it proves a detriment rather than an advantage; people do not, as a rule, exercise the same care regarding them that they would were the plants in their own yards. And it seems to me that the houses covered with rose bushes and the sidewalks bordered with grass, kept smooth and trimmed, the same purpose would be answered.

There in the park we have about 8,000 bushes planted. They consist chiefly of La France and Caroline Testout roses. We have also many pansies, hyacinths and tulips. It is a pleasure to see flowers, but on the public highways give me just a well-trimmed clean lawn."

Portland is proud of her Rose society, an organization of women which has for its sole object the promotion of rose growing. It has given three great rose shows since it was organized five years ago. Mrs. Rose Bloch-Bauer, president, is one of the most enthusiastic botanists in the state. Incidentally, her ideas do not harmonize in all particulars with those of Mr. Lowitz.

"How can we make our roses more beautiful?" she asked, in answer to a similar question. "Well, I'll tell you. During the rose season you may walk from one end of the town to another in almost every direction and see roses under cultivation. They are growing in profusion in this climate, and those who have planted them are justly proud of the sight. Along the sidewalks, too, you will find great clusters of all varieties. About the best we can do to improve the appearance of Portland is to urge more people to plant roses under cultivation. They are growing in profusion in this climate, and those who have planted them are justly proud of the sight. Along the sidewalks, too, you will find great clusters of all varieties. About the best we can do to improve the appearance of Portland is to urge more people to plant roses under cultivation. They are growing in profusion in this climate, and those who have planted them are justly proud of the sight. 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