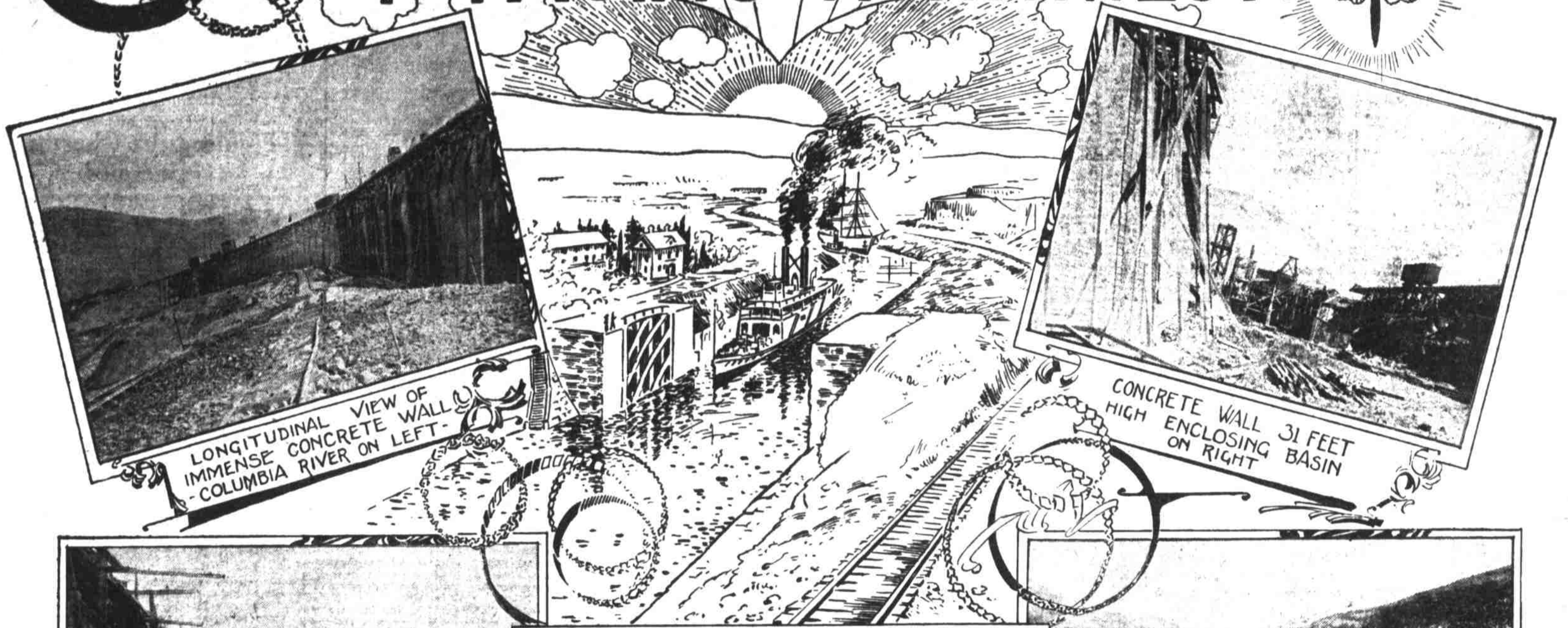
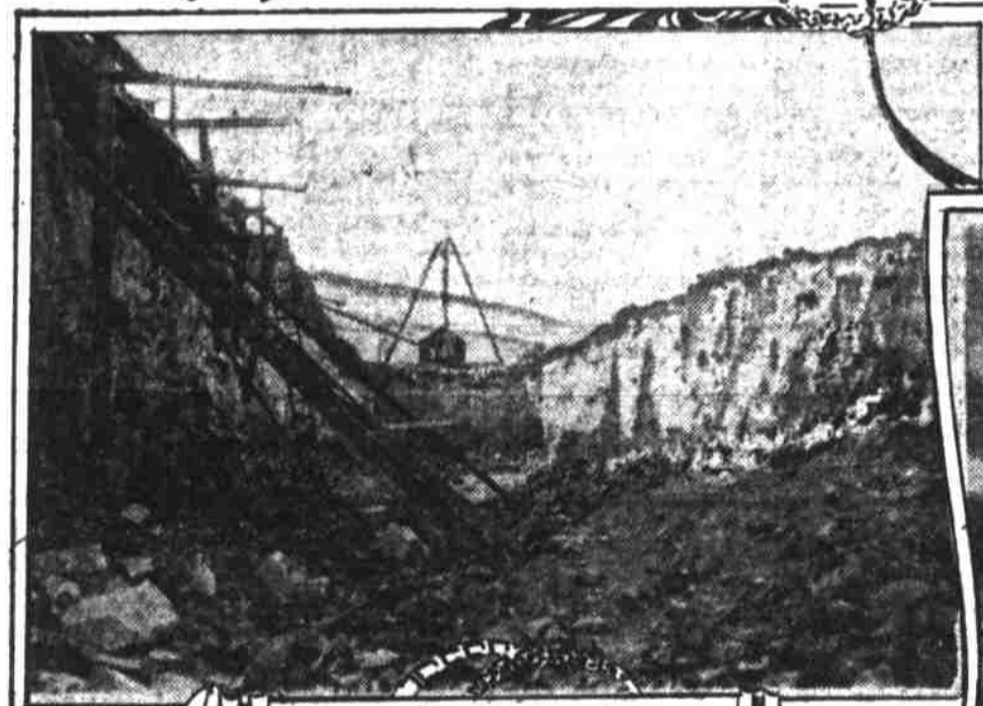


CELLO CANAL HOLDS DESTINY OF PACIFIC NORTHWEST



LONGITUDINAL VIEW OF IMMENSE CONCRETE WALL - COLUMBIA RIVER ON LEFT

CONCRETE WALL 31 FEET HIGH ENCLOSING BASIN ON RIGHT



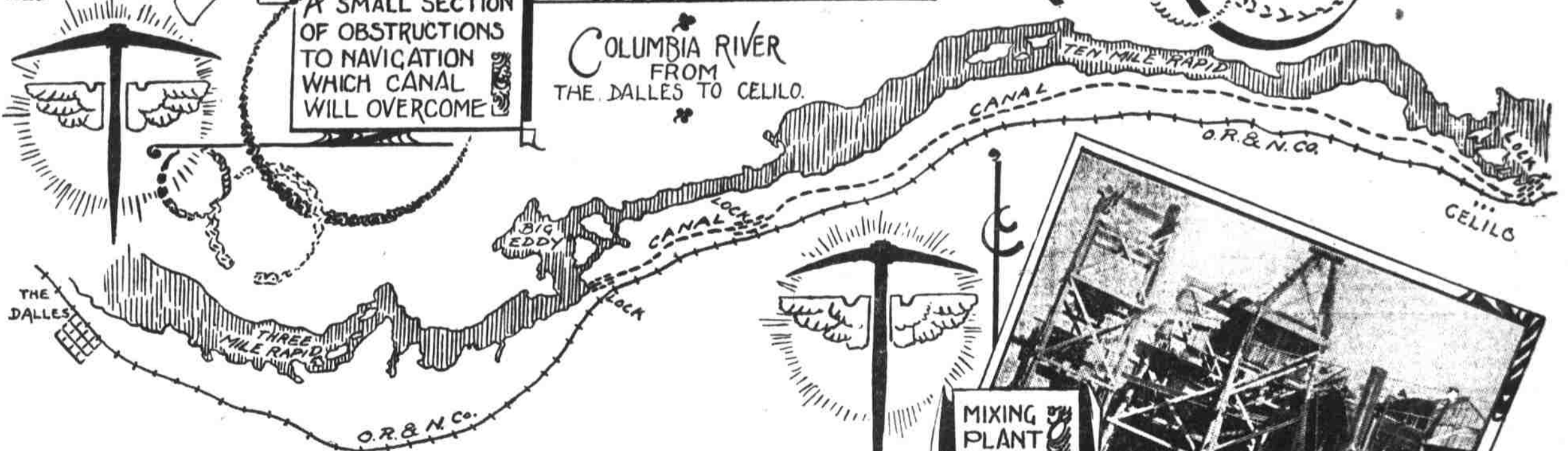
EXCAVATION FOR LOCK NO. 1, 2,000 FEET BELOW UPPER ENTRANCE.



A SMALL SECTION OF OBSTRUCTIONS TO NAVIGATION WHICH CANAL WILL OVERCOME



VIEW UP RIVER FROM SITE OF FIRST LOCK



COLUMBIA RIVER FROM THE DALLES TO CELILO.

MIXING PLANT FOR CONCRETE WORKS



EVEN to the cursory observer of development in the northwest, the successful and early completion of the Cello canal stands as a factor of titanic importance.

To the student of economic conditions that exist today in the states of Oregon, Washington and Idaho, the enormous strides which every line of industry and every agricultural pursuit has taken during the past few years, and the greater advances to be made in the next decade, the government project of opening the Columbia river presents transcontinental and even international features.

No work undertaken in the United States in the past quarter of a century means as much, will have accomplished more or will have proven so great a factor in solving the regulation of rail traffic and relieving the serious freight congestion throughout the great northwest as this channel to be dug from Celilo a distance of something over eight miles to the head of navigation at the Big Eddy.

Recent months have shown beyond all reasonable doubt that not even the building of new railroads or the doubling of the trackage of those already projected across the great stretches of the northwest will relieve the congestion of traffic, the rapidly accumulating and constantly increasing products of this immense territory.

Forest products, mine productions, the harvests of the enormous grain fields have increased in the past few years from 25 to 50 per cent. Railroads, laboring under the impossible feat of securing new rolling stock from manufacturing plants hanging 12 to 18 months behind their orders, have increased their carrying capacity in the same length of time only 7 per cent.

James J. Hill summed up the situation not long ago when he said that \$5,000,000,000 would be required to provide adequate rail facilities for the wonderful development in the northwest and that to expend this vast amount in the proper channels would require a period of 50 years.

Here then is the problem which threatens with serious mien the progress, vitality and life of the richest domain in the United States. It is a combination of dismaying circumstances which must be met. The solution lies in the Columbia whose broad surface is ready and waiting for the hand of man to accomplish that which nature left undone.

The Cello canal will relieve the congestion which has already stunted the growth of manufacturing enterprises; will open and place a paying basis for the future highways of traffic to be built to the banks of the river; it will furnish the means of reaching a market without disastrous delay, regulate present rates, encourage production and consumption, prove the greatest factor in the upbuilding and settlement of the northwest and provide in addition a means of egress for the vast

transcontinental freight rolling westward across the prairies to the natural water level grade to the Pacific ocean.

Great Problem of Northwest.

Rail transportation cannot solve the problem which faces the great northwest. The railroads themselves have said so. Development of the resources in this empire of varied industries has set too swift a pace for the transportation companies.

Vast Empire Is Interested.

Two hundred and fifty thousand square miles of territory in the three states of Idaho, Oregon and Washington are vitally interested in this work of surmounting the obstacles in the Columbia river through the construction of the Cello canal. Interested because in this government work it sees salvation from rapidly multiplying transportation difficulties. The hope of the future, the development of internal and oriental trade, the complete mastery of the Pacific is here.

Probably not more than a small handful of legislators in the halls of congress and only a small percentage of the residents in the regions lying tributary to the Columbia basin are fully cognizant of the vast, unlimited possibilities of an open river.

Here is found not only the solution of the transportation problem of the northwest, but of far greater importance, of greater national and international bearing, is the development of a territory larger in area than a dozen of the Atlantic coast states—the settlement of a region supporting now a scant million of souls and which is capable of supporting 25 times that number.

A great water artery of commerce from the Pacific to British Columbia will be opened. The Columbia, the Snake, the Clearwater and the tributaries of these great streams will become highways of traffic. The products of millions of acres will be turned into these natural channels of transportation, and the stimulating influence in the cultivation of millions of more undeveloped acres will be spread to bear fruit.

Public Pressure Is Strong.

Public pressure towards furthering the work of the Cello canal has doubled during the past few months as the fuller realization has dawned upon the

people of the serious phase of its traffic conditions and the urgent necessity of overcoming the obstructions in the Columbia.

Today the whole northwest is raising its voice in insistent demand that the national government place its work on such a basis that early completion of the canal will be assured. The great territory facing the Pacific, acting under the prodding instincts of self-preservation, cannot countenance any other course, and it is believed that congress this winter will lend the assistance necessary to ward off the crisis into which uncontrollable and relentless conditions are rapidly drawing a vast region of productiveness.

Briefly, the Cello canal, plans for which were approved by the secretary of war four years ago, is a project for a continuous channel on the Oregon shore from Celilo falls to Big Eddy, the latter located at a point about four miles above The Dalles. The canal proposed has a length of eight and one half miles, width of 65 feet on the bottom, with locks 300 feet long. It is the purpose of the government to build this canal to avoid the natural obstructions in the river which lie between the two terminals of the project. Above Big Eddy for a distance of eight miles the river's channel is cut by submerged rocks, reefs and rapids which make navigation impossible.

Engineers have estimated the total cost of the canal at \$5,000,000 and under favorable conditions, they say, the project could be finished within three years.

Continuing Contract Is Imperative.

Neither the sum to be expended nor the time required to complete the work is prohibitive. But the great northwest, whose future is so largely dependent upon gaining water communication from the vast interior regions to the sea, will demand that the three year time limit be not exceeded, that the work be finished, the canal opened and conditions which are now throt-

tling the life and development of an empire be done away with for all time to come within the next 36 months.

To meet these urgent demands the government will be asked to place its work on a continuing contract basis. Under this system the work would go forward in a dozen different places along the line of survey. There would be no delay. With the government's sanction lack of the work, the tremendous public interest would open the way for available funds to tide over the contractors whenever the congressional appropriation became exhausted and before another was made.

Aside from the continuing contract system the legislative delegation will advance another method for hurrying the canal to completion. It is within the province of the government to issue bonds to pay the cost of constructing the canal, just as bonds are being used for furthering the Panama canal across the isthmus.

Inasmuch as future generations will profit as largely as the present one from the benefits of an open river, the issue is viewed with no little favor. The cost of the work would then be distributed over a period of many years and the tax upon the people evenly distributed.

Insist upon Hurred Completion.

But whether through the continuing contract system or by the issuance of bonds, the expansive territory bordering on the Pacific insists only that the Cello canal be completed in the shortest possible time. The destiny of the whole country through which the northwest rivers flow hinges upon an early completion of the work.

Only a small fraction of the channel which will carry ships in safety past the obstructions in the Columbia has been dug. The contract for the first half mile of the work, including the first lock, was let two years ago and excavation work is rapidly nearing completion. A second contract provid-

ing for the removal of rock ledges from the vicinity of Three Mile rapids is also in force and will be completed early in the coming year.

In addition to the thousands of cubic yards of earth and rock which have been excavated at the upper entrance at Celilo falls, a concrete wall 31 feet in height with a foundation varying in depth from 10 to 25 feet has been constructed on the river side of the canal basin. This, with the exception of a few minor details, is the total of the work accomplished at the present time.

Eight miles of excavation and lock building remain to be done before the great northwest is freed from the strangle hold of traffic congestion and lack of facilities to transport its wonderful and constantly expanding products to market.

Northwest Awaits Answer.

When the imperative demands of this territory on the Pacific are made known in congress this winter will the government give the assistance required to open the gateway of freedom from conditions which constantly grow more embarrassing?

In the answer lies the development and progress, the hope and future of an empire ten times greater in area, ten times richer in natural wealth, ten times more prolific in possibilities than many of the eastern districts where the government has spent for the improvement of rivers and harbors ten times the sum asked to complete the Cello canal.

DOCTORS ARE NOT GOOD PATIENTS

ISUPPOSE it is treason to my superior officer to say so, but doctors are certainly not easy patients to manage," remarked the trained nurse. "At least, this has always been my experience, and most nurses you will find, agree with me in the matter. I have recently been nursing a physician through typhoid, and my experience with him was typical of the cases of the profession in general.

"Doctors know altogether too much for their own peace of mind, you see. Each new symptom is recognized, and if it is an unfavorable one, why, the patient's weakened condition usually leads him to lay great stress upon it. Then, since he has always been in a position to issue orders to the nurse, he cannot readily bring himself to take orders from her, and he is disposed to criticize and take exception to treatment which the ordinary patient receives as a matter of course.

"But perhaps the most troublesome thing of all in the matter, which the doctor has for taking his temperature. If he has a moderately high fever, and as

allowed to use the thermometer as often as he wishes, he can fret and worry over the result enough to send his temperature up materially. More than once, rather than exasperate a physician patient by a refusal to let him have the thermometer, and rather at the same time, than let him know just how high his fever was, I have dropped the instrument just as I was in the act of handing it to him. Of course, I apologize for my carelessness at such times, and the regret really does not have to be at all assumed, for I am at the expense of buying myself a new thermometer.

"At one time I had an inaccurate instrument, which never registered high enough, and I used to call it my doctor's thermometer. By a little dexterity, I could substitute this for the one I actually used myself, and the encouragingly low temperature it would show would greatly please the patient."

Legal.
From Judge's Library.
Ethel—That is just what you need to marry him.
Ethel—And you there and you there.
Ethel—Yes, that is what I need to get the law to catch him as you do.