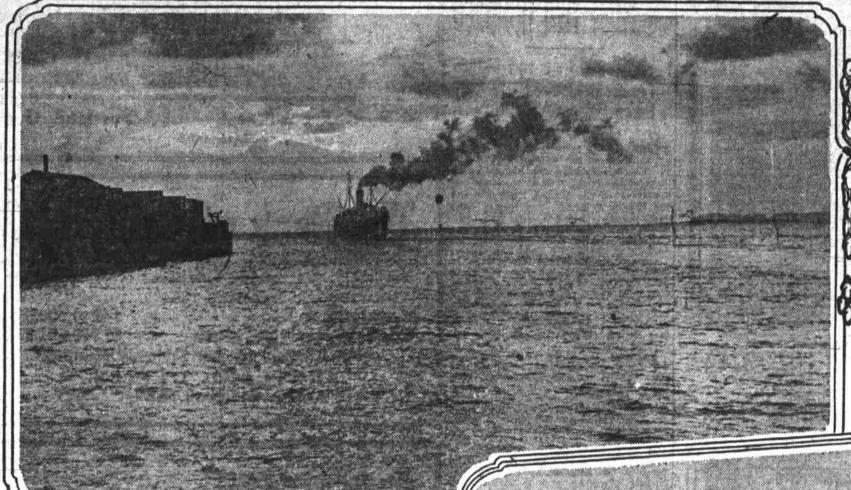
A FORTY FOOT CHANNEL OVER THE BAR OF THE COLUMBIA





ADMIT THE WORLD'S COMMERCE TO PORTS ALONG GREAT RIVER BY REMOVING BARRIER

Ports of Columbia Committee Makes Marked Progress in Execution of Its Plans to Make Columbia River One of the Big Waterways of Trade.

In its current mingle the streams of two nations, but its forward grain that might grows a commerce checking obstruction HE mighty Columbia bursts asunder two mountain ranges in its race to the sea, but it has a bar at its mouth.

sweep has not dislodged the commerce checking obstruction.

The grain that might grow on the plains it drains could feed the millions, but people to plant the crops will wait the opening of the door to the world's markets. The food from the farms of the lands it waters might make high cost of living a vague memory, but not until the flood flows free into the deeps

On the slopes of its watershed stand titanic forests for the building of factories, cities and ships, but of value in futures only until the way of

water transportation is clear. Powerful dredges must tear through the sand and silt; rock built jetties must narrow the breadth of the river's mouth and correspondingly deepen

Modern commerce carriers must hear the news of developing resources and aggressive improvement policy and prepare to use the facilities of deep-

ened channel and public water terminals. Factories must be built on the banks of the river to transform raw materials into finished products and thus enhance values. The unused millions of water horsepower must be transformed into elec-

trical current for the operation of industries. Locks and dams must sacrifice the wild beauty of the upper Columbia Cascades in the interest of navigation and electric power.

Where lands lack nature's provision for sufficient water their fertility must be artificially aided by irrigation.

Problems of production present themselves wherever, in all the region. utilization of resources and cultivation of land is proposed; the educational agencies of the states must systematically demonstrate solutions of these

Transportation by water is not sufficient without transportation by rail and by wagon roads, and the three must be efficiently related.

All of these things have proper part in creating a great harbor, in inducing a great agricultural and industrial development, in weaving a complete work in the bay. The dredge Seattle transportation system, in permanently establishing a country. They are the was brought here by the company and

inseparable units of progress. Benefit Is to Whole Community.

must be evolved, who can outline the deeper instead of shallower as was work to be done and furnish the plan expected. of procedure, and all without taint of But the most startling arguments in selfishness except it be that generous favor of dredging are furnished by selfishness which practically appreciates that where the majority benefits

high sounding phrases. They represent 000,000 a business for the last fiscal the ideal—but an ideal that must ulti- year that totaled the immense sum of mately be realized because the reason

for the realization exists. duce in greatest volume and most economically his particular commodity. He regulates volume of output by the demand. The same measure must apply to the plan of the Columbia district cause its permanency depends on the industry and prosperity of its people.

And the realization of the work to be fone is becoming a part of the present. How else would there have sprung into existence almost over night an organiza-tion, larger than any other of its kind known, dedicated to a single unit of betterment—the removal of the bar at the mouth of the river!

As suggested development, docks, inof small avail to create a 30 foot channel from Portland to the sea unless there be a correspondingly deep passage over the bar. The channel will nowhere be better than its shallowest portion. Of what advantage will it be to create at Portland or Astoria great water terminals unless there be at the mouth of the river such exit and extrance for modern steamships as their great draft war-

Amount of Federal Aid Sought,

The Ports of Columbia committee has definitely programmed its campaign. It asks congress to appropriate \$1,500,000 for a dredge enual to the wonderful "Leviathan" of the port of Liverpool; to appropriate \$2,000,000 instead of \$-50,000 first recommended for the lumbia, and to place the jetty work on a continuing contract basis. It was the representations made by a special committee of the Ports of Columbia committee that induced the Port Commisaside a total of \$500,000 in aid of the government's work at the mouth of the river, so that work on the jetty might not cease between the time when the present appropriation should be exhausted and the next appropriation be-

| mile, the dredger made a channel 700 Men must be had who can grasp in all feet wide with a minimum depth of 28 its immensity the corelated scheme that feet which the current has since made

other

on the Mersey bar at the Port of the individual prospers more Liverpool dredging that deepened the channel from 11 to 30 feet at dead low Perhaps all of the preceding seem but water brought to docks costing \$190.-000,000 a business for the last fiscal

The foreign commerce of all the ports If a manufacturer goes into business of the United States during the fiscal he builds his plant big enough to pro-York's share was \$2,000,000,000, New York's channel was entirely made

Hamburg, on the river Elbe, had a commerce for the fiscal year of \$1,657.-000,000, only made possible by continuous dredging.

The Columbia furnishes the only water grade route in the United States from the interior, to the Pacific ocean. Its watershed includes British Colum-

gia, Idaho, Montana, Utah, Nevada. Wyoming, Oregon, Washington. Not long ago a grain broker of three Canadian provinces was here, saying that five cents a bushel could be saved dustry, wait on the deepening of the channel at the river's mouth. It will be lumbia river for transshipment via the lumbia river for transshipment via the Panama canal. A Missoula, Mont., business man has estimated not only a broadened market, but a proportionate saving in transportation of grain. Esti- mended by the government engineers to mates have been made that open transportation would increase the value of the government timber holdings in the northwest \$60,000,000 in five years, and private holdings \$90,000,000 in the same period. A saving of 10 cents a box on apples routed via the canal from the erthwest, out of the Columbia, has

> Increase Depends on Deeper Channel, But all of these items of reversed merce depend on the deeping of the bar channel -

peen estimated.

The \$375,000,000 invested in the Pan- levy tax and float a bond issue to raise ama canal will mean less in benefits to money for harbor work. north jetty at the mouth of the Co- the Pacific northwest if its greatest

port is not fully opened. But the need of the deepened channel, dredging done and other improvements and the volume of the accelerated com- made which better the condition of the merce-it is estimated at \$150,000,000 harbor for the increasing traffic. year with a 40 foot channel over the bar—cannot help be recognized. The upper river. Uninterrupted traffic will 15,000 members of the Ports of Columbia committee will clamor for it. The industrial, agricultural and lumbering center. The reclamation of the ing interests are dependent upon it. It is a task big enough for the nation to perform and to benefit from.

The industrial and to benefit from.

Sailing vessels held undisputed sway until 1836 when the Beaver, the first of the columbia. From that date on traffic on the lower river grew.

The invasion of the upper river be accomplished, the products of the vast plied for one year between the Cascades

IMPROVEMENTS AT COOS BAY CERTAIN

Dredge to Begin Work Soon on Bar at Harbor's Entrance.

MARSHFIELD, Or., Dec. 80.—The prospects for substantial and lasting improvement of the harbor of Coos Bay are better now than ever before. During the past year important steps have been taken to better the harbor, which is regarded as the most valuable natural resource of the Coos

The commissioners of the Port of Coos Bay floated a \$300,000 bond issue. Of this amount at least \$200,000 is to be expended on a project to make a channel 200 feet wide and 25 feet deep at mean lower low tide from the C. A. Smith mill, at the head of the bay, to the ocean. To carry out this plan the port entered into contract with the is carrying out the project under the supervision of the port engineer.

The government engineers announce that the government dredge Oregon, which was formerly used here and which is now in Yaquing bay, will be returned to Coos Bay surfy in February If there are no government funds avail able for the operation of this dredge the port commission will likely furnish money to keep the dredge in operation and assist in the work inside the bay

The port commission has levied the annual port tax which will bring sufficient money to pay the interest on the bonds and leave about \$9000 for current The improvement of the bar will be

taken up by the government, congress several years ago having appropriated \$350,000 for a bar dredge and money for its maintenance. There have been long delays in receiving the bar dredge at Coos Bay but it is now promised that it will arrive shortly after the first of the year. The dredge built for Coos Bay is the Colonel P. S. Mitchie While the dredge as a means of improving the bar is welcomed it has al-ways been held locally that what is needed is the repair of the north jetty at the entrance of the harbor. This jetty is practically demolished. The people vanted the jetty improved and the dredge as a supplemental means of improvement. Now that the dredge is to ome every effort of the Coos Bay interests is being directed toward the improvement of the jetty which was included in one of the projects recomcongress. Committees will be sent from this locality to Washington to urge the rebuilding of the jetty.

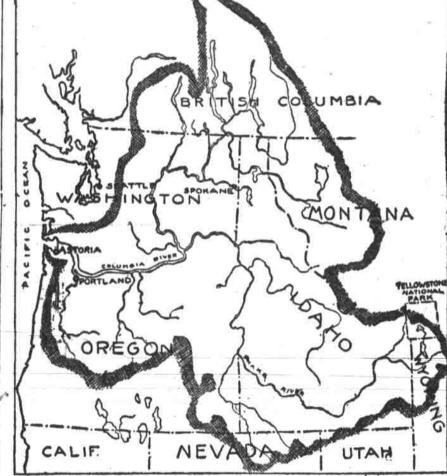
Improvements have also been made on he Coquille river, the other ocean outlet of Coos county. Work has been done by the Port of Coquille which has jurisdiction on the upper river and for the purpose of improving the bar and the ower waters of the river the Port of Bandon has been organized. The port traffic movement and increased com- organization will be taken through the courts to make certain of its validity The river will be open and water craft will be free to operate from its mouth and then the port commission expects to

> During the past year rocks have been biasted out of the lower river and

accomplished, the products of the vast country will be brought by boats and the largest and the next appropriation become available.

The time will come when one may country will be brought by boats and the Dalles. Business was not good country will be brought by boats and the Dalles. Business was not good the committee believes in the effect-side will come when one may country will be brought by boats and the Dalles. Business was not good to the seaboard and the Dalles. Business was not good to the seaboard and the current to the lower river in the bar during 50 double shift work-bar and into the Columbia.

The time will come when one may country will be brought by boats and it returned to the lower river in the same means. A greater civilization in 1852 and '57, respectively, the same means. A greater civilization the world has yet seen may be steamers Mary and Hassalo were built the Constant and the Columbia. nished a demonstration of its value. lumbis and the Willamette may be suc- established, and a more prosperous peo-Across the bar, a distance of nearly a ceeded by the browner plateaus of the ple.



Top, left to right-Looking towards the mouth of the Columbia river at Astoria; rocky gorge of the Columbia river, near The Dalles. Center, left to right-Bar dredge Chinook; Dr. Alfred Kinney of Astoria, chairman of the Ports of the Columbia committee, Bottom-Map showing immense area drained by the Columbia,

RESUMPTION OF NAVIGATION **ON UPPER COLUMBIA ASSURED**

Completion of Celilo Canal Will Remove Natural Barrier and Render Stream Navigable Without Interruption From Its Mouth to Priest Rapids.

Columbia river above The Dalles Cascades. is a story of endeavor, which. starting ambitiously in the days when the Argonauts searched the west for gold, grew less with passing decades until about a year ago the last line of regular steamers finally tied up and the upper reach of the great stream was deserted, its surface unbroken save by the riffles of its own current, the sharp prow of an occasional launch, or the broad bow of sluggish ferry boat But there are reasons for this condi-tion, and among them four big onesa railroad on the north shore, a railroad on the south shore, long stretches of fertile, but undeveloped country, and lastly the greatest barrier of them all, Celilo falls and the rapids below them The last reason, soon will cease to exist With the completion of the Celilo canal now under construction, the obstruction which has always dammed the stream to navigation will have been removed

to Priest Rapids. Beginning of Biver Traffic.

From the date of its discovery in May of 1792, to 1850, navigation of the Columbia river was confined to the of it was between Portland and the sea. Sailing vessels held undisputed sway the Columbia. From that date on traffic

gan in 1851 when the Jason P. Flint, plied for one year between the Cascades

In 1853 and '57, respectively, the steamers Mary and Hassalo were built at the Cascades and the steamer Idaho at the upper Cascades in 1860. They

HE history of navigation on the traveled between The Dalles and the

Meanwhile the steamer Colonel Wright, built at Celilo in 1858, undertook to ply the upper river. Freight from points above Celilo was brought to a landing near the falls and transported to The Dalles, thence to another beat which took them to the Cascades where a portage was made on a wooden tramway to a third vessel which carried them through to their destination on the lower river.

It was an expensive process, However, business was profitable and the Colonel Wright in 1860 made another bit of history when it entered the Snake river, traversed it as far as the Clearwater then made a 37 mile journey up the latter stream. This same year Lewis:on, Idaho, at the confluence of the

Snake and Clearwater, was founded. The stampede to the Salmon river mines in Idaho, in 1862 required greater transportation facilities. And as a re-sult four new steamers appeared on the upper river run. They were the Okanogan, Tenino, Spray and Cascadilla, Al did an immense business. Freight was refused and each vessel carried hardly less than 200 passengers each trip, The Tenino, for instance on a single trit from Celilo to Lewiston, carried passen gers to fares amounting to almos

In '63 the steamers Webfoot, and Nez Perce, Chief and a small propeller boat Cellic were added to the upper river fleet. The Nes Perce Chief, alone hat year brought down approximately \$400,000 in gold dust from the Salmon

The following year saw a couple more steamers plying the upper river. They were the Yakima and Owyhee, built like the most of the others at Celilo. That a good business was done by the big fleet is evidenced by the fact that 26,000 passengers and 21,834 tons of freight

were carried by them during 1864, between Celilo and Lewiston.

And the fare and rates were not small either. For instance a charge of \$90 navigation in 1896, giving continuous per ton for freight from Portland to navigation from the sea to the foot of Lewiston was made and the fare was Five Mile rapids above The Dalles. #22. To Umatilia freights cost \$45 per ton and the fare was \$10.

But at this point navigation began to decline. In June of '66 the Okanogan was taken over Celilo falls to the middle river and in June of 1870 two others followed.

Cascade Locks Begun.

In 1873 the government began the work of improving the upper river by removing dangerous rocks (a work only recently resumed) and the contruction of the Cascade Locks was started. Although several of the older boats

were rebuilt and renamed and three or four new ones were built, navigation of upper Columbia practically ceased in 1882 when the O. R. & N. completed its railroad line from Wallula to Port-

The steamers that remained on the upper river either were sent to the middle and lower river or to the Snake to operate between Riparia and Lewiston where there was no railroad at that

An attempt was made to revive upper river traffic during the years 1891-93 when a company built a portage on the

ings, was wrecked and the company went into the receiver's hands. The Cascade canal was opened to

The construction of the Portage rail-road around the Cellic obstructions by

the state of Oregon followed. It was completed in 1905 and two small steamers operated in connection with the portage until 1908 when the Open River Transportation company built two arger steamboats.

The company managed to secure enough freight to keep things going for a year or so, but the completion of the North Bank railroad along the Columbia, in 1908 had its effect and finally these boats were compelled to the up and the upper Columbia since then has been virtually abandoned. The Celilo canal is nearing cor

tion, and when it is opened, a continu ous waterway will obtain from Priest Rapids to the sea, and the upper Co-lumbia will finally come into its own.

Some Population Comparisons. In 1860 Portland had a population of 1876, Chicago 109,260, St. Louis 160 773, and San Francisco 56,802. At that date San Francisco was twenty times as large as Portland. Today it is not quite twice as large.

Washington shore between the foot of The Oregon grape was designated as The Dalles rapids and Columbus, but the state flower by the legislature of one of its steamers, the Fred K. Bili-

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