

Hillsboro has a milk condensing plant, the first in the state. Oregon people should favor home products and encourage the establishment of more manufacturing concerns.

The Lewis and Clark bill, appropriating \$500,000 for the 1905 fair has passed both houses. This is one of Oregon's most progressive movements, and while it will be some what of a burden it will be money well spent. Oregon needs more people. If the spirit in which this bill was passed had been more prominent in former times, Oregon today would have been much better off.

In the neighborhood of \$2,000,000 are expended annually to conduct the sheep industry in Eastern Oregon. That is, it costs about \$1 per head to run sheep. This large sum is paid to laboring and business men. The millions of pounds of wool and with the increase in the sheep, this is certainly an industry worthy consideration, and should be helped rather than handicapped by legislation.

Indications are very favorable for the early building of a railroad from Hepper to the Willow Creek coal fields. While people who build railroads do not talk much the GAZETTE is of the opinion that the work will be commenced on this road in less than a year. The best evidence that a railroad will be built is from the fact that it has been established that there is plenty of coal.

A great majority of the people of the state of Oregon would be pleased to see the senatorial struggle at Salem end in the early election of Mr. Fulton. No republican in the legislature could feel any deviation from the principles of the party by voting for Fulton. Mr. Fulton has won the esteem and respect of the people of this state upon his merits. In every portion of the state he has many friends who recognize in him a clean, able and conscientious man. It is true that Mr. Fulton is ambitious and progressive, but such a man is needed to represent Oregon. Without prejudice and with the best interests of the state in view, Mr. Fulton stands at the head of the list of candidates.

Burleigh's one mile limit law is not meeting with much favor at the hands of the Oregon legislators. The house committee on agriculture has reported adversely on the bill. This unjust and discriminating measure should be knocked higher than a kite. Legislation to the detriment of many for the benefit of a few is little better than fraud. The passage of this law would greatly injure Eastern Oregon. It is estimated that there are now 2,000,000 sheep in Eastern Oregon, worth at the least calculation \$4,000,000. To kill such an immense industry would not only injure the men directly interested in the business, but all business would be affected and greatly curtailed.

Hope for an Open River.

The order of the Secretary of War relieving Captain W. W. Harts, of the corps of engineers from duty in the Philippines and assigning him to his old place in

charge of river and harbor work in Oregon and Washington may be taken as indicating two things—first, a purpose to undertake actively the work of removing the barriers to navigation between Celilo and The Dalles; and, second, approval of Captain Hart's plan for doing this great work. Captain Hart's recommendations have long been under consideration at Washington, and the department has not yet declared its judgment concerning it, but it is not likely that their author would have been recalled to service here if it were not in mind to make use of the plan which originated with him (and which is identified with his name).

Captain Hart's plan, which was submitted to the Chief of Engineers in November, 1900, is by a series of canals with locks connecting with links of the natural river channels to make a clear connection between navigable water below the obstructions at The Dalles and navigable water above the obstructions at Celilo, a total distance of about ten miles. It is for a work designed to duplicate in connection with the obstructions of The Dalles the work already achieved at the cascades—the project now presented being one vastly greater in every way than the one accomplished. In Captain Hart's own words, in an official report made to the Chief of Engineers, in November, 1900, his scheme includes:

First, the construction of a canal about 3000 feet long with two lifts of about 24 feet each, extending across the peninsula on the Washington shore in the vicinity of Celilo Falls; second, the removal of the worst obstructing rocks at and below Ten-Mile Rapids and the opening a relief channel along the line of the existing high-water channel on the Washington shore immediately north and parallel to Ten-Mile Rapids; third, the construction of a canal about 9000 feet long around Five-Mile Rapids, having two locks (one of 33 feet lift, and one to be used as a guard lock for use during high stages), this canal to be along the Oregon shore, its lower end opening immediately below Big Eddy and its upper end to be immediately above the head of Five-Mile Rapids, utilizing this canal, as far as practicable, the more northerly of the two natural big-water canals or channels which now parallel, on the south, the greater portion of the Five-Mile Rapids; fourth, the construction of a submerged dam or weir immediately below the head of Five Mile Rapids, which will raise the present level of the low-water surface approximately 20 feet, thus drowning out the rapids below this dam and Celilo Falls and reducing the currents in the river between the canal around Five-Mile Rapids and that around Celilo Falls, especially at low stages, by increasing the area of the cross-section of discharge, and diminishing the surface slope; fifth, the removal of the worst obstruction rocks at Three-Mile Rapids The proposed canals are to be 65 feet wide at the bottom, cut through solid rock, with the natural conditions of the sides as left after blasting it protected to prevent injury to vessels.

This is the vital part of a report which makes a book of many pages, and is accompanied by many maps and drawings setting forth the conditions in detail, with devices by which Captain Harts proposes to overcome them. The estimate of the work as a whole foots up \$3,964,371.

Captain Harts' plan, when it was announced two years ago, commended itself at once by its common sense, its thoroughness and its assurance of a positive and final, even though a remote, relief, to those most directly interested. But time has dragged along and nothing has been done. The failure of one appropriation bill, the unwillingness of Congress to provide funds for any new work of a large kind, the delay of the office of the Chief of Engineers to report upon Captain Harts' plan—these things have served to discourage those who have the largest motive of interest, though they have not for one moment obscured the importance of the project. The an-

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announcement which now comes from Washington that Captain Harts is to be returned to his station here and be put in charge of operations on the Upper Columbia will naturally revive the hopes of two years ago, for it can hardly mean less than approval of his project.

Plans are comparatively easy, and the acceptance of Captain Harts' scheme by the officials of the Chief Engineering Office, while it is extremely gratifying, will not go far toward getting the project carried out. It will, according to the estimates, take approximately \$4,000,000 to put the work at The Dalles through, and it will take a strong and a persistent pull to get this money from Congress. The representatives at Washington of the States of Oregon, Washington and Idaho must in the nature of things be the chief factors in this work, but they can be greatly aided by an active sentiment and an organized backing here. The Oregonian suggests that when it shall be announced that Captain Harts' plan has been definitely approved and accepted by the engineering authorities, a convention be called to take such action looking up promotion of the work as that body may deem expedient. Such a convention would exhibit emphatically the interest of the people of Oregon, Washington and Idaho in the project for an open river, and if it should result in the creation of a working organization to assist our representatives in their appeal to Congress, it could hardly fail of good results.

More and more the need of an open river grows upon the country. Until it shall come, it is useless to expect from the railroads which operate in the Columbia River Basin the rates which justice between producer and carrier demands. Railroads are created and operated not for doing justice, but for making money. No matter by what forms they may seek to disguise it, their universal rule of policy is to take what the traffic will bear; and they will continue in the Columbia River Basin to establish their charges under this rule until the opening of the river shall enforce a policy based upon competition.—Oregonian.

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