ASTORIA, OREGON, SATURDAY, JUNE 28, 1884.

VOL. XXI, NO. 71.

SPEECH OF M. C. GEORGE disaster to the Great Republic, on In Congress, June 11th, 1884,

In the house of representatives, propriation bill being under diseass

Mr. George. I move to amend by inserting after the paragraph just that which I send to the elerk's desk.

The cleak read as follows:

That examination and report was The cleak read as follows:

Mr. George. I regret very much, Mr. Chairman, to have to call the at. able. tention of the house to the fact that

have very few harbors on the Pacific from their report that the probable coast, while you upon the eastern amount, including stone structure, coast have a great many. It is there fore of greater relative importance to quarter. us that the few harbors which we most capacity.

resentatives, Washington, D. C.: Will you kindly present the following to congress:

To the honorable the Senate and

Your petitioner, the board of trade of Portland, Oregon, would most re-spectfully state that it has learned with deep regret that no appropri-ation for the improvement of the mouth of the Columbia river has been recommended to your honorable body, and that the amount suggested to be appropriated for the improvement of the lower Willamette and Columbia rivers is greatly inadequate to the proper continuance of the existing project for such work formulated by the United States engineers and approved by the honorable the 331, report of the chief engineers of upon that committee in the present stary of war, described on page the United States army, for the year house our interests suffer and our 1883. Your petitioner believes that development in the Pacific Northwest r petitioner the importance of these great works from a national point of view has been greatly underestimated. The existing project for the improvement of the rivers from Portland to the sea has already demonstrated its usefulness, each step in its progress being marked by increased depths of wa-ter and better channels. For these reasons your petitioner deems that your honorable body would be for ering an important trade and would be doing justice to one of the na-

tion's greatest natural highways by appropriating the full amount called for by the estimate of the United States engineers as set forth on page 331, report of the chief engineers, United Stater army, for the year 1883. Your petitioner also believes that be begun without delay; the rapid her boilers and machinery, which are increase in population of the Pacific nearly completed. northwest; the enlarged acreage of its grain fields; the present favorable outlook for splendid crops for export; the present and prospective value of our commerce with Europcustom dues upon an increased com- is positive that St. Jacobs Oil by erce would in the near future more than pay the interest and charges upon any sums required for such im-

DONALD MACLEAY, President. F. K. Arnold, Secretary. Mr. Chairman, I know that the almost atter hopelessness of trying to amend the regular river and harbor bill upon the floor of this house. I well know how all former attempts have failed both upon this bill and other bills in former sessions. matters not what the merit of the amendments may have been, failure has been the result of all, good or bad; and notwithstanding a wellgrounded hope that the senate committee will remedy the omissions of our house committee I feel it my duty to offer a few amendments and to state if time permits a few reasons therefor.

ments: and as in duty, etc.

The mouth of the Columbia river is a harbor entrance of importance to the whole of our large section of country. Its present condition re-sults in unjust discrimination against American wooden vessels and in favor of English iron vessels engaged es-pecially in the wheat trade from the Pacific coast to European ports. The English vessels being of iron and car-rying a less depth of draught, have an advantage over our vessels in the transportation of the | r ducts of that

Again, we are so far from the mar-kets of other countries that it is essential for us to have the very largest vessels possible in order to make it profitable for us to produce for the markets of the world. We are at present dependent upon the mouth of the Columbia river for our principal port for ocean trade.

Our present commerce is very great. We load for European ports every year over a hundred vessels with wheat, and send them around South America to a foreign market. Many of our vessels have to suffer through delay in crossing the bar. The dangers on account of a crooked channel that could easily be made straight is well exemplified by the

one side, and the Queen of the Pacific on the other. I had the honor, two years ago, to fully outline the situation, in a speech on the development of the Pacific Northwest. June 11th, the river and harbor are In our river and harbor bill of that sion a provision was inserted previding for a board of engineers to ex-amine the month of the Columbia

Improving the mouth of the Columnia in made to the last congress, and it is bin river, \$75,000.

Mr. George. I regret very much, that the result has been most favor-

Their report says that it is worthy the committee on rivers and harbors of special remark that while there are has evidently overlooked two very important works now in progress in any state and one very important impo my state and one very important improvement which we desire to have seommenced. I know that the committee have been liberal to my state in the other matters which they have passed upon, and therefore I shall confine myself during the brief time along which floats millions of dollars' worth of products annually: also as coufine myself during the brief time allotted me by the kind consideration of this house to some of the works which they have omitted.

In the first place, there is on the committee curvivers and harbors but one representative from the Pacific coast, while the eastern section of the country has fourteen representatives on that committee. It is therefore apparent that we can not receive for apparent that we can not receive the farthest contemplated. They believe that the straight channel over the bar of 1841, with its thirty-five feet at most cost, even if the work is of stone, including all contingencies, and with jetty extended to the farthest proposed and raised to for our section that adequate consideration which is accorded to the highest level claimed, can not be eastern portion of the country. We over \$5,000 (0.8); while it appears

Mr. Chairman, I think I could fulhave shall be improved to their ut. by show from official sources, had I have shall be improved to their ut. by show from official sources, had I have that this work could be Since the committee has possed largely, if not entirely, constructed upon the matters contained in this of wood. I fully believe that the bill I have received the following tel. vast amount of fresh water passing egraphic communication from the board of trade of Portland, Oregon: over the bar, equaling almost in volume the water of the Mississippi, fed Portland, Origon, May 15, 1884

Hon. M. C. George, House of Representatives, Washington, D. C.:

at it is by the heavy rains of winter and the melting mountain snows of summer that this vast volume of fresh water would protect all woodwork from the deadly ravages of the teredo navalis, and thus save the House of Representatives of the cost of expensive stone-work. It is United States, in congress assemulations with this view that I ask for a small appropriation to commence this work. Time will demonstrate whethor wood will answer; it so, a great sav-

ing will result. Now. Mr. Chairman, this whole matter was canvassed by our house committee in the last congress, and \$75,000 was inserted to commence on the jetty. The bill dying in the senate prevented the carrying out of the plans of the engineers. It was the only item in the last river and harbor bill making an appropriation for a new work; but it was deemed so important that the committee made it in exception. I can only regret that through insufficient representation house our interests suffer and our

This mighty river flows westwardly through the only break from British America to Mexico in a high mountain barrier separating the great inte-rior from the Pacific ocean. Here is the terminus of two great transcontinental lines of railway-the Northern Parific and the Union Pacific. It is national in every sense of the term, and no representative should have any hesitation in aiding it by influence and vote.

The amendment was not agreed to

Simpson Brothers are building at Coos hay two tugs, one a large one for service on Columbia river bar, and the other a smaller one, for towing logs on the Columbia river. The first will be launched about the midthe improvement of the mouth of the Columbia river is a work that should her bailers and machinery, which are

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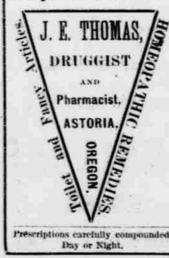
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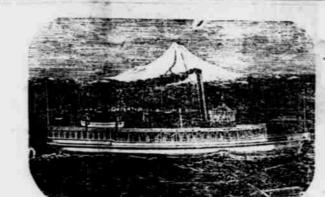
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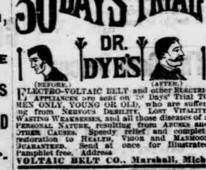
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June

June

State of Cal. Tu

Columbia San ii Oregon Fri

Oregon Fri

State of Cal. Wed

State of Cal. Wed

State of Cal. Wed

State of Cal. Wed

Columbia Mon

Oregon Sat

July

July

Sat State of Cal....Thur Through Tickets sold to all principalities in the United States, Camada and

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