

The Cottage Grove Sentinel

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Mothers Will Be Pensioned

Land, Alarmed at Decreasing Birth Rate, Passes National Insurance Law

With an eye singled to the future of the country, the English government has passed a law that has a single object—the preservation of the English race. It is known as the birth bounty law, and provides for a birth bounty of £10 for each child born, besides £100 for the mother.

Seven and a half dollars will be means ease the burden of the mother in travail, nor will it compensate her for the weeks of anxious waiting and hours of worry. But the bill of parliament is in the right direction and will no doubt have an influence on the birth rate.

The passage of the law indicates an alarm felt by Britons for the future of the race. They evidently find it difficult to maintain the present population, taking into consideration that more than one from each family will remain unmarried. And of all classes, the lowest birth rate is among the aristocratic class.

Probably no sterner lesson could have been meted out to the Britons than that of the Boer war. When the Boer war broke out, the British government decided to achieve the success desired of them in South Africa, a bill was issued for volunteers. Physical standards for entrance to the army were high and the number of applicants who could measure up to the rigid requirements did not come to the number desired.

The standards were lowered and another call was issued, but still the lists were unimpressive. Again the standards were lowered until the former were shamed by the material that now found a place in the ranks. Yet still the army was small. And why this alarming condition in a country supposedly overflowing with wealth? There was but one explanation: The only man to apply for the job was the poor, uneducated, down-and-out, jobless castout of society.

We do not presume to say that the alarm of England over the decrease in the birth rate had its inception in this incident of the Boer war. The case is merely cited as affording in part an explanation for this alarming condition that is common to America as well as England and France. It is easy to understand why the poor, underfed mortal who failed in his application for a place in the ranks would hesitate to bring an innocent babe into the world to suffer the miseries he was compelled to endure. If he found it impossible to properly feed and clothe himself and his dependent wife, how could he provide for the little ones. So the conditions of society drove him to crime instead of the sacred duties of parenthood for which God intended him. Of his poor wife was the breadwinner, for in this age of specialized labor, female help is cheaper than male and the sweat shop is always

An Open River for the Northwest

\$2,000,000 Appropriation by Congress Will Go Far Toward Bringing Inland Empire Into Close Touch With Foreign Markets

When Lewis and Clark completed their memorable invasion of the new Northwest and reported their findings to the waiting East, the wonders of the great river that wound its way

committee, made a strong plea for the appropriation for Celilo in order that the completion of the canal might be hurried. But opposition was practically unanimous, and the pres-

times the produce of this inland empire does not move immediately because of a car famine, and the shipper loses a good market. The opening of the Columbia would establish competition in transportation, with resultant lower rates, and, in its final analysis, the whole plan for opening up the rivers is merely a matter of a perpetual reduction of freight rates to the end that a great percentage of the peoples' money may stay in their own pockets.

For years the richness of the Inland Empire has been pointed out. But of what benefit to extol the richness of the country when its birthright is still beyond its reach? Nature blazed the trail for transportation to follow when it hurled the seething waters of the Columbia through the Cascades. Here lies the natural outlet to the sea. Dormant, it serves the purpose of no one. Subdued to the use of man it will be the channel for undreamed of development. The thousands of acres of virgin soil now lying waste in the deserts of Idaho, Washington and Oregon will immediately fill up with settlers because of the knowledge that they can market their produce and retain the profit therefor. Such an outcome is obvious to the man who has passed through the fertile valleys and seen the result of scientific application of farming principles. Where once stood the uninviting sagebrush he sees the well tilled field. Where once the only vegetation visible was

the encouragement and stimulus given to all industries, branch lines will be found necessary to tap new and fertile territory. Timber districts now lying idle, too far from transportation to be available for the world, will be opened up. For the timber of the country is now confined to the Pacific Coast states, all other sections having practically exhausted their supplies. Mines of precious metals, of coal and iron, as yet undiscovered, will yield their wealth to this new order of things. With the problem of transportation solved the location of factories far inland will no longer be a questionable venture, for the river waits to bear its output to the trade ports of the world.

And why these immediate and enormous returns for the opening up of a river? Because in no waterway of the country are the lines of least resistance followed as they are in the Columbia and Snake River basins. And this line of least resistance follows parallel with the railroads that now bear the produce of the empire to the sea. No other section is taxed so heavily for its service because the railroads climb the high mountains, the heavy expense of which is borne by the shipper. So the cost of improvement will be small compared with the great benefit to be derived from following this line of least resistance. Every foot of improvement means increase in the value of the products of this empire, for though climbing the mountains is very pic-

guine dare not predict what strides will be taken in its settlement.

Nay, let us conjure further. With the improvement made the Columbia River territory will have transportation facilities hardly excelled in any part of the country. New York is making a ship canal of the Erie canal with the intention of opening up a gateway through the state for ocean-going craft. The territory drained by the Columbia and its tributaries is just as rich as that of the State of New York and has greater possibilities for development. Moreover, this matchless channel will be open more months in the year than will the Erie canal, thus affording an outlet for produce almost the entire year. But, unlike New York, the Columbia offers a gateway to the Orient. Throughout the entire Pacific Coast there is but one water level haul from the inland country to the coast, and that is the Columbia River. Is it unreasonable then to believe that the United States trade to the Orient will pass out through this natural channel which nature has so providentially furnished? Certainly that from the north half of the country would find it more profitable to pass out through this channel than to go to New York for the same transfer from railroad to steamer that will be necessary on the Columbia, thence down through the Panama canal to the same objective point. Imagine the great advantage to the Northwest of this continual stream of products pouring out through the Columbia basin. It would put within the grasp of the entire territory all the diversities of the country.

And again from the other direction. Manufactured articles from the great centers on the Atlantic coast will find their way to the Pacific by means of the Panama canal, for the water haul is cheaper, and goods will be laid down in this territory at a far lesser price than they now command. Of what great advantage to this territory if the same steamer that carries the goods through the Panama canal could proceed up the Columbia far into the interior and deposit its cargo at the door of the inland merchant! For the only sea level passageway on the Pacific Coast reaching into the interior is through the Cascade-Sierra barrier.

The Columbia River is waiting to bear the commerce of the Inland Empire to the sea. The only gateway through the mountain barrier that separates the East from the West invites the resources of the entire country to pass out on its waters to the broad Pacific and across to foreign ports. The Northwest holds the possibility of being the dispensary for trade to the Orient. The Columbia is waiting to bear the manufactured articles up into the interior. The realization of an age-old dream is almost in sight, for the great river will soon fulfill its destiny as the bearer of the products of its people to all parts of the world.

Yet not only as the bearer of commerce will the Columbia fulfill its destiny as the great servant of the Northwest. If the plans outlined in the biennial report of State Engineer Lewis of Oregon are carried out Celilo Falls will be the site of the greatest power plant in the world. Plans for the gigantic enterprise have been gone into fully and the project pronounced entirely feasible. When completed this plant would have a capacity of 300,000 horse power with the river at its lowest stage and 536,000 when at its height. A careful estimate of the cost of construction places the figure at \$23,000,000, and it is proposed that the states of Washington and Oregon unite in the enter-

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Interesting View of Celilo Falls at Close Range



Showing Celilo Rapids Near the Proposed Power Plant



to the Pacific ocean did not arouse in the minds of their hearers much enthusiasm as to the future mission of a stream that had for ages past been pouring out its life into the more restless ocean. Nor did they dream of the wealth and development of the great Inland Empire, across whose then uninhabited plains the explorers had struggled in awe and wonder into the no less boundless wealth of timber. For the East was not ready to admit the establishment of another great shipping and power center on the opposite side of the continent, and the stories of Lewis and Clark were taken in many quarters with a grain of salt.

Yet the predictions of these far-seeing explorers found a hearing. One day a settlement was started in the great Northwest and its population was augmented each year thereafter. Other settlements followed until states grew out of the nucleus, and the possibilities of the Columbia and its tributaries appealed to numbers who established homes along their banks. Gradually to the business of the fur trader was added the transportation of grains, and stock and river steamers became a necessity. Almost with the beginning of settlement along the banks of the Columbia the more astute settlers began to predict the opening of that great water-course from the sea far inland. Early in the history of the country the Canadian Pacific railway operated boats on the uppermost stretch of the Columbia, a distance of 1600 miles from the mouth. And with the inception of the idea that the river could and would one day be open for transportation began agitation to secure that end.

When the right for the opening of the river began many obstacles were apparent, of which the greatest were the cascades where the locks now stand and Celilo Rapids. In the former the river narrows to a gorge 4 1/2 miles in length, through which it tumbles madly, with a drop of 24 feet in the upper half mile. The latter is 9 1/2 miles in length, with a fall of 81 feet in that distance. Ages ago the river had cut its way through the solid rock in a mad rush for the sea, and here was the task that must be performed if the Columbia was to serve its destiny as the one great waterway of the West. In 1877 the secretary of war gave his approval to the plan for a canal and system of locks around the cascades, but it was not until 1896 that the passage was opened to traffic. After that year the head of navigation moved up stream 45 miles to The Dalles and Celilo Falls, where it stands today awaiting the completion of the canal past these rapids.

The realization of this end is not far distant. A few days ago the House committee on rivers and harbors presented its annual report carrying with it the appropriation of over \$40,000,000 for the improvement of rivers and harbors of the country. Of this amount the Columbia and Snake rivers receive almost \$2,000,000, of which \$1,000,000 will be applied at the mouth of the Columbia, \$600,000 toward the completion of the Celilo canal and the balance various points along the two rivers where needed to perfect the channel already existing. For besides the Celilo Falls these two rivers present practically no obstacles to navigation other than the clearing out of rocks and boulders. Representative Humphrey of Washington, Northwest member of the rivers and harbors

ent appropriation is looked to for bringing the completion of the passage in sight.

With this canal completed the Columbia River will offer passage to ships for a distance determined only

by the depth of water required and the amount of clearing out done by the government. For the Columbia is more a ship canal than a river, and requires only the application of a little dynamite here and there. From Celilo Falls to the international boundary only two more serious obstacles present themselves, namely, Priest Rapids and Kettle Falls. These places will require canals and locks. The Snake River enters the Columbia at a point 110 miles above this point. This, then, is what the Columbia and its tributaries are and will be. Nor will the development of the waters cease with these two streams, for the Spokane and Pend O'Reille will be cleaned out and the territory further extended.

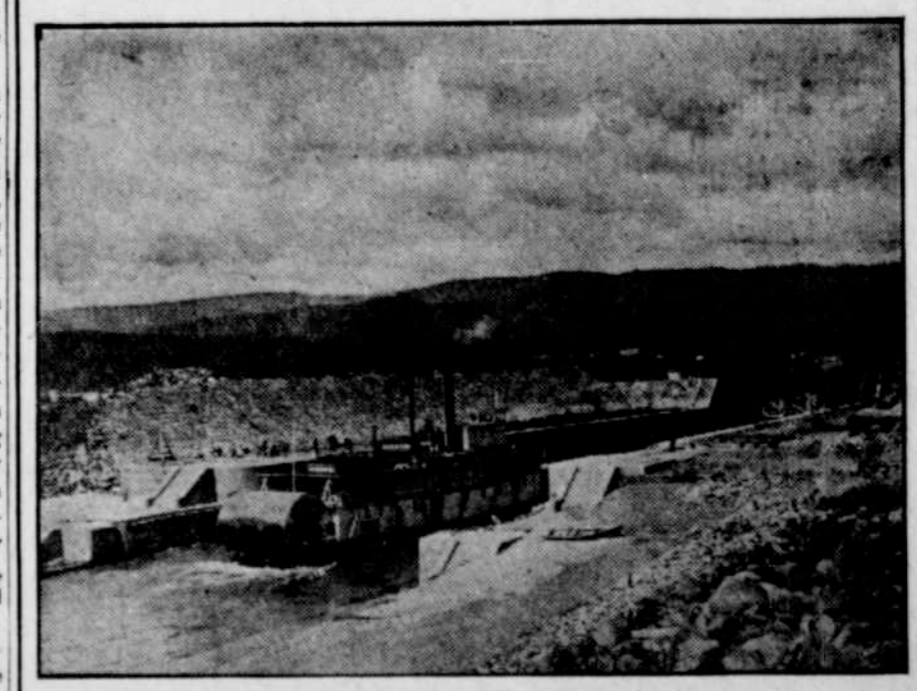
To attempt to measure the benefits that will come to the entire country tributary to this system of waterways is to undertake the task of the seer. A few of the results are apparent and require no gift of prophecy. The railroad conditions of the Northwest are matters of common knowledge. All lines running to the coast edge are parallel and cross the same range of mountains. In many instances the expense of transportation is high, and the shipper of course pays the bill. Not only is this the case, but many

the deep-rooted native grasses the green alfalfa now greets the eye. Heavy-laden fruit trees dot the landscape, while the general prosperity is proclaimed by the frequency of modern residences and spacious barns. And this will be repeated over and over again when the waters of the Columbia are brought into direct competition with the railroads of the West.

Where now exists an irrigation dam its height will be doubled or a new one installed. When the supply of water in the streams is requisitioned by the increased acreage improved, new dams will be constructed to store up the winter supply of these same streams against the drought of summer. So with the proper inducements capital will seek this old field of new promise for the installation of new dams in streams not now used. Far inland, where the fertile valley lies yet undiscovered, the life-giving stream will pour out upon the thirsty land to bless another community with the joy of living. So with the increased production new facilities for caring for the output will be found, new towns and new industries will spring up throughout the Northwest. Nor will the influence of this navigation be confined to the immediate territory along the streams. With

turesque it is not profitable with a sea-level route available. The growth of the Pacific Northwest has been very rapid, but with the transportation problem settled the most san-

View of Cascade Locks on the Columbia River



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