

TOWN AND COUNTY

PROGRESS AND DOINGS OF THE PACIFIC NORTHWEST.

Supreme Court of Washington Sustains Acts of Capitol Commission—Over 300 Homestead Entries Filed in the Nez Perce Reservation—Oregon News.

Much valuable data is contained in the recent annual report of the engineer in charge of the improvement of the Willamette and Lower Columbia river and their tributaries. It is a very exhaustive report and covers comprehensively all the improvements and surveys under Major Post's charge. The report was transmitted to congress by the secretary of war, who summarized its principal features in his own report. Mouth of the Columbia river, Oregon and Washington—The project for this work was adopted in 1894. During the year ending June 30, 1895, 138,900.1 tons of rock was added to the jetty which was raised to its completed height for a length of about three and a quarter miles (station 53 to station 230). Groins Nos. 3 and 4 each 1,000 feet long were also finished and the main line of the jetty with the exception of about 700 feet at the inshore end, where some additional rock is still required, was completed. An elevated track for use in constructing the shore revetment which has a total length of 9,875 feet, has been nearly finished. Soundings taken in May and June, 1895 show that there is now a direct channel over the bar seven-eighths of a mile wide and thirty feet deep at low water and that for a width of one-half mile the low water channel depth is at least thirty feet. Columbia and Lower Willamette rivers below Portland, Or.—The project for improving these rivers, adopted in 1877 and modified in 1891, contemplates securing a channel from Portland to the sea having a low water depth of twenty-five feet. Prior to commencing the improvement the low water depth of the channel was from ten to fifteen feet at the shoalest places. Up to 1891 this depth had been increased to nineteen feet by the construction of dams at Swan island chute, at Willamette slough, and at other sloughs in the Willamette river near its mouth, and of a dike at St. Helens and dams at Burke slough and Martin slough in the Columbia river, the effect of these works being aided by dredging and bank protection where most needed. Since the modification of the project so as to secure a channel depth of twenty-five feet, dikes have been built by the port of Portland at St. Johns and Postoffice bars in the Willamette river, and at Walker island, Snag island, and Cathlamet bay in the Columbia river. This corporation has also dredged the channel at Swan island and Postoffice bars in the Willamette river and in the Columbia river at the mouth of Willamette, at St. Helens, at Martin island, at Walker's island, and at Cathlamet bay, removing a total of 320,341 cubic yards of material at these points. The work done by the United States has consisted in erecting the dike at St. Helens, in constructing a dike at Martin's island, Columbia river, in dredging the channels of both rivers at various points and the removal of snags where necessary. During the year ending June 30, 1895, the dike at St. Helens has been thoroughly repaired and dredging has been carried on to maintain, and, as far as practicable, to increase the depth of the channel from Portland to the sea, the total amount of material removed being 1,000,000 cubic yards. In the Willamette river, work has been done at Postoffice bars at the mouth of the river, and in the Columbia river, on the bars at point, at Martin's island, at Walker's island, and at Astoria. Vessels drawing ten feet can now pass over the shoals at low water, and, by taking advantage of the tides, vessels drawing three feet of water or more can reach Portland without difficulty. The river between Washington and the mouth of the Willamette—The project for this work, adopted in 1892, provides for the construction of a low water channel on the Oregon side of the slough on the Oregon side of Swan island to increase the low water depth, and by the addition of a troublesome bar channel. Work during the year has consisted in dredging the north side of the island, the relief of navigation, the dikes having been increased from ten feet to thirteen feet at Willamette river, above and Yamhill river, Oregon. At the time of the adoption of the project, in 1878, the mouth of the river, forty miles above the head of low water, had a draft of two and one-half feet. The project of 1878 contemplated the improvement of the river by the removal of obstructions and the construction of dikes to contract the channel so as to secure a navigable channel for lighters from Portland to Eugene, a distance of 100 miles. This project was modified in 1892 to include the construction of the Willamette river and harbor act, allotments of \$3,000,000, respectively, were made from the appropriation for the Willamette river. During the past year operations have been carried on from Portland to Eugene on the river and to McMinnville on the Yamhill river. A total of \$1,000,000 has been expended. June 30, 1895.

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