

SENATOR FULTON IS HOME

Tells the Oregonian How the State Fared.

On Irrigation and River Work he Takes an Optimistic View--Difficulties Met in Getting Appropriations.

United States Senator Fulton reached Portland yesterday morning and remained in the city during the day. He was accompanied by Mrs. Fulton, and it was his intention to go to his home in Astoria today, says the Oregonian.

The Senator is glad to return to Oregon for a short rest, and as much of a vacation as he can crowd in between hours of his public work, which will pursue him even into his home. He is wearied by the strenuous struggle made for the state's interest during the last session of Congress, and has not forgotten the battle over the Celilo Canal and Columbia river appropriations, nor the various other skirmishes through which he has gone; but in spite of it all he is in waiting for other struggles to come and has mapped out a campaign for future sessions. Added appropriations for river and harbor work, new laws to assist in the irrigation and reclamation schemes of the reclamation department, and general legislation will take up a large part of the time, and efforts of the junior Senator from the state when he again goes back to his post at Washington.

The Senator sat in his room at the Imperial yesterday afternoon and gazed thoughtfully at the people in the street below.

"I don't know," he began "that I can say anything of interest, that is anything the people do not know. Everything that I have been interested in at the last session has been of such importance to the public of the state that nearly all of the details have been printed time and again.

"It is known to all," continued the speaker, "that there was a hard fight over the Celilo Canal appropriation. At first it was the intention of Mr. Burton, chairman of the rivers and harbors committee, to leave the canal out of consideration. That was combatted by Mr. Williamson and myself, and then it was suggested that there would have to be a choice between the Columbia River jetty and the canal, but neither Mr. Williamson nor myself would agree to this. In the end the appropriation of \$300,000 was given, which though small, is better than nothing, and pledges the Government to the completion of the canal. It would have been better to have secured the appropriation on a continuing contract, but that was not possible under the circumstances and conditions. The situation now stands that the Government is pledged to give something to the canal every time the harbor appropriation bill is passed, but this bill is sometimes not passed. I wanted to get the appropriation under the sundry civil bill, which is passed at each session, and I hope to do so at the coming session. If I am able to do that it will insure the earliest possible completion of the canal.

"I think that Oregon fared very well in regard to her appropriations," continued the Senator, "for she received more recognition in proportion to her population than any of the other states. "There is one thing I want to say," added Mr. Fulton, "and that is that I wanted to get more recognition for other projects. The Willamette River between Portland and Salem, and Salem and Albany; the Coos Bay and other places needed money, but it was absolutely impossible to get it under the conditions. I hope and think it will be possible later, however, and will make an attempt at the next Congress."

Then Mr. Fulton told of the prospects of irrigation in the state. He takes a little more optimistic view of the situation than did Mr. Williamson when he returned from Washington, but this is perhaps due to the developments of the past few weeks.

"The Klamath project is in good shape," said the Senator, "and will be completed by the governor next. Some very encouraging legislation has been secured as affecting that project. Permission has been given to drain the lakes and also to use that portion of the beds left dry by recession of the waters. The Malheur scheme is looking brighter than it did," continued the

speaker. "Heretofore the attitude of the Willamette Valley and Cascade Mountain Wagon Road Company has stood in the way of the government. This company has at least 30,000 acres of the land comprised in the proposed irrigation tract and has refused to agree to the terms proposed by the government. I introduced a bill in the Senate providing for the condemnation of lands desired for irrigation, but it was defeated on constitutional grounds. However, I think that it was not constitutionally defective, as do many of the great lawyers of the senate. Even Senator Spooner, one of the recognized authorities, modified his objections toward the last. The bill is needed not only in Oregon, but in other states as well, and I think I will be able to have it passed at some future session.

"I want to say here," further remarked the Senator, "that C. E. S. Wood, attorney for the Wagon Road Company, has done all in his power, in loyalty to his employers, to assist the people in influencing the company to do what is best for all. I think his efforts and the threatened legislation together have had a beneficial effect, for it now appears that the company is willing to treat and that some concession will be made."

The Harney County and the Umatilla County projects were also in better shape than for some time, according to the Senator. Experts from the Reclamation Bureau were now in the field and it is thought that it will be possible to irrigate both sections.

WHITE AN ABLE JUDGE.

"Judge Samuel White, the newly appointed judge of the Baker county judicial district, is making an excellent start on his new career," said O. R. & N. Attorney H. F. Conner, who came down from a session of circuit court at Baker City yesterday evening, says the East Oregonian.

"He is an indefatigable worker, to my personal knowledge spending his time until midnight many nights during the session of court, diligently studying the cases before him in the endeavor to render just and intelligent decisions and instructions.

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M. N. Fegly, superintendent of the Malheur county exhibit to the Lewis and Clark fair, is in the city on business connected with the exhibit.—Argus.

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