

BOURNE IS PROVING TO BE ONE OF OREGON'S GREATEST SENATORS

IS WIDE AWAKE AND THOROUGHLY INFORMED ABOUT EVERY PROJECT THAT CONCERNS OREGON AND IN WHICH THE GOVERNMENT IS INTERESTED

Citizens who are the head of big business interests, and who are laboring for the promotion of the large factors in the development of the state are learning that Senator Bourne is a big man in the right place. Years of misrepresentation, dictated by political opposition, have created an unfavorable impression that the senator is living down as fast as he can show by his work what sort of an official he is in the place where the people have put him, and he fearlessly throws down the challenge that if he does not make good in that position it is the duty of the people to try some other man for United States senator.

Bourne Making Good.

After a session of about two hours with the biggest business men in Portland, at the Chamber of Commerce Senator Bourne not only satisfied the most critical, but created the unanimous sentiment that he was thoroughly informed as to the needs of the state, and the actual status of every pending improvement of the rivers and harbors, and had informed himself at first hands. He was also able to answer every inquiry as to the amount of every appropriation, expended or unexpended, and spoke clearly and with authority.

For the Big Things.

Senator Bourne also showed by his handling of the subject matter that he had a clear conception of the relative importance of improvements asked for, and placed Coos Bay and the Willamette falls and canal foremost in the list, and next after the Columbia river itself. He also showed that he had no pet projects, but a desire to serve the whole state, and harbor or river improvement that is placed before him, with requisite data, will be treated in the same intelligent manner.

Senator Bourne's Statement.

At the instance of the Portland Journal Senator Bourne has compiled an article dealing with the river and harbor improvement work projected and contemplated in Oregon.

The article goes more completely and in more detail into the existing conditions of the various projects than has ever before been attempted in a newspaper article. It gives a clear and comprehensive resume of the projects now in course of construction, beginning with the Columbia river project and on down the line to the smaller river improvements which have been undertaken.

At the same time contemplated new projects are gone into and their status defined. The article shows the amount of money required to complete the different projects, the length of time it will require to do the work, and the result to be obtained from the completion of the projects. It is perhaps the most exhaustive and detailed digest of the river and harbor situation yet presented to the people of Oregon.

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through the medium of the public press.

Oregon City Locks Project.

Willamette River Above Portland and Yamhill River, Oregon.—The present project provides for improvement below Corvallis with a view to obtaining by dredging and dam and revetment work, and by snagging, a low water depth of 2½ to 3½ feet from Corvallis to Oswego, and a low water depth of 12 feet thence to Portland. Some snagging may also be done above Corvallis. The work is carried on by use of government plant.

During the past year the total of 77,500 cubic yards of material was removed from the river and 730 snags were taken from the channel and banks between Corvallis and Newberg and repairs were made to revetment and dikes at Wheatland, Independence and Five Islands. Some work of a similar nature was done on the Yamhill river above and below the locks at McMinnville.

The district officer submits an estimate of \$60,000 for continuing the work on these rivers during the year ending June 30, 1911.

The operating expenses of the Yamhill river lock are provided for by a permanent appropriation.

The question of the acquisition by the United States of the canal and locks at Willamette falls, Willamette river, was investigated under authority of the act of March 3, 1899, and again under the act of June 13, 1902. Reports thereon are published in House Docs. No. 202-56th-1st, and No. 99, 58-3d. Further investigation of this question was authorized by the act of March 3, 1909, and government engineers' report will be submitted at the earliest possible date practicable, probably by January 1, 1910.

Until this government report be completed and submitted, it is impossible to give any intelligent opinion as to what the Oregon delegation can accomplish regarding the purchase of the Willamette locks. The fact, however, that the state has appropriated \$300,000, conditionally upon the federal government appropriating sufficiently more to enable them to purchase the present locks or build new ones, should place this project, on account of the demonstrated willingness of the state to co-operate with the government, in a stronger position than if the gov-

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ernment was expected to bear the whole expense. If, however, congress views this as a new project, it may be difficult to obtain the necessary appropriations at the coming session of congress. Following is a brief history of the locks of the Willamette at Oregon City:

State Helped to Build.

The canal and locks at Oregon City were built in 1870-1872 by the Willamette Falls Canal & Lock Co., at a total cost of from \$300,000 to \$325,000. The state of Oregon appropriated \$200,000 to aid the company in the construction of the canal and locks limited the rate to be charged, required the payment to the state of 10 per cent of the net profits, and reserved the right to buy the locks at actual value at the end of 20 years, the value to be determined in such manner as the legislature might direct.

In 1899 the board of officers of the corps of engineers investigated the advisability of acquiring the locks and canal and reported, among other things, that the cost of original construction, "at present prices" (1899), or to build the locks anew, would be \$314,300. Deducting the cost of needed repairs, \$38,800, the value of the locks at that time was determined to be \$275,500, to which was added the cost of original right of way, making the value in 1899 \$310,500.

Costs More to Build New.

The board also reported that new canal and locks could be built on a new location for \$439,000, according to one plan and \$456,000 according to another.

It was further reported that the average net income of the locks for five years previous was \$21,057.37, which capitalized at 5 per cent gave a value of over \$421,000.

The Portland General Electric offered to sell the canal and locks at \$1,200,000, but the board held this excessive, and mentioned \$456,000 as a limited price to be paid, and recommended that if satisfactory terms of transfer cannot be agreed upon a new system of canal and locks be built at a cost of \$456,000.

Another investigation was made by the board in 1902, upon the special subjects of injury to manufacturing interests by the construction of new locks or the purchase of the old locks and their use for navigation exclusively, and the extent of the title of the Portland General Electric. The board found and reported that by constructing a dividing wall to separate the navigation from the power canal the canal could be operated exclusively for navigation without injury to the manufacturing enterprises.

No Right to the River.

The board also submitted a communication from the then United States district attorney, John Hall declaring that the Portland General Electric has no right to the full, free and continued use of the waters of the Willamette river for manufacturing purposes, and that the United States may take all the water of the river, if necessary, for navigation purposes, and that if riparian owners or owners of private canals and locks suffer injury thereby they are without remedy against the government.

If it becomes necessary to utilize private land above high water mark, this would require a condemnation suit, and the measure of damages would be the value of the land and damage to remaining lands, exclusive, however, of the question of division of water for navigation purposes.

In a recent conference with the members of the Commercial Club at Oregon City, I personally was greatly impressed with the desirability and importance of the removal of the rocks and obstructions forming the Clackamas rapids and shall gladly and earnestly co-operate with the Oregon delegation in endeavoring to secure the early attention of the government engineers to these obstructions to navigation and secure such federal assistance as the engineers may recommend, after their investigation.

Coos Bay Project.

Coos Bay and Harbor.—The object of the original project to secure a depth of 20 feet at the entrance to the harbor was accomplished by the construction of a single jetty on the north side. By authority of the act of congress, March 3, 1909, the balance remaining from appropriations for this work were made available for the operation of the dredge Ore-

gon in Coos bay and river. Work under this authority was begun May 1, 1909. According to information obtained about the 15th of last month from the engineers' office, about \$13,000 still remained available for this work.

In addition to the above work upwards of \$50,000 has been expended by the United States on the inner harbor for a low water depth of 12 feet to the town of Marshfield, and between October 13, 1908, and April 30, 1909, \$21,270.41 raised by the commercial interests of Coos Bay was expended in dredging within the bay. Approximately 320,000 cubic yards of material were dredged and depths as great as 16 and 18 feet at low tide were secured at certain shoal places with the dredge Oregon.

Work Waits on Congress.

Further work at the entrance and in the bay depends upon the action taken by congress on the new plans of improvement published in house document No. 953, sixtieth congress, first session. The government engineers recommend two projects.

Project No. 1—

Hydraulic sea going dredge	\$350,000
1,000,000 cubic yds dredging at 12 cents per cubic yard	120,000
Superintendence and contingencies	30,000
Total	\$500,000
Annual maintenance of dredging on bar	50,000
Dredging inside channel	10,000

Total \$ 60,000

The Second Project.

Project No. 2 includes all of project No. 1 but recommends the postponement of the conditionally approved work on north and south jetties necessitating an expenditure of \$2,200,500, until a demonstration should be made under the adoption and operation of project No. 1. Thus it is seen that the Oregon delegation's efforts must be confined to obtaining authorization and appropriations of project No. 1 covering \$500,000 for a dredge and \$60,000 for the annual maintenance as specified above in project No. 1.

I am sure that Senator Chamberlain (and I assume the balance of the Oregon delegation) are fully impressed with the importance of Coos Bay as a harbor capable of being made one of the best on the Pacific coast. I think the government engineers realize the possibilities of this harbor. In view of the present period of necessitated economies, I feel that the Oregon delegation are to be congratulated if successful in securing at the coming session of congress the authorization and appropriation covered by project No. 1. I do, however, pledge my best efforts, and feel confident the entire Oregon delegation will do their utmost to secure this appropriation.

Proposals for Receiving Ward at Oregon State Insane Asylum—Notice to Bidders.

The Board of Trustees of the Oregon State Insane Asylum will open sealed bids for the construction of Receiving Ward building at that institution on Monday, November 1, 1909, at 2 P. M., at the Executive Chambers, State Capitol, Salem, Oregon. Plans and specifications of same may be seen at the office of Lazarus, Whitehouse & Foulthoupe, architects, Portland, Oregon; at the office of the Superintendent of the Oregon State Insane Asylum, Salem, Oregon, or at the Executive Chambers, State Capitol, Salem, Oregon.

Each bid must be accompanied by a certified check in a sum not less than ten per cent of the total amount of the bid, and the same should be sealed and addressed to the undersigned, and marked on the outside of the envelope, "Bid for Receiving Ward, Oregon State Insane Asylum." The Board of Trustees of the Oregon State Insane Asylum reserve the right to reject any and all bids.

C. N. M'ARTHUR,

Clerk of Board of Trustees Oregon State Insane Asylum.
Salem, Oregon, September 29, 1909
Saturd Wed to Nov 1

Notice to Contractors.

Notice is hereby given that sealed bids will be received by the city recorder of the city of Salem, Oregon, up until 10 o'clock a. m., October 25, 1909, for the construction of a sewer through block 9 and across Trade street in said city in accordance with the plans and specifications adopted by the common council for the construction of said sewer. Date of the first publication of this notice October 19, 1909.

By order of the common council.
W. A. MOORES,
City Recorder.

For Chapped Skin.

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