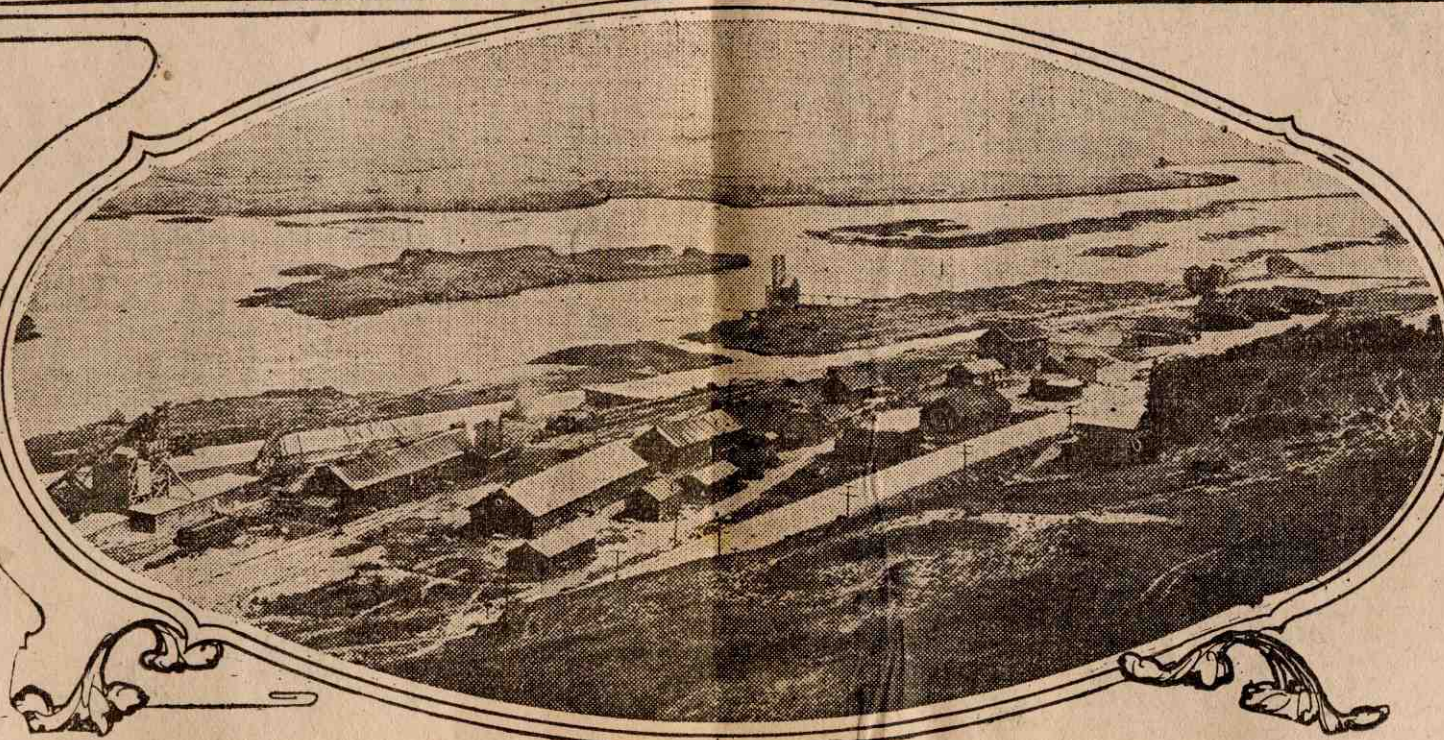
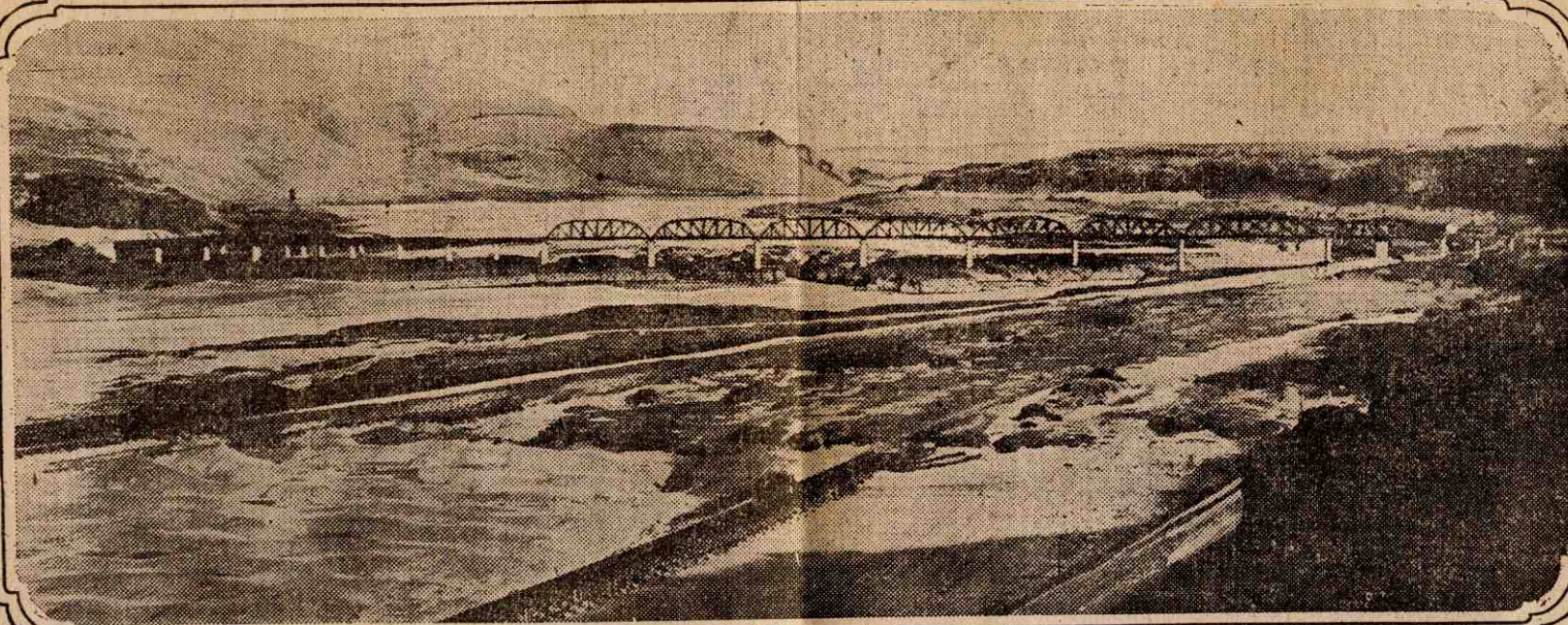


# CELILO CANAL WILL BE COMPLETED BY JANUARY, 1915



Top—Oregon Trunk railroad bridge at Celilo—a mile long, with 22 spans, the only bridge spanning a great river of which all of the piers rest upon bed rock above low water.

Bottom—United States engineers' construction camp at Big Eddy, near the west end of the Celilo canal during high water period this year.



## Saving of Time and Money in Construction of Upper River Waterway.

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The Celilo canal will be completed by January, 1915, 18 months before the time scheduled for completion, and at a cost several hundred thousand dollars less than the original \$4,500,000 estimate.

Through it navigation will be opened between the upper and lower Columbia coincidentally with the opening of the Panama canal, and in a way that will emphasize the importance of provision for water traffic in all the Columbia district.

The flood of early summer caused a damage to the canal of \$100,000 to \$200,000, which would have been much greater had it not been for efficient preventive safeguards instituted by the engineers in charge.

These are conclusions of a party, consisting of former Senator Jonathan Bourne Jr., C. S. Jackson, and Major Jay J. Morrow, who visited the canal Thursday.

The visitors were impressed with the magnitude of the work and the efficiency with which it has been done by Major Morrow and his assistants.

They heard Major Morrow say that the work would have been much delayed had it not been for the freedom given the government to use the state portage railroad around the rapids. Another road could not have been constructed so cheaply by the government or have been ready for use in time.

Another feature that appealed was the shipbuilding plant at Celilo, which has under construction the dredge Wallowa to take the place of the weakened Asotin.

The big bridge of the Oregon Trunk railroad at Celilo attracted attention. It is a mile long, has 22 spans, and is the only bridge in the world, spanning a great river, the piers of which rest upon bed rock above low water.



### **Doubled Appropriations Save Time.**

Doubling the appropriation to be annually expended on the Celilo canal has greatly forwarded the date of its completion. An increase in the number of workmen from 600 to 1200 at the end of the harvest season will also expedite the work.

Senator Bourne was enthusiastic over the prospects and after his return made the following statement:

"The purpose of our journey was to visit the Celilo canal and to determine whether any additional appropriation would be required to complete the project, beyond the \$600,000 increase I secured in the last rivers and harbors bill, because of this year's flood, which resulted in delaying the work and in the accumulation of sand deposited by the flood in partially completed portions of the canal.

"I was greatly impressed with the rapid progress that had been made in the work by Major Morrow and his assistants, Captains Robert and Dillon and Assistant Engineer Frederick C. Schubert, and the smoothness and rapidity with which this, one of the greatest canal projects in the United States, is progressing. After talking to Major Morrow and his assistants, I gleaned the impression that this work will be completed by January 1, 1915, 18 months from the present date, and a year and a half sooner than was contemplated when the project was adopted by congress and instituted by the engineers, this expedition being due to the increase in the appropriation in last year's bill and to the efficient management of the work by Major Morrow and his assistants.

"The value of the 18 months' saving in time in completing the project is not only incalculable to Portland, but to the whole 250,000 square miles tributary territory to the Columbia, basin, equally affecting Oregon, Washington and Idaho.

"I was greatly pleased to hear from the engineers that delays and damages occasioned by this year's flood would not increase the cost of the work to exceed \$200,000, and probably not more than \$100,000, so that additional appropriations in subsequent rivers and harbors bills will not be required greater



than the above mentioned amount, in the obtaining of which there will be no difficulty, and even then the cost of the project completed will fall several hundred thousand dollars below the original estimate of \$4,500,000 made when adopted by congress.

**Government Construction Satisfactory.**

"Credit for this saving to the government is due to the able and efficient management of the engineers in charge. I believe the work will be completed more expeditiously, efficiently and economically under the United States engineers' direction than would have been possible had it been constructed by private enterprise.

"An undertaking of this nature not only requires highly developed engineering ability but business and executive ability as well, which Major Morrow and his assistants have exemplified in this particular project as demonstrated by a saving of several hundred thousand dollars in purchase of materials and by organization and efficiency of the working force which now amounts to about 650 men, to be rapidly increased to more than 1000.

"During the several hours we spent in The Dalles I was greatly impressed with the public spirit and the development resulting from same in the way of municipal improvements and the type of buildings and the virile business conditions shown by the class of stores and the merchandise carried."

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