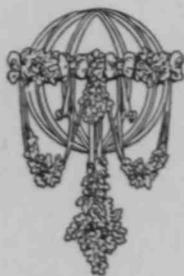


ADDRESS
OF
JOSEPH N. TEAL

CHAIRMAN OF THE DAY

THE DALLES-CELILO CANAL
CELEBRATION

BIG EDDY, OREGON
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EARLY ten years ago, to be exact, on the 3rd day of June, 1905, a number of "open river" enthusiasts of the Northwest celebrated the completion of the Oregon Portage Railway around the obstructions of the Columbia River. The last spike was driven home by the Governors of the three Northwest states, Chamberlain of Oregon, Mead of Washington, and Gooding of Idaho. In addition to these gentlemen directly representing the states concerned, Mr. W. D. Wheelwright, Mr. W. J. Mariner, and the speaker, also lent their aid in tying down the rail that allowed the first locomotive, the "C. H. Lewis," to pass over an unbroken line of steel from Celilo to the Big Eddy. The "Mountain Gem," under the command of Captain W. P. Gray, made the trip from Lewiston to Celilo loaded with men and women, among them Senator Heyburn. The significance of that occasion lay quite as much in what was hoped for in the future as in what had been accomplished. The construction of a railroad nine miles long was not of much consequence; but the spirit behind its building carried a lesson which all could understand.

Today we have come together to celebrate the consummation of the efforts, the hopes, the dreams of more than forty years. From the peerless city of Spokane, from Idaho's seaport Lewiston, from the twin cities of the Columbia, Pasco and Kennewick, from Umatilla, from Walla Walla, from Pendleton, representatives of the Inland Empire have

come to rejoice. From The Dalles, from Portland, from Astoria by the Sea, from city and farm in every section drained by the mighty Columbia River, this throng has gathered, moved by a common impulse to commemorate an event of the utmost consequence to the Northwest—the opening of The Dalles-Celilo Canal. While the completion of this great engineering work—great even in this day of great things—is in itself well worthy of being celebrated, the reasons which have brought us together lie far deeper. This mighty work symbolizes the stern, unfaltering determination of the people that our waters shall be free—free to serve the uses and purposes of their creation by a Divine Providence. It means that our unyielding purpose to secure a free river from the mountains to the sea will ultimately be realized. It means the recognition by all that throughout this vast territory there is no division of interest. This is a common country with a common purpose, a common destiny; and this stream, from its source to where it finally weds the ocean and is lost in the mighty Pacific, is one river—our river—in which we all have a common share.

I must record, if only in passing, the pleasure and satisfaction it is to see here many of those who for many years have stood manfully shoulder to shoulder in an unselfish effort to unshackle this river, to afford greater opportunities to the people, to free commerce from heavy burdens. I delight to congratulate them upon the success of their efforts. And I desire also to speak a word in memory of those who are gone. When I think of the years men like Dr. N. G. Blalock of Walla Walla and Mr. Herman Wittenberg of Portland, as well as others I have not time to mention, gave to this work, I can but hope that they are here in spirit rejoicing with us.

It is not my purpose to make an address, but it is my desire at this time to give you a few facts in connection with this canal. Although the improvement of this stretch of the river has been under consideration for more than forty years, actual construction was not commenced until October, 1905. Since then work has progressed as rapidly as appropriations by the government would permit.

The estimated cost of the canal was \$4,845,000. The first work done was under contracts and at a very favorable figure. Thereafter, beginning in July, 1910, the work was done by hired labor, and, except for the construction and installation of lock gates and small bridges, the canal was completed under this method. This work furnishes, therefore, an excellent opportunity to test the statement so often made that work undertaken by the government and done by it direct is more costly than the same work done under contract. As a matter of fact the total cost up to May 1 of this year, including all retained balances on contracts and other outstanding liabilities, will be about \$4,745,000, or about \$100,000 less than the estimate. Included in this cost, however, is about \$300,000 in plant, out of which there will be considerable salvage, which will be credited back to the appropriation. It also includes a number of buildings originally not provided for; and it is perfectly safe to say that the cost of the canal is at least \$250,000 under the estimate.

The percentage of work done by contract was a little less than one-fifth, and the average cost of the work done by the government, including all items, was less than that done by contract, even though the contract price was very low. But the chief saving was in the greater flexibility and ease in changing plans to effect economies; and from information I have received I think I am quite within the mark when I state that such changes as have been made have resulted in a saving of \$300,000, and possibly more.

The officers in charge of this work from 1902 to 1915 were as follows:

Major W. C. Langfitt.

Lt.-Col. S. W. Roessler.

Major J. F. McIndoe.

Major J. B. Cavanaugh (temporarily for four months).

Lt.-Col. Jay J. Morrow (from March, 1910, to date).

Assistants:

Capt. A. A. Fries (under Col. Langfitt).

Capt. Henry H. Robert (1910-1913).

Capt. Theo. H. Dillon (1913-1915).

Civilian Engineers:

Mr. Fred C. Schubert, Assistant Engineer.

Mr. G. E. Goodwin, Assistant Engineer.

Mr. F. E. Leefe, Junior Engineer.

Mr. W. G. Carroll, Junior Engineer.

Mr. Jas. Brownlee, Junior Engineer.

Mr. J. H. Polhemus, Junior Engineer.

Mr. Frank Saunders, Junior Engineer.

Mr. A. Seymour Fleet, who designed the gates for Cascades Lock, also designed these gates.

It is but due to Mr. Fred C. Schubert to state that he has been with the work throughout its entire life, and a more enthusiastic and devoted officer it would be hard to find. I have gone into these details at some length in order that justice might be done to the Corps of Engineers of the United States Army, which corps has in charge, in addition to its other duties, the work of the river and harbor improvement of this country.

The result of this particular improvement demonstrates that where the Engineers have the opportunity they secure results. The handicap they labor under, what with intermittent operation and various limitations, both under the law and otherwise, is but little realized by the public generally; and I am glad to have this opportunity to express my respect and honor for them, representing as they do a branch of the service that has been distinguished throughout its entire life for honor, integrity and ability.

On October 22, 1805, and again on their return on April 19 of the following year, the Lewis and Clark Expedition, inaugurated and made possible by that great statesman, Thomas Jefferson, made a portage around Celilo Falls. It is interesting to note that the obstruction to navigation at this point has been used as a never-failing means of extorting tribute in one form or another from the public, for its control meant not only the control of the traffic in general but at times of men as well.

From the time of the first settlement on the Columbia River at Astoria by the Pacific Fur Company on April 12, 1811, until after the arrival of Dr. John McLoughlin as

Chief Factor of the Hudson Bay Company in 1824, there was trouble with the Indians at Celilo. Their control of the portage practically prohibited other Indians from traveling between Celilo and the lower Cascades. They acted as traders, purchasing commodities from the Indians above Celilo and other commodities from those below the lower Cascades, thus acting as both buyers and sellers, making a profit out of both ends of the transaction, and keeping the trade wholly in their own hands. Until about 1883 transportation companies had and exercised substantially the same control as did the Indians in the earlier days. Prior to the time of the completion of the railway along the Columbia River traffic could be handled only by steamer, and a portage around Celilo Falls was necessary. Competition on the river was impossible, as the company controlling the portage would not transport goods over its road for steamboats other than its own. Even with the completion of the railway and the substitution of rail for water transportation, this obstruction in the river continued dominant, and not only prevented the use of the river for navigation, but also helped to maintain high rates by rail.

Thus we find that whether the portage was in the hands of Indian or Anglo-Saxon it served its hold-up purpose equally well. Indeed it would be difficult to capitalize and put in exact figures the value which in the past this obstruction to commerce has represented to those in control of it. It would run to a magnificent amount, and, if it could have been continued indefinitely, with the growth and development of this country it would have become a prize well worth striving for. Perhaps the history of this portage will serve to explain why so much opposition to similar projects, such as the Panama Canal, and indeed to the improvement of waterways generally, is made.

So far as Celilo is concerned, however, the shackles are broken. The river is free at last, and tolls based on the control of this portage will no longer be levied either by red man or white man. One chain was sundered at the Cascades; another we are breaking today; soon Priest Rapids will be freed, and then our dream will almost be realized.

I may also say that we have not been idle in other directions, and that while the engineers were clearing channels, building locks, and digging canals, others were working on the no less important work of freeing our rivers from a control that tended to make these improvements of no avail, even after our millions were spent. I refer to railroad-owned and controlled boat lines, which throttled real competition and prevented all true use of our waterways as instrumentalities of commerce. We are celebrating not only the opening of this Celilo Canal, but a river free in truth and in fact; for now, after all these years of struggle, the steamboat will have a fair chance, and the river will be able to serve its purpose unhampered by the domination which has heretofore stifled competition and restricted service.

Before closing I wish to say a few words on the future of our rivers. Our work is not finished. It has only begun. Above Celilo the improvement presents a problem the successful solution of which will entail results so vast and far-reaching as to be almost beyond our minds to grasp. At this time I can but refer to it very briefly. From Priest Rapids on the Columbia and from Lewiston on Snake River as far west as Arlington and possibly farther, on both sides of the river, lie hundreds of thousands of acres of lands needing but the magic touch of water to transform the desert into a garden. The contour of the country is such that but a small percentage of these lands can be irrigated by gravity. They can only be watered by pumping. This method, while the best, can be successfully carried out only by using cheap power. Above Celilo there are many rapids which ultimately will be improved by means of locks and dams, and the general canalization of the river. With every dam, water power will be created, and this power should be utilized. In other words, the use of our rivers for navigation should not be the only one considered. All beneficial uses of these streams should be taken advantage of, and when they can be made available in connection with the improvements for navigation, it is worse than a blunder not to do so.

While I have not time to elaborate this thought, the slightest consideration will disclose the magnificent possibili-

ties that await the proper improvement of the Columbia and Snake Rivers. When it is accomplished, as in the not distant day it will be, the Inland Empire will be an empire in fact as well as in name—an empire of industry, of commerce, of manufacture and agriculture; and the valleys of the Columbia and the Snake will have become one vast garden, full of happy homes and contented and industrious people.

It is hardly necessary for me to speak of the profound satisfaction I take in the completion of this great work, and the pride and honor I feel on having been called on to preside at this epoch-making occasion. Not only have we the gratification that comes from seeing the actual results of our labor, but our success thus far will but spur us on to further efforts. Already this particular achievement is in the past. Our faces are still set to the future, and we must never falter nor tire until from the mountains to the sea our great river is as free as the air we breathe, and the land it waters and serves is giving forth in abundance all the fruits of the soil—until this country becomes indeed an empire, not only of productiveness, but of the highest type of American citizenship.