

Cascade Locks.

After years of effort made by the people of the Upper Columbia to inaugurate some permanent means of relief from their pent up condition as settlers in the finest grain growing country on the American continent, Congress has at last listened to their prayer and passed a bill appropriating \$90,000 for the commencement of the construction of a short canal and locks around the Upper Cascades. The length of the canal to be about 2,800 feet, in which are to be constructed three locks, the whole to enable boats to pass a perpendicular grade in the river of 21 feet. This short distance imposes the only insurmountable barrier to navigation by steamers at the Cascades at the present time, and with this projected improvement completed, boats can easily navigate the Columbia from its mouth to The Dalles, without obstruction at all seasons of the year when not obstructed by ice.

Senators Mitchell and Kelly, Representative Lane from Oregon, the delegates from Idaho and Washington Territories have all strenuously urged the passage of the bill making this appropriation, and we learn that their efforts were well sustained by the whole Pacific Coast delegation in Congress, as well as by prominent citizens of this coast who could bring their influence to bear upon the authorities at Washington. The congressmen having this matter in charge were well armed with petitions from the people of Oregon, Washington and Idaho praying for this measure. These facts seemed to have assured the members of Congress that the measure was an important one and imperiously demanded by the necessities of the people to be benefitted thereby. The passage of the bill when the whole disposition of Congress was to retrench the expenses of the government, speaks strongly in favor of the expediency and justness of the measure. But to our surprise we find in the *Astorian* the following:

"We have it from undoubted authority in Washington, that Portland interests are prepared to spend a bushel of money to thwart the act of Congress providing for the construction of Locks and Canal at the Cascades. We can prove what we have asserted—Portland is secretly working to destroy the influence and effect of that appropriation."

We are hardly prepared to credit the above assertion of the *Astorian*, despite its claim of having proof of the facts asserted. We can readily see how easily the suspicions of the people of Astoria might become aroused to believe such an effort was being made by the people of Portland; knowing that Astoria is at present assuming a rival position with Portland in the matter of grain shipments. But we are slow to believe that any intelligent mercantile men of Portland can be found who will seek to prevent the proper expenditure of this money, according to the provisions of the law which made the appropriation. Such a course would be highly suicidal to the interests of that growing mercantile city, and in opposition to the interests and wishes of the great mass of the people of Oregon, Washington and Idaho, from whom Portland annually derives the great bulk of its trade. They cannot oppose this measure without putting the knife to their own throats.

We can readily see how the Oregon Steam Navigation Company may be ap-

prehensive of injury to their personal interests, by the opening of the Cascades. But beyond that company, and those dependant upon them, there can be no earnest opposition.

Snake River Navigation.

We are disposed to make the best we can of our situation, and improve it if in the range of practicability. We have been promised a steamer to navigate the Snake river as far as this place at low water. Our observation and that of experienced navigators who know the character of the river, have led us to fully and implicitly believe that the project is perfectly practicable, and when made successful, will materially benefit the whole country for scores of miles north and south of said river, between this point and the Columbia, as well as the entire country east of this point to the Bitter Root Mountains.

Congress has appropriated \$15,000 for the removal of some obstructions, which are said to impede safe navigation at low water. But without this removal, experienced navigators on the river claim that a boat properly constructed can ascend and descend the river at all stages of the water when not obstructed by ice.

The O. S. N. Company proclaimed to the world that they were building such a boat, and sent word to the people of Lewiston and other points along the river, that said boat would be at Lewiston about the 1st of the present month. Captain Stump and others predicted that the character and capacity of the boat that the Company was building were such that it could not navigate the Snake at low water, and Captain Stump sought aid to build one of different character and capacity, such as could run at all seasons of the year.

The Company's boat has made the trial and signally failed, and is now plying the waters of the Columbia between Wallula and Celilo, for which trials alone many claim that she was originally designed by the Company.

It now remains for Captain Stump and those who have promised him aid, to finish the construction of their boat and make a test of its adaptation to the river at its present low stage. If they succeed all doubt and skepticism will be removed, and the people of this whole section of country will have occasion for rejoicings.

Let us hear at this point the whistle of the new boat at the earliest practicable moment.

Oregon Pacific Railroad Co.

We learn that a petition for the passage of a bill now before the Oregon Legislature in aid of the above company, is being extensively circulated and signed by the people in Eastern Oregon. The objects of this company are to secure the construction of what was formerly called the Portland Dalles and Salt Lake Railroad. According to the *Salt Lake Tribune*, work has been already commenced on the eastern end of this road. It says:

"The engineers are at work with energy on the route north. Two surveys have been made to the Idaho line, one crossing the Malad at Bear River City, four miles north of here, and then running on the east side of the river, between it and the Bear, the other runs up the west side of the Malad and crosses it about thirty miles from here, and thence up the valley. The latter has been decided upon, and the engineers are now making the permanent surveys and levels, and locating the line. Arrangements are nearly completed with the parties who are to grade and tie the road to Malad City, a distance of about fifty miles. The grading will be commenced the last of the present week, and the work pushed ahead with vigor. A contract has been made with Alexander Torrence for grading the road from Corrine to Snake river and the grading is to be completed to Malad City a distance of about fifty miles, by the 15th of December 1876. By the 1st of October 1877, the grading is to be completed to Snake river in Idaho Territory. Grading was commenced at Corrine, Sept. 26th and the works are to be pushed rapidly ahead.

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