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|--|--|------------------|-------------------------------|----------------------|
| CANAL Columbia & Snake River Navigation System | | STATUS Operating | | ACS |
| STATE/PROVINCE: Oregon; Washington; Idaho | | | | HAER |
| COUNTIES: | | | | |
| LOCATION (Endpoints of Canal): Lewiston, Idaho to Astoria, Oregon on the Pacific Ocean. | | ENLARGEMENTS | | |
| TOPOGRAPHIC MAPS: | | DATES IN USE: | LENGTH CANAL SLACKWATER TOTAL | LIFT LOCKS No./ SIZE |
| | | 1 | 464 | |
| | | 2 1938+ | Bonneville Lock | 1/76x500' |
| | | 3 1957-1975+ | All (?) others | 7/86x675 |
| | | 4 | | |

HISTORICAL SIGNIFICANCE:

A seaport in Idaho? Surprising as it sounds, Idaho has indeed become a seaport state, with the formal dedication June 18-20th of the 464-mile-long **Columbia & Snake River Navigation system**, from Lewiston, Idaho to the mouth of the Columbia River at Astoria, Oregon, on the Pacific Ocean northwest of Portland, making it the West's longest navigable waterway. Historically, navigation began on the Columbia and Snake Rivers before the white man came. Lewis and Clark used both rivers for their downstream passage in 1805. When settlers came to the area, cargo was carried first by canoe, then by bateaux, later by stern-wheel steam boat, and finally by steel-hulled tugs and barges.

There are eight Corps of Engineers' dams on the Columbia and Snake Rivers between Portland and Lewiston. All of the dams are multi-purpose projects with navigation locks, electric power generation, and fish passage facilities as integral features. The project navigation channel has an authorized depth of 14 feet and a minimum width of 250 feet. The first portion of the navigation system was completed in 1938 when Bonneville Dam was constructed at River Mile 145. The Columbia River below Bonneville is free-flowing to the Pacific Ocean with an authorized 40-foot deep commercial navigation channel from the ocean to the Portland-Vancouver area and an authorized 27-foot deep

channel to Bonneville Dam which is presently maintained at 17-feet. The slack water created by Bonneville Dam flooded over the early obstructions to navigation at Cascade Rapids where locks were constructed by the Corps of Engineers in 1896.

The Dalles Dam, located at River Mile 193, just upstream of Dalles, Oregon, was completed in 1957. The lake behind The Dalles Dam flooded out the second major historical obstruction to navigation, Celilo Falls. In 1915 the Corps of Engineers completed the **Celilo Canal** around this 10-mile obstruction. Prior to that time, beginning in 1863, a portage railroad had been used to transport passengers and commerce around the falls. Prior to 1863, a wagon road served this purpose. The other two Columbia River dams are: John Day Dam (John Day Lock is one of the highest lift locks in the world - 113 feet) and McNary Dam. The Snake River Dams are: Ice Harbor, Lower Monumental, Little Goose and Lower Granite. While the authorized navigation channel upstream from Bonneville Dam is 14 feet deep by 250 feet wide, there are no navigation canals as such, in the waterway system.

(Submitted by ACS Director Alden Gould from information sent by Duane M. Downing, Chief, Operations Division, Walla Walla District, Corps of Engineers. Sportsmen and other environmentalists have complained about the loss of steelhead trout and salmon fishing while Indian leaders have objected to the waterway project as a violation of ancestral lands. Editor)

(From AMERICAN CANALS 14:6 , August, 1975)

NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANALS PRESERVATION/RESTORATION:

Portland District, Corps of Engineers, Box 2946, Portland, Oregon 97208
 Seattle District, Corps of Engineers, Box C-3755, Seattle, Washington 99362

BIBLIOGRAPHICAL SUMMARY:

Walla Walla District, Corps of Engineers, Bldg.602, City-County Airport, Walla Walla, Washington 99362.
 THE AMERICAN CANAL GUIDE 1:3 (1974)
A History of the Portland District, 1871-1969 by Henry R. Richmond, III
History of the Seattle District, 1896-1968, by Sherman Green
A History of the Walla Walla District, 1948-1970, by Howard Preston

UNPUBLISHED RECORDS, PHOTOS, DRAWINGS (CEHR, HAER, HABS, Local or Regional Historical Societies, Libraries, etc.):

Brochures on Bonneville, Dalles, John Day and McNary available from Portland District; on Ice Harbor, Lower Monumental, Little Goose and Lower Granite from Walla Walla Dist. Also available: "Lakeside Recreation in the West" listing facilities at these sites.

EXISTING OR RECOMMENDED LANDMARK STATUS (CEHR, National Register, etc.):

See also Index Sheets on Cascade Locks (National Register) and Dalles-Celilo Canal.

REPORTER'S NAME & ADDRESS: **W.E. Trout, III, 1932 Ginco Robles Drive, Duarte, CA 91010**

DATE: 25 Sept 81

RETURN TO: CANAL INDEX COMMITTEE, c/o P.H. STOTT, HAINES ROAD, MOUNT KISCO, NY 10549