64TH CONGRESS, 1st Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 603.

COLUMBIA RIVER AT KENNEWICK, WASH.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

WITH A LETTER FROM THE CHIEF OF ENGINEERS, REPORT ON PRELIMINARY EXAMINATION OF COLUMBIA RIVER AT KENNEWICK, WASH.

JANUARY 19, 1916.—Referred to the Committee on Rivers and Harbors and ordered to be printed.

WAR DEPARTMENT,
Washington, January 17, 1916.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

SIR: I have the honor to transmit herewith a letter from the Chief of Engineers, United States Army, dated 14th instant, together with copy of a report from Maj. Arthur Williams, Corps of Engineers, dated October 23, 1915, on preliminary examination of Columbia River at Kennewick, Wash., made by him in compliance with the provisions of the river and harbor act approved March 4, 1915.

Very respectfully,

LINDLEY M. GARRISON,
Secretary of War.

WAR DEPARTMENT,
OFFICE OF THE CHIEF OF ENGINEERS,
Washington, January 14, 1916.

From: The Chief of Engineers, United States Army.
To: The Secretary of War.
Subject: Preliminary examination of Columbia River at Kennewick, Wash.

1. There is submitted herewith, for transmission to Congress, report dated October 23, 1915, by Maj. Arthur Williams, Corps of Engineers, on preliminary examination authorized by the river and harbor act approved March 4, 1915, of Columbia River at Kennewick, Wash.

2. Kennewick is situated on the right bank of the Columbia River, about 327 miles above the mouth and about 2 miles above the mouth of Snake River. The city has a water front of about 2½ miles, but only the lower part is on the main channel, the upper part being cut off from the main channel by a high-water slough. There is a public landing below the slough, and two places on the slough have been reserved for similar purposes, but are not now available, as the central part of the slough is dry at low water. The district officer states that the channel depths to the present public landing at the lower end of the city are sufficient for the navigation of the river and the present dock is adequate for the needs of the river commerce for several years to come. He therefore expresses the opinion, in which the division engineer concurs, that no improvement of this locality is needed at the present time.

3. This report has been referred, as required by law, to the Board of Engineers for Rivers and Harbors, and attention is invited to its report herewith, dated November 23, 1915, concurring in the views of the district officer and the division engineer.

4. After due consideration of the above-mentioned reports, I concur in the views of the district officer, the division engineer, and the Board of Engineers for Rivers and Harbors, and therefore report that the improvement by the United States of Columbia River at Kennewick, Wash., is not deemed advisable at the present time.

DAN C. KINGMAN,
Chief of Engineers, United States Army.

REPORT OF THE BOARD OF ENGINEERS FOR RIVERS AND HARBORS.

[Third indorsement.]

THE BOARD OF ENGINEERS FOR RIVERS AND HARBORS,
November 23, 1915.

To the CHIEF OF ENGINEERS, UNITED STATES ARMY:

1. The following is in review of the district officer's report authorized by the river and harbor act of March 4, 1915, on preliminary examination of "Columbia River at Kennewick, Wash."

2. Kennewick is situated on the right bank of the Columbia River about 2 miles above the mouth of the Snake River. It is a comparatively new town, with a population of about 2,500. Harbor lines have been established by the board of State land commissioners and three public places have been reserved for water terminals; the upper two are on a slough and are not accessible at present, but the lower one is now available. A port commission has been organized, and it is proposed to improve the river front as commerce demands.

3. The only commercial statistics available are for the period May 5 to September 1, 1915, when the water-borne commerce amounted to 600 tons.

4. The district officer states that the channel depths to the lower public place are sufficient and the present dock adequate for the needs of the river commerce for several years to come. He is therefore of opinion, in which the division engineer concurs, that no improvement of the Columbia River at Kennewick is needed at the present time.

5. Interested parties were informed of unfavorable report of the district officer and given an opportunity of submitting statements and arguments to the board, but no communications on the subject have been received.

6. It appears from the information available that the amount of water-borne commerce of Kennewick is very small and that the channel facilities now available are ample to serve this traffic. The board therefore reports, in concurrence with the views of the district officer and the division engineer, that it is not advisable for the United States to undertake the improvement of the Columbia River at Kennewick at this time.

7. In compliance with law, the board reports that there are no questions of terminal facilities, water power, or other related subjects which could be coordinated with the suggested improvement in such manner as to render the work advisable in the interests of commerce and navigation.

For the board:

JOHN BIDDLE,
Colonel, Corps of Engineers,
Senior Member Present.

PRELIMINARY EXAMINATION OF COLUMBIA RIVER AT KENNEWICK, WASH.

UNITED STATES ENGINEER OFFICE,
FIRST DISTRICT,
Portland, Oreg., October 23, 1915.

From: The District Engineer Officer.
To: The Chief of Engineers, United States Army
(Through the Division Engineer).
Subject: Preliminary examination of Columbia River at Kennewick, Wash.

1. In compliance with department letter of March 15, 1915, I have to submit the following report on a preliminary examination of "Columbia River at Kennewick, Wash.," made in accordance with the provisions of the river and harbor act of March 4, 1915.

2. The first visit to the locality was made July 12, 1915, and further investigations have since been made. A map showing the stretch of river covered by the examination is submitted herewith.[1]

3. *Previous reports.*—No special report has ever been made of the river at Kennewick. The river from the mouth of the Snake River to the head of Rock Island Rapids was surveyed in 1909–10 and is the subject of a report published in House Document No. 693, Sixty-second Congress, second session. No recommendation was made for improvement below Priest Rapids, as this stretch of river was considered navigable at all stages.

4. *General description.*—Kennewick is situated on the right bank of the Columbia River about 327 miles above its mouth and about 2 miles above the mouth of Snake River. The city has a water front of about 2½ miles but is cut off from the main channel by a high-water slough so that only the lower part of the city has a water front on the main channel of the river.

[1] Not printed.

The board of State land commissioners has established harbor lines in front of the city which contemplate a waterway through the slough, and has reserved three public places—two on the slough and one below the slough. As the central part of the slough is dry at low water, only the lower public place is available for water terminals.

5. *Population and resources.*—Kennewick was founded in 1903, and now claims a population of 2,500. It is the financial center and shipping point for a large area of Benton County, Wash. The soil in the vicinity of Kennewick is very fertile, if irrigated, and 12,500 acres adjoining the city are irrigated by gravity with water from the Yakima River, and about 5,500 acres of the highlands a few miles back from the river are irrigated by pumping. The lands are well adapted for the raising of fruits, alfalfa, and all kinds of vegetables.

6. *Transportation facilities.*—The main line of the Northern Pacific, the main line of the Spokane, Portland & Seattle Railroad, and the main line of the North Coast Railroad, pass through Kennewick. There is one boat line on the river operating between Portland and Kennewick, and two small boats operate between Kennewick and White Bluffs on the river above Kennewick.

7. *Water terminals and transfer facilities.*—The present water terminals consist of one small dock at the lower public place, about three-fourths mile from the business center of the city. There is a good road from the business center to the dock, which is a public landing place and open to all.

There is no physical connection between the railroads and the river at this place. Transfer of freight is made with wagons and auto trucks. On account of the perishable nature of the products of the country tributary to Kennewick, most of the outgoing shipments are made by rail.

8. *Commercial statistics.*—There are no records of the water-borne commerce of Kennewick prior to the opening of The Dalles-Celilo Canal, May 5, 1915. From May 5 to September 1, 1915, the total tonnage for that period, carried by boat, was 500 tons of incoming freight and 100 tons of outgoing freight.

9. *Views of interested parties.*—A port commission was organized at a recent election and port commissioners appointed. The port commissioners state that no definite plans have as yet been formulated, but that the general plan is to dredge a waterway through the slough as shown on the harbor line map, so that boats can land closer to the business district of the city, and to construct wharves at the public places as commerce demands it. No funds are available for this improvement and can not be raised until after the tax levy of 1916 has been made. The opinion of the port commission appears to be that the present dock will, with some repairs, serve the commerce of the river for several years, and that nothing further will be done until the river commerce increases sufficiently to demand greater dockage facilities.

10. *Water power and other related subjects.*—There is no water power or other related subjects which can be coordinated with a river improvement at this place.

11. *Conclusion and recommendation.*—The channel depths to the present public place at the lower end of the city are sufficient for the navigation of the river and the present dock adequate for the needs

of the river commerce for several years to come. I am therefore of opinion that no improvement of the Columbia River at Kennewick is needed at the present time.

ARTHUR WILLIAMS,
Major, Corps of Engineers.

[First indorsement.]

UNITED STATES ENGINEER OFFICE,
NORTHERN PACIFIC DIVISION,
Portland, Oreg., October 29, 1915.

To the CHIEF OF ENGINEERS, UNITED STATES ARMY.

1. Forwarded.
2. The division engineer concurs in the opinion of the district officer as expressed in paragraph 11.

CHAS. L. POTTER,
Lieut. Col., Corps of Engineers,
Division Engineer.

[For report of the Board of Engineers for Rivers and Harbors, see p. 2.]

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