

Daily Astorian.

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TERMS OF SUBSCRIPTION.

DAILY. Sent by mail, per year \$10.00. Sent by mail, per month \$0.85. Delivered by carrier, per month \$0.25.

SEMI-WEEKLY.

Sent by mail, per year, in advance \$5.00. Postage free to subscribers.

All communications intended for publication should be directed to the editor. Business communications of all kinds and remittances must be addressed to "The Astorian."

The Astorian guarantees to its advertisers the largest circulation of any newspaper published on the Columbia river.

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The report that Mr. Mohler will remain at the head of the O. R. & N. Co. for at least another year will be bad news for the producers of the Columbia basin. It means that there will be no change in the O. R. & N.'s policy. That the Columbia river outlet is not to be utilized as it should be for the benefit of the producers and business men of the Columbia basin. It means that the Puget sound standard of freight rates is still to control on the O. R. & N. and that that road will be run contrary to its natural advantage so as not to compete with the Sound roads. Of course, the O. R. & N. will lose no money by this deal. On the other hand, it is probable it will make a great deal more money than it could make by handling all the traffic to be got in open competition with the mountain lines to Puget sound. No doubt the Union Pacific has driven a hard bargain with the Sound roads in the new arrangement, and that the O. R. & N. will be a much better paying property than it was under the old combination. The Puget sound roads ought to be made to pay a big price for bottling up the Columbia river outlet. Open competition with the O. R. & N. on a scale of freight charges which that road could fix, and still leave larger earnings for its stockholders on the actual money invested than is produced by any railroad outside of the anthracite coal regions in America, would bankrupt the Sound roads. Mr. Hartman has doubtless pushed his advantage to the utmost limit. The Northern Pacific will have to pay a good price in one way or another for the "concession" that is to say, the elimination of competition, involved in the grant of "traffic arrangements" on the down grade to Portland. Mr. Melien has boasted that his road made more money (through the suppression of the O. R. & N. grades as a competitive factor) on its operation last year than in any preceding year of its history. He notified the Union Pacific early in the game it was attempting to play that he proposed to still keep down the natural competition of the O. R. & N. as against his road, even to the extent, if necessary, of paralleling the down grades of the O. R. & N. into Portland. In other words, Mr. Hartman was given to understand that he would be permitted to hold up the Sound roads only within certain limits, and that if he undertook to exert beyond that limit in the price demanded for his "concessions" the Northern Pacific would at one fell swoop kill the golden goose which they are all now plucking by placing his road on a plane of actual competition with the O. R. & N. "It may require \$100,000,000 to do this," Mr. Melien is reported to have said, "but the O. R. & N. must not and will not be allowed to control all the traffic of the Columbia basin through the advantages of its down grade." In plain English the O. R. & N. has got to equalize the Sound roads on the products of the Columbia basin, or the Sound roads will equalize the O. R. & N. by spending the necessary millions to parallel its line. The O. R. & N. is a fine piece of property. So fine, indeed, that the people of Oregon should exercise their right to have some voice in its management. They have the remedy in their own hands for the extortion now practiced by the combinations which control it. In justice to themselves they must apply this remedy. Let them begin right now the work necessary to take this matter to the legislature. An honest and fearless investigation of the rate question on the O. R. & N. will disclose a situation which will astonish the people. The rates charged on that road are more than four times as high as they ought to be. The producers of the Northwest are made to pay interest on many investments which ought never to have

been made, through the present unrighteous manipulation of the O. R. & N. That road will never give the people the advantages of its location until it is compelled to. No growth of population or trade can ever result in the restoration of natural conditions. The more business there is to do in the Northwest, the higher the premium that can be exacted by the owners of the O. R. & N. for the suppression of its natural advantages. There is great danger in the growing strength of the railroad combination. It will soon become too strong to be overthrown through ordinary legislation. It already boasts of its power to control legislatures and courts. Nothing short of an uprising of the people will suffice even now to stop the wings of this gigantic monopoly. A few more years, and the people will be bound helpless in the clutches of the monster. There ought to be an immediate stir throughout the Columbia basin. Every school district in this region should have its anti-railroad-monopoly organization. Unless some action is taken at once it may be too late to do anything and the people will have to resign themselves to the absurd dictum of the Oregonian that the question of freight rates on the O. R. & N. is a railroad proposition, to be dealt with and worked out by the master minds who organized and will exert every possible energy for the maintenance of the present combination.



Women soon days do not have a looking-glass. They have more mirrors that will tell them very promptly whether their beauty is falling. A woman's beauty fades very rapidly if she is troubled with some derangement of the distinctly feminine organ, the ovary, or the womb. It is in this respect that the "Favorite Prescription" is so valuable. It is a medicine that is not a cure-all, it is intended for but one class of diseases and is good for no other. Taken during the period of gestation, it makes parturition easy, and hastens the discharges of the expectant months. All good medicine dealers sell it.

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Don't expect local applications of soap and salves to cure Eczema. They reach only the surface, while the disease comes from within. Swift's Specific is the only cure and will reach the most objectionable case. It is far ahead of all similar remedies, because it cures cases which are beyond their reach. S. S. S. is purely vegetable, and is the only blood remedy guaranteed to contain no potent, mercury or other mineral. Books mailed free by Swift Specific Company, Atlanta, Georgia.

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O. R. & N.

Table with columns: DEPART, TIME SCHEDULES From Portland, ARRIVE. Includes routes to Salt Lake, Denver, Chicago, and New York.

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