

**AIDS DEVELOPMENT**

**How Humboldt Bay Prospers Through Portland.**

**HAMMOND'S RECIPE FOR PROGRESS**

**Office to Build Railroad to Oregon Coal Mine and Take \$10,000 Stock in Company.**

President A. R. Hammond, of the Astoria & Columbia River and Corvallis & Eastern Railroad Companies, has returned from Humboldt County, California, where he recently purchased the Eureka & Klamath Falls Railroad and equipment, about 1,000,000 feet of red-wood timber, standing and steamboats and sailing vessels connected with the property. He was much pleased with the conditions he found there, and thought Portland had a chance to develop profitable relations with that country, and that it should do so.

"The Humboldt Bay country is very prosperous," said Mr. Hammond to a reporter yesterday. "In fact, it is the most prosperous country I know anything about. Humboldt County has no debt, floating or otherwise. The same is true of the City of Eureka, the county seat, a town of 10,000 population. The country runs down there are well built and filled with a coating of gravel, and in summertime are sprinkled from end to end of the county. They are ballasted by railroads with clean river gravel. Though the dairy business of that local-ity is of comparatively recent growth, over 4,000,000 pounds of butter are annually exported. Taxation is not so high, though the public conveniences are somewhat unusual. A fine Courthouse was built two or three years ago, and it was promptly paid for without incurring any indebtedness.

"The lumber business is in a flourishing condition, which is due largely to the fact that the Southern Pacific, the Santa Fe, the O. R. & N. and Union Pacific Railroads make Humboldt Bay a common-point rate on shipments of lumber and shingles to the East. That is, Humboldt Bay has the same rates as Puget Sound, Portland, San Francisco, San Diego and other Pacific common points. Humboldt Bay can ship lumber and shingles to Portland to Chicago and other Eastern points for the same charge that a Portland manufacturer would have to pay for the same. The O. R. & N. Co. does wisely in putting these rates into Humboldt Bay, because one effect is to put Oregon flour into that market, where formerly California flour was used exclusively. And when there shall be a better steamer service, which will be when more lumber and shingles are shipped this way, Portland jobbers should get a large proportion of the trade of that country, which now goes to San Francisco. There are two regular steamers plying between Humboldt Bay and San Francisco, and usually one or more are running irregularly, so there is a boat to San Francisco every 2 1/2 days, or oftener. The steamer for Portland leaves Humboldt Bay only about once in two weeks. That port would send out a large amount of butter, lumber and shingles by way of Portland and take a large volume of merchandise in return from this city by proper development of the trade."

"Is there anything in the report that a railroad line down the Coast to connect Portland and San Francisco is contemplated?" was asked Mr. Hammond.

"Some time or other there may be such a line built, but it does not figure in any present plans that I know of. Talk of that now is premature. I don't see the necessity for a Coast railroad, because the transcontinental lines in making Humboldt Bay a common point are absorbing the steamer charges and putting that place on the same footing as other Pacific Coast ports, except the Oregon coast, which is not given the common rate. If Humboldt Bay had a railroad outlet, it could not get better rates for transporting its butter, lumber and shingles to market."

**Nehalem Coal.**

Then Mr. Hammond spoke of some of his interests in Oregon. "I see it reported," said he, "that Portland at last has discovered coal suitable to its needs near the mouth of the Nehalem. This coal land has been known for a number of years. Several of my acquaintances have spent money there in the work of prospecting and investigating the coal measures. Various means have been suggested to get this coal to market. Now, the Astoria & Columbia River Railroad is completed to a point within 15 miles of these coal lands. It would be extended to the coal section, where spruce and cedar timber abounds, if arrangements could be made with the transcontinental roads for getting the lumber to market at the same rates that prevail from Humboldt Bay."

"I think Portland capitalists should endeavor to develop coal mines in our own state rather than haul coal from Puget Sound. I notice that the project of forming a company with \$50,000 capital to develop the Nehalem coal mines has been broached. That would be a good move. I would be glad to take a fifth or more of the stock in such a corporation, provided the remainder of the stock should be subscribed for in Portland."

"You may be asked to make this statement good," suggested the reporter.

"I only wish I might," was the answer. "I should be mighty glad to do it tomorrow. I hope somebody will try me. I only regret that there is too little prospect of it in Portland."

"What is the prospect for your developing your timber interests in Oregon?"

"My investments in timber lands have been made in the Willamette Valley and in Clatsop and Tillamook Counties, where the bulk of Oregon timber is situated, and where most of the other large timber purchases of recent years have been made. From those points common-point rates do not prevail, and until they shall be put in I do not think the properties can be developed."

"Speaking of the lumber rates from Oregon, a prominent and influential citizen of Portland told me a short time ago that a sawmill man had informed him that Astoria was not entitled to common-point rates on lumber because sawmills were \$150 per thousand cheaper in Astoria than in Portland, therefore Astoria should pay the additional local freight rate on the lumber industry would be destroyed. If this were true, there would be all the more reason why the lumber business should be carried on at Astoria, where the raw materials could be had so cheap. But the fact is that the difference cannot possibly be more than 30 cents per thousand, and in many cases it is not more than 15 cents. Towing from the Lower Columbia to Portland is 40 to 50 cents per thousand, and from points above Oak Point it is less, while the towing to Astoria is 20 to 30 cents. Therefore, the statement that logs cost \$150 less at Astoria than here is an error."

"If Oregon is to develop and keep pace with Washington, she must have the same transportation rates, for she produces the same articles and must sell them in the same markets. Under present conditions, the business of Western Oregon must pay the local rate to Portland before it can get on an equal basis with that of similar points in Washington. That's why Oregon does not make faster progress."

**NECANIUM FISHING GROUNDS. Courts Must Settle Dispute—Injunction Has Issued.**

ASTORIA, Oct. 19.—A suit has been filed in the Circuit Court by Martin Ryan and Thomas Spencer against Mildred

Bowman, L. Coffman, Richard Eberman, Willis Eberman, Jacob Brallier and Fred Paquet, all of Seaside. The complaint alleges that the plaintiffs are the owners of all fishing rights, other rights and privileges on each bank of the Necanicum Creek from its mouth to the lower bridge, known as the Grimes Grove Land Company bridge; that they have at a cost of \$800 constructed two-pound net fish traps in the said stream for the purpose of catching salmon. The complaint further alleges that the defendants have, without any right or authority from the plaintiffs, and against their protests, placed net nets in the streams, completely closing the channel, so as to prevent the run of fish, greatly to the injury of the plaintiffs. It is asked that the defendants be enjoined

and restrained from further operating the net nets between the points mentioned in the complaint.

In the absence of Judge McBride, County Judge Gray granted a temporary injunction against the defendants, pending the hearing of the case at the Circuit Court, which meets on November 1. The bond of the plaintiff was fixed at \$50. One thing which may have considerable bearing on this case is the fact that the fishing law passed by the last Legislature failed to contain any provision relative to the Necanicum, either regarding the closed season or the kind of gear used.

**Complaints About Fishing Gear.** Fish Commissioner Reed has returned

from Niagara, Or., where he went to investigate the report that a dam had been constructed on the Santiam River. He found that a dam 50 feet in height was contemplated, but that the builders have agreed to put in a fish ladder that will permit the salmon to pass the obstruction.

Mr. Reed is receiving numerous complaints from various parts of the state that parties are putting set nets and traps in many streams and stretching them from bank to bank. The Commissioner is powerless, however, to have these obstructions removed, for the reason that the law passed by the last Legislature, while it provides that at least one-third of the Columbia and each of its tributaries must be left unobstructed, it makes

no such regulation for other streams in the state.

**Pleaded Ignorance of Law.** Andrew Olsen, who was arrested yesterday for obstructing the work of the viewers and surveyors who are laying out a route for a county road to the Nehalem, was arraigned before Judge Gray this morning on a charge of contempt of court. The man pleaded ignorance of the law and said that he had instructions from the owner to allow no trespassing on the place. He was released on his own recognizance to appear before the County Commissioners' Court on November 7.

**Portland Custom-House Bid Accepted.** WASHINGTON, Oct. 19.—The Secretary

of the Treasury today accepted the proposal of Butler, Ryan & Co., of St. Paul, for finishing the interior of the Portland Custom-House, the contract price being \$55,993 and the time limit 14 months.

**Washington Teachers' Salaries.** OLYMPIA, Wash., Oct. 19.—A decision has been mailed to the County Superintendents to the effect that teachers can draw their monthly salaries with no further auditing than a simple resolution of payment by a majority of the Board of Directors. This point is often called into question when one of the School Directors is absent from a meeting of the board, and the remainder of the Directors proceed with the business. In one dis-

trict in particular, a Director was not in attendance, and afterwards sought to restrain the payment of the teacher's salary, which had been ordered without his consent.

**Guilty of Attempted Murder.** WALLA WALLA, Wash., Oct. 19.—Ed Sutherland was today found guilty of the attempted murder of Emma Kidwell, a 15-year-old girl. The jury was out 2 1/2 minutes. The crime was committed in this city August 3. Sutherland first attempted to ravish the young woman, and then tried to kill her to shield the former crime.

**For a Cold in the Head.** Laxative Bromo-Quinine Tablets.

**"IT'S FOR YOU TO CHOOSE,**



**EITHER IS FREE"**



**To Signalize The Return of Pancake Season,**

The Burnishing of the Griddles and the Lighting of the Fires, We shall give through the principal grocers in every section a 1 1/2-lb. package of either our Self-Raising Buckwheat or our Self-Raising Pancake Flour

**Absolutely Free**

With every purchase of H-O (Hornby's Steam-Cooked Oatmeal).

This is simply an inaugural sale—and the grocers have only a limited number of these free packages—so order now. The H-O Company's Pancake Flour is a carefully blended preparation of Rice, Corn and Wheat—a delicious and wholesome mixture for pancakes—ready for instant use. The H-O Company's Self-Raising Buckwheat is prepared from the pure, old-fashioned sort of Buckwheat—the finest that grows—combined with a pure raising ingredient.

**THE H-O {HORNBYS} COMPANY, BUFFALO, N. Y.**