MANY BILLS PRESS

Senator McBride's Views of Work for the Session.

LEFT FOR WASHINGTON YESTERDAY

Measures in Which Oregon Is Especially Interested—Their Condition and Prospects for Passage.

Senator George W. McBride left yesterday afternoon over the Northern Pacific for Washington to be ready for the convening of Congress next Monday. His last hours in Portland were very busy ones, so busy that he got but little time for sleep Monday night. Yesterday noon, just before the train left, a reporter saw the Senator and asked him his views regarding the legislation likely to come up for the attention of the coming session.

"I am unable now to mention more than a few of the measures that seem of special importance, local and National," said he. "I consider it important, not only to Portland but the producers and the business men of the entire state, that the jetty at the mouth of the Columbia River be extended in accordance with the plans of the engineer corps so as to give a 40-foot channel on the bar. Directly related to that project is the plan more recently adopted by the engineers to increase the depth of the river channel below Portland to 25 feet at low water, equivalent to 30 feet at ordinary low water. The increasing draft of merchant vessels, enabling them to carry larger cargoes, renders the carrying out of both these projects essential to the commerce of the Columbia River Valley. Inasmuch as the surveys for both projects were ordered in accordance with amendments proposed by me as a member of the committee on commerce it is hardly necessary to say that I shall cordially cooperate with my colleagues in the Oregon delegation in obtaining appropriations for these improvements as recommended by the chief of engineers. I am confident that the delegation will be able to obtain such appropriation, although it will require earnest and united effort and all the support we can get from our representative business men.

"The necessity for the jetty was pretty fully explained to the committee last Spring in connection with our successful effort to obtain $250,000 for repair of the jetty and preparation for further improvement. Of course, other rivers and harbors will receive due attention in accordance with recommendations of the engineers.

"I think the House of Representatives will concur in my colleague's bill, already passed by the Senate, for repairs and additons to the Portland Postoffice. It is a work which the increased needs of the office renders absolutely necessary and one in which the whole state has an interest, since the Portland office is the distributing office for the state, and increased facilities will enable the Portland Postoffice to handle to better advantage the business of the state.

"I have strong hopes that we shall be able to pass the bill for the Nicaragua Canal that is now on the Senate calendar, and to pass it substantially in its present form. Some slight amendments to the measure may be necessary. I should feel absolutely certain of the passage of the canal bill if I knew that the Hay-Pauncefote treaty would meet with no partisan opposition in the Senate. After a thorough examination of the matter the President, Secretary of State and Senate committee on foreign affairs all came to the conclusion that the Clayton-Bulwer treaty was still in force, and thereupon the President, in order to remove that obstruction to American construction and continuance of the canal, negotiated what is known as the Hay-Pauncefote treaty, the terms of which are fully understood by the public. This, if ratified, would remove the only serious obstruction to the passage of the Nicaragua Canal bill and to construction of the canal by the United States. Good faith to our international obligations requires that the treaty be ratified. Every great interest of the Pacific Coast States requires that the canal bill should pass at this session. I believe that both the treaty and the canal bill will go through successfully.

"A bill for Army reorganization ought to pass and I think will pass at this session. The conduct of affairs in the Philippines, the necessity of maintaining garrisons in the islands in order to protect both native and foreign residents from pillage and murder, requires the maintenance of our present force there, and in my opinion the volunteers should be replaced by regulars for that service and provision therefor should be made without delay. I believe our permanent, regular force should be increased to 60,000 or 75,000 men and I favor the policy of giving the President power to increase this force to 100,000 in case of necessity.

"Owing to the necessity for maintaining military control of the Philippine Islands for many months, at least, I doubt that it will be practicable during the short session of Congress to provide for a complete civil government in those islands. Some short measure like the Spooner bill may be put through, but the installation of a full form of civil government must wait for the complete pacification of the islands.

"I hope we shall be able to pass bills for the prevention of fraud in the sale of imitation butter and other articles of food. The measure known as the Grout pure food bill may go through after amendment so as to remove the objections against it that are now urged from some quarters.

"The bill for reduction of war taxes will undoubtedly be passed. There is no question in my mind but a substantial reduction can be made without impairing the ability of the Government to meet all its obligations and provide for public improvements out of the current revenue.

"My bill providing for refunding $1 25 an acre to settlers on railroad lands that have been forfeited since settlement, in cases where the settlers paid double minimum price, is on the House calendar and its passage will be earnestly pressed by the Oregon Representatives as well as by the Representatives from Washington. This is a just measure and ought to pass without delay. I regret, however, that there is some strong opposition to it in the House, though I believe our Representatives will be able to overcome that.

"I have not seen copies of the report and estimates for the proposed canal and locks at the dalles of the Columbia, but I am satisfied that the Oregon delegation will work earnestly for whatever plan of improvement to overcome the obstructions there may be recommended by the engineers. I consider the opening of the Columbia River to free navigation a matter of great importance to the producers of the great Columbia Valley and to Portland."

NATIONAL MILITARY PARK.

Commission Reports Work Done at Chickamauga and Chattanooga.

WASHINGTON, Nov. 27.—The annual report of General H. V. Boynton, chairman of the Chickamauga and Chattanooga National Military Park Commission, to the Secretary of War, says:

"There are now erected on the Chickamauga field 107 field guns, mounted on iron carriages, to imitate the pattern in use during the Civil War, marking 43 union battery positions, and 94 similarly mounted, marking 39 Confederate battery positions. On the Chattanooga field 45 guns, mounted as above, mark 10 Union and 10 Confederate battery positions there.

"Historical tablets erected during the year, 103; foundations for state monuments constructed, one; excavated, one; guns mounted, 12."

In view of the sensational reports current during the occupation of the park by the troops during the Spanish-American War, that the park was in an unhealthy region, the Commission called special attention to the report of the engineers, showing in connection with the last annual report, that the entire absence of fever or any general sickness in the park force has continued from the time it began to clear up the park after the troops left to the present time.

JEALOUSY OF PORTO RICANS

Afraid a Naval Station Will Be Built at St. Thomas.

SAN JUAN, Nov. 21.—The American newspapers of recent date seem to indicate that the United States still entertains the idea of purchasing the Danish West Indies. Governor Allen, accompanied by his family, visited the islands Saturday last on the Mayflower. This fact may or may not be of any special significance, but the general opinion here is that it is. The visit was informal, but was attended by more or less secrecy, as the ship had departed before it became generally known that the Governor was a passenger. Private correspondence and talks with natives of St. Thomas residing here tend to show that the belief is justified that the bulk of the inhabitants of the island are in favor of annexation to the United States. The annual deficit in the administration of the islands is about $250,000. It affords luxurious berths for a few favored officials. The only other excuse Denmark has in holding them is to gratify national pride.

The merchants and property-holders in this city seem to think that the purchase of the islands would tend to retard the advancement of Porto Rico. A great naval station must be located in this section by the United States in the near future. San Juan harbor has every advantage to offer, but to dredge the harbor properly would necessitate the expenditure of several millions. The harbor is mud filled, and vessels drawing over 25 feet have difficulty in entering at all. There are two sunken wrecks, mementoes of the Spanish-American War, located in the channel at the harbor entrance. A naval station could be built at St. Thomas much more cheaply. Porto Rico would not like to lose the opportunities which a naval station would bring.

Considerable interest is centered on the new Legislature, or, more properly, on the newly-elected House of Delegates, which will hold its first session December 3. The first session will be held in temporary quarters, as the island, unfortunately, has no public building which will accommodate legislative bodies. At this session a bill appropriating funds for an insular building probably will be passed. The entire Legislative Assembly, including both houses, is composed of Republicans. A split in the lower house is predicted after the first few sessions. The body has a great work laid out. The first and most important matter to be disposed of will be the remodeling of the laws of the island, without which it is considered certain, Porto Rico can have no future. The members are taking a mutual interest in their new duties, and most of them have already prepared flowery speeches, some of them being gems of oratory. The whole world, and particularly the people of the United States, will watch the proceedings with interest.

RUSSIAN IMPORT TAX.

Will Not Affect All Goods Sent Into Siberia.

NEW YORK, Nov. 27.—A special to the Journal of Commerce from Washington says:

The levy of duties on certain imports into Siberia will not affect some of the important articles necessary to the development of the country. The report that flour would be taxed 80 per cent is emphatically denied by the official representatives here of the Russian Government. It is declared that the duties will be the same as in European Russia on flour, amounting to about 15 cents per 36 pounds, or 80 cents per barrel.

The entire European tariff will not be placed, however, upon imports into Siberia. Many articles like railway equipment, locomotives, structural iron and agricultural machinery will be continued to be admitted free of duty into all parts of Asiatic Russia. The duties announced, moreover, which take effect on January 1, will apply only to articles imported at Vladivostock and other neighboring ports, and will not extend to the entire country north of the trans-Siberian railway. These duties will not be levied in any manner in Manchuria, the Chinese province which is practically under Russian control, since the lease was made for the construction of the eastern branch of the trans-Siberian railway.

The Russian Government, so far as the State Department is advised, proposes to adhere firmly to the agreement for the open door in all parts of the territory of China, including those under temporary Russian control. The Russian Government is desirous of raising the revenue and protecting domestic industry in Siberia to a certain extent, but proposes to leave free of duty such articles as are not produced in the country, and will contribute to its rapid development. It is declared by representatives of the Russian Government that it is not proposed at present to seek any large loan, and that the expenses of recent military operations in China will be defrayed from the free cash balance in the Treasury.

THE ISLE OF PINES

United States Will Retain Possession of It.

NEW YORK, Nov. 27.—The United States will retain possession of the Isle of Pines, whatever the final disposition of Cuba, says a Washington dispatch to the Journal and Advertiser. It will be fortified and a strong garrison will be kept there. Lying south of the western end of Cuba, the Isle of Pines commands the western or Yucatan entrance to the Gulf and forms an important outpost for the defense of the Nicaragua Canal.

When Secretary Root visited Cuba he went to the island and recognized its strategic importance. The State Department now holds that under the treaty of peace the title of the Isle of Pines passed to the United States. Secretary Root holds a similar view. The northern side of the island—that next to the Cuban shore—is admirably adapted for the purpose of the Government. It is high, thickly studded with valuable woods and the climate is so healthy that prior to the war a health resort for pulmonary patients was established there.

Naval officers say that Siguenea Bay, on the northwest coast, will with but little dredging afford an excellent and safe harbor.

Newport Bank Has Funds.

WASHINGTON, Nov. 27.—O. P. Tucker, receiver of the German National Bank, of Newport, Ky., has sent his report of the condition of the bank to the Controller of the Currency. It appears that there is sufficient cash on hand to realize to the depositors something over 90 per cent of their claims. The amount of the defalcation, as given by the examiner, agrees with his first estimate of the same—$191,000. Efforts are being made on the part of stockholders and directors of the bank to restore the bank to solvency.

Campaign Against Sunday Theaters.

NEW YORK, Nov. 27.—The Actors' Church Alliance of America has begun an active campaign against Sunday theatrical performances, and its members promise to keep it up until actors have one day of rest in seven. It claims to have caused the arrests which have been made at New York theaters the past three Sundays, and it is now keeping an eye on the prosecution of these cases.

CHARTER NEEDS CHANGING

BUT THE MULTNOMAH DELEGATION CAN'T TELL WHERE.

Representatives-Elect Think Some Changes Should Be Made, but They Are Looking for Light.

That the city charter should either be amended or an entirely new charter passed appears to be the opinion of members of the Legislature seen yesterday, and asked to express their views upon the matter, but so far nothing definite has been agreed upon, and the members were not prepared to state what changes they will advise. The understanding seems to be that there will be a meeting or meetings of the Multnomah delegation later on, when the question will be taken up. There has as yet been no general meeting, but small parties of the members have talked over some things informally.

State Senator F. P. Mays, who is looked upon as a leader of the Citizens ticket, when interrogated as to what his ideas were upon the subject, begged to be excused, stating that he did not care to say anything.

Representative C. W. Nottingham was somewhat more communicative, but still had not much to offer at this time. He said: "I think the matter of a charter ought to be left to men of large experience, men who have had a good deal to do with city affairs. I would seek the judgment of those men if I were framing a city charter. We are studying this matter a great deal, and I am getting the advice of every man who has had experience in this line to point out what is best. I confess if I used my own judgment it would not be very satisfactory, as I never have had anything to do with city affairs.

"I believe when the property-owners have once fully improved a street the city should keep it in repair after that, as we never will have any streets without such a law. I have talked with a large number of property-owners on the subject, and they favor the plan, and say we must have streets, and that our streets are a disgrace to us."

Reform in Expenditure Needed.

F. A. Heitkemper, Representative-elect, said: "I hear a great deal about changes, and I know it is a pretty big project to change a city charter. There are some things which I know ought to be remedied. This tying up of funds so that we have no money to pay the police force and fire department is wrong. It is all right to limit expenditures, but it should be arranged so that these departments will not get into such a predicament as they are now. I have not thought much about the charter, and have not made up my mind fully what ought to be done. I desire to do the greatest good for the greatest number. I am not prepared to outline my plans just now. I suppose any charter after it has been in force a couple of years may be advantageously amended and its faults corrected. For example, under the present charter much of the governing power is placed in the hands of commissions, and if their work is not satisfactory, it takes two elections to make a change. It might be advisable to put more power in the Mayor's hands, and authorize him to remove his associates if they did not perform their duties properly. Now he has no more authority than any other person, and if people are dissatisfied their only relief is at the polls. I desire to be as fair as possible, and will be glad to consider suggestions from any citizens."

Representative Otto Schumann said he had nothing to suggest at present, not having considered the matter very much. After familiarizing himself thoroughly with the existing charter, which he intended to do, he would be better prepared.

Wants to Go Slow.

George M. Orton, Representative, began by saying: "I will do my talking after awhile. I got a copy of the city charter only last night, and took it home to read it. There are probably things that require changing, but I don't desire to discuss the proposition until I know what I am talking about." After getting started, Mr. Orton loosened up a little, and on the question of the city taking care of streets after they have been improved, he said: "I had a conversation with an ex-city official, and he said it would take at least a 3-mill tax to keep the streets in repair when once improved. The public may wonder what we have been doing all of this time, and think we ought to have everything prepared, but it was decided not to do anything until after election. There has been no general meeting of the delegation. I don't want to jump at conclusions. I realize that there has been considerable waste, and an effort should be made to reduce the expenses of the city, but the question is where to begin and where to stop. I am confident we will all work conscientiously and don't want to vent any spleen, but do the greatest good for the greatest number. The charter is a heavy question, and I am willing to leave it to those best fitted for it. We will probably get together in a week or so." Mr. Orton then changed the subject and referred to labor laws, etc., in which he was interested.

Power to Divert Money.

Joint Senator Alex Sweek said: "I have not given the matter enough study to know what is best, but there are some things which need changing. One thing is wrong, the Council not having power to divert money from the general fund to the police fund. There is money in the general fund and the policemen cannot be paid. This should be amended. It is also wrong that the Chief of Police is a member of the Police Commission, and another matter is the way the Municipal Court is fixed, the Mayor and Police Commissioners can remove him from office. A judicial officer ought to be there unhampered. These are only minor changes, and I have not considered the charter much otherwise yet."

Changes Take Time.

Representative George L. Story has had previous experience with city charters, and says it takes time. He said: "I have not given the matter any thought whatever; I haven't taken it up yet. I suppose when I get up there it will be ample time. A charter is a very important thing. I don't believe a man ought to act on it at all unless he knows about it. It is too important a matter to act on hastily. I was there when a charter was amended before, and I know it takes time to investigate it in all its bearings."

Should Carry Out Pledges.

Representative John Driscoll was not prepared to say much. He said: "We haven't got together. According to our platform adopted last Spring, we pledged ourselves for a direct primary law, and reforms in local government, and I believe in carrying out the pledge as near as possible."

Wants No Radical Changes.

M. E. Thompson, Representative, said: "I believe I'll be silent on that until I see what they propose to do. I don't know what their plan is. I am not in favor of a very radical change. We feel, all of us, that we want to work for the best interest of the city all around. I know there are defects in the present charter, but I don't think we require to make a new charter. There are good things in the present charter from which to make a foundation."

State Senator J. E. Hunt, who previously expressed himself upon the subject of charter changes in a two-column article, said: "I have been exploited on that, I think. My views have been pretty well expressed, and people know pretty well what they are."

Mr. Hunt said some of his recommendations previously made might be republished if desired. Mr. Hunt at that time criticised the present charter at considerable length, and in conclusion offered the following suggestions:

We can have a charter which will abolish useless offices and reduce exorbitant salaries; remove political barnacles and tax-eaters and make taxes payable in installments by those desiring it. Now that we will soon have the direct primary law, all elections ought to come at one time and place and save expense and annoyance. Each voter should be made to pay a poll-tax at the time he registers, and those not entitled to vote should pay double the amount. Nontaxpayers should be obliged to pay all court costs in advance when they apply to it for aid. Adopt the cumulative sentence plan and make prisoners work on the rock pile. The police department should be completely reconstructed, the civil service feature abolished, special police system wiped out, and the city jail and police department moved to the top story of the City Hall, where it ought to be. Sell the old jail property for more than enough to make the change. The beats of the police patrolmen should be changed at least once a month, so that no one officer could patrol the same beat more than once a year. The Municipal Judge and Justices' offices in the city should be consolidated and clerk employed only when the Judge has too much business to perform the clerical work himself; the poundmaster's office should be abolished and his duties transferred to the superintendent of streets, the patrolmen being obliged to kill all unlicensed dogs on their beats; the license collector's office should be abolished and patrolmen made to see that all license ordinances are enforced. They can find all Chinese and white gamblers under the new "triple alliance" arrangement; they surely should be able to find all decent people needing licenses. (Some people wonder why only part of the specials can find the scarlet women and other shady people and assess them, and the proceeds not get into the city treasury.)

The City Physician and health offices should be combined into one, with an assistant for plumbing inspector, and the officer should be made ex-officio County Coroner and Physician. All city and county offices should be combined in an exofficio manner so far as practicable. The harbor-master should be a detail from the police force. All officers receiving $1000 or more per annum should be elected by the people, and any officer or employe of the city should be removed from office if guilty of drunkenness, gambling or associating with vile women. Any person not a citizen holding office should be punished by imprisonment in jail for a term. All repairs for improved streets should be paid for out of the general fund. Books of all officers handling public funds should be examined once during each term of office by expert. The Common Council should be prohibited from licensing any business not requiring police supervision. The Legislature should be prohibited from interfering in our local matters, and private and corporate interests should be made to apply to our city authorities for privileges or exemptions. Petitioners asking for street improvements should choose their own inspectors. Remission of fines by Municipal Judge should be prohibited. Appointments of relatives of elective officers to public positions should be prohibited. Contractors not living up to their agreements should be prevented doing further business with the city.

Above all things else, a plan should be found by which all officers of both high and low degree can be forced to perform their duties. Perhaps another board elected by the people whose sole and only function should be to hear and determine all complaints in this line, with power to discipline or discharge the offender, might be advisable. Perhaps some better plan may be suggested.

POLITICS IN HAWAII.

Outbreak of Another Fight Between the Republican Factions.

HONOLULU, Nov. 20, via San Francisco, Nov. 27.—The result of the election counting in Hawaii has by no means brought an entente of politics, but has rather given opportunity for the outbreak of a more bitter fight than ever between the so-called missionary and anti-missionary wings, or Dole and anti-Dole factions of the Republican party. Each is busily accusing the other of having knifed the ticket and helped to cause the Republican defeat and independent success.

A. B. Lobenstein, of Hilo, has made two unsuccessful efforts to have local courts listen to arguments that the election of Wilcox as Delegate to Washington was illegal. Lobenstein claims that there is no law under which the election of a Delegate could be accomplished, territorial election laws to cover the point not having been enacted yet. Attorney-General Dole refused to take any steps, on the ground that Congress is the only judge of the qualifications of its members, and today First Circuit Judge Humphreys also refused to summon Wilcox to make answer to the issues raised.

There is general satisfacton throughout Hawaii at the re-election of McKinley. Robert W. Wilcox, the independent, who goes to Washington as Delegate, is quoted as saying that the result of the election is better, in his opinion, for Hawaii than the contrary result would have been.

Official notification of the finding of some more cases of plague in San Francisco, have been received by the United States quarantine officers here, both from Washington and from San Francisco. Precautions will be taken against steamers coming from San Francisco hereafter.

Secretary Gage, of the Treasury Department, has suggested to Governor Dole a way that customs duties may be paid so that the coin used may not leave the country. He says that duties on imports could be paid in San Francisco, and the receipts accepted here by the local Collector of Customs. Nearly or quite all of the importers of European goods which are dutiable, have agents in San Francisco and always have money from that side to pay duty. The adoption of Secretary Gage's plan will put an end to a serious steady drain of coin from Hawaii.

Washouts and floods continue to be reported from all the different islands as a result of the recent storm, which was general throughout the group. With the heavy rains came the strongest "Kona," or high south wind, known here for many years. The only lives lost as a result of the storm, so far as is known, were those of two Japanese fishermen, who were blown to sea in a small boat, and have not been heard of since.

The stockholders of Kihei sugar plantation passed a resolution accepting an offer of H. P. Baldwin and L. A. Thurston to turn into the treasury of the corporation the sum of $529,000 in paid up stock and to reduce the stock of the company from $3,000,000 to $2,500,000. Baldwin states there is no reason for his action, except the conclusion that the purchasers of stock paid too much for the land when the corporation was formed. Baldwin sold the plantation to the company.

Florida Murderer Shot by a Mob.

LAKE CITY, Fla., Nov. 27.—Spencer Williams, a negro, was shot to death near this city today by a mob from Pensacola. Last night Williams shot and dangerously wounded City Marshal Strange and William Strictland, a business man of this city, while resisting arrest. As soon as the news of the shooting became known, citizens armed themselves, and, forming a posse, followed the desperado on horseback and afoot and overtook him today in a swamp. The negro was literally shot to pieces, fully 200 bullet holes being found in his body. The body was brought into town and placed in front of the Courthouse gate, where it was viewed by hundreds.

The Tampa Strike.

TAMPA, Fla., Nov. 27.—Several hundred men were added to the striking forces here today. These came from the ranks of unorganized labor, and building operations have been effectually suspended.

RIVER VERSUS RAILROAD

VIEWS OF A PROMINENT ASTORIA REAL ESTATE OWNER.

Offers the Usual Advice to the Citizens of Portland—Well-Deserved Tribute to Mr. Hammond.

WARRENTON, Nov. 19.—(To the Editor.)—Having been an interested reader of The Oregonian for more than 40 years, and recognizing the great power and influence of the press in leading, if not moulding public opinion, in correcting mistakes and righting wrongs, I was sorry to see the editorial comments of your paper of the 5th inst., in regard to the transportation or common-point question for the mouth of the Columbia River. While it may be true that the railroads and transportation lines must in the end settle this question, yet the people of the Pacific States have a right to be heard upon a question of such vast importance.

This is not a Portland vs. Astoria question in any true sense; indeed, it is not alone an Oregon question, it is a question of vital importance to the entire Columbia basin—an empire six times as large as New England. Much has been said and written in regard to the natural advantages of the down-grade route from this vast empire to the Pacific Ocean, but let me ask, What advantage are the people of Oregon deriving from this gravity route to the seaboard?

Two lines of railway, with heavy grades and costly tunnels, have been constructed over the Cascade Mountains to Puget Sound, to compete for the trade which is naturally tributary to this practically water-level route. These mountain roads fix the rate on tonnage satisfactory to them for service rendered, and our Oregon down-grade line charges the same rate to a point 110 miles distant from the ocean, and 100 miles shorter haul. From a table of distances before me, I note the following: From Pendleton to Seattle, 339 miles; Pendleton to Astoria, 331 miles; Walla Walla to Seattle, 351 miles; Walla Walla to Astoria, 345 miles. And yet in the face of these facts, William Reid tells—as he thinks—a credulous constituency (see Oregonian November 7) that in case the Oregon road should deliver the tonnage at the mouth of the Columbia River, practically the same distance that the mountain roads must haul to Puget Sound, the farmers would have to pay an extra charge of 50 cents per ton.

It seems a waste of time to answer an argument so devoid of the plainest elements of common sense. Does he think that the producers of Oregon will forever sit like blind owls upon the dry limb of a dead tree and hoot only when they are told to hoot?

Just a few words in reply to the article of Major Sears, in The Oregonian of the 4th inst. He says the commercial port of a region will be as close to the producer as it is possible to reach with the class of transportation demanded by the requirements of the country. In order to give all the strength possible to his argument, let us concede this to be true and see how it will apply to the seaport of Portland.

Does Major Sears remember that the United States and the Port of Portland have expended more than $1,800,000 on river improvements between Portland and Astoria, or, in round numbers, 30 cents per ton for all foreign export tonnage from the Columbia for 10 years, and that the Engineers report that $3,000,000 will yet be required to obtain a channel of 25 feet in depth?

Does he bear in mind the fact that the expenditure in dredging the channel for 1899 was more than $1500 per ship for the grain fleet of that fiscal year, and that no permanent improvements were made, but simply the same conditions maintained—that is, a minimum depth of 19 feet of water? (See General Wilson's report, Oregonian, October 30, 1899.) Does he take into account the rapid increase in the size and depth of the vessels built and building to carry the tonnage of the world? And in the face of these facts can he assert that Portland can afford to rest on her oars, as it were, and go to sleep? Surely he must think that no other port or place has any other mission than to feed the cow from which Portland draws the milk. If this be so, I would call his attention to the statement of the New York delegation before the House committee on rivers and harbors in 1898, and from which report please note the following: "The maximum draft of ships has increased from 21 feet in 1871 to 32 feet in 1898, and the maximum freight-carrying capacity from 2000 tons to 12,000 tons, and in exactly the same period the reduction in freight (to European ports) was from $8 40 to $2 40 per ton on flour, from $8 32 to $1 92 on wheat, and from $9 to $3 on provisions." And, as Mr. Schwab said, the rates come down with ships of deeper draft, just as on railroads they come down with more capacious trains and more powerful engines.

Mr. Boas informed the river and harbor committee that his steamship line alone "had seven vessels sailing out of New York that draw over 30 feet, and within two years would have seven more, of which two would draw 34 feet."

Now, when we have in mind the fact that from the Pacific Coast ports we have the long voyages off the world's commerce, and only three possible ports for deep ships on a coast line of some 1200 miles, and that, as above stated, freights come down as the size of the ship is increased, it is readily understood why James J. Hill is building ships of 34,000 tons capacity.

We cannot believe that Portland, the queen city of the Northwest, the place in which every loyal Oregonian feels a just pride, will continue to pursue a policy so narrow as to drive the commerce of a new era dawning upon us from this noble river to our sister states, north and south, when, by a liberal policy on her part and on the part of the O. R. & N. Co., she can hold the supremacy as a commercial center and control a good share of the commerce of the Northwest.

It is evident from the foregoing that I do not pin my faith entirely to the theory of natural advantages and geographic conditions, nor concede that commercial centers are always built in close proximity to the producers' back door. This may look plausible in theory, but when theory runs up against a fact (as it sometimes does) the theory must give way. For instance, any ship that can enter New York harbor can ascend the Hudson River 160 miles, but neither the demands of commerce nor the Major's "immutable law" causes them to ascend; on the contrary, practically all ships stop at New York. Why? Simply because all inland transportation lines can reach New York easily, and without delay or extra expense, while for the ships to ascend the Hudson means delay and extra expense.

I have read with a great deal of interest the very able letter of Mr. C. H. Sholes, of Butte, Mont., in The Oregonian of the 10th inst., and as he says, it is greatly to be deplored that the first effort of Mr. Hammond to develop the resources of our state should be treated in so unfriendly a manner that he is compelled to put his railroad on the defensive. This is a work that has been indorsed by many of the great transportation men of America, and includes such master minds as ex-President Clarke, of the Union Pacific; Hammond and Dickinson, of New York; Huntington, of the Southern; Mellen and Winters, of the Northern, and, finally, by this master in finance in railroad construction, A. B. Hammond. If the question is asked why this work has been so long delayed after such able indorsement, the answer is ready and conclusive, but we are now dealing with the living present and the hopeful future, and are willing to let the dead past bury its dead. We are now pleading for harmony and justice, and merely ask the same rates and the same facilities for the farmer and lumberman of Oregon, to place their products in the markets of the world that are accorded the same industries in Washington and California. Let us hope that the writers upon this subject will cease to forever beg the question. It is not satisfactory when asking a question in regard to common point rates to be confronted with the answer: "Was your grandfather a monkey?"

We are glad to bear testimony to the fact that The Oregonian has always been a powerful factor in not only championing the cause of the common people, but pleading for a higher standard, a better civilization, and for brains and capital to develop our matchless resources. Then why should we not welcome men of the stamp, the energy and the capital of A. B. Hammond, who has become so identified with the development of our state? He has invested several millions of dollars in Oregon during the past three years; built and thoroughly equipped one of the finest railroads in the West, and without placing a bond on the market, and has taken up the matter of extending a line down the coast to Tillamook. He is also reaching out to give Southeastern Oregon railroad communication, and whether these enterprises shall succeed or fail may depend very largely upon the moral support of the people of Oregon to enable him to enlist the capital to carry forward this great work. All these lines must depend largely upon lumber and wheat for their support for many years.

Now, what encouragement are we offering this man of brains and tireless energy today, when he asks the people of Oregon to stand with him in demanding of all transportation lines that no part or section of our state shall be discriminated against in marketing the products of labor? Is it any wonder that he is reaching out for business in California, where common-point rates are not denied to seaport towns?

As above stated, this is not and must not be a question of Portland vs. Astoria, but rather a question of Portland and Astoria against all competitors. With this policy and a hearty co-operation, the Columbia River can easily hold a leading share of the trans-Pacific commerce.

D. K. WARREN.

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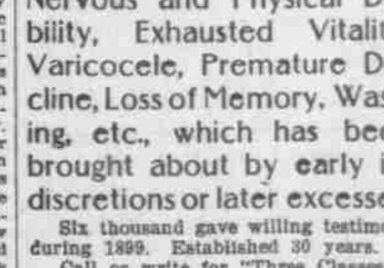

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