

# RANSDELL URGES IMPROVED RIVER

## Tells How Water Competition Would Reduce Freight Tariffs.

### WHAT SOUTH HAS DONE

#### Louisiana and Washington Congressmen Accompanied by Leading Portland and Wasco Men on Excursion to The Dalles.

Interest in the Cello Canal project was attested yesterday by an excursion to the line of the proposed waterway of Portland and The Dalles citizens and others in company with Congressmen Joseph E. Ransdell, of Louisiana, and W. L. Jones, of Washington, members of the rivers and harbors committee. The party, starting from Portland at 8:15 o'clock in a special car, provided with the comforts of the O. R. & N. and augmented at The Dalles by a score of foremost men of that city, spent an hour and a half at Cello and on the portage railway, was royally entertained at luncheon, served by young women of The Dalles, and returned to Portland at 7 o'clock.

The transportation committee of the Chamber of Commerce of Portland is engineering the trips for the purpose of making the Louisiana visitor acquainted with the river and harbor needs of the Columbia. Other prominent members of yesterday's party were C. W. Fulton, United States Senator; W. R. Ellis, Congressman-elect; Lieutenant-Colonel Roessler, in charge of this river and harbor district; and Harry Lane, Mayor of Portland. The excursion was headed by R. Hoge, president of the Portland Chamber of Commerce; E. C. Giltner, its secretary, and other members of that body, among them E. Newbegin, vice-president; E. M. Means, A. H. Devera, L. A. Lewis, J. N. Teal and F. W. Mulkey. Others accompanying were R. M. Wade, of Helix; W. P. Gray, captain of the steamer Mountain Gem, plying between Cello and Wallula; D. J. Cooper, of The Dalles; J. S. Polhemus, assistant engineer; to Colonel Roessler, for the Upper Columbia; Daniel W. Greenburg, secretary of the Lewiston Commercial Club, and representatives of the press.

At The Dalles, Mayor J. L. Kelly boarded the car, followed by George C. Blakely, Malcolm A. Moody, E. O. McCoy and E. M. Williams, of the Commercial Club; H. J. Maier, J. T. Peters, E. C. Fesse, M. Heinrich and A. E. Lake, of the Business Men's Association; N. Wheelston, State Senator from Wasco; Frank Menefee, District Attorney; F. W. Wilson, Deputy District Attorney; W. L. Bradshaw, Circuit Judge; Dr. William Shackelford and James Wooda, George Joseph, of Portland, attorney for the Great Southern Railway to Durum, which seeks connection with the portage road, joined here; and F. C. Schubert, in charge of the present canal work at Cello.

The Dalles men lost no time in becoming acquainted with the Louisiana Congressman and in renewing their acquaintance with the Washington Congressman, and the Portland men, who had preceded them in this privilege during the ride to The Dalles, graciously yielded them the opportunity.

#### Ransdell Well Up on Rivers.

The ride from Portland was full of interesting chat. Mr. Ransdell had a fund of information about transportation matters and river and harbor affairs of all parts of the country. Mr. Jones is a quiet sort of man, but his extensive knowledge on this subject was tapped by

other members of the party, with interesting results. His influence on the river and harbors committee and his aid to Columbia River appropriations, as a member of that committee, drew about him many chatting circles. It was Mr. Jones' influence perhaps more than any other man's that secured the last appropriations for the Columbia River, and it was remarked that his presence in Congress was a great help to Oregon, in its unrepresented state in the House of Representatives.

#### Close Study of the Columbia.

Mr. Ransdell surveyed the Columbia River intently for some time after it came to view in the ride from Portland. Attended by one member of the party and then another, he asked many questions about the stream and commented on many objects as they passed. A large part of the journey to The Dalles he spent on the rear platform, where he had an unobstructed view of the swirls and rocks of the river and of the crags and slopes of the gorge through the mountains. Though rain was falling thick in Portland, the train soon passed the wet belt and at The Dalles and Cello the ground was dry and occasional sunshine shot through the high clouds that in passing over the Cascade range had deposited their rain on the western slope.

Many times Mr. Ransdell reverted to the cheapening power of water transportation over rail, and pointing to the river, repeated that there was the means of bringing down rail rates. Not railroad commissions, nor rate laws, nor legislation of the most drastic sort, he said, could equal the rate-regulating power of river transportation. He cited the example of the cotton rail shipments from the Dallas region in Texas to Galveston, a haul of 300 miles, whose \$3 freight rate all the drastic legislation of that state had not forced down to a fair figure. He compared this example with that of a similar haul from his cotton plantation in the northeastern part of Louisiana, where there was water competition and where the tariff was only \$1 a bale to New Orleans and had been as cheap as 50 cents. Could the Dallas region have water transportation, he said, it could get a \$1 rate to Galveston and save \$2 a bale on its 1,000,000 bales of cotton or \$2,000,000 a year. On return freight it would save much more.

#### What an Open Columbia Could Do.

Calline on Portland men, he asked them for rates to and from the interior country and showed them by comparison with Mississippi rates, that these to and from the Northwest Interior were excessive. Opening of the Columbia at Cello, he said, would correct this overcharge. It was his opinion that no improvement project on the river should be deferred for the hastening of any other project. All the projects should be urged on Congress and demanded of that body. Columbia River interests should combine with those of other regions needing river and harbor improvements, lending their influence to such an organization as the Rivers and Harbors Congress, of which he is chairman. These needs are so many, he declared, that their combination would make impotent the opposition forces that held down the last river and harbor bill to \$30,000,000 and had restricted for ten years past the average annual expenditure of the Government for rivers and harbors to \$19,250,000. This sentiment he expressed more forcefully at The Dalles, after the luncheon at the Commercial Club under auspices of the Business Men's Association.

#### Columbia's Tiny Portion.

Various parts of the United States are clamoring for river and harbor projects, he said, which will cost a total of \$50,000,000. The Columbia River needs \$10,000,000 of this. The average \$19,250,000 annual appropriation for rivers and harbors during the last 10 years he declared was but 3 per cent of the total appropriations for all purposes in that time. Forty per cent had been for the army and the navy.

"Is this giving the rivers and harbors a square deal?" he asked. "I think not. And why should they receive more? Because, transportation charges by rail, in the United States are six times as high as by water. If we could improve the waterways of this country, the American people would save 50 of the present rail charge.

"It costs, I am told, to carry grain by rail to Portland, Seattle and Tacoma, for the average distance of 200 miles, 11 cents a bushel for wheat. But it costs to carry

wheat from Chicago to New York, 1000 miles, 5 1/2 cents. If you have your Columbia River improved there is no reason why you should not have your wheat transported 200 miles for 5 1/2 cents. This will mean a saving of 10¢ to 5¢ cents on a production of 50,000,000 bushels. This will make a saving of \$5,000,000 a year."

#### How to Go at It.

The speaker urged co-operation with the Rivers and Harbors Congress for an annual appropriation by Congress of \$50,000,000. Irrigation interests he said had combined and had secured enactment of the National Irrigation act. Such organization of river and harbor interests he averred could not fail, and "I promise you the Columbia River will then be improved."

As to the bar improvement, he said General Mackenzie, it appears, had remarked it to be the most difficult in the United States and this was his opinion also. The Dalles the visitors were cordially received and led to the Commercial Club, where an elaborate luncheon was served by young women of the city. At the club they were welcomed by Mayor J. L. Kelly, J. T. Peters, A. E. Lake, George C. Blakely and Addison Bennett. The tables contained beautiful, luscious peaches, apples and grapes, which were greatly admired. After luncheon F. W. Wilson made a short address of welcome, and was followed by Mr. Ransdell, whose remarks were cut short by the approach of the Portland train. The visitors made a hasty farewell, and in passing out of the club received handsome souvenirs of baskets of fruit, the best that Wasco County produces.

## BUYS AS AN INVESTMENT

### SEATTLE DOCK COMPANY GETS CHAMBER OF COMMERCE.

#### Will Fit Up Burned Story at Once.

#### Price Paid Is Something Under \$700,000.

The Chamber of Commerce building was sold yesterday by C. E. Loss to the Seattle Dock Company, of Seattle. Negotiations for the deal have been conducted for a week, but it was not until last evening that the sale was actually made. The price is kept secret, but it is understood to be something below \$700,000. Only a small part of this sum is represented in cash in the transaction, as the mortgage on the building of \$400,000 was assumed by the purchasers. It is given out that this will be paid when it falls due in March.

The Seattle Dock Company is headed by W. D. Hofius, of Seattle. Others in the corporation are Morris Thompson, of that place; Thomas Greenough, of Spokane, and Peter Larsen, of Helena. The company has extensive holdings in Seattle and the purchase of the Chamber of Commerce was made purely for an investment.

"The building will be fitted up immediately," said Mr. Hofius last night, "and put in first-class condition. The ravages of the recent fire will be repaired and the top floor made into offices, uniform with the remainder of the building. It is the intention of the company to keep the building, as it seems a good investment."

When asked if he thought Portland property is profitable investment material, Mr. Hofius affirmed his faith in the city's future. He says he has such large interests in Seattle that he will necessarily continue to make his home there, although he said he might at some time come here to reside. He expressed himself freely that Portland is a good town. Mr. Hofius, besides being the president of the Seattle Dock Company, is in the railway equipment and supply business in the Sound city.

#### Pendleton Paving Is Delayed.

PENDLETON, Or., Sept. 14.—(Special.)—Paving work here has been given a temporary setback by the fall of the present preparation used in dressing the stone to reach the city. The streets have been put on grade, and all pipe-laying done, and the work is now waiting for the material.

## STRIKE HANGS FIRE

### Teamsters Meet Tonight to Decide on Question.

### DRAYMEN TO BE ON HAND

#### Conference Held Last Night Between Drivers and Their Employers Resulted in Each Side Announcing Firm Stand.

#### WHAT A STRIKE WOULD MEAN.

A strike of the teamsters would mean that between 300 and 400 men will quit work. The union men say they will call out numerous teamsters if a strike is voted. A strike would leave the wagons of 15 of the leading transfer companies idle. About 90 per cent of the transfer business in the city would be tied up. Such a strike would result in great inconvenience to the public. Smaller transfer companies, which operate one or two wagons each, might still operate, but these would not be able to handle the business of the city, and it is the contention of the teamsters that they would call out practically every teamster in Portland.

Whether Portland teamsters shall call a strike will be determined at a meeting of the union tonight at 8 o'clock in Ringler's Hall. Members of the Draymen's Association will meet with the teamsters. Unless some concessions are made by the draymen, it seems almost certain that the men will go out. There was a meeting of a committee of 20 teamsters and 12 members of the Draymen's Association last night. The warring interests talked the matter over in a friendly fashion, and the drivers seemed more determined than ever to stand by their demands for an increase from a minimum of \$2.50 for a day of ten hours to \$2.75. Some of the teamsters are now paid the latter figure.

The present congested condition at the freight-houses was talked over, and the draymen made it plain that on account of the difficulty in receiving and dispatching loads quickly the earning capacity of the wagons has been curtailed considerably. It was conceded that this situation makes a difference of at least three hours a day to the disadvantage of the draymen, as there is this much more time to pay for while wagons are waiting to reach the freight-houses to receive and unload freight. Two years ago, the draymen figure, these delays were not experienced, and they received larger value for the wages paid their teamsters. This, they think, should offset the demands of the drivers for more money, as it costs the draymen more to operate their wagons than formerly.

To this ingenious argument the teamsters replied that all this may be very true and the earning capacity of the wagon one probably has decreased to the extent the draymen state, but the men say this is no fault of theirs. Because they are kept waiting for their loads is no reason, they say, why they should not be paid satisfactory wages. The increased cost of living was presented as another argument why the scale should be raised, and both draymen and teamsters were free to admit that prices of everything have been pushed up during the past two years. The defense of the draymen to the demand of the teamsters is that the earning ability of the wagons has been curtailed because of the freight congestion, and that if an increase is al-

lowed the merchants and jobbers of Portland will have to submit to added charges for hauling.

"The discussion of the matter was friendly on both sides," said a drayman after the conference last night. "We are unable to tell what the men are going to do, and they do not know themselves until after they meet tomorrow night. They have not yet voted to strike, but they seem determined to stand by their guns. Should they carry out their threats to strike, it will mean a hard fight and the walkout will affect every business in the city. Some of the transfer companies will not try to do business if a strike occurs, but will wait until conditions clear up. Other companies will do the best they can under the circumstances."

There was a feeling last night that the teamsters will not urge their claims for increased wages by putting a strike into effect. This was explained by people outside of the Draymen's Association by the statement that about 40 per cent of the teamsters are already making about \$2.75 a day and would not be willing to give up their positions in a strike for a raise for their less fortunate brother teamsters when they have nothing personally to gain by a strike. This phase of the situation may result in a tendency on the part of the teamsters who are already being paid the desired wage to ward off an open breach with the transfer companies.

## DAILY CITY STATISTICS

**Births.**  
HALL—At 41 East Eighth street, September 8, to the wife of Chester M. Hall, a son.  
WATSON—At 487 Hoyt street, September 3, to the wife of William Watson, a daughter.  
WEIDMULLER—At 883 Overton street, September 12, to the wife of John H. Weidmuller, a daughter.

**Deaths.**  
BURNETT—At Good Samaritan Hospital, September 11, Russell Burnett, a native of Scotland, aged 42 years 3 months 4 days; remains taken to Seattle for interment.  
GODDY—At 554 East Pine street, September 10, Mrs. Olive A. Goddy, a native of Maryland, aged 96 years 8 months.  
GREIG—At Home for the Aged, September 12, Mrs. Ann Greig, a native of Scotland, aged 85 years.  
PARSONS—At Mt. Tabor Sanitarium, September 12, Mary E. Parsons, aged 42 years; remains taken to Boise for interment.  
LAMBERT—At Fern station, September 12, Gladys Estelle Lambert, an infant.  
LEROY—At 534 East Twelfth street, September 11, Mrs. Adaline LeRoy, a native of New York, aged 64 years 10 months 11 days.

**Building Permits.**  
L. A. PETERS—One-story frame dwelling, Russell street, between Gantebain and Commercial; \$3500.  
B. F. STEVENS—Two-story frame dwelling, Northrup street, between North Twenty-fifth and North Twenty-sixth; \$5000.  
MRS. VIOLA M. COE—Two-story frame dwelling, Lovejoy and North Twenty-fifth streets; \$15,000.

**Marriage Licenses.**  
VAIL-SAWYER—Lawrence A. Vail, 21, 330 Thirteenth street; Florence Belle Sawyer, 19, SHILLING-BERG—W. H. Shilling, 23, Thirteenth and Couch streets; Anna Berg, 23, ABRAMS-HARRIS—Jack D. Abrams, 31, 561 Jefferson street; Gertrude Harris, 28, PHILLIPS-MILLER—Homer C. Phillips, 24, Myrtle M. Miller, 18.  
LAUNER-SNEED—Albert A. Launer, 31, 812 Flinders street; Laura Grace Sneed, 23.

## Idaho Knights Templar Elect.

BOISE, Idaho, Sept. 14.—(Special.)—The Grand Commandary, Knights Templar of Idaho, closed its annual meeting tonight, adjourning to meet June 17, 1907, at Coeur d'Alene. The new officers are: Grand commander, John McBriney; deputy grand commander, E. L. Liggett; generalissimo, H. T. French; captain-general, George A. Matland; senior warden, E. M. Gillette; prelate, James E. Williamson; junior warden, Jay R. Mason; recorder, Charles Hinrod; treasurer, James A. Pinney; standard-bearer, George P. Rhoad; swordbearer, F. D. Winn; warden, J. C. Anderson.

## BEACH RATE REDUCED.

O. R. & N. Makes Low Rate to North Beach Points.

The rate from Portland to North Beach points has been reduced to \$3 for the round trip, and tickets are now on sale at O. R. & N. ticket office, Third and Washington streets. Tickets will remain on sale at this rate daily until September 30, with final limit of October 15, and are interchangeable with and will be honored on A. & C. R. trains and O. R. & N. Co.'s boats, as well as O. R. & N. boats.

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**Proclamation**

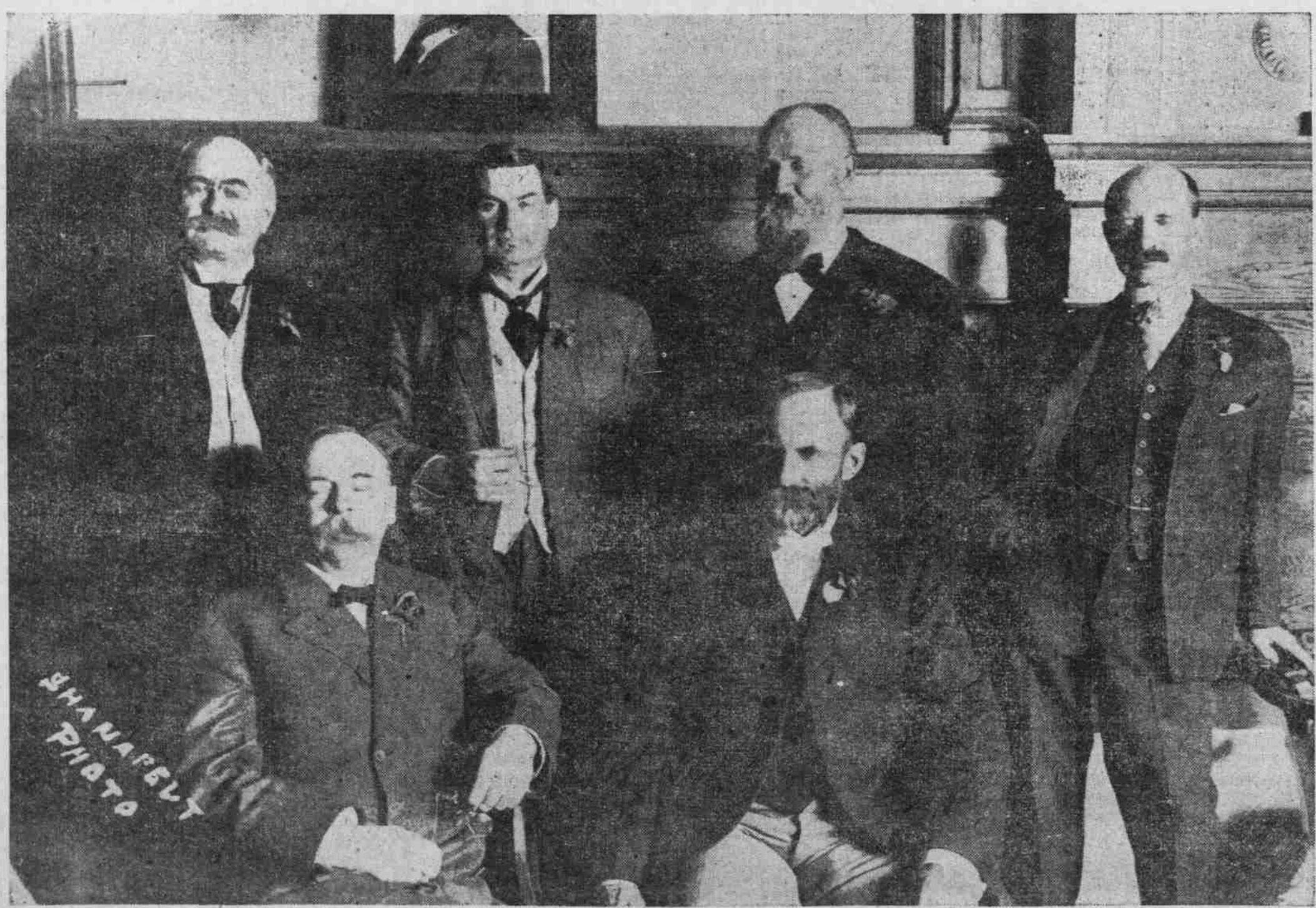
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FLASHLIGHT PHOTOGRAPH OF PROMINENT MEN AT THE CHAMBER OF COMMERCE MEETING.



READING FROM LEFT TO RIGHT: TOP ROW—W. D. WHEELWRIGHT, REPRESENTATIVE JONES, REPRESENTATIVE ELLIS, R. R. HOGE, PRESIDENT OF CHAMBER OF COMMERCE. LOWER ROW—GOVERNOR CHAMBERLAIN AND REPRESENTATIVE RANSDELL OF LOUISIANA.

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