NEW TRAFFIC ERA FORESEEN BY HILL

Plan to Tap Southwest With Railroad Lines of His System Is Result.

CANAL IS PRIME FACTOR

Completion of Inter-Oceanic Waterway Will Bring About Revolutionary Changes in Manner of Shipping Freight.

The purchase by the Hill lines of the Colorado & Southern Railroad, recently announced in press dispatches, indicates preparation for the revolution in traffic conditions which will be wrought by the completion of the Panama Canal.

When the canal is finished, there will be an immense diversion of traffic from rail to water. Bulky, low-class freight originating near the Atlantic and destined for the Pacific Coast, will be hauled to the Atlantic seaboard and thence go by steamer down the coast, across the Caribbean Sea, through the canal and up the Pacific Coast to the various ports, where it will be transferred to cars to be hauled to its destination a few hundred miles in the interior.

Similar freight from the Middle West will be hauled south to the Gulf ports, there to be transferred to steamers for transit through the canal. In short, the time of transit between the two coasts will be so shortened that vast quantities of commodities which now are carried by rail, merely to save the time of transit around the Horn, will be carried by sea.

The railroads will be mainly used to carry freight to the steamer lines. The days of transcontinental freight traffic will end, except for express trains carrying high-class freight.

Preparations for Great Change.

Foreseeing this revolution, the railroad chiefs have been preparing to adapt their lines to the new conditions. The Morgan syndicate secured the Southern Railway, with terminals at Mobile and New Orleans; Mr. Harriman wrested from Stuyvesant Fish the Illinois Central, with terminals at New Orleans; the Rock Island-Frisco lines have been extended to Galveston, and now the Hill lines reach the same port by means of the Colorado & Southern.

Hill to Haul Freight to Gulf.

The largest volume of traffic through the canal will come from the great interior Valley of the Mississippi and its tributaries. With his new line and the Burlington Mr. Hill will be admirably situated to haul this traffic to the Gulf Coast. With his North Bank Railroad from Portland to the Inland Empire he will be in position to haul this same traffic to any interior point, and he will have no mountains to climb until he reaches the Bitter Roots.

The completion of the canal also may be expected to bring about the establishment by the north-and-south railroads of steamship lines which will carry freight from the Gulf ports through the canal to Pacific Coast ports. By the establishment of such a line, Mr. Hill, who was a steamboatman before he became a railroad man, and is equally at home at either business, will control traffic from its starting point in the Middle States to its destination in the Pacific Northwest. The Harriman lines may be expected to follow the same policy, and there will grow up a number of rail and canal transportation lines just as there are lake and rail lines in the country tributary to the Great Lakes.

New Purchase Significant.

The purchase of the Colorado & Southern is additional evidence of Mr. Hill's determination to reach southward from his present main lines, just as he has reached northward across the boundary by the construction of the Victoria, Vancouver & Eastern in British Columbia. His announced decision to run a line of steamers from Portland to San Francisco is only the first step in this direction. The construction of a line southward through Oregon and California may be expected to follow before many years. This line may parallel the Harriman line through the Willamette Valley, but it is as apt to be built through Central Oregon.

Hill Does Pioneering.

Mr. Hill differs from Mr. Harriman in one radical feature of policy. He is above all things a developer of new country by the construction of new lines. Mr. Harriman takes an old, broken-down line, such as the Union Pacific was when he secured control, and builds it up by extensive improvements, so that it can carry a maximum of traffic at a minimum cost per ton. But he builds new lines reluctantly and slowly, apparently hoping that a combination with his rival will make the new line unnecessary.

In accordance with his policy it is to be presumed that in reaching out to San Francisco Mr. Hill will be apt to build up the Deschutes to tap the irrigated country of Crook and Klamath Counties. Here he would find a considerable developed traffic already awaiting him, and this traffic would grow rapidly as his road advanced southward.

Sequence Is Logical.

The purchase of the Colorado & Southern is a typical sequence of the purchase of the Burlington. The latter extended Mr. Hill's territory to Cheyenne, Denver and Omaha, and gave him the through haul on lumber from the Northwest to the Prairie States. It also gave him the traffic which the latter states send to the Northwest. But he wanted more in the same line. He had covetous eyes on the great shipments of cotton from the South to the Pacific Coast for transshipment to China and Japan. He will get that traffic, all on his own rails, for the Colorado & Southern runs from Orin Junction, Wyo., on the north, to Galveston, Tex., on the south, and thus traverses the cotton belt. Only two short links are needed to connect with the Burlington. His new acquisition will also give him a longer season of the grain movement to Chicago and other Lake ports, and of the stock movement from the Texas range to the northern ranges of Wyoming and Montana and to the Chicago packing-houses. He will, in fact, do as the migratory harvest hands do, follow the harvest north as the crops ripen. By the time the grain movement from his southern lines slackens up, a crop will be ready for them to move from the Northwest. He will also extend the market for the Northwestern lumber mills southward into Texas. Already lumbermen of this section are preparing to invade that section as soon as the missing links of the through line are filled in.

Hill's Capitalization Plan.

Mr. Hill has always had the advantage of capitalization nearer the cost of his road and equipment than any of his rivals. He has fought roads liberally subsidized with land or bonds, or both, and beaten them. He completed the Great Northern to the Pacific in 1893, just when the panic came, and within a year he drove the land-grant-gorged Northern Pacific into bankruptcy and ultimately bought it in. He has fought Mr. Harriman and his land-grant and bond-aided Union Pacific, and is still fighting. Mr. Harriman has been able to force a cry of distress from the Goulds, but no cries have been heard coming from Mr. Hill's direction. When the next era of railroad construction which Mr. Hill has predicted begins, there will be interesting times all the way from Oregon to Texas.

IN OWNING THE EARTH

The United States Government As a Spendthrift.

Technical World.

When "Coal Oil Johnny" bought all the champagne in New York and emptied it into a plunge bath, so that he might take a swim in the sparkling wine, he was by comparison a mean and penurious miser. The only real, genuine, open-handed and free-hearted spendthrift in the tides of time is the Government of the United States. For instance:

When Jay Cooke and his colleagues were projecting the Northern Pacific Railroad they took off their hats and made a bow to Congress.

"We're thinking of building to the Pacific Coast," they said. "Can't you give us a little help?"

"Why, certainly," the Congress replied enthusiastically. "Just take the State of New York and go to work."

"Oh!" said the railroad promoters in a pained voice, "is that all? Why, we really expected something substantial."

"Well," Congress answered, swelling with philanthropy and putting its hand into the public pocket, "of course, if you feel that way about it you can put Massachusetts, Connecticut, New Jersey, Rhode Island and Delaware on the string, too. Now run along and get busy."

Still the promoters stood and looked pathetically at that tender-hearted aggregation of statesmen.

"Why, certainly," sobbed Congress finally, vainly endeavoring to conceal its emotion, "we'll have the people lend you what money you need, too. Please don't look at us in that tone of voice any longer."

In other words, the land grant of 47,000,000 of acres made as a free gift to the Northern Pacific Railroad Company by the National Congress more than equals in extent the total area of the states of New York, Massachusetts, Connecticut, New Jersey, Rhode Island and Delaware.

Up to 12 years ago Congress had given away the public domain to railroad and other corporations to the extent of 266,000,000 acres, a bit of territory the total area of France and Germany, two countries which support between them a population much greater than the whole population of the United States when the last census was taken.

Farmer Growing Cobless Corn.

Bloomington (Ill.) Dispatch to New York Herald.

And now it is the cobless corn. A year ago H. J. Sconce and Taylor Garlough, of Vermilion County, purchased a quantity of seed corn in Indiana. In the shipment was a freak ear, which, instead of the ordinary cob had a core of husk, the grains being neatly wrapped on the soft foundation like peas in a pod. Mr. Sconce was impressed with the novelty of the find and decided to plant all the kernels found on the freak ear. To his surprise the ears produced this fall were found to be exact reproductions of the single ear. He has decided to plant more of the corn next year and will endeavor to improve it.

The ears produced this year yielded as much corn as those provided with cobs, while the kernels were large and solid. The ears were well filled, kernels even growing among the silk. The freak ears were placed on exhibition at a county fair at Sidell and attracted much attention.

Wrecking of Lookout Inn.

Boston Transcript.

The destruction of Lookout Inn, on the top of Lookout Mountain, near the point where the "battle above the clouds" was fought, removes a widely famous hostelry. It was at one time, with great adjoining areas, owned in considerable part by Boston investors who had an ambitious plan for bringing into better public appreciation that picturesque Tennessee peak. Chattanooga, the city at the base of the mountain, experienced a wonderful boom in the early '90s, but has not since that time kept up to expectations then entertained, and upon its growth and prosperity much of the success of the mountain as a tourist resort naturally depended.

RITE IS IMPRESSIVE

New Officers Are Installed by Knights Templars.

CHRISTMAS GREETING SAID

Annual Ceremony In Honor of Most Eminent Grand Master Carried Out at 9 o'Clock A. M. New Members Initiated.

"To our most eminent grand master, Henry Warren Rugg, with Christmas greetings; and may the Prince of Peace send down good will to men."

The foregoing sentiment was proposed in each asylum of the order of Knights Templars in the country yesterday at precisely 12 o'clock, Washington time. Allowing for the difference between coasts, the ceremony was observed in Portland by Oregon Commandery, No. 1, at 9 o'clock A. M. In the presence of about 150 fraters, Eminent Commander L. D. Freeman announced the sentiment, to which Bishop Charles W. Smith, D. D., gave the response on behalf of the grand master.

After the observance of this custom, that has been a ceremony conducted for many years simultaneously all over the Union, the newly-elected officers and appointees were installed in their respective positions. The following is the roster of the new officers:

Eminent commander, D. G. Tomasini; generalissimo, H. L. Bancroft; captain-general, William Davis; prelate, Robert A. Miller; senior warden, Hugh J. Boud; junior warden, V. A. Avery; treasurer, J. W. Cook; recorder, W. S. Macrum; standard-bearer, Charles R. Frazier; swordbearer, H. L. Pittock; warder, G. F. Robertson; captain of guard, J. L. Bailey; guards, Fred O. Jenning, Joseph McClelland; sentinel, F. A. Van Kirk; musical director, W. R. Mackenzie. There are now on the list 23 past commanders of Oregon Commandery, the first being J. F. Robinson, who was elected in 1875, and the last L. D. Freeman, whose term expired yesterday.

After the conclusion of the installation of officers an initiation was conducted by Albert M. Knapp, right eminent grand commander of this jurisdiction, the order of the red cross and order of the temple being conferred on his son, V. K. Knapp. The grand commander conferred these orders under a special dispensation granted by himself, so that his son might have the honor of having his father preside on the occasion. It is not a matter of record that such a combination of felicitous circumstances ever greeted a candidate before, for no notice was given either to members of the commandery or to the son of the grand master's intention to select the candidate that he did.

ALBANY KNIGHTS GATHER

Christmas Is Observed With Appropriate Service.

ALBANY, Or., Dec. 25.—(Special.)—Temple Commandery No. 3, Knights Templars, of this city, observed Christmas today with splendid and impressive services in the local Masonic temple. In addition to the large number of local Masons and members of the Eastern Star who attended the exercises, a large number of people from Corvallis were present, coming to this city and returning on a special train.

The Christmas services were conducted by Past Grand Commander D. P. Mason, and the programme was as follows:

"The Holy City," orchestral; Piano solo, Professor William Boone, O. A. C.; hymn, "Hark, the Herald," Knights of Malta Quartet, of Corvallis, composed of Sir Knights John Fulton, J. Fred Yates, Charles Dobelle and Roy Rober; Scripture reading, Sir Knight J. J. Evans; vocal solo, "Lo! a Star, Ye Sages Hoary," Professor John Fulton; doxology, Knights of Malta Quartet; lecture, Sir Knight D. P. Mason; prayer, Sir Knight D. H. Leech, DeMola Commandery; memorial services; hymn, "Nearer, My God, to Thee," Knights of Malta Quartet; benediction, Sir Knight D. H. Leech; piano solo, Professor William Boone.

Following the programme the local commandery served a breakfast.

EXILES ARE RETURNING

Enemies of Castro Decide to Support Gomez Government.

NEW YORK, Dec. 25.—Prominent expatriates of Venezuela, several of whom were on the point of launching another insurrection when news of Senor Castro's overthrow as President reached here, will leave here to aid the newly proclaimed President, Juan Gomez. Of these former exiles, General Nicholas Rolando, who was the moving spirit in the proposed junta against Castro, stands out prominently. General Rolando's original plans, before the fight on the Castro regime, have been abandoned in order to enable him to sail on Monday next with a band of followers for Trinidad, thence to Venezuela at the most propitious time. Yesterday an urgent appeal was received from President Gomez, asking him to come directly to the Venezuelan capital. He will be accompanied by General Raymon Ayala and General Felix Ambard, who was to have been chief of staff in the insurrection.

The Venezuelan colony in New York is jubilant, bitterly denouncing Castro. They acclaim President Gomez as a master of diplomacy.

NO LONGER SHADOW CASTRO

Syrians Abandon Pursuit Now Dictator Is Deposed.

MARSEILLES, Dec. 25.—The two Syrians, Credias and Norel, who followed Cipriano Castro, ex-President of the Venezuelan Republic, and who were sent to Marseilles by the Paris police after being denounced as suspects by Senor Castro, left here today for Venezuela. They intended going to Syria, but changed their plans as a result of Castro's downfall from the Presidency of Venezuela.

Dutch Cruiser Leaves Venezuela.

WILLEMSTAD, Dec. 25.—The Dutch cruiser Gelderland, which has been operating in Venezuelan waters, reached here today. The arrival formally brings to a close the Dutch demonstration against Venezuela, Holland having recalled her warships pending the outcome of the negotiations which are to be resumed between The Netherlands and Venezuela.

PREPARES TO GREET FLEET

Naples Will Feast American Tars and Give Excursions.

NAPLES, Dec. 25.—Preparations are already under way for a celebration in honor of the division of the American battleship squadron, now cruising around the world, on its arrival at this port about January 17. The division that has been designated to visit Naples after the fleet separates in the Mediterranean will be composed of the Wisconsin, Illinois and Kearsarge, under command of Rear-Admiral Potter. The Italian Naval Department has arranged for the visiting warships to be anchored in the military harbor.

A special committee has been formed, headed by the Mayor of this city, and it is now planning a dinner to be tendered to the officers and men, a gala evening performance at the theater of San Carlo, one of the largest theaters in Europe, and excursions to Pompeii, the Island of Capri, Sorrento and Mount Vesuvius.

During the 10-day visit of the squadron, the Admiral and his staff will go to Rome, where they will be received by King Victor Emmanuel and Vice-Admiral Mirabello, Minister of the Navy.

Gas Kills Four Persons.

CHICAGO, Dec. 25.—Four persons were found dead today in a residence at 168 Hastings street, having been asphyxiated by escaping gas. Morris Lukeman, a grocer; his wife, Elizabeth, and their children, Annie, 16 years old, and William, 15 years old, were the victims. The overcoat of Lukeman was found on the floor underneath a broken gas fixture, and the police belive that the fixture was broken by the man throwing the coat over it before retiring. A Christmas tree, decorated and hung with gifts, was in an adjoining room.

WILL ALLOW $22,000

Army Engineers Make Report on Cowlitz River.

PROVIDES 8-FOOT CHANNEL

Submit Two Projects for Deepening Stream From Kelso to Castle Rock — Report Will Be Favorably Considered.

OREGONIAN NEWS BUREAU, Washington, Dec. 25.—As previously stated in these dispatches the Army Engineers have recommended an appropriation of $22,000 for the further improvement of Cowlitz River from its mouth to Castle Rock. This report having been indorsed by the Chief of Engineers and Secretary of War, will be favorably considered when Congress takes up the river and harbor bill later in the session.

The scope of the new project is outlined in the report of the Engineer Board, from which the following extracts are taken:

Desire Channel Ten Feet Deep.

"In the report on preliminary examination of Cowlitz River it was stated that some of the interests concerned desired a channel eight to ten feet deep from the mouth to Kelso, while others advocated a lesser channel, suitable for light-draft steamboats. The improvement desired above Kelso was stated to be a channel four feet deep for a distance of about four miles, and thence 30 inches deep for a further distance of ten miles to Castle Rock.

"The district officer submits two projects for improvement. Project No. 1 provides for an eight-foot channel 100 feet wide from the mouth to Kelso, at an estimated cost of $52,500; a four-foot channel 50 feet wide from Kelso to Ostrander, at an estimated cost of $4800; and a channel 30 inches deep, thence to Castle Rock, at an estimated cost of $3000, the total cost of this project, including allowance for engineering and contingencies, being $66,320. Project No. 2 contemplates a depth of four feet below Kelso, being otherwise identical with project No. 1. Its total cost is placed at $22,000. Having in mind the commercial interests involved and the effect of the improvement on freight rates, the district officer is of the opinion that the stream is worthy of further improvement by the United States to the extent outlined in project No. 2.

Log Rafting Interferes.

"This stream is one on which extensive log rafting interferes to some extent with general navigation. While small light-draft steamers should be able to operate successfully under these conditions, the navigation of larger steamers, such as would require a depth of eight feet, as proposed below Kelso, would be attended with more or less difficulty and danger. It is clear to the board that under existing conditions the lesser project submitted will adequately serve the necessities of commerce and should exercise a beneficial influence upon freight rates. It therefore concurs with the district officer in recommending the adoption of project No. 2, at an estimated cost of $22,000, with $4000 per annum for maintenance.

"On first-class freight from Portland to Kelso, 50 miles, the rate is 12 cents per hundred; from Portland to Castle Rock, 61 miles, 14 cents; from Portland to Olequa, the last point where water competition is had, 15 cents; while from Portland to Sopenah, only three miles beyond any water competition, the rate is 22 cents. Seven miles farther, or ten miles beyond water competition, the rate is 27 cents. I am of the opinion that the Cowlitz River is worthy of improvement by the United States as far up as Castle Rock.

Immense Annual Output.

"The principal obstruction to navigation the past few years on the Cowlitz River above the town of Kelso has been the method in which logging has been carried on. The amount of timber floated down the Cowlitz River has greatly increased from year to year until it reached an annual output of 110,000,000 feet lumber, 400,000,000 shingles, and 164,000,000 feet logs floated down river, rafted and towed away. All logs are "driven" down the river at suitable stages. Up to the present time this has been done in an unsystematic manner and with entire disregard of navigation interests. The effect has been such a continuous obstruction of the channel as to practically prohibit navigation during the past season for several months when there was enough water to allow a steamboat to run.

"The Northern Pacific Railroad parallels the river from its mouth through Kelso and Castle Rock and seven miles farther up to Olequa. Practically all the lumber and shingles and much of its produce are carried by the railroad, and only a small percentage of the tonnage is carried by the steamboats; but the latter carry enough to establish a competitive water rate, which is, in fact, the chief value of the river to the communities having both rail and water connection.

"The navigation or boat rates to points reached on the Cowlitz River by steamers are invariably lower than the rail rates, ranging from 25 per cent to 40 per cent."

Arrivals and Departures.

PORTLAND, Dec. 25.—Sailed—Steamship Senator for San Francisco.

Astoria, Or., Dec. 25.—Condition of the bar at 5 P. M., rough; weather cloudy; wind northwest. Sailed at noon—Steamship Geo. W. Elder for San Pedro. Outside at 5:30 P. M.—German steamship Numantia, from Hongkong via San Francisco.

San Francisco, Dec. 25.—Sailed—Steamers Saginaw and Olsen and Mahony for Portland.

San Francisco, Dec. 25.—Arrived—Steamer Tiverton, from Tacoma; steamer M. F. Plant, from Coos Bay; steamer Queen, from Victoria; schooner Watson A. West, from Grays Harbor. Sailed—Steamer Texan, from Honolulu.

Hamburg, Dec. 23.—Sailed—Steamer Sebara, for Tacoma.

Tides at Astoria Saturday.

High.	Low.
3:25 A. M.....7.6 feet	9:07 A. M.....3.1 feet
2:45 P. M.....8.9 feet	9:36 P. M.....0.1 feet

Election officers T. P. A. 1:30 Com. Club.

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Gresham, Boring, Eagle Creek, Estacada, Canadero, Fairview and Troutdale—7:15, 9:15, 11:15 A. M., 1:15, 3:45, 6:15, 7:25 P. M.

FOR VANCOUVER.

Ticket office and waiting-room Second and Washington streets.

A. M.—6:15*, 6:50, 7:25, 8:00, 8:35, 9:10, 9:50, 10:30, 11:12, 11:50.

P. M.—12:30, 1:10, 1:50, 2:30, 3:10, 3:50, 4:30, 5:10, 5:50, 6:30, 7:05, 7:40, 8:15, 9:25, 10:25**, 11:45**.

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Amerika (new) Jan 3 Rhaetia.....Jan 16

Gibraltar—Naples—Genoa.

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COOS BAY LINE

The steamer BREAKWATER leaves Portland every Wednesday at 8 P. M. from Ainsworth dock, for North Bend, Marshfield and Coos Bay points. Freight received till 4 P. M. on day of sailing. Passenger fare, first-class, $10; second-class, $7, including berth and meals. Inquire city ticket office, Third and Washington streets, or Ainsworth dock. Phone Main 268.

North Pacific S. S. Co.'s Steamship Roanoke and Geo. W. Elder

Sail for Eureka, San Francisco and Los Angeles direct every Thursday at 8 P. M. Ticket office 132 Third St., near Alder. Both phones, M. 1314. H. Young, Agent.

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S. S. Rose City, Jan. 9, 23, etc.

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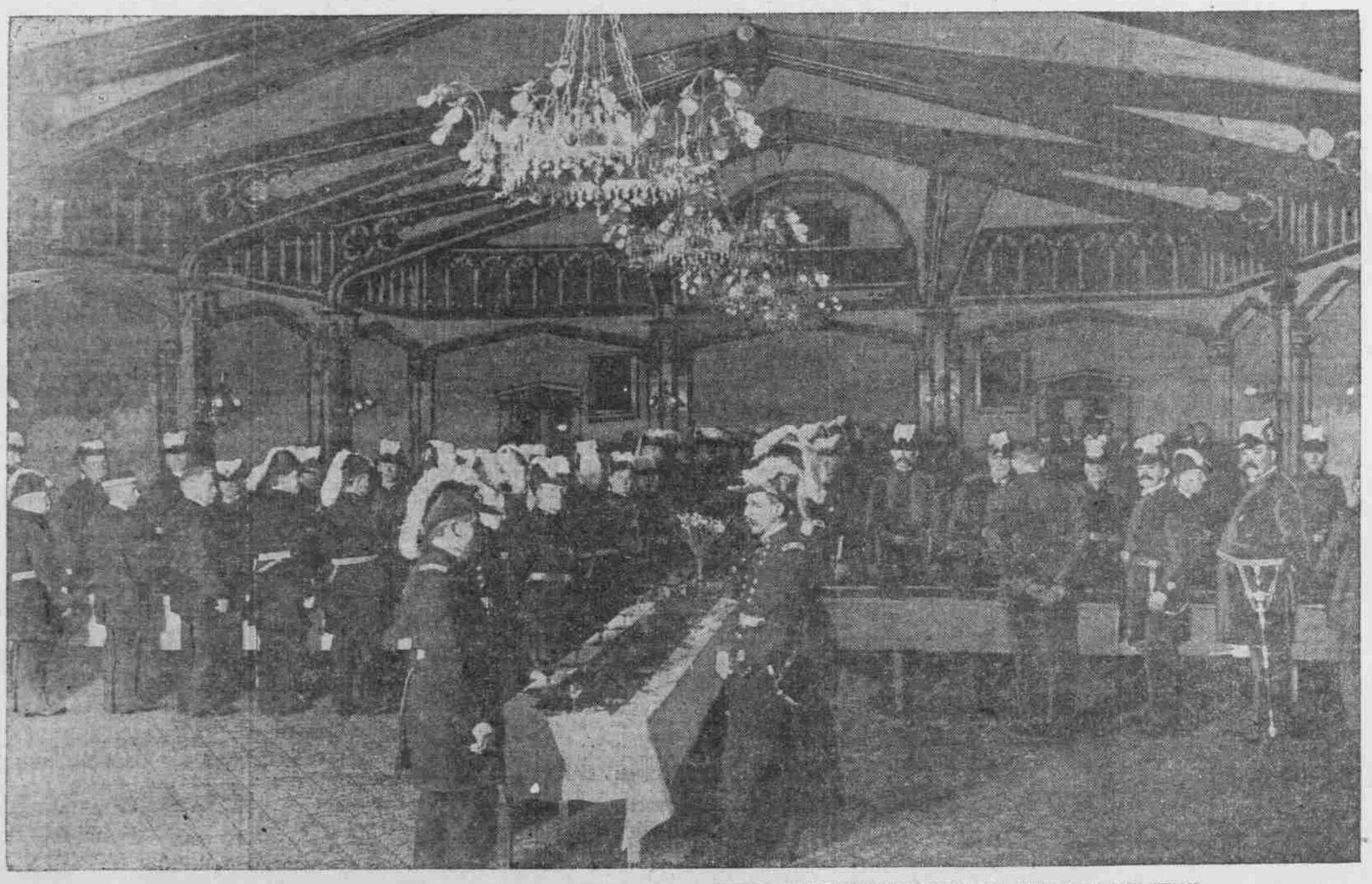

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