

THE MOUTH OF THE RIVER VS. THE CITY OF PORTLAND

The Case Stated by Ellis G. Hughes.

My first impression was that the editorial comment of The Oregonian on my article of November 23 found its self-sufficient answer in the article itself. A few days' reflection convinced me that the conclusions to be drawn from the facts stated and points made were not clear to the editor, they probably were not clear to the general public, and I had fallen into the error of supposing that what appeared to me self-evident would be self-evident to the reader. Some outside comment has served to confirm me in this opinion. I ask space to state the case as it is.

When the market of a producer is one over which he has no control, the entire cost of transporting his product to market is paid by him, in the decreased price which he receives for his product at the place of production. The market for the export of the Pacific Northwest is that of the world, over which the producer of the Pacific Northwest has no control, consequently he pays the entire cost of transporting his product to that market, and every charge, great or small, which increases that cost must be paid by him.

There is no manner, form, way or means, in, under, by or through which any one or more of the transportation lines employed can be made to pay any part, or the producer can avoid paying the whole of the expense of getting his produce to market. Cases where the same rate is granted by a railroad on special articles, for a long as for a short haul in the same direction, in order to enable some industry to establish itself or live, as well as all cases of absorbing charges, by extending terminal rates or otherwise, are no exception to this rule. In one form or another, these are all cases where the possible or actual rate to the producer is established by causes beyond the control of the road, and it is forced to its action to meet a condition which prevents its securing the business on any other terms. The shift to the producer is not a shift to the consumer, but the producer is neither increased nor diminished. The Northern Pacific grants terminal rates to points on the Sound other than Tacoma, to the extent of the rate created by the Great Northern and the Canadian Pacific. It has all it can do to drag its business over the mountains to Tacoma, as the rate allowed in competition with the domestic rate of the Columbia, and is in no position to create a condition at the mouth of the river. Questions between special shippers and the road as to the rate allowed are left for settlement to the parties interested. Presumably the road will do the business for a fair profit and refuse to do it at a loss.

Where a section of country has two lines of transportation to market of equal efficiency, one of which is cheaper than the other, the cheaper of the two will in all cases dictate the cost of the product to the producer. The road of the O. R. & N. Co. being in all other respects equal to that of the Northern Pacific, and having a decided advantage in grades and grades, the O. R. & N. Co. dictates the rate at and the amount which the Northern Pacific may haul from their competitive territory. If the river, when open, proves cheaper than the road, it will dictate the rate to both of them, for all country which it reaches; that is to say, the O. R. & N. Co. now keeps the rate at a point which would allow it to do enough business to prevent a railroad war, and no more. Exactly what the disadvantage of the Northern Pacific from its longer distance and heavier loads is, I did not pretend to say, what is evident is that it is considerable, and that it can place itself in position to make the same satisfactory profits as its rival now makes, in the same way, by getting rid of its distance and grades, or (2) by a raise in rates. As its rival maintains the present rate to its disadvantage by reason of the advantage which that rival has in grade and distance, the evident means to procure a raise in rate is to place its rival in a position to desire it, by so reducing that rival's advantage that the present rate becomes necessary to maintain its present, or at least reasonable, rate of profit. It would be no advantage to the Northern Pacific to simply decrease its profits of the O. R. & N. Co. without any extent improving its own situation, and it is fair to presume that its ultimate object is in all cases its own advantage. When we find a situation in which it is not alone evident is disadvantageous, but which it admits to be so, for which there are but two remedies, to wit, building down the Columbia or raise in rates, we are left with the building down the Columbia; when we do know that what prevents the raise in rates which would improve its condition is the advantage which its rival has in grade and distance, and we then see it endeavoring to reduce this advantage by increasing its rival's distance, is there any other logical conclusion to be drawn than that what it is after is the raise in rates? True, as stated by The Oregonian, the rate to Tacoma and Astoria would be the same, but if the Northern Pacific now fixed the rate, it would remain as it is now, or advance to such an extent only as the O. R. & N. Co. could compel by threat of railroad war. But the case happens to be reversed, at no time the O. R. & N. Co. fixes the rate, the Northern Pacific not alone evidently desires, but is as evidently working, to the end of an advance in rate, and the advance may be taken to be a fact. Every advance in cost to the O. R. & N. Co. will result in an advance in the rate, not alone equal to the added cost, but to that cost and a good profit thereon in the point where the position of the roads becomes reversed, or the river dictates the rate to both roads. Added cost in advanced rates would be paid by the producer. Equalizing the position of the rival roads could decrease the amount shipped by way of the Columbia, would increase the amount shipped from Tacoma.

The question of cost of transportation as between Portland and the mouth of the river proves itself. If ships can be chartered to Portland at a rate much less than they can be chartered for Portland as will pay the cost of carrying their cargo to them, the terminal rate is needed to enable the mouth of the river to do business. If the terminal rate is necessary to enable the mouth of the river to do business, then there is an additional expense, and it will necessarily have to be paid by the producer. So long as the Columbia River is the cheaper and therefore controlling route, the mouth of the river can have a full terminal rate, and do business, only at the expense of the producer. A railroad is a common carrier, as such it is legally bound, and may be compelled, to carry freight and passengers at reasonable rates. The carrying of freight 300 miles for the same rate charged for 300 miles where the 200-mile haul is part of the 300-mile haul, and the 200-mile point the cheaper in general competition, is not a reasonable proposition, and no court or commission would sustain it. As stated in my communication of November 13, "If Portland railroads are charging such a rate to Portland, that there is a moral obligation on them to carry the product of the country 100 miles further, by the same expensive means they need, early employ to get it to Portland, that fact does not give Mr. Hammond a claim. They are simply overcharging the producer, and the claim on the Portland railroads is in favor of the producer for a reduction of the rate to Portland to a fair

basis. Mr. Hammond or his road can have no claim, save that which is based on ability to carry the freight cheaper than it can be carried by the hold of the sea-going vessel. When he can do this it will not be necessary for him to make a claim."

As natural conditions remain as they now are, Portland can compel, by legal process, a rate based on the distance. The mouth of the river cannot compel or secure the same rate as Portland, for it is an entire actual, not theoretic, change in conditions.

The result of giving the mouth of the river a full terminal rate would be: The immediate loss of business to the mouth of the river, to the extent of the business on the competitive point, say the mouth of the Snake, to a figure which would give the O. R. & N. what it now has, and also pay the rate to the mouth of the river. The business on the competitive point, say the mouth of the Snake, to a figure which would place the O. R. & N. and the Northern Pacific on an equal footing. As the distance is as 2 from the competitive point to Portland, as from that point to the mouth of the river, this would be the exact proportion of the advance, unless the point of exact equality with the Northern Pacific was met within that figure. As the heavy grades of the Northern Pacific probably more than offset the additional distance to the mouth of the river, it is probable this would be the exact proportion of the advance, unless the point of exact equality with the Northern Pacific was met within that figure. As the heavy grades of the Northern Pacific probably more than offset the additional distance to the mouth of the river, it is probable this would be the exact proportion of the advance, unless the point of exact equality with the Northern Pacific was met within that figure.

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SCHOOLS FOR CANARIES.

How the Hazz Mountain Peasants Teach Them to Sing.

London Express.

Canaries make good songsters and pleasant companions if well treated. Years of experience have taught experts that if they wish to get the best results they must use the Saxon species as trainers. These birds, which are known impressively as "professors," have either been taught by other birds or by people who are clever at playing in a manner which the birds can imitate.

The industry of training the young birds, especially in the Hazz Mountains, and especially at Andarsberg, for nowhere else are the birds so conscientiously trained up. Indeed, it is thanks to the wonderful patience of the peasants of those parts that the birds succeed in learning how to modulate their notes, producing a continuous, varying series of notes within a given scale, and introducing a variety of notes into the long trill embellishing them with many a grace note.

Whether these results have never been obtained elsewhere, for those exported cease to transmit their vocal qualities after one or two generations. Two schools for canaries have just been opened in England, where the musical education of these yellow warblers is entrusted to curious bird "organs" which have been brought into England from the Hazz Mountains.

COMMON-RATE QUESTION.

DISCUSSION OF THE COLUMBIA RIVER PROBLEM.

Recital of Conditions That Go to Make Up Cities—Some Interesting Comparisons.

BOONE, Ia., Nov. 23.—(To the Editor.)—The discussion in The Oregonian of the seaport problem is evoking much interest. If proper conclusions are to be formed, it may better be now than later.

It is a fact that the cities of the world have been based upon single reasons. Proper conclusions in general are no more founded on single reasons than great cities consist of one or two districts. The cities of the world are the result of many causes. The one fact that a vessel comes inland does not make a city. We have inland cities of importance that are entirely without a harbor. But business cities are high and dry. If a conclusion is to be correctly drawn about the future of the cities of the Northwest, all possible causes of growth must be recognized, and must be taken into account. The process by which cities grow must be kept in mind.

The most prominent causes of cities are trade with agricultural districts; trade with general consumers and producers; mining, manufactures, ocean commerce, or trade on a larger scale. Whichever of these operations leaves the most money among the largest number of people tends to create cities. The mining of a few dozen people in a rich gold-bearing district of high-grade ore does not leave money among the many. A dozen men, each with a pick and shovel, scattered among the many that makes cities possible. Seaport supremacy comes from the greatest facilities for the movement of transportation. There are cities that owe their growth to other causes. It will be helpful to the general reader in this article to trace the growth of centers of population and get into mind the organized whole which a network of towns and connecting lines constitute in any land.

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Even the raising and floating of vessels already sunk is said to be likewise within the scope of acetylene use in considerable quantities. In an actual experiment conducted by Messrs. Matignon great pockets of heavy cloth were attached into the sides of the ship, and the ship was floated. The great material advantage of its owners and the glory of acetylene. Among the many other applications of the acetylene system which might be built at a great saving of time and trouble. Platforms are held on the surface of the water by the force of the bags of acetylene hermetically sealed, and the work may proceed almost as easily as if on land.

NO WASTE ON THIS RAILROAD.

Chicago & Northwestern Employees Must Use Up Pencils Stubs.

Milwaukee News.

The man in charge of the supply department of the Chicago & Northwestern Railway has seen about to save annually to the carrying company between \$20,000 and \$25,000 which he believes in the past has been uselessly spent. His crusade against waste has been a long one, and he has been using pencils stubs recently has been launched, and his plan of reform has brought into play a car which the employees of the road are now using. This car is in charge of an inspector whose duty it is to look after the supplies of all departments on the Galena and Wisconsin divisions.

A short time ago the purchasing agent of the road, Charles Hayward, assumed charge of the supply department, replacing Edward O'Connell, who had been the supply man for about ten years. Mr. Hayward began to work out his plan of reform. He appointed an inspector to look after the supplies of all departments on the Galena and Wisconsin divisions. The inspector started out with a lot of pencils stubs, and the distributed a means for getting the good out of pencil stubs too short to wield effectively. It is estimated that every year \$500 worth of pencil stubs are thrown away by the employees who have occasion to write and figure. Too many pen points, too, the supply man gave out, were discarded because they were too short to use. He told the employees that instead of throwing away pen points when they became weak they would be expected to revitalize them by heating them in a pot of water. The result was that the shaven pen points and the shaven machine men and engine cleaners to return their used waste to general headquarters instead of throwing it away. The old waste was not to be used in a process and returned for further use. The inspector now issues limited amounts of waste, enough to meet the requirements, but not enough to warrant a reckless and extravagant application of it.

The reform has opened another business to the Vandebills and other owners of the road. It provides for the return of the ink-stained pencils, which are collected by the chief of the "Economy Special" and carried back to Chicago, packed and sold for old rags. Furthermore, to make the surplus showings more gratifying to the stockholders, the supply agent has ordered that every pencil stub be returned to the supply department. At each stop he checks up the supplies on hand, notes what is needed and gathers in the old waste, bent pens, twisted links and other things that have lost their worth in the service. The old pens and links, if too badly out of shape, are sold for old iron.

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better than in the day. The United States spent immense sums in deepening the channel of the river and in carrying out for maintenance of channels. Yet the Pennsylvania Road abandoned millions of expenditure and moved into a coast port at New York.

Some years after it added in the construction of the road, and a view some years later the road was found to have degenerated to a back-country status, thoroughly "gone to seed."

The gravity route of the O. R. & N. Co. and its relation to the harbor and river as the Columbia harbor and river, make that company's line unequalled in prospective value by anything on the continent. This opinion is given after examination of the Atlantic coast, and ports from Boston to New Orleans, and the Pacific from Los Angeles to Seattle. No such topographical and harbor advantages are held by any road, together with such topographical obstacles to competitors north and south. The only road resembling it in such advantages and protection is the New York Central Road. That road is in front of competition along its gravity route of the Hudson. On the west shore of the Hudson from Storm King Mountains, south to New York City, the river is lined with the mountains of the Highlands rising abruptly from 200 feet depth of water to 1000 feet and more in height. It was considered impossible to construct a road along that shore, and the road is there and the writer had the professional pleasure of taking charge and building it. The north shore of the Hudson is a level, open country, with Snug, light-fitting and money to spend would put a road there. It would be a pity to see a competing line so constructed, but the pitiful cases are as numerous in rivers as elsewhere. If natural laws are resisted too long, there is profit enough to attract a competitor, if the O. R. & N. Co. keeps its terminals far away from the coast.

PENNY SAVINGS A SUCCESS.

Result of Scheme in Chicago to Teach Children Thrift.

Chicago News.

A penny saved is a penny earned seems to be the motto upon which the Penny Savings Society, of Chicago, organized June 15, 1897, has been proceeding. The society's object is to teach children the value of a penny, and to encourage them to save. The society has been successful in its efforts, and has been able to collect a large sum of money from the children of Chicago.

At the present time the society has been able to collect a large sum of money from the children of Chicago. The society has been successful in its efforts, and has been able to collect a large sum of money from the children of Chicago. The society has been successful in its efforts, and has been able to collect a large sum of money from the children of Chicago.

THE GREAT NORTHERN.

Through Palace and Tourist Sleepers, Dining and Buffet Smoking-Library Cars.

LEAVE: The Flyer, daily to and from Seattle, Spokane, Portland, Astoria, Tacoma, Everett, Bellingham, and all points West. ARRIVE: The Flyer, daily to and from Seattle, Spokane, Portland, Astoria, Tacoma, Everett, Bellingham, and all points West.

JAPAN-AMERICAN LINE.

STEAMSHIP IDZUMI MARU.

For Japan, China, and all Asia points via Seattle.

After December 10th.

Astoria & Columbia River Railroad Co.

LEAVE: For Mayaguez, Bainier, ARIVER, Clatskanie, Westport, Union DEPOT. For Astoria, Clatskanie, Bainier, ARIVER, Clatskanie, Westport, Union DEPOT.

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TRAVELER'S GUIDE.

Electric Light Case for Consumption.

Recently Dr. W. Prudden, of New York, read an interesting paper before the American Electro-Therapeutic Association on the subject of the value of electric light in the treatment of tuberculosis of the throat and lungs. Sunlight and electric light, he said, have the same effect upon the system, and it has been proved by thousands of cases already treated that the beneficial result of treatment by electric light is due to the action of those rays which approximate most closely to sunlight—the blue and the ultra-violet rays of the arc light.

The lamp which Dr. Prudden used in his treatment consists of an Edison incandescent high-power lamp, in front of which is a disk of colored gelatin or glass, through which the light penetrates, giving only a blue light. This concentrates the rays, acting as a blue-violet lens, and also protects the exterior of the neck from too intense heat. The lamp is applied to the throat, and as the Adam's apple in some throats is so large that many of the rays of light are lost in trying to penetrate it, the front of the apparatus is hollowed out so that it adapts itself to the external contour of the neck. The lamp is applied to one or both sides of the larynx or in front, and application is kept up from 30 to 60 minutes.

In treating tuberculosis of the lungs by this method, the arc light is substituted for the incandescent lamp. One of the cases which Dr. Prudden treated with the incandescent lamp was that of a woman 30 years old, who had incipient phthisis of both lungs, which affected her throat, causing pain on swallowing that felt as if it were boiling in her throat. He treated the case with this method for four months, and relieved the throat trouble, but the patient died from a violent pulmonary hemorrhage. In a similar case relief was experienced, but the patient died eventually of tuberculosis of the lungs. In other cases the cure was permanent.

TRAVELER'S GUIDE.

Burlington Route.

Habits.

Burlington trains have a "habit" of running on time.

They have a "habit" of being well equipped.

They have a "habit" of giving good service.

Habits are contagious. People who ride on Burlington trains acquire the habit of using them in preference to any other.

Omaha, Chicago, Kansas City, St. Louis—EVERYWHERE East and South.

TICKET OFFICE.

Cor. Third and Stark Sts.

R. W. FOSTER.

City Ticket Agent.

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