

UP TO HARRIMAN TO BUILD ROADS

Railroad Commissioner West Declares People Expect Fair Play.

SAYS OREGON NEGLECTED

Unless Work on New Lines is Commenced, Sees No Reason Why Rates Should Not Be Reduced.

MARSHFIELD, Or., Aug. 22.—(Special.)—That the net profit of the Oregon Railroad & Navigation Company lines for a single year, after allowing for all operating expenses, interest, taxes and a 4-per cent dividend on stock, amount to enough to build a railroad from the Willamette Valley to the Idaho line, is the statement of Oswald West, a member of the Oregon Railroad Commission.

Mr. West's figures from the books of the railroad company to support his statement. In his address before the people of the Coos Bay region he undertook to show that Mr. Harriman's remarks were inapplicable to Oregon when he said at Chicago that if the railroads are expected to extend their lines and increase their equipment they must get more revenue. Mr. West demonstrated that one of the Harriman lines already gets every year enough net revenue to build a line across the state. He asserted that if all the profits of both the Harriman lines were put into new roads, Harriman could not find men enough to flag trains at the crossings.

Mr. West declares that, unless Mr. Harriman proceeds at once to build the Central Oregon and the Coos Bay lines there is no good reason why the unreasonable rates now in effect on his lines should not be reduced.

His address follows: It was just 40 years ago that work was begun on Oregon's first railroad. Twenty years later (1888) it had over 1200 miles of road operated by seven different companies, as follows:

Table with 2 columns: Company Name, Miles. Includes Northern Pacific (1541), Oregon Short Line (487.1), The O. R. & N. Co. (487.1), C. & C. R. (146.3), Oregonian Railway (39.9), P. & W. V. Railway (39.9), W. V. & Coast (32.3).

Total, 1,212.61 miles. A number of these roads were built during the course of construction, and perhaps 100 miles were added during the two years following. Every mile of the exception of the 185 miles owned by the Northern Pacific, has since passed under the control of Mr. Harriman, and extension has practically ceased, as the following figures will show: In 1888 there were 2000 miles of road; today there are 2000 miles, or an increase of about 200 miles in 20 years.

The people of Oregon are under no obligations to Mr. Harriman. If he has ever done anything for the state, the books of his companies show he has been well paid for it. Where Policies Differ. It is the policy of Mr. Hill to develop new territory by building railroads, but it is the policy of Mr. Harriman to develop the country before building; and in the meantime to bottle up the territory by securing all strategic points along available routes to prevent any other road from carrying off his oyster before he can get it out.

Mr. Harriman gave out an interview in Chicago the other day in which he said: "If railroads are to go on extending their lines, improving the country they now operate, and providing equipment to take care of the business of the country they have got to get more revenue."

If all the net earnings of the Harriman lines in Oregon had been expended in railroad extension in this state, he would now have so many miles of railroad that the company would be flagging trouble employing enough men to flag the crossings. Let me show you something—taking the O. R. & N. Co. as an example: This company operates 1245 miles of line in the Northwest. In 1894 it was re-organized and re-launched upon a new and successful career. The new company was capitalized at \$35,000,000, and there was a bond issue of about \$20,000,000. That was 14 years ago, yet the net earnings of the road have in that short time amounted in round numbers to about \$20,000,000, and would have been far greater had not vast sums expended for improvements and equipment not included in operating expenses. The books show \$18,530,000 to have been expended during this period on maintenance of equipment and equipment and charged to operating expenses. How much of this was for betterment and improvement? I am unable to say. The true earnings are, therefore, many millions more than the books of the company show them to be.

Earnings for Year. After spending vast sums for betterment and equipment, the creation of renewal funds and dividends on its preferred stock, it had on June 30, 1907, a surplus of \$23,000,000. Its earnings for 1907 were as follows: Income from operations, \$3,772,925.21; Income from other sources, 1,294,852.21; Total, \$5,067,777.42; Interest, rents and taxes, 1,282,572.04; Net income, \$3,785,205.38.

Dividends on preferred stock, 440,000.00; Balance, \$3,345,205.38. Investigation shows the Shaniko branch to have been built for \$12,500 per mile; the Condon branch, for \$18,000; the Polk Rock branch for \$23,000; the Sumpter Valley for \$15,000, and the Corvallis branch for about \$20,000 per mile, or an average of about \$17,000 per mile. As these roads traverse a country similar to that leading to Central Oregon and Coos Bay it gives one a good idea as to the probable cost of these new roads.

It is about 300 miles from Natrona or Detroit to the eastern boundary of the state, and a road at \$17,000 a mile would cost a little over \$5,000,000, or less than the amount thrown into surplus for the year 1907 by the O. R. & N. Co. after paying all operating and other expenses, interest on bonds and a dividend of 4 per cent on preferred stock.

We have said nothing about the earnings of the Southern Pacific Company. The Southern Pacific earnings reported are for the entire system and not apportioned by states. The net income from operation for the S. P. system amounts to about \$17 per mile, or about \$1440 per mile less than the O. R. & N. Co.'s earnings in this state, and in view of this it will not be unfair to assume that this S. P. earnings in Oregon are as much per mile as they are for the entire system. With 666 miles of line the earnings in this state for the year would amount to over \$2,500,000, and after paying interest on bonds and a dividend on the \$24,000,000 watered stock there would still be a surplus of \$2,300,000, or nearly enough to build a railroad to Coos Bay.

How Business Has Grown. A comparison of a few figures for the years 1887 and 1907 may be of interest

and show how traffic and earnings have increased during the past 20 years. The O. R. & N. Co. will be taken as an example:

Table with 2 columns: Year, Earnings. 1887: Passenger 2,749,816.65; Freight 2,046,494.90; All sources 4,796,311.55; Net earnings 1,800,584.40. 1907: Passenger 2,784,816.65; Freight 2,046,494.90; All sources 4,831,311.55; Net earnings 1,800,584.40.

The railroads are continually howling about the increased cost of operating. Their reports show that the average daily compensation paid all employees (excluding general offices) in 1907 was \$1.25. In 1907 the daily average compensation paid the same class of employees was \$1.25. Certain classes of employees are receiving better pay, but others are receiving less.

The average percentage of operating expenses to operating income for all roads in the United States is about 85 per cent. In Oregon the percentage was only 53.85 per cent, and on the entire S. P. system only 53.60 per cent. And all this in the face of enormous expenditure for betterment and equipment, all of which have been charged to operating expenses, otherwise the percentage of operating expenses to operating income would have been much lower. Mr. Harriman has no complaint to make as to the cost of operating his Oregon line.

The records show the Harriman lines to be among the best, if not the best, paying roads in the United States. The records also show that Oregon, dominated by the Harriman interests, has but 42 miles of railroad per 100,000 inhabitants, while the Dakotas (thanks to Mr. Hill) have an average of 100 miles of road per 100,000 inhabitants. State Needs Railroads. The people of Oregon have all these years given the railroads the best of it. Until the law creating the present Railroad Commission was passed they had been free to conduct their business and fix their charges as they saw fit. Had they been half-way decent and fair in their dealings with the public, the Railroad Commission act of 1907 would never have been passed.

MR. STEWART'S CANDIDACY

Deserves to Be Nominated for State Senator in Cowlitz County.

KELOSO, Wash., Aug. 22.—(Special.)—Much interest is being manifested in the Senatorial contest in Cowlitz County. A prominent candidate for the Republican nomination is F. L. Stewart, of Kelso. Mr. Stewart is picked as an easy winner on account of his recognized ability, wide acquaintance and thorough knowledge of the legislation necessary for the best interests of the state at large and this district in particular.

Mr. Stewart is in no sense an office-seeker, but consented to enter the contest for Senatorial honors only after many of his friends had earnestly requested him to do so, and after the name of Senator Watson, of Kalama, had been withdrawn. Mr. Stewart was born on a farm near Delevan, Wis., 35 years ago, coming West in the Fall of 1885 to Southern California, where for several years he, as a young man, worked on a farm, in stores, and later in the mines at Yreka, Siskiyou County, Cal. For the past 12 years he has been engaged in the banking business, first in the Consolidated Bank of Elinore, Cal., of which his father is president, and later in the Kelso State Bank, of which he is cashier and a large stockholder. He has lived in Kelso for the past 10 years.

Mr. Stewart is a thoroughly successful business man, well equipped to perform



F. L. Stewart, of Kelso, Candidate for Republican Nomination for State Senator in Cowlitz County.

the duties which will be imposed upon him by his constituents. He is affiliated with the Masons, both Scottish and York rites and Mystic Shrine, with the Independent Order of Odd-fellows, Order of the Eastern Star, Rebekahs, and the B. F. O. E. He has been quite prominent in all developments of the resources of Cowlitz County and Southwest Washington.

BOOST GOOD ROAD SCHEME

Delegates to Meeting at Chehalis Indorse Proposal. CHEHALIS, Wash., Aug. 22.—(Special.)—There was an attendance of about 150 today at the Good Roads meeting held here. Pacific County sent a very large delegation and Lewis, Cowlitz and Yakima were represented. Many letters from other sections were read pledging support to the state road scheme as suggested by State Highway Commissioner Snow. An evening session was also held.

Thieves Carry Off Silverware.

SALEM, Or., Aug. 22.—(Special.)—Thieves last night entered the home of Hon. H. B. Thielens, by prying off a basement window, and got away with \$200 worth of silverware. The police believe it was the work of professionalists, as only the most valuable ware was taken. The family sleeps upstairs and heard no sound. There is no clew to the thieves.

NEW INTEREST IN PRIMARY CONTEST

Candidates for Office in Washington Begin Their Speechmaking.

TWO BIG FIGHTS ARE ON

Senatorship Battle and Governorship Scramble Monopolize Attention of Voters—Cosgrove Denies Story of Serious Illness.

OLYMPIA, Wash., Aug. 20.—(Special.)—Interest which has been lagging in the primary election is now awakening throughout the state and numerous candidates who have started out on speech-making tours are attracting good audiences. The leading candidates for Governor are nearly all speaking daily, and Congressman Jones is addressing frequent meetings in behalf of his candidacy for the United States Senate. In behalf of Ankeny the principal speaking is now being done in King County by Senator S. H. Piles. Judge Snell has not been making any stir since he announced his candidacy for the Senate on the last day for filing declarations.

Governor Mead spoke in Hoquiam Monday night, in a territory where it has been asserted that he is weak, but was heard by a large audience. He will be speaking at different points almost nightly from now until the close of the campaign. Ex-Governor McBride has been addressing good audiences in Spokane, Adams, Stevens, Douglas and other eastern counties and is working hard toward Seattle, where he will speak September 24.

Judge Robinson Delayed.

S. G. Cosgrove starts today on a tour of the Northwestern counties. John D. Atkinson has been addressing numerous gatherings, will tour Eastern Washington and wind up his campaign for the gubernatorial nomination in Seattle a few days before the primaries. W. M. Ridpath, the Spokane candidate for Governor, is now established in headquarters in the Northern Hotel in Seattle, but has been making few speeches.

Mr. Stewart is in no sense an office-seeker, but consented to enter the contest for Senatorial honors only after many of his friends had earnestly requested him to do so, and after the name of Senator Watson, of Kalama, had been withdrawn. Mr. Stewart was born on a farm near Delevan, Wis., 35 years ago, coming West in the Fall of 1885 to Southern California, where for several years he, as a young man, worked on a farm, in stores, and later in the mines at Yreka, Siskiyou County, Cal. For the past 12 years he has been engaged in the banking business, first in the Consolidated Bank of Elinore, Cal., of which his father is president, and later in the Kelso State Bank, of which he is cashier and a large stockholder. He has lived in Kelso for the past 10 years.

Jones Plays Lone Hand.

So far as some of these candidates are concerned, the alignment is one-sided. Congressman Jones is maintaining his freedom from deals with other candidates. C. W. Clendenen declares he will not deal with any other candidate for office. Rockwell and Easterday, however, are said to be doing what they can for Mead, both having received appointments on the Tax Commission from him.

Navarre was brought out for Land Commissioner, originally, by Mead's friends in Chelan County. Mead and Secretary of State Nichols have not been on very friendly terms for a long time, but Nichols has attempted to keep out of the gubernatorial fight. The fight against Nichols on the part of the Mead forces extends also to Insurance Commissioner J. H. Selvelly, and there is more or less of an indication of friendship between the Mead element and Bullock for Insurance Commissioner and Howell for Secretary of State. Erwin is Mead's logical candidate for State Treasurer. John L. Murray, of Friday Harbor, one of the other candidates, is a warm personal friend of McBride, while John G. Lewis is supported principally by men in the Southwest who are not favorable to Mead.

Cosgrove Denies Illness.

A recent feature of the campaign has been the attempt to draw votes away from Cosgrove by spreading alarm rumors concerning his health. Cosgrove, several weeks ago, was quite ill, and lost greatly in weight. A story has been persistently circulated that he has Bright's disease and is in a precarious condition. Mr. Cosgrove is doing all he can to deny this report, and insists that his trouble was a severe cold which threatened to settle on his lungs. He claims to be fully recovered and to prove it is starting out on a speaking tour.



FALL STYLES

FOR WELL GROOMED MEN Hat modeled on correct lines—unmistakable in style, finish and exclusive merit

WILL BE ISSUED THURSDAY, AUG. 27

Robinson & Co. CAMBRIDGE CORRECT CLOTHES 289 and 291 Washington St. Perkins Hotel

On Display, Fall Styles Chesterfield Clothes

The finest ready-to-wear clothes in the world. A display worthy of study We invite your inspection

Chesterfield Clothes range in price from \$25 to \$50

R. M. GRAY 269-271 Morrison Street

people of Eugene to visit the city on his return. E. H. Harriman sent the following message: "Pelican Bay Lodge, Aug. 22.—Eugene Commercial Club, Eugene, Ore.: Thanks for your kind invitation to visit Eugene. If I go out that way, will be glad to stop, but the chances are that I shall not go out that way this time." "E. H. HARRIMAN." ASTORIA INVITES HARRIMAN Message Is Sent by Chamber of Commerce of City. ASTORIA, Or., Aug. 22.—(Special.)—The following telegram of invitation was today sent to Mr. Harriman asking him to visit Astoria: "Astoria citizens send you cordial invitation to visit us while in the state. You should see the progress being made at the mouth of the Columbia River. We certainly expect you to accept." "CHAMBER OF COMMERCE, "W. T. SCHOFIELD, "President," "JOHN H. WHYTE, "Secretary." SENDS MESSAGE TO EUGENE Harriman Extends Thanks for Invitation From City. EUGENE, Or., Aug. 22.—(Special.)—In response to a telegram from the

CLEAN-UP SALE ATTRACTIVE VALUES ARE OFFERED DURING OUR CLEAN-UP SALE You have now the chance of the season to buy clothing at the lowest price you have ever paid A MONEY-SAVING TO YOU MEN'S \$12.50 SUITS \$15-\$16.50 MEN'S SUITS MEN'S TROUSERS \$5.95 \$8.85 \$1.85 Included are Velour, Cassimere and Fancy Worsteds Suits, weights suitable for Fall wear, now offered at \$5.95 Single and Double-Breasted Sack Suits, every size, every style, perfect tailoring. Clean-up price \$8.85 We offer our entire line of \$3.00 and \$3.50 values, plain and fancy worsteds, choice, while they last \$1.85 Shoes at Big Saving Opportunities During Clean-up Sale MEN'S SHOES \$2.00 VALUE NOW \$1.45 MEN'S SHOES \$2.50 VALUE NOW \$1.85 MEN'S SHOES \$3.00 VALUE NOW \$2.25 MEN'S SHOES \$3.50 VALUE NOW \$2.85 "THE STORE THAT RIGHTS THE WRONG," Which Means Your Money Back if You Want It CHICAGO CLOTHING CO. SOL GARDE, Proprietor 69-71 THIRD STREET, Bet. Oak and Pine