FREIGHT RATES SOON TO CHANGE

Railroads Now Are On Losing Ground.

Wages Going Up and Operating Expenses High---They Want Larger Receipts.

What will be the 1903 freight rates? is a question that is being generally asked just at this time and shippers as well as railroad men are anxiously awaiting announcement of a definite policy from heads of the roads. Local railroad officials have not as yet received specific information along this line, but it is generally understood that tariffs are to be advanced. This rise may not be general and may have but little effect on Portland and vicinity, nevertheless there will continue to be wonder and anxiety until their announcement has been made.

Some weeks ago traffic officials of roads east of the Mississippi began holding conferences regarding rate rises and considerable was said about it in the newspapers at that time. The claims made by those back of the movement is that the country is very prosperous generally and all commodities are demanding higher prices than formerly. Wages of employes hive been raised and pension systems, recently adopted, mean increased expense in operating the roads. Why should not the railroads be participants in the general prosperity? they ask and say the only way they can prevent themselves from being losers while others gain is by increasing tariffffsffs. This they propose to do.

NEW YEAR CHANGES.

It was finally announced that shortly after January 1, 1903, a general advance of about 5 per cent would be made on Eastern roads. This will result in millions of dollars annually coming into the coffers of the company in excess of the usual income.

Commodity rates are most seriously affected by these changes, the announcement being made that fully 50 per cent of these are to be taken off and the commodities which they affect placed back in their respective classes. However, this will not by any means have bearing upon a corresponding percentage of the companies' freight business.

It is admitted here that Western rates are likely to move skyward within a short time. No figures can as yet be given, but some shrewd guessing is being done.

Railroad tariffs are as hard to adjust and as dangerous to "monkey with" as National customs duties or the currency problem. Many different things bear upon as many commodities. This has resulted in classification, and classification has brought about other incidental developments until the whole thing is a tangled riddle which only the thoroughly initiated can solve. Even these are often puzzled and not infrequently wrong.

STEAMSHIP HAS EFFECT.

"It is almost impossible to materially increase freight rates from the East to the West in America," said a prominent freight official in this city today. "The reason for this is the ocean competition in the field against the railway lines. Any effort on the part of the railroads to put up charges on Westward shipments would be undermined by the steamship companies, as the latter would at once get the business. I do not believe Portland and the Pacific Northwest will be materially affected by the contemplated alterations. Very little of importance is sent East from here to the Atlantic seaboard, and the steamship business will prevent any great difference toward Northwest points. There might be a change in the minimum car capacity which would have considerable effect. The minimum capacity might be materially increased and this, if done, would correspondingly bring up the receipts of the roads."

YEAR'S RAILROADING.

A careful preliminary estimate made by individual canvass of the railroads, and supplemented by the Railroad Gazette's own records, figures furnished by state railroad commissions, and other sources of information, shows that approximately 6,026 miles of new steam railroad have been built within the United States between January 1 and December 31, 1902.

The figures are exclusive of second track, sidings and all electric lines. Rebuilt mileage is also excluded except where the work involved such extensive changes in alignment that a new route was established, as in the case of the Southern Pacific between certain points in Nevada.

Railroad building was reported done in 42 states and territories, and Oklahoma leads the list with track laid on 570 miles of new line during the year. Texas comes second, with 496 miles; Arkansas is third, with 371 miles, and Indian Territory is fourth, with 362 miles. Georgia built 336 miles during the year.

In addition to these, Illinois, Iowa, Missouri and New Mexico show returns of over 200 miles built, and Alabama, California, Florida, Louisiana, Michigan, Minnesota, Mississippi, Ohio, Pennsylvania, Washington and West Virginia built between 100 and 200 miles.

No steam mileage was reported from Alaska, Delaware, Idaho, Maryland, New Hampshire, New Jersey, Rhode Island or Wyoming.

Returns received by the Railroad Gazette direct from practically every locomotive and car building plant in the country show that approximately 164,547 cars have been built, including cars for use on elevated railroads, but exclusive of street and other electric cars. This is considerably the largest record which has ever been made in the country and exceeds by 25,542 the output for 1901. But these figures do not include cars built by railroads at their own shops.

Of the cars recorded approximately 162,599 are for freight service, 1,948 for passenger service, 161,747 are for domestic use, and 2,8000 are for export.

Last year the total number of cars built was 144,267, which exceeded by 20,161 the recorded output for the year 1900. The 1901 figures included also 5,262 street cars.

During the year 4,070 locomotives were built in the various locomotive plants in the country, as against 3,384 last year. The number of the current year includes 74 electric locomotives. The real meaning of this figure is perhaps best realized by calculating the expenditure involved, which would be nearly $48,000,000, if the average cost per locomotive is assumed to be $12,000.

RAILROAD NOTES.

The Union Pacific has issued a neat folder on alfalfa, which is being distributed along its entire lines. This contains much valuable information concerning alfalfa, its uses, abuses and how to grow it successfully.

All railroad offices in this city yesterday worked overtime getting reports in shape for closing up the business of the old year and getting ready for the new.

"We have just closed the best year in the history of Northwest railroading," is the general expression among railroad men in this city. "But the country is advancing rapidly," they say, "and we will do better in 1903."

Tomorrow morning the first Pullman car will leave Pendleton for Spokane, attached to the regular O. R. & N. passenger train between those points. This will complete a through sleeping car service from Spokane to the East.

Advertising agents of all railroad lines are preparing, submitting and signing contracts with newspapers for the year 1903.

Snow sheds which have for years been in use along the lines of the Oregon Short Line, are now being removed.

WHY FIGHT WITH EUROPE?

LOUISVILLE, Ky., Jan. 1.—Discussing the Monroe doctrine and the Venezuela situation in the Courier-Journal today, Henry Watterson says: "Suppose we go to war with England and Germany. It costs us $1,000,000,000 of money and 100,000 lives. We come out victorious. The British Empire is dismembered. The divine right of kings has gone to its last account in Germany, and South America is in the same huddle of squalid dictatorship it has been time out of mind. What do we get for all our outlay of blood and treasure? We get a fresh crop of imperialism among the commercialized classes and a stronger, more centralized government at Washington.

"Yet, in the final Armageddon struggle between the Eastern and Western savages—the real struggle of the future—the great Republic of North America will need to be flanked by England and Germany, joined to the one by ties of blood and language, and to the other by such a widespreading transfusion of blood and such personal and domestic communication and interchanges as to make war between them little short of fraternal.

"Let Dewey show himself by all means. Let him exhibit the fleet. Let the old bird scream through the ambient air. Let the glorious old rag wave triumphant on the wings of the wind. If it is to be a fight—if it is to be anybody else's assertion—we stand pat on the Monroe Doctrine. But why fight? To what end? To whose profit?"

LONDON NEWSPAPERS.

LONDON, Jan. 1.—Some genius with a head for statistics has been figuring out the number of newspapers printed in Great Britain. He finds that there are 247 daily papers printed in the United Kingdom, and 1,997 weeklies. There are also 2,446 magazines and reviews, of which 536 are of a religious character. Of the dailies and weeklies, England possesses 1,704, Scotland 231, Ireland 181, Wales 108, while the remaining 20 are published in the small nearby islands.

Although there are 456 periodicals classed as newspapers published in London, only 39 of them are dailies. Of these 29 are morning papers and 10 are published in the afternoon.

The titles of the British newspapers are rather odd to Americans. Of the whole number published the Advertiser seems to be the favorite title, for there are 169 of them. Times comes second with 150, and News a close third with 149. The other popular names rank as follows: Gazette, 120; Chronicle, 120; Herald, 120; Express, 96; Guardian, 70; Observer, 68; Standard, 48; Mercury, 42; Free Press, 40; Telegraph, 48; Mail, 31; Post, 30, while the Independents, Couriers, Examiners, and Echoes, number more than 20 each. The total number of papers printed each year in England is estimated at more than 2,000,000,000.

CHEAP TO THE EAST.

Low Rate Announced by the Oregon Railway & Navigation Co.

The fact that the O. R. & N. has made the low rate of $60, Portland to Kansas City and return, is certain to cause many to take advantage of it. Tickets on sale January 8, 9 and 10, good for 30 days, with stop over privileges on returnpassage. Call up O. R. & N. ticket office, Third and Washington, and learn particulars.

COMMON CARRIER AND TARIFF RATES

Elkins Bill Treats on Subjects Widely.

Greater Powers to be Given the Inter-State Commerce Commission.

Many prominent business and railroad men of this city are greatly interested in the proposed Elkins bill, in its revised form, which will be introduced at the next session of Congress. The main object of the bill is, as is well known to the readers of The Journal, to enlarge the powers and jurisdiction of the Interstate Commerce Commission.

Among the various provisions of the bill, section 2 is considered one of the most important parts of the bill. Stating the section briefly, it legalizes arrangements between carriers for establishing just and reasonable rates, and the making of contracts for the division of their traffic or earnings, and also for the formation of traffic associations; all such contracts to be filed with and subject to the supervision of the commission, whose duty it shall be to inquire into the actual effect thereof, with power to annul the same upon ten days' notice, if in its opinion any such contract results in unjust rates or inadequate service; or it may order such changes in said contract and the practices thereunder as it may deem necessary, to take effect in 15 days. These orders are not subject to review.

PENALTIES.

Section 3 provides that if any carrier shall refuse or neglect to obey or perform any order of the commission above authorized, obedience and performance shall be summarily enforced by writ of injunction or other process to be issued by any Circuit Court of the United States upon petition of the commission; and in addition thereto the offending carrier is subjected to a penalty of not less than $5,000 for every day's continuance of the violation of such order. When any order of the commission which involves the rate on traffic passing in part over any line of railroad in a foreign country, and in part over a line of railroad in the United States is not observed, the commission or the court having jurisdiction shall enforce the order against such traffic by suspension of the movement thereof within the United States.

ACTS OF AGENTS.

Section 4 declares that any act of an agent or officer of a carrier corporation which constitutes a misdemeanor under the Interstate Commerce Law shall be held to be a misdemeanor by such corporation, and subjects the corporation to like penalties prescribed against individuals.

Imprisonment penalties heretofore prescribed are abolished. Failure to observe published tariffs, or any departure therefrom by means of the payment of rebates or otherwise, subjects the carrier to a fine of not less than $1,000, nor more than $20,000, for each offense; and the willful complicity of any person interested in the traffic on which any departure from published tariff rates is made is declared a misdemeanor, punishable by like penalties prescribed against the carrier.

TO ENFORCE STATUTE.

Section 5 provides that any proceeding for the enforcement of the statutes relating to interstate commerce, all persons, in addition to the carrier, interested in or affected by the rate, regulation or practice under consideration, may be included, and orders may be made with reference to such additional parties in the same manner as carriers.

Section 6 authorizes the commission, whenever it has reasonable ground for belief that a common carrier is transporting freight or passengers at less than published tariff rates, or is rendering any additional service beyond what is specified in its published tariffs, to present a petition to the Circuit Court of the United States having jurisdiction, alleging such practice, whose duty it shall be to summarily inquire into the circumstances and, upon being satisfied of the truth of the allegation, to enforce observance of the published tariffs by proper orders and process, which shall be enforceable both against the parties interested in the traffic and against the carrier.

Section 7 provides that all existing laws relative to testimony in cases or proceedings under or connected with the "Act to Regulate Commerce" shall also apply to any case or proceeding authorized by this act.

SEVERE STORM ENCOUNTERED

The "Oregon" Experiences 57 Hours of 100-Mile Gale.

An officer on board the U. S. S. "Oregon" writes to a relative in Portland that the "Oregon" arrived in Yokohama on November 23, having left San Francisco on November 1, after one of the roughest voyage ever experienced by naval men. The man-of-war was five days overdue.

It is stated that a gale of enormous proportions lasted 57 hours, the wind blowing 100 miles an hour. Two lifeboats and one life buoy were swept overboard by a huge wave, which also smashed three other life-boats on board the ship.

The "Oregon" stopped in Honolulu for 13 days to take on coal, and thence went to Yokohama. At present the vessel is at Cavite being repaired. There is no mention of any person being drowned at sea, as stated in a morning paper of yesterday.

In describing the voyage, the officer states that during his service on the high seas for over 20 years he had never witnessed such a raging storm as was experienced by the officers and crew of the "Oregon" during its last voyage.

For Artisans' Entertainment.

Montavilla Assembly, No. 158, United Artisans, will hold a social at Odd Fellows' Hall next Tuesday evening. During the evening a supper will be spread in the dining room. The assembly is working hard to secure the suburban banner offered by the supreme assembly for the lodge initiating the most members in the three months ending January 1, 1903.

FINE SHOW IS TO COME TO PORTLAND

GEORGE JABAU.

Multnomah Club Exhibition Will Be a Splendid Affair and Greatly Aid the City.

The Multnomah Athletic Association is felicitating itself over the fair, carnival and al fresco that it has projected for Portland in the autumn. The spacious and beautiful grounds of the club will be transformed into a garden. No expense nor labor will be spared to make it the most noted and successful event of the kind ever seen in Oregon. Special attention will be paid to imposing and military features and everything will be conducted on a large scale.

The association has signed a contract with George Jabour to furnish all the attractions for this grand occasion. Mr. Jabour is now in Seattle, where he was called by wire to sign with a prominent organization to give a street fair and carnival there. Tacoma, Spokane and St. Paul are all anxiously awaiting Mr. Jabour's shows. He will close with them immediately and go to New York and thence to Europe to secure the latest novelties.

Mr. Jabour will meet his European agents in London and visit Berlin, Vienna, Egypt, Rome and Paris to engage the desired attractions.

While abroad Mr. Jabour will engage the most famous beauties of all nations to grace that section of his shows devoted to beautiful women.

One of the finest features already signed by Mr. Jabour is "Napoleon's Siege and the Downfall of Moscow." From 500 to 1,000 people are engaged in this historic reproduction.

Mr. Jabour has made a tempting offer to Santos Dumont to give an exhibition of his dirigible balloon, each day, during the show season of 1903. Santos Dumont is considering the proposition and, judging from cablegrams exchanged, he will very likely accept at an early date and join the Jabour forces in America this year.

The Multnomah Club and Portland are to be congratulated upon securing the premier showman and his stupendous aggregation of the world's greatest amusement attraction.

FRANCE MAY ABOLISH DUEL

War Minister Taking Steps in This Direction.

PARIS, Jan. 1.—Another effort is being made to abolish dueling in France. Gen. Andre, the Minister of War, this time leading the movement. French dueling is usually a joke, but every once in a while some one gets killed by accident, and then there is trouble. One of the remedies which Andre proposes is to abolish instruction in swordsmanship in the army. He thinks that if officers do not know how to fight with their swords, there will be less temptation to private combat. The day is past, he says, when a sword is of any use in a battle.

On the other hand, the duelists claim that abolition of instruction in swordsmanship will not abolish the duel, but will make it more dangerous than ever. It is the skilled swordsman who slightly wounds instead of killing his opponent. The dangerous duelist is the man who doesn't know how. Count Boni Castellane is one of the best swordsmen and one of the best pistol shots in France. He has won many battles, but never killed anybody. It is no longer considered good etiquette in France to kill your opponent in a duel, and, beside, the French law, which winks at dueling so long as nobody is killed, is very severe in case a man meets death on the field of honor.

The French Socialist party in France is opposed to dueling, and its members are not supposed to fight. Yet the penalty of not fighting when challenged is so great that no one has had the moral courage to refuse. It means social ostracism, which does more than anything else to keep the duel alive.

M. Richard, a Socialist deputy, compromises with his party principles by never sending a challenge, but never refusing one. Some think he is the best swordsman in France, and he is, therefore, a bad man to challenge. Recently, when the Duke de Dion wanted to pick a quarrel with him, he slapped his face in the public lobby of the Chamber of Deputies. Richard returned the compliment by kicking the Duke's shins. Still, the Duke announced that it was Richard, and not himself, who had been insulted, and it was Richard's duty to challenge. Richard did not challenge, but the next morning, in his paper, the Petit Republique, in giving an account of the incident, he said that he had properly retaliated by kicking the Duke from behind. This made the Duke feel insulted, and he promptly issued a challenge, which Richard accepted. Both being good swordsmen, they satisfied honor without doing much damage.

One effect of the dueling habit is to make editors exceedingly careful about printing personal items. Whether the item is libelous or not, if the person mentioned feels aggrieved, he promptly calls upon the editor to fight. As it is, nearly every Paris editor fights about half a dozen duels a year. If he is not an expert with sword and pistol, and is not ready to fight, it is difficult for him to keep his paper interesting.

NOTICE TO MARINERS.

Grays Harbor Entrance, Washington.—Notice is hereby given that the Grays Harbor outside bar whistling buoy, red, marked "Grays Harbor" in white letters, is reported on December 26 as not sounding. It will be replaced by a perfect buoy as early as practicable.

This notice affects the list of beacons and buoys, Pacific Coast, 1902, pages 66 and 72.

By order of the Lighthouse Board.

C. G. CALKINS,
Commander, U. S. N., Lighthouse Inspector.

Office of Inspector Thirteenth Lighthouse District, Portland, Ore., December 31, 1902.

COMPETITION

If you want to compete with your fellows you must put yourself on an equal with them. To do this you must have good sight, first of all. If your vision is not good, you should know why. Call on our optician and he will tell you why.

We fill oculists prescriptions.

A. & C. Feldenheimer.

Manufacturing Jewelers and Opticians. Corner Third and Washington Streets.

Portland Iron Works

MANUFACTURERS OF

Saw Mill Machinery

of All Descriptions.

Office and Works :: 14 and Northrup St.

LETTERS FROM THE PEOPLE.

The Railroad Octopus.

Sumpter, Ore., Dec. 31, 1902.

To The Editor: Sir—The whole State of Oregon has recently been grasped by a railroad octopus and is held so firm that it will eventually take all the energy and the strength of the individual and the state to free themselves of the slow and vigorous oppression of the big monster. Many of our citizens have keenly felt this oppressing and tyrannical grasp, but few have ventured to talk about it openly.

The public in general has not yet felt the disastrous effects, hence the time is not yet arrived for radical action, but two years hence the railroad octopus question must be settled in the Legislature.

The railroad octopus is opposed to and killing every railroad enterprise to open up Central Oregon, yet the octopus will not do it itself before it owns and controls everything in timber, coal, and other materials within Oregon.

The octopus has always dealt and now deals with its employes in Oregon in the most shameful and most unmerciful way. It runs its trains to suit itself from four to 12 hours behind schedule time all the year around. The same octopus is inducing and forcing the business from Portland and Oregon to other places, and reduces Portland's strength, to successfully compete with other rival cities.

The same monster octopus has cornered and forced the passenger and freight rates to such a point as to paralyze enterprise and competition in business.

It controls all the railroads and waterways within Oregon and Oregon is bound to either pay the blood money or run its business to the full satisfaction of the big monster. The railroad within Oregon is the best-paying branch of the trust. It is Oregon that pays, yet Oregon gets no returns and is injured by the big monster which it nurses so well.

Seattle, Tacoma, San Francisco, the northern railroads and Oregon's own railroad octopus are making war on Portland and on all Oregon, and in the near future there will be a desperate fight for Oregon's freedom. This fight is coming fast, because Oregon is now wideawake for business, and is running at full speed to get it, in spite of the monster octopus in its way. It is the duty of every newspaper to protect Oregon's interests against combination robbers. The public of Oregon has been provoked to anger and will no longer suffer the resources of this state to be sold or gambled off in private offices of boodlers. Very truly,

JOSEPH SCHELL.

TOO FAST DRIVING

County Commissioners Will Strictly Enforce the Laws.

Considerable complaint has been made on account of the practice of some teamsters who persist in trotting their horses over the various bridges spanning the Willamette.

Many of the complaints have been made to the County Commissioners, who will shortly begin an investigation of the charges. It is alleged that the Morrison-street structure, especially, is the one used for a race track. This bridge is crowded from early morning to late in the evening and any unusual traffic has a tendency to make the bridge swing.

"This," said a well-known East Side resident, "is likely to happen once too often and some day the newspapers will record the fact that the Morrison-street bridge has fallen into the river with its large load of human freight."

The County Commissioners have enacted a law to govern the bridges over which they have control and fast driving is punishable with a fine of not less than $10 and not more than $100. The bridge tenders say that they are unable to do anything in the matter, as all the violations of the law are made after the keepers' houses are past.

Going to St. Louis?

If so, learn about the new tourist service inaugurated by the O. R. & N., via Denver and Kansas City. City ticket office, Third and Washington.

SENATOR SIMON LEFT TODAY

Will Serve His Last Term in Congress.

Says That Appropriation of $2,000,000 for Fair Will Not Be Made.

Senator Joseph Simon left today for Washington, where he will remain until the expiration of his term as senior United States Senator from Oregon. On his return he will resume his law practice. The Senate will resume business on January 5, and will conclude its session on March 4. Asked regarding the business to be transacted by Congress at this session Senator Simon said:

"I do not think there will be much important legislation passed upon by Congress during this brief session. Only routine business will be attended to."

Questioned whether Congress would act favorably on the bill to be introduced providing $2,000,000 for the Lewis and Clark Fair, Mr. Simon answered:

"The bill cannot come up at this session anyway; as to the next Congress, I think I can safely say that the whole $2,000,000 will not be appropriated. Why the bill will not be acted upon at this session is because Congress must first see how much the Oregon Legislature will appropriate."

Relative to his plans for the future, Mr. Simon said:

"When my term as United States Senator expires on March 4, I expect to return to Portland and resume my law practice. This, no doubt, will occupy my time."

The Senator would not discuss the political situation in Oregon, but remained smilingly silent, when questioned regarding the merits of the different candidates for the position to be left vacant by him in March.

BIG DIVIDEND PAYMENTS.

NEW YORK, Jan. 1.—Over $132,000,000 in cash will be paid this month in interest and dividends to people in this city who hold stocks and bonds of big corporations.

This is the largest January disbursement on record. It is much larger than the record July disbursement, and it would be even larger than it is had not Uncle Sam anticipated payments on bonds during the time of the money squeeze last fall.

Of the amount to be distributed $73,566,593 will be paid on bonds and $58,672,759 on stocks, making in all $132,239,352.

Big bankers say that they are prepared to pay out this vast amount without greatly disturbing the market.

1903

RING OUT THE OLD RING IN THE NEW

That's what we did some time ago, when we put in new machinery and put out the old.

Modern methods of doing up your laundry has made for us a business of which we are proud. May we do your work during the new year?

UNION LAUNDRY

53 RANDOLPH STREET.

Phones: Albina, 41; Columbia, 5042.

HAPPY NEW YEAR.

You Will be Happy During

1903

If you insist upon getting

SHIELD BRAND

HAMS and BREAKFAST BACON

UNION MEAT CO.

A HAPPY NEW YEAR TO YOU.

1903

We wish all our patients

A Happy and Prosperous New Year

Wise Bros., Dentists

1903