J. N. TEAL URGES UNITED ACTION TO FORCE CONGRESS TO PROVIDE FOR RIVER

Would Have Congress Appropriate Fifty Million Dollars Annually for Rivers and Harbors, Borrowing if Necessary.

FAILURE TO PROSECUTE WORK CONTINUOUSLY COSTS MUCH

In Order to Assure Successful Completion of Jetty Work People Must Stand Together From Astoria to Lewiston.

At a meeting of the trustees of the Portland chamber of commerce J. N. Teal, attorney for the transportation committee, submitted the following report of work and results attending his trip to Washington, taken in the interest of the chamber's river and harbor improvement projects:

Portland, Feb. 5, 1906.—To the Chamber of Commerce—Gentlemen: In reporting the results of my recent trip east, made at your request, I will be as brief as possible, as much that is of immediate interest has been fully reported in the local papers.

The particular purpose of my visit was twofold: To aid as far as possible the senators from this state in obtaining an emergency appropriation for the improvement at the mouth of the Columbia river, and to attend the meeting of the National Rivers and Harbors congress at Washington.

Emergency Appropriation.

The necessity for making an appropriation of $400,000 to protect the work done at the mouth of the river the past year has been urged not only by the senators from this state, by citizens visiting Washington, but also most strongly by the engineering department. In addition, others residing east but who are largely interested in enterprises in this state have been and are doing all they can to aid in obtaining it. Its necessity is conceded by all; the loss that will surely follow if the work is not protected is known to all, and yet the appropriation is far from assured. The demands for money are so great in other quarters and for other purposes, and it seems so easy to put the knife into any bill for rivers and harbors, that there is in some influential quarters a determination to shut off any new appropriations for this year. They seem to fear that an attempt to care for any project, however meritorious or necessary, will let the bars down for all. In other words, if a start is made it is feared there will be a general rivers and harbors bill. Just why there should not be one when the interests at stake are so vast and the work so important, I can't see. If the receipts will not admit of this I should think a reduction could be made pro rata and these great improvements be cared for. There is no question in my mind but what the majority of the members favor one, but the leaders say, "No." I have great hopes, however, that the emergency appropriation will be made, but I do not think a greater sum than that necessary to preserve the work done can be obtained. This leads to a short presentation of facts respecting rivers and harbors bills, which should be more generally understood than they are.

"Pork Barrel."

The usual designation of this bill, by those opposed to the appropriation is "pork barrel," the purpose being to brand it as covering a mass of unworthy projects and carrying large sums of money for the benefit of congressmen in their respective districts without regard to public good. Neither of the inferences or charges are true.

When a project comes up for consideration it is first referred to the engineers for report. These men are well informed specialists, independent, high-minded and fair, and their reports are statements of fact with their opinion thereon after a careful investigation. This report if covering a very important project may and often does go to a board of engineers for further investigation and report. It is then returned to the rivers and harbors committee of the house and only a meritorious project gets by them. It then has to pass muster of the whole house. From there the senate committee on commerce takes it in hand, and when they get through it goes to the senate as a body. If there are differences between the bodies a committee is appointed to adjust them, and with the president's signature the bill becomes a law.

There is nothing that is so effective in discouraging and preventing appropriations for the harbors and rivers as this unfounded idea, so carefully fostered and circulated, that the bill is a "pork barrel," and in no way can we further our interests in this respect more than in disabusing the people's minds on this point. Moreover, comparatively small sums are spent by the government on rivers and harbors. The most important feature of the development of our country and the one that does more good to more people than any other is made not only the butt of every cheap wit, is made to carry not only the odium of the charge of graft, but it is the first to suffer when the knife is to be used.

Let us see how the appropriations for these purposes compare with others. It is well for you and the people of the northwest to know the facts and realize what you are up against. We will take for comparison the appropriations covering the period of 12 years from 1895 to 1906, both inclusive.

The total appropriations of all kinds for all purposes during this period were $8,036,014,821. The total appropriations for rivers and harbors, including amounts in sundry civil, deficiency and special acts, for the same period were $324,023,125, being but a trifle over 2¾ per cent of the whole. In other words, the annual appropriations for rivers and harbors averaged about $18,600,000. With between three and four hundred million of approved projects, it is easy to figure on the present basis of appropriations that some of us will be pretty old men before the various works now under way are completed. As the war with Spain occurred during this period it may be suggested that its cost ran up the other expenses and this makes the comparison unfair. The [illegible] and harbors $39,598,207, or about 2½ per cent of the whole. Each of seven other general appropriation bills carries more annually than does the rivers and harbors bill. So far from being extravagant I think this bill is the least so of them all. Five times during the period mentioned congress passed no bill and this year will make the sixth, which brings up another phase of the matter and that is the conceded loss through failure of funds at critical times to carry on or to protect the work. The waste from this cause is enormous. Our own experience at the mouth of the river is a sufficient illustration and this is going on in varying degrees all over the United States. At first glance one is apt to get discouraged, particularly when he knows that urgent demands are made from every part of the United States for worthy projects, and projects just as dear to the residents of their section as ours are to us. The remedy lies in our hands. I am no believer in standing back if we have anything to say. You will never get anything unless you not only ask but press for it. The people can get what they want. To make their wants known and their desires carried out there must be education and organization and the former will come through the latter. The consensus of opinion is that there should be an annual rivers and harbors bill and that at least $50,000,000 should be provided until present projects are completed. How are we to get it? There seems to be no trouble in getting millions for Panama, millions for the Philippines, and for almost anything outside the United States. Why should not justice be shown to our own while doing charity abroad? It was for the very purpose of having justice done the National Rivers and Harbors congress was formed and I will now tell you briefly its object and purposes.

Rivers and Harbors Congress.

At the convention of this body held in Washington on January 15 and 16, 1906, there were present delegates from 30 states. In brief, the organization is to be handled by an executive committee of 15 members from various sections of the United States. A vice-president from each state was also appointed. Its purpose is to arouse a new interest in the matter of rivers and harbors, to diffuse information, and to show their importance, to disabuse the public mind of this "pork barrel" idea, and thus to create such a demand for reasonable appropriations that congress must give heed to it. They went on record as being in favor of annual appropriations of not less than $50,000,000 until present projects are completed—and I desire to say here that if the delegates in attendance were fairly representative of their respective sections, this demand will soon be so strong that it will be complied with. The delegates present were thoroughly posted, enthusiastic and determined. Every man present knew from actual experience what open waterways mean, even though from states gridironed with railroads. A propaganda will be started and there can be no question as to results. The chairman of the executive committee is Hon. Joseph E. Ransdell of Louisiana, member of the house of representatives and of the rivers and harbors committee, a cultivated gentleman, a good speaker, of forceful and attractive personality and withal thoroughly in earnest on this subject. Mr. A. H. Devers is one of the executive committee representing the northwest and Mr. J. W. Bennett of Marshfield, Oregon, is vice-president for this state. Mr. J. F. Ellison, 204 East Front street, Cincinnati, is secretary. As money and in considerable amounts will be required to push the work in hand it was tentatively agreed that the annual dues should be as follows: Commercial organizations—400 members or less, $25; 400 to 600, $50; 600 to 1,000, $75; 1,000 or more, $100; Waterway association, $100.

In order to get the organization under way various pledges were made, I pledging for this organization $100, which action I hope will be ratified and the money promptly forwarded to the secretary. I hope every commercial and waterway organization in the northwest will join and become members of this national association. If the work is intelligently and consistently pushed there can be no question of its success—if not, it will fail, but it is well worth the trial. It may be asked, how can the $50,000,000 be obtained if the money is not on hand? In my judgment, if it comes to that pass and no other way is open, the nation with the highest credit on the face of the globe should do what any business man or corporation would do under like circumstances, use that credit, borrow the money, save waste and complete the work under way. That is just what was done and is to be done is raising money to build the Panama canal. If the income of the government is insufficient to increase the appropriations and thus expedite the work, do you not think with the credit this nation has a way should be provided to get the money? Would not the most ordinary business principles support a proposition to save the inevitable waste as well as time, which results from the present methods?

Importance of these Works.

It is unnecessary to waste time to urge upon you the importance of improving the mouth of the river and the waterways of the state. It is occasionally suggested that we drop everything until the work at the mouth of the Columbia is completed. While every one concedes its paramount importance, you will pardon me if I venture to express the opinion, first, that from our standpoint it would be bad policy to attempt it, even though you thought it wise, and second, you couldn't do it if you wanted to. It is better to start right and in view of what I shall say hereafter, I discuss this matter now. We might as well face conditions as they are. No man could be elected to congress from this state who would stand for this policy, and you could get no one, either senators or representatives, to stand for it. It is essential to our success that we have the active aid of our friends from Idaho and Washington, who are now with us to a man and who would not only never agree to but would resent such a proposition and who would certainly stand for the improvement of their rivers. Is it reasonable to assume that the residents of the Willamette valley, Southern Oregon and Coos county would agree to such a policy? Would we if conditions were reversed? Throughout the entire northwest there is now a unity of purpose and feeling and in my judgment we must stand together and help each other and in the end we all will gain. It is beginning to be understood that the mouth of the river belongs to us all and as time goes on this feeling will become more pronounced, and as the entire Mississippi valley stands for its mouth so the entire valleys of the Snake, Willamette and Columbia will stand for its mouth. But back east they look after their rivers also. The people living in the sections drained by the Ohio, the Mississippi, the Red river, the Missouri and scores of others, are not dropping the improvement above their mouths. They have had the actual demonstration of water competition on rates and you can't fool them. The removing of obstacles from the Columbia, Snake and Willamette rivers, the opening of them to free navigation, will affect and control rates, and on the doing of this and the deepening of the mouth of the Columbia, Portland's commercial supremacy will ultimately rest. We send troops to China to maintain an open door abroad—we also should spend the necessary money to maintain deep harbors and open rivers at home.

Some Illustrations.

Before finally getting down to suggestions to forward our own work, it may be helpful to show what other and smaller places have done. It may have a tendency to make us less modest and reserved and strengthen our determination to press our claims.

Let us take Galveston as an illustration. Although some work had been done prior to 1886, about the time our jetty work commenced, and about $1,500,000 expended, the present project was definitely determined on that year. There was an anchorage area in the harbor of about 1,960 acres, of which 1,500 acres had 20 feet depth and 400 acres 30 feet. The harbor was obstructed by two bars, an inner and an outer, the former having 9½ feet of water, the latter 12 feet. The project provided for a depth on the bar of 25 feet with a possible 30 feet by the construction of the two jetties five feet above mean low tide and supplementing the tidal scour by dredging. The mean tide fluctuation is two feet. Since then two jetties have been constructed, the north jetty being 25,907 feet in length, the south jetty 35,602 feet in length; the minimum width between jetties at outer end being 7,000 feet. Dredging has been constantly maintained and they now have a depth of 28 feet, which is constantly increasing. On January 6 the large American steamer Missouri crossed out drawing 28 feet 2 inches. The bulk of the work was done as a continuing contract. The amount expended to June 30, 1905, was $9,478,000, and the amount estimated to complete existing projects is $745,000, with an annual maintenance charge of $75,000. It might not be out of place to say the rock in the jetty there cost about two and one half times what it has cost here, and if we had had any such sum to work on here under a continuing contract we would have had a north and south jetty, a dredge and a 40-foot channel to the sea. But this is not all. The project for improving the channel along the wharf front at an estimated cost of $1,585,000 is under way and there has been expended on this work $314,927. On the channel from the harbor to Texas City, about 6½ miles, there has been expended to June 30, 1905, $250,000. Nor is this all. The project for improving the ship channel up Buffalo bayou to the city of Houston, a distance of about 58 miles, has been approved and to June 30, 1905, there had been expended $2,215,674, and the estimated cost to complete is about $3,350,000. Nor is this all. A project to create a six-foot channel in Trinity river to Dallas, a distance of 511 miles, at an estimated cost of $4,650,000, and on which considerable money has been expended, is under way. Nor are these all of the improvements even in the immediate vicinity of Galveston. There are more. I am not criticising these expenditures. They are for worthy projects, but they were all going on during the same time, and the Texan is there with strong aggressive delegations asking for what he wants and needs and doing his best to get it.

I could multiply these illustrations, but one, if apt, is as good as a hundred.

Now let us take up our most important project:

The jetty was commenced in 1885, more than 20 years ago, and of all the projects of a like character of which I have been advised, there is none where it was or is so essential that the work should be continuous. The failure in this respect has increased the cost enormously and has delayed completion—I was going to say indefinitely. The project, as does that of Galveston, contemplates a north and south jetty and a dredge to aid the tidal scour. It is hoped the south jetty when finished will produce the result desired—a 40-foot channel. The consequence is that the work is and has been confined to the building of the south jetty. A dredge has also been acquired. The present length of the jetty is 21,522 feet and it is proposed to extend it 6,556 feet more. It is a low tide jetty. Including $290,000 in continuing contract, there has been expended to date about $4,425,745.20 and it is estimated $1,900,000 will be required to complete the present jetty. It must be borne in mind that this estimate is based, first, on getting the money as needed, and second, that the conditions on which it is based are maintained. Loss of last year's work, for instance, means more cost, more time and many unforeseen contingencies may increase it. Here is a work absolutely vital to our growth and expansion. Are we treating it as seriously as we should? Why not face the issue, comprehend it, and then stand as a man for what is necessary? Why should we take chances on the south jetty doing the work, when with both we are sure; why be content with intermittent work, when it should be continuous? In other words, why not stand for what is needed? More than 20 years have gone by and we cannot even see the finish of the south jetty. It may be said it is impossible to do better than we are doing. I do not agree with this view.

To succeed there must be a thorough understanding of the subject, knowledge as to what we want and absolute unanimity not only here but in all the river sections. From Astoria to Lewiston we must stand, advise and cooperate together. The work belongs to three states, not one city. If it be suggested it is not wise to agitate this question now, I ask, when will it be? Almost before we know it the short session of congress will be on and we should be ready. This work will interfere with no other, will not affect their commencement or continuance, for if made a continuing contract project only a certain amount of money can under any circumstances be expended during each year. The representatives of this state at Washington are doing all they can and that is a great deal, to further the state's interests, but it must not be forgotten that they are national legislators and much of their time must in the very nature of things be given up to national affairs. Whether, therefore, you will find it expedient or necessary to follow the example of the San Francisco chamber of commerce and adopt some means of helping the state's representatives is for you to determine. Passing resolutions, however, without backing them up with something more substantial will avail but little.

Mexican Railway.

As allied to the foregoing topic I want to briefly refer to an important undertaking that is now approaching completion and that will seriously affect the rate situation on this coast. There will soon be completed and in operation a railway being built by the Mexican government across the isthmus of Tehuantepec. The Pacific terminus is Salina Cruz, the Atlantic, Coatzacoalcos, the distance between the termini 190 miles. Arrangements are being perfected so that cargoes will be discharged and transported from port to port in 30 hours. The Hawaiian steamship line will commence next July operating in connection with this railroad. The run from New York to San Francisco will be made in about 26 days. It takes now by sea about 60 days and yet the business has grown to such proportions the company is compelled to charter extra vessels, and when I was in New York the space in the American, due to sail February 12, was all taken and freight being refused. The steamers are from eight to eleven thousand tons' capacity, with frequent sailings, and it seems to me that the possibility of their making Portland a port of call might be taken up with their agents here instead of having to reship as we do now from San Francisco.

New Investments.

I cannot refrain at this time from calling to your attention the fact that more foreign capital is seeking investments in the northwest than ever before. We do not appreciate either the strength of this movement or its significance. Nor is it capital alone, but already a heavy tide of travel has set in. We must be prepared to meet all genuine enterprises in a spirit of fairness and welcome investments from abroad. Every man investing a dollar here becomes interested with us, and as where a "man's treasure is there is his heart also," I favor making them feel that they are welcome and our friends. I confess if the investments are made and enterprises started here, which have ample capital behind them and now seem assured, Portland will be a great city before we know it. This long-sought-for goal cannot be reached by a policy of vexatious and harassing delay or by throwing difficulties in the way of every new enterprise. If there ever was a time we should stand together, it is now. Our only rivalry should be to see who can help most in furthering this onward movement. This brings up other questions which should receive earnest consideration at our hands, those of

Dock Privileges.

Everything else being equal, the cost at which business can be done will be the controlling factor. We therefore should labor to make our towage, port and other charges as low as possible. We also should acquire entrances to the city and to the docks, and belt lines connecting with the various railways and terminal yards which could serve all at a minimum expense. It is almost as hard to conceive of a modern city without its own docks and wharves as it is one without its own water supply. The tendency of all transportation companies is to control the entrances to cities and prevent rivals from getting in. The policy of a progressive city is the reverse. They should provide easy access and as water flows along the course of least resistance, so railroads will go first where they have least difficulty.

Water Power.

While as yet coal in paying quantities has been found only in one or possibly two portions of the state, we are singularly blessed with an abundance of water power, which if preserved and cared for will furnish power in unlimited quantities as well as an income to the state forever. At the last legislature Hon. W. M. Killingsworth of this city introduced a resolution having for its purpose the investigation of the question of the conserving of these powers. Now is the time to take this question up seriously. There will need be no interference with vested or other rights, and this great source of wealth could and should be preserved for the benefit of the people as a whole forever without affecting in the slightest the development of the state. We have let many things go into private hands; let us retain the ownership of this never-failing, ever-renewing source of power and revenue.

J. N. TEAL,
Attorney for Transportation Committee of Chamber of Commerce.

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Snow Hinders Stage.

(Special Dispatch to The Journal.)

Monument, Or., Feb. 7.—The stage between Heppner and Monument has experienced considerable difficulty in passing over Mahogany ridge, as there is said to be about four feet of snow. The company is now using sleighs between Rue's place and Toll Rock.

Long Prairie oil well is down 490 feet.

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TALK OF REPUBLIC AGITATES HOLLAND

(Journal Special Service.)

The Hague, Feb. 7.—Five years ago today Queen Wilhelmina went to the altar a blushing bride, full of happiness and hopes for the future. All the kingdom shared in the joy of the occasion.

Today the bright, winsome charm of the young queen has faded, and there lingers over her brow the unmistakable expression of a disappointed woman, for Queen Wilhelmina remains without an heir to the throne.

A strang story has been circulated to the effect that according to the Dutch constitution if the queen is childless five years after her marriage parliament is empowered to dissolve the union, and that there is a clause in the wedding contract permitting this. As a matter of fact there is not the slightest foundation for such a report. For some time the government has been busy revising the constitution, especially articles 10 to 20, which refer to the succession. The nearest in the line of succession is the Grand Duke of Saxe-Weimar. After him comes a princess of Reuss and then a princess of Wied.

There is a marked antipathy throughout Holland to all these possible successors, as all are German, and it is believed their succession to the throne would mean in effect the placing of the kingdom under the dominance of the German emperor. It is likely, therefore, that no heir will be sought, but that another peaceful revolution will be carried out and the government made a republic. The [illegible] voices for the [illegible] minister [illegible] would [illegible]

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