NORTH BANK ONLY TIGHTENS STRANGLE-HOLD ON INLAND EMPIRE

By Frank J. Smith.

The completion of the Portland & Seattle railway from Pasco to Lyle, a point on the lower river, where connection is made with Portland by steamers of the above named line, has again renewed the argument as to the usefulness of the opening of the river for water competition.

The contention raised by the rail lines is that at the present time, with the river paralleled by the lines of two separate and distinct railroads, lines that are antagonistic to each other, there is no need of further means of transportation, implying that transportation facilities instead of more equitable rates were needed.

The People's View.

The view taken by the merchant and the producer is ably stated by a quotation from the report of the transportation committee of the chamber of commerce, issued in June, 1906:

"The river open means low rates from Portland through the inland empire—closed a goose for two railroads to pluck instead of one, for these roads may fight all they please over construction, they won't over rates. They all operate on the same general lines, and if they won't compete you can't make them compete."

This statement was made at a time when but a few miles of the north bank road was graded, but to show the prophetic statement to be correct, a glance at the tariff issued by the Portland & Seattle railway will convince those who may have any doubt in the matter.

This tariff, effective January 9, 1908, giving class and commodity rates, has evidently been built to conform with that of the O. R. & N. company on the opposite bank. The desire to not come below their opponents in the matter of rates was so great that to be absolutely on the safe side they have in many cases exceeded them.

Rate Raises as Obstruction Appears.

This company's rate from Portland to The Dalles is 25 cents per 100 pounds for articles coming under class 1 of the western classification, while in the next eight and three fourths miles to Avery, on an obstructed portion of the river, it increases $1.80 more per ton, or more than 2 cents per mile, equaling that of its competitor for a 12 mile run to Celilo, above the falls.

On the first 56 miles above the head of navigation on the lower river, the first four classes of freight covering less than carload shipments, the rate is nearly identical with that of the O. R. & N. at points immediately opposite.

In the carload classes they even go their opponents one better, with a raise at some stations of from 20 cents to $1 per ton, probably to include the cost of ferryage that shippers formerly had to pay in order to reach the other line. From Avery to Harbin, on the north bank, what has been known as the region between Summit and Quinton, a distance of about 36 miles, the rates on grain are in excess of those by the rail line on the opposite bank.

Kennewick Ignored.

At the upper end of the line they have shown no disposition to accord Kennewick, one of the largest shipping points on the route, any depot facilities, and have completely ignored in their tariff the matter of location or quotation of rates to Portland, despite the fact that daily trains pass through the suburbs of this growing, energetic municipality.

This fact has been seriously commented upon by those interested in this trade and some have been unjust enough to contend that the policy of the line is to not divert traffic from the parent line (the Northern Pacific railroad) at Kennewick and Pasco.

Should Kennewick be accorded rates and a depot in the future, changes would have to be made in their tariff, as the one effective at this date gives the same rate from Finley, four and one-half miles below Kennewick, to Portland, 223 miles, as the Kennewick shippers obtain over the Northern Pacific railroad to Portland, a distance of 392 miles, about 170 miles farther haul and over a circuitous mountain route.

O. R. & N. Policy Well Known.

The policy of the competing line on the south branch, the O. R. & N., to squeeze every cent of tribute they can from the producer, has been shown frequently and is met with only a few faint denials from its manipulators.

A better condition of affairs was fervently expected by some when two distinct lines of rail transportation passed through the Columbia basin.

Should both sides of the river be double tracked from the Canadian border to Astoria with the railroads operated as they are, primarily in the interests of the owners and to develop business on the basis of charging all the traffic will bear instead of being fixed with some relation to cost and true capitalization, the people along this great waterway of commerce would receive but little benefit.

Two Relief Methods Proposed.

Only two ways are open for the people to obtain equitable rates. First as suggested in your issue of January 29 in a communication from F. W. Gaines of Salem. That the public is entitled to complete regulation and a limitation of charges for their entire railway service, and they should be satisfied with nothing less.

To bring this about the people of Idaho, Washington and Oregon would have to reconstruct their entire political lines, nominate at the primaries and elect at the polls an entirely different class of men than they have in the past. Men that would not be controlled by railroad influence. This may be brought about before the Millennium, but in viewing the past to believe this I would have to have more implicit confidence in the average politician than I have today.

Open the Waterways.

The other way and to me it seems more practical, is to open up our waterways to free and unobstructed navigation. These means have brought about results the world over in all our great rivers. Even on a portion of the lordly Columbia the opening of the locks at the Cascades in 1896 caused the rail tariff between Portland and The Dalles to be reduced over 300 per cent, and it would be greater still were it not for a combination between rail and water to maintain rates.

Another instance is cited in the territory between The Dalles and Kennewick, made possible by the operation of the portage road built by the state of Oregon. After this road was built and before any steamers were operated, a reduction of 40 cents per ton was made on wheat from Arlington.

During 1906 the Open River Transportation company operated the small steamer Relief above Celilo for about two months in connection with the C. R. Spencer below the portage road. The rate by water to Portland on wheat was 25 cents per ton below the former cut of 40 cents by rail, and the rail line secured grain from the Washington bank despite the difference in rate, and a 50 cents per ton crossing charge. As the river line found no one in that territory that was giving them any money they were forced to the possible uncharitable conclusion that there was some "absorbing" going on. But even with the feeble effort by the water line to reduce rates during that year they were successful, as on January 1, 1907, the O. R. & N. company made sweeping reductions in their tariff amounting in some cases to as much as $3.20 per ton. These reductions will have to be repeated in order to meet the rates now in effect by steamer.

If these reductions can be obtained by the efforts of a few Portland people with a small boat on the upper river and a double rehandling and expense over the portage, what may not be done with locks and canals at Celilo and a line of suitable steamers plying to the upper reaches of the Snake and Columbia rivers, a region that was not affected by the rail reductions of 1907, as there were no boat competition at these points?

River Rates vs. Rail Rates.

The rates by steamers to Roosevelt and to Arlington immediately opposite are from $2 to $3 per ton on the first five classes less than that by rail; to Sage or Blalock Island $2.20 to $2.60 per ton less, and to Plymouth, Umatilla, Hover and Kennewick $3 per ton less than rail.

Every producer in the Columbia river basin is vitally interested in keeping the river open, thereby lessening freight rates, as that means a similar reduction in the price of supplies.

The Open River line should be supported with a view to the future as well as the present.

It is not only for the securing of cheaper transportation for today, but the necessity of proving to congress that the canal and locks at Celilo would be of value to the country by a demonstration of these benefits through the use of the portage road, the line of boats in commission and those that must be supplied during the coming season. This need is made plain by the statement of Hon. Theodore Burton of the rivers and harbors committee at Washington, who said he would view with a great deal of interest the result of the operation of boats on the upper Columbia, and that if he found that the river was not used and that no benefit resulted therefrom, it would be sufficient evidence to him that the project of completing the locks and canal at Celilo was not a meritorious one and he would oppose further appropriations. The question, now, as to whether the river is to be opened to navigation, rests largely with the people themselves.

How Success Is Measured.

The success of the open river movement is not measured by the volume of traffic which it has carried.

The benefit that it has been to producers does not appear until the railroad rates between the interior and Portland are considered. Then it is seen that a saving amounting to a great aggregate sum has been effected by the river line, though handicapped by an insufficient number of boats. The fact that these benefits have not been more widely distributed is that various proposed electric feeders have not as yet been built and will not be until those vitally interested in the territory adjacent to the river put their shoulders to the wheel and assist the Open River association in securing steamers that with power and carrying capacity may ply the river at all seasons of the year. This is now possible, as the appropriation from the state of Washington, added to that from the government, has already made the river navigable even at the lowest stage of water from the mouth of Snake river to Lewiston, and by the time that the next wheat crop is ready will have effective work done from the former point to Celilo.

People Own Protectors.

The people of the Inland Empire should not need any appeal to assist a movement that is for their benefit, for now is the critical time with the open river advocates. They must either forge ahead or lose all that has been accomplished.

Not only do they have to forge ahead but the mere resting on their oars would be disastrous. Will those whom they have assisted and benefited come loyally to their support? Or will they by their inaction allow the work of year to go by default? The Open River association succeeded in obtaining appropriations from congress for the commencement of work at Celilo; obtained an appropriation for the building of the portage road by the state of Oregon; operated steamers during the wheat season of 1906; and then finally succeeded in bringing into existence the Open River Transportation company, formed principally of members of the association.

This corporation, composed nearly wholly of Portland capital, built a small steamer for the Celilo-Umatilla route, and later built a large and commodious steamer at a cost of over $40,000 for the lower river. This was made necessary from the fact that without it they would have been at the mercy of steamers controlled directly and indirectly by the competing rail lines.

Fire Sets Back Efforts.

With this outlay they have endeavored to keep the river open and were in a fair way to do so when during the height of the grain season they lost their steamer, "J. N. Teal," on the lower river, by fire, and were compelled to retire, as no boat of the many on the river could be secured to take her place. This steamer has been rebuilt and in a few days will be able to operate again. A lucrative trade may be worked up between Portland and The Dalles, but that is not aiding the open river movement. Boats must operate on the upper river before the work is effective, and to this end the help of the inland empire is needed in the securing of a suitable steamer for that run.

The "Relief" is a splendid carrier for her size but has insufficient power to ascend the Umatilla rapids, thereby shortening her route so that not much good is obtained from her use. With a small outlay more powerful machinery and boiler can be placed in her, and much good can be obtained from her operation.

The Norma, a powerful heavy carrier, is lying at Celilo, that may be purchased or leased until a suitable boat can be built. One of the exact dimensions of the steamer Teal would be appropriate for the route.

Subscribe Funds.

A movement is on foot in the Kennewick-Walla Walla region to subscribe sufficient funds to build a steamer to connect with the Open River line, and several thousand dollars have been secured. With this object attained the future looks bright for an open river service from Portland to Priest Rapids on the Columbia and to Lewiston on the Snake. It means the placing of the Celilo canal on a basis that more than one contract can be let, insuring the rapid construction of the same, and last but not least the building up of the interior and the obtaining of rates that will in no other way be received.

To the people in eastern Oregon and Washington, it is for you to decide. If these benefits are secured your loyal aid must be received.

VALUABLE LEASE ON THE FLORENCE

Portland Capitalists Will Actively Develop a Lease on Property.

The following is an excerpt from a recent article in the Goldfield Review:

W. B. Stewart, president of Continental Gold Mining company of Portland, Oregon, left yesterday morning for Portland, after spending several weeks in Goldfield looking over the mines and the district. While here Mr. Stewart secured what is known as the Florence Ledge lease on the Firelight claim of the Florence group, and in the vicinity of some of the big leases of the camp. The physical conditions so far as the formation is concerned on the block of ground taken over by Mr. Stewart are identical with the leases above named. It also has a strong outcropping of quartz marking one of the best defined ledges in the district. In addition to this large outcropping there are two other veins shown on the surface, running at almost right angles to the main fissure. The vein on the block of ground is one of the system or zone of veins which lie parallel to each other and traverse the country from Columbia mountain to the Red Hills, a distance of over two miles, which is now down in history as the most productive belt or zone of fault fissuring ever discovered, and which might be properly designated as the jewel casket of America.

The crosscut and drift south and west show the andesite formation, which is locally known as the lode porphyry, which is the formation that carries the pay vein or veins with ore shoots, and with the expenditure of a few months' labor there is a fine possibility of nicking up ore on this main vein.

Mr. Stewart has mined from the Arctic Circle to the Equator and has worked all of the great camps on the Pacific coast for the last 20 years and is one of the men that has made good to himself and friends; is a thorough mining man and is conservative to a degree.

They will commence active operations as soon as the labor conditions are satisfactorily adjusted. R. G. Virtue, formerly of southern Oregon, and who has spent several years in Nevada, in leasing and mining, will have charge of the company's investment in Goldfield.

MUSIC LOVERS HAVE TREAT IN CARRENO

Her Playing of Chopin Is a Delight and Her Brahms Electrifying.

Of the fine program which Teresa Carreno will present at the Marquam theatre tomorrow evening, perhaps music-lovers will be more than ever interested in knowing that the Beethoven Sonata has been called one of her finest demonstrations. Carreno has given piano lovers of several generations readings of this composer ever instinct with life and redolent with the perfume of his poetic sense, marked by a certain masculine profundity that gives dignity to its reverential revelation.

The second movement particularly exposes rare breadth of tone and the final had a beauty and an effectiveness that impresses her audiences mightily. When she played it recently in New York she was recalled eight times after that one number. Her Chopin she plays with a superb 'cello-like tone and bigness, with a swing and exhilaration almost breathless, and all of it has the fine sense of proportion, the bold heroic grasp of the context, indicating conscious surety in the wholesome emotion characterizing the larger works of the great masters.

Her Brahms, she passed into the grace and abandon of it with electrifying emotion, and lifted it upon mighty wings which soared, all the spirit of its romance aflame, sustained by her fleet fingers and her fine fancy. The house which will greet this wonder-worker of the keyboard tomorrow evening at the Marquam will be one of the largest ever assembled to hear a great pianiste and the recital is the third in the subscription series arranged for the winter by Lois Steers-Wynn Coman. Seats are now selling at the Marquam box office.

Plucky Women Save a Burning Home

HEROINES OF FIRE

When a man finds that his house is on fire he usually picks up the marble clock that hasn't run since Hec was a pup and a salt cellar and makes his escape as best he can.

But it isn't that way with a woman, at least not with Mrs. Charles Fox and Mrs. James White, two Portland women who, when they found their house at 275 North Twelfth street was burning, kept their wits and by a remarkable feat of daring put out the fire before the arrival of the department.

Mrs. White and Mrs. Fox, with two small children, were alone in the house when a defective flue started a fire in a closet in Mrs. White's apartment.

The door leading into the apartment was locked and the key couldn't be found. So sending the children to turn in a fire alarm the two women secured buckets of water and crawling around on a narrow cornice which runs around the third story of the house, gained entrance to the White apartment through a bed room window.

Back and forth they made the perilous trip, clinging to the wall 40 feet above the ground, time and again almost blown off from their precarious footing by the high wind, but keeping bravely at it until the fire was nearly out. When the department arrived the firemen were able to extinguish the blaze by using chemicals.

Neither of the two brave women was injured although when it was all over their nerves gave way temporarily. The damage was slight, but had not the fire been taken care of at once the firemen say it would have destroyed the flat building.

SALOON INFLUENCES REMOVED FROM COLLEGES

By Miss Ada Wallace Unruh, State Corresponding Secretary W. C. T. U.

That the Oregon towns where the large schools of learning are located are with one exception outside of Portland under the operation of local option, is a matter of congratulation to the parents who must send their sons and daughters away from the home atmosphere for college training. A visit to the state university city recently convinced me, as it would have done any unprejudiced observer, that the atmosphere is much safer than in former years for the unformed mind.

Whatever one may think of prohibition in general I think that all will agree that the saloon atmosphere is not conducive to the development of high moral standards of the young people who grow up in it. This is a point of probable agreement where anti-prohibitionist and prohibitionist can meet. I once heard a saloonkeeper's wife in Portland say that she did not want her boy to be under the influence of the saloon during the formative period of his life, and that to protect him from that influence was her hope.

So we may congratulate ourselves upon the splendid law enforcement in Eugene at this time. That that is done at the expense of much effort goes without saying at least to one who knows the stubborn resistance that the saloon presents to the enforcements of any form of prohibitive law. That intoxicating liquors can be found in Eugene is altogether likely, but it certainly does not obtrude itself upon the attention of the young men and women that are in that city for the purpose of making preparation for useful lives. President Campbell, whose unselfish work in the interest of education deserves some free advertising, together with his fine band of teachers, may well congratulate themselves upon the absence of the opposing influence of the saloon that is found in so many college towns.

That the normal schools of the state are also enjoying the same blessing was vividly recalled by a stop in the beautiful city of Ashland this week. The city is now struggling with the problem of dealing with the liquors that have hitherto been shipped to that place for the inland trade, especially to the Klamath county. It has hitherto been kept in cold storage at this point for reshipment, but the well known evasions of law practiced by dealers in the drunk producing liquor makes the good people of Ashland fear that some of the stuff will linger in their dry city to the confusion of their own people.

The council is struggling with the proposition of caring for the beverage in transit without permitting a blind pig of giant proportions to lodge in their town. If, as appears now, the shippers of liquor find themselves in trouble in crossing this bit of dry territory, they may thank themselves, as had they not made a reputation of law breaking they would not now face a suspicious people and council.

The reports from McMinnville, the seat of the Baptist college, not only shows a clean town, but a delighted lot of business men because the measure has been such a material blessing to them. I have been told that in common with other towns the business men of McMinnville looked upon the putting out of the saloons as a blow at the business of the town. To their surprise and joy they have found that just the opposite effect has been produced. It is said that an informal canvass of the business of the town recently found them in favor of local option as a material blessing.

Perhaps it is a matter of surprise that men who are supposed to be logical, have not long ago argued out this question, without a demonstration, that the saloon was a dangerous rival of legitimate business. It seems such a self-evident proposition that money that is spent in the saloon is so much deflected from the channels of honorable trade that even a woman could see the logic of opposition by business men. In addition to this it is being felt that the trade that contributes to nonproduction on the part of any number of citizens means shrinkage in legitimate business and a burden of taxation upon the producers for the support of the nonproducers. When added to this there is the support of the result of crime incident to the saloon trade to be paid by the sober man, the position of the prohibitionist becomes a very reasonable one. Even if he has no care for the moral side of the proposition.

If one is not convinced of this he would better take a trip to Eugene, McMinnville, Albany and Ashland and compare the conditions with former days, and incidentally ask the busy men when they want the saloons to return. Go to Newburg or Forest Grove and ask them what they think of an anti-saloon town. If the two latter towns are not satisfied let them try saloons and conviction will come speedily. The awakening of the business world to the material benefits of prohibition is one of the most hopeful signs of temperance times. We no longer hear men say, "Why, yes I am ready to agree that the saloon is a bad thing from a moral standpoint, but we men must look after our business and the saloon brings money to a town." That it to say we do not hear this from the longheaded business man that is studying to find the conditions that make for the largest business success.

That men in increasing numbers is saying, "Yes, the saloon is a great evil, and I appreciate that, but as a business man I have studied the material side of the question and it is that consideration that has made me an opponent of the saloon." He realizes that in the matter of revenue the saloon is not a philanthropic institution contributing to the municipal expense and improvement but an institution that yields grudgingly a small part of its ill-gotten gains to buy protection and endurance from a long suffering people. He understands the Portland official that testifies that if ten saloons can be closed in Portland the services of five detectives and policemen can be dispensed with, and he figures out at the point of his well-sharpened pencil that he does not desire to contribute to an institution that he does not patronize his share of the police salary. While all this revolution in the sentiment regarding the temperance question is going on the temperance advocate might well nigh fold his hands and let the business men make the most effective temperance addresses that have ever been made.

10 DOLLARS

Will buy a splendid good OVERCOAT Or RAINCOAT

at our store—Don't pay any more this time of year—There is no need. YES, we have excellent suits for men at the same price and plenty of them —in all our stores.

MOYER 3d and Oak 1st and Yamhill

STIRRING TRIBUTE TO DR. DRIVER

The following appreciation of the late Dr. John D. Driver was written by P. A. Moses of Corvallis:

Dr. John D. Driver has gone to the great beyond. His footfalls will no more be heard. The people will no more assemble in the sanctuary to hear his familiar voice freighted with the truths of the gospel as he understood them.

His name will be stricken from the conference roll. He has left behind both friends and foes, lovers and haters. His work has ended and the influence that he exerted upon mankind, while living, will be borne along in the mighty tide of light and life, that will flow unceasingly until the great day of perfection.

Whatever may be said of him by either friend or foe, all will testify that he was true to his convictions, and was always consistent with himself, and with every marked trait of his character.

Mind of Original Thought.

His mind was moulded to original thought and investigation. He could not take the teachings of any uninspired man without an examination for his own satisfaction. He could not tolerate a light, or superficial exegesis of any of the great truths of the gospel. Hence his mind led him to hunt for the original author and the original root thought.

In his investigations he went beyond almost every man of his day, and brought out thoughts and teachings new to the great body of divines. He gave explanations to certain difficult scriptures not found in commentaries. What he presented was satisfying to his own mind, though new to all his admirers and hearers.

He was set for the defense of the gospel, and from no position that he took, either in regard to gospel, or to his own arguments, could friend or foe dislodge him. His mind was logically formed and logically developed, his sequence necessarily followed from his premises.

He never diverged or lost sight of the main thought before him to the conclusion of his investigation and to the last analysis of his own reasoning, hence his invincibility and intrepidity.

His mind was of that make-up that a regular classical college education would have unmade him to a large extent. It would have led him to depend more upon others and less upon his own mental powers, and besides would have restricted him to rules not in harmony with his own modes of thought.

The legitimate rules of logic are, and were in accord with his mental processes. To say that he was not an educated man would be as far from the mark as to say he was a college-made man. He was of that small class of men who knew much before it went into the books.

Met With Opposition.

His mind was angular and well calculated to arouse opposition which often brought him into controversy, a field in which he delighted. This often caused many, even of his warmest friends, to stand aloof. He feared no foe, either physical or polemical, and but few men of his day were worthy of his steel. The people esteemed him more for his mental powers than as copiest. But few men could be found who were more brainy than he or whose native mental powers had been more at work than his.

He was not emotional in his preaching or in the expression of his feelings. This grew out of the fact that owing to his comprehensive grasp of those divine truths, so essential to the building of character he laid the stress of his preaching, more on inward divine growth than on outward expressions of joy.

Few ministers have had more hard things said about them than he. This caused me to stand aloof for many years. We have been informed that he was the first of his family for many generations to become a Christian. This accounts in a large degree for his apparent abrupt and indefinite methods and his laconic and emphatic expressions. Whatever subject he studied, he never ceased until he absorbed it and it absorbed him. And he was never more delighted than when investigating and defending truth as it presented itself to him.

He never had but three books, the Bible, Man and Matter. All other books to him were but helps to understand these. The Bible was to him the book of books. The book of God, and the god of books, and amid its hidden riches he delighted to dwell both in thought and in word. Man was an open book to him. Few men knew the maker of man, so well as he, or so well as he what was in man. He studied matter both apriori and aposteriori understood its language, and interpreted it to the delight of all his hearers whenever he dwelt upon that pleasing theme.

Intellectual Attainments.

He knew much along other lines apart from theology. He studied Hebrew, Latin and Greek and his native tongue almost without a teacher, and saw more force and beauty in them than many, who make more pretentions.

Sham he could never tolerate in any one. To know the real man, one must know his inner life, and the processes by which he obtained what he knew. To know these was to be convinced that he was intimate with God. Much of his apparent indifference was the result of his mental activities along the lines of the themes he preached, and the rich truths he delighted to unfold.

He had within a warm and loving, but not an emotional heart, that pulsated to every good wherever found.

It was harder for him to approach his brethren than for them to approach him. He hungered for a companionship with them which he never found, simply because they failed to get into the secret of his inner life. We will not speak of his family relations, or his accord with his ministerial brethren, or his success in his long ministry. We leave these to his own spiritual household, who know them better, more largely and more correctly than we possibly can.

OFFICERS NAMED FOR FOURTH REGIMEN

Congress Extends Time for the Organization of Militia to Conform to Act.

In a general order just issued
the office of the adjutant-genera
gon National guard, separate c
A, B, C, D, E, F and G wil
future constitute, an additio
ment, to be known as the F
fantry, Oregon National gua
following field and staff offic
been assigned: Colonel, G
Yoran; lieutenant-colonel, Joh
liams; major, Frank B. Ham
Creed C. Hammond; Captain
Taylor, adjutant; Captain
Chambers, quartermaster; C
ton K. Lawson, commissary;
tenant John M. Rennie, bat
tant; First Lieutenant, Walt
keld, battalion adjutant; S
tenant Willard C. Copperno
quartermaster and commis
This change was effe
congress has extended t
five to seven years for
itia to conform to sectio
of June 21, 1903, w
that states must have
ments of three battalio

Sale to Continu Long

The administrator's
one week longer. F
will include all new
general reductions.
nize style and qua
profit by this grea
Donnell, Third an

PERSONAL

If you can arrange to loan from $50.00 to $100.0
able Portland company, payable at the rate of $1.0
a week, you will receive interest, guaranteed at
payable in gold and secured by a deed of trust o
Arrangements will also be made to provide free ren
ern apartment house for a limited time. Addre
X 144 Journal.