

Daily Astorian.

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HOW IT WILL BE.

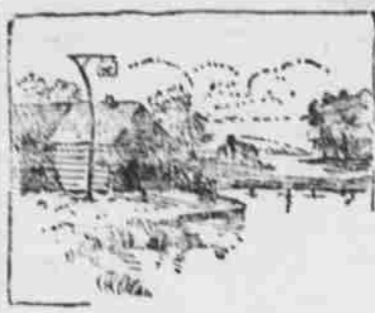
Elsewhere in this issue appears a communication of a most interesting nature. It clearly sets forth Astoria's railroad problem of the hour. The figures are accurate and the difficulties besetting the opening of the new line are not overdrawn. Railroad experts of national repute admit that the entire question now sought to be solved is one of the most complicated in railroad annals. We have on one side Puget sound, the terminus of the Northern Pacific and Great Northern railroads. Both lines are now under the control of the Morgan and Hill interests. In the center, or on the Columbia river, are the Great Northern, Northern Pacific, Union Pacific, Denver & Rio Grande and its Eastern connections, having their entrance into Oregon over the Short Line and O. R. & N., the same as have the Union Pacific and Great Northern. All of these lines, except the Rio Grande, are, or are about to become, members of the same Morgan-Hill family. On the south is the Southern Pacific at San Francisco, with a line running into Oregon, connecting at Ogden with the same Rio Grande and Union Pacific roads. San Francisco, Seattle, Tacoma and the Columbia river are all rival harbors, doing business with the Orient and Europe. On the Columbia river a two-fold question is equally occupying the minds of the merchants, the citizens of the state at large and the railroad companies. The building of the new road between Portland and Astoria by Mr. Hammond, in the face of tremendous opposition, has set everybody guessing. The questions of vital interest are whether it is not cheaper and better to handle the grain shipments of the state at Astoria instead of at Portland, as heretofore, and how best to overcome the competition of the Sound.

It is readily seen that with all of the complex elements entering into it the solution of this question will not be arrived at in a hurry. Reduced to its simplest form, will the handling of grain at the mouth of the river, instead of at Portland, enable the state of Oregon to do the principal shipping business of the Northwest coast? Perhaps the best posted railroad man in Oregon says it will, but that the difficulties outlined by Webster are to be overcome. There is a way to do it, and that within two years. The expenses of towing ships to and from Portland are a little more than the average expenses of towing ships up the Sound. If, by joining hands, Portland and Astoria can make the cost to vessels loading in the Columbia river at Astoria a mere nominal one, a large advantage is at once gained over the Sound. By eliminating the river towage and pilotage, a large portion of this cost is at once cut off. This, of course, will be done as soon as the grain is handled by rail to Astoria. Then the bar pilotage and towage can easily be reduced to a mere nominal sum. Doubtless, the Astoria road will be closely allied to the Morgan family interests on this coast. It is only natural that it should own its own tug boats and do its own towing. By loading vessels at Astoria, not only towage and pilotage expenses will be saved, but ships will save fifteen days in time, many incidental expenses, and the dangers of the low one hundred and ten miles up river, and as compared with Seattle or Tacoma, a saving of three hundred miles is made, one hundred and fifty of which is towage from the straits to port. Besides this, insurance for vessels loaded at Astoria is one-fourth of one per cent less than on vessels loaded at Portland. Within six months from the time that it is noised abroad that ships can come into the Columbia, get their cargoes only ten miles from sea at a mere nominal towage expense, and save one or two weeks in time over Portland or the sound, besides securing a less insurance rate and an increased freight rate, two vessels will head for this port where one now books for the Co-

lumbia. This is a small figure, and is only half of the estimate made by an expert and conservative traffic man. It is clearly to be seen that if the wheat is brought to the mouth of the Columbia for loading, two or three times the number of vessels now handled in the Columbia will obtain their cargoes at Astoria. But this does not settle the question of the traffic relations between the railroads, or whether they will make any such relations.

It is a well known principle in Europe and the United States that the nearer the water you can bring rail and deep sea vessels together, the cheaper the transportation and the less the cost to shipper, consumer and transportation companies. The advocates of the principle of sending deep sea vessels as far inland as possible for their cargoes cite the instance of the Manchester ship canal in England, which was constructed at tremendous cost for the purpose of getting vessels a hundred or more miles inland. These people lose sight of the fact, however, that the Manchester canal was built to enable vessels bringing cargoes from abroad to discharge as near their inland destination as possible. There is little outgoing pay business from Manchester. The situation on the Columbia is exactly the reverse. Ninety per cent of the ships coming here come to receive cargoes. When goods are loaded in cars for export by sea, it is cheaper to keep them in the cars as long as possible, and when goods are loaded in ships to be delivered to cars, the reverse of the principal is true, other things being equal. The same authority estimates that the Astoria road could, if necessary, haul the wheat from Portland to the sea at 50 cents per ton and make money. Its road is one of the finest-constructed lines in the West, laid with the heaviest steel rails, with steel bridges and the highest grade cedar piling. Its engines will be able to handle from fifty to seventy loaded cars per train at a good rate of speed, as the road is free from grades and sharp curves. The O. R. & N. is the chief connecting line to be considered, since it hauls 75 per cent of the wheat into Portland for transshipment. Admitting that the O. R. & N. Co. makes some profit out of the towage of ships from the sea to Portland and return, would this advantage be more than compensated by turning the business over to the Astoria road, not only at a loss of the towage, but at the loss of 50 cents per ton out of the rate obtained from the wheat fields to Portland? To carry on the fight against the sound, and overcome the competition of Seattle and Tacoma, the same through rate must be made to Astoria from the interior as is now made to the Sound. In making this rate, the O. R. & N. would save the switching and terminal expenses at Albina, which are no inconsiderable part of the expenses to that line of handling the business. It would be much cheaper to turn the loaded cars over to the Astoria road, and throw upon the terminal line at Astoria all terminal charges. There is no reasonable doubt that in making such a deal the shipping of wheat from the Columbia river would be more than doubled, and the earnings of the O. R. & N. Co. would be so increased as to offset whatever losses might be incurred through the giving up of the towage and a proportion of the through rate to the Astoria road. Auxiliary to this would be the securing of East-bound business from Astoria, the largest portion of which would be lumber and shingles, which would be manufactured in large quantities from the timber at hand, as soon as the means of exporting the product were furnished.

These desirable results are to be obtained by intelligent work upon the part of both Astorians, Portlanders and the railroad. So soon as the business men of Portland realize that their general business and the trade of the entire state are to be augmented tenfold in two or three years' time, they will be the first to urge the accomplishment of the deal. After the Astoria road is completed, the whole question will be largely settled by



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have, from the time of their preparation, been a continuous success with the public. And that means that Ayer's Pills accomplish what is promised for them; they cure where others fail. It was fitting, therefore, that the world-wide popularity of these pills should be recognized by the World's Fair medal of 1893—a fact which emphasizes the record: 50 Years of Cures.

the operation of cause and effect. This will be like water running down hill. No dams, however, must be interposed to turn the stream aside or block the same, and the Astorian confidently predicts that wise counsel and wise heads will, in less than two years, turn a stream of traffic down the Columbia River railroad which will make the grand harbor at the mouth of the river the great commercial center of this coast and completely throw in the shade all the Sound cities combined.

NUMBER TWO ANSWERED

W. J. Ingalls Tells About That Court's Road and Its Opening.

Chadwell, Sept. 4.—(Editor Astorian.)—In your issue of Sept. 2 the honorable supervisor of road district No. 2 seems to feel aggrieved, and rushes into print to air himself, and get a little notoriety, and he has not been very particular about getting his information. Therefore, much of his communication is untrue and misleading.

Now, with a view to advancing the interests of roads in general, and correcting misstatements, and to show the real condition of the road in district No. 2, I venture this reply.

In the first place, I was not one of the victims alluded to, and was not the author of the communication of August 11 referred to. But knowing the condition of the road in district No. 2, and also other districts, and knowing that the supervisor of said district, as well as other supervisors, was openly violating the law by leaving the road in a dangerous condition, I have this to say: Now, section 28 of the road laws of the state of Oregon, reads thus: "The supervisors of roads shall open or cause to be opened, all public roads which may have been or may hereafter be laid out and established according to the law, in any part of his road district, and shall keep the same in good repair."

Now, does this law mean what it says, or is it null and void and was it placed on the statutes for fun, to be violated with impunity by such men as the honorable supervisor of road district No. 2 because he wants to please Old Man West? I think not. I think the law means what it says, and no one will venture a contradiction. In my humble opinion, the laws want remodeling. Our main need is a competent and energetic road and bridge superintendent elected by the people, and paid a fair salary; whose business it shall be to compel supervisors to comply with the law, or fine them and turn them out of office. Then, and not till then, will a suffering public get some benefit from their money paid out in taxes. The laws are defective. Our present county court have evinced a disposition to try and remedy this evil, in a measure, and have done more in that line than their predecessors, but thus far their efforts have been practically fruitless.

In the older states every town has a superintendent, and they expend more money yearly in many country towns than Clatsop county has spent during her existence. So much for the law. Now to answer the allegations of the honorable supervisor.

I will say, in reference to the casualties at the time of the accident, the lady was somewhat bruised, and the little boy showed the bruises plainly on his face, a week after. I saw all of the parties within one hour after the accident and can say that I could not detect any sign of the effect of "liquid refreshments." But I presume if the parties did indulge in any way, they paid for it, and it is not improbable that had this instigator been present and been invited, he might have joined in the indulgence; for I have known many in my time, that were continually howling about "liquid refreshments" who were always ready to take a drink at other people's expense, but never put up themselves.

Second.—The honorable supervisor of district No. 2 says he has been driving horses for 50 years and has yet to learn that a road that is wide enough for two

horses is not wide enough for one. Now the common gauge of a wagon in use in Oregon is five feet. I measured the road where the accident occurred and it is five and a half feet wide at the bottom of the cut. Now, it don't take the brains and intellect of a Daniel Webster, Rufus Choate or George Washington to see that a pair of horses hitched side by side cannot get out of their place as each one crowds the other to the outside of the cut and the vehicle has to follow after the horses, consequently such a road is not particularly dangerous for double teams. But with a single team with the horse confined to a ten-inch space in the center of this rut, the case is different. If the horse sways one foot or less, he runs one wheel up on the bank and over goes your carriage.

Another dangerous place in this road district is near the Butterfield place where a log lies with the end within one foot of the wheel track, completely hidden by ferns, and has been there for years, came very near causing a fatal accident two years ago, when a Miss Wheeler was thrown out of a carriage and had to be conveyed to the hospital.

The honorable gentleman says that I besetted the benevolently inclined and raised several thousand dollars to open this road. There was raised and collected \$100; that was expended and I venture the assertion without fear of contradiction that there was never in Clatsop county more and better road built, considering the amount and location, than this road in particular.

In reference to this subscription, will say: When locating this road, I went to this honorable supervisor and tried to get his consent to run the road some half a mile north of its present location, to get round a sand hill, that has been and is now, a serious menace to the road. But this honorable supervisor said that he had sold a piece of sand to old Mr. Tagg for a boom price, something like \$100, and he said Tagg had only paid \$25, and that he was afraid if he did not get the road near this property and over this sand mountain, Tagg would go back in the traces and not pay up. But with all of his zeal to save the \$75 owed by Tagg, I could not get this honorable gentleman to subscribe one cent, notwithstanding all his neighbors, both north and south, extending to Port Stevens, gave a helping hand, even to the hired men who worked for this honorable road supervisor who has been openly violating the law and is liable to criminal prosecution, just to please Old Man West, and then comes out in print and makes his boast of it.

In reference to what he says about the amount of traffic, he shows his extreme ignorance of the facts. He says that nothing but claims and liquid refreshments go over this road. He certainly knows that for the past four or five years there has been several hundred loads of wood hauled over this road to the railroad. Last year thousands of feet of logs were hauled. Also, there has been hay, several hundred cords of wood, bark and spokes were hauled, besides the "blams and liquid refreshments" and there is scarcely a day but what people are traveling backward and forward to meet the train, and if the road was in passable condition, and the westerly end connected with our market town, I doubt if there be a road in Clatsop county that would have more travel than this road in question. It is a well known fact that this honorable supervisor stated in a public meeting at Seaside that he would give some work on the Elk creek road, but would spend a hundred and fifty dollars to defeat the Lewis and Clarke road. What could possibly cause such a feeling toward a people who were trying to get out of the woods and a people from whom this honorable gentleman had received his small share of patronage for several years, to a stock horse he kept for service?

In conclusion, I will say, it is a great violation of the law for a man to take the public money and build a plank road and neglect all the other roads in the district, and our honorable county court are recreant to the trust reposed in them, to allow this honorable gentleman or any other road supervisor to openly and intentionally violate the law.

AN OPEN LETTER TO MOTHERS.

WE ARE ASSERTING IN THE COURTS OUR RIGHT TO THE EXCLUSIVE USE OF THE WORD "CASTORIA," AND "PITCHER'S CASTORIA," AS OUR TRADE MARK.

I, DR. SAMUEL PITCHER, of Hyannis, Massachusetts, was the originator of "PITCHER'S CASTORIA," the same that has borne and does now on every bear the fac-simile signature of Chas. H. Fletcher wrapper. This is the original "PITCHER'S CASTORIA," which has been used in the homes of the Mothers of America for over thirty years. LOOK CAREFULLY at the wrapper and see that it is the kind you have always bought and has the signature of Chas. H. Fletcher wrapper. No one has authority from me to use my name except The Centaur Company of which Chas. H. Fletcher is President.

March 8, 1897. Samuel Pitcher, D.

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FOUR LOTS IN BLOCK 15, McCLURE'S. Very cheap and easy terms.

A GREAT BARGAIN IN BLOCK 9, Hustler & Alken's.

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7-ROOM HOUSE, NEW IN EAST WARRENTON. Small cash payment, balance easy terms.

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