

**THE COLUMBIA RIVER AND THE O. S. N. COMPANY.**

The Question of Transportation and Monopoly Discussed—Comparative Rates—Facts for the Country.

PORTLAND, April 11, 1878.  
To the Editor of the Oregonian:

I am advised that our company has been grossly misrepresented by designing parties before the committee of Congress in connection with the bill for extension of time for the completion of the Northern Pacific Railroad—statements having been made that we are a "grinding monopoly" and robbing the people of Oregon in various ways, etc., etc. In view of these statements it has been urged that certain restrictions should be put in the railroad company's bill compelling them to commence the building of their road at Kalama, or Portland, or around the portage at the Cascades, in order to relieve the people of Eastern Oregon from the power of this "grinding monopoly," etc. I am aware that statements have been made in our own community that there is some connection or understanding between the N. P. R. Co. and the O. S. N. Co., or, in other words, that "they are one and the same thing." But I beg to state that our company has not a dollar's interest, directly or indirectly, in the N. P. R. Co. Yet I am free to admit that, regarding them as the only company through whom we have the faintest hope of getting a railroad connection with the East, we feel friendly towards them and have no desire to throw any obstacles in the way of their obtaining such legislation as will enable them to go on and complete the building of their road.

In view of the statements heretofore referred to I feel it a duty I owe to the company which I represent, to submit a brief statement regarding the navigation of the Columbia river and the manner in which the business is being conducted by our company. The navigation of the Columbia river on account of obstructions at the Cascades and Dalles is divided into three divisions, viz: Lower, Middle and Upper Columbia. That portion below the falls at the Cascades (a distance of 63 miles from Portland) is termed Lower Columbia. Here we make a portage by railroad of six miles to the Upper Cascades. From this latter point to the Dalles, a distance of 52 miles, it is called the Middle Columbia. Thence from the Dalles to Celilo there is another portage by railroad of 14 miles; thence above Celilo we have the Upper Columbia; distance from Celilo to Wallula, 105 miles. From Wallula to Lewiston, Idaho territory, we have 11 miles of navigation on the Columbia, and 150 miles of navigation on the Snake river, thus making the total distance from Portland to Lewiston, 401 miles. On account of these breaks in our line, and the great rise and fall of the river, (some 40 feet) we are compelled to keep up a fleet of steamboats, many of which lie idle for a large portion of the year, besides the building of expensive inclines and floating wharf boats at our several landings. All freight shipped between Portland and Dalles has to be handled six times; that destined for points above Celilo 10 times, and for Snake river during a low stage of water 12 times. All that section of country East of the Dalles, and tributary to the Columbia and Snake rivers, is entirely destitute of timber and a poor quality of drift wood usually costs \$6 per cord, with the quantity very limited; consequently we are compelled to transport nearly all our fuel from the Middle Columbia across the portage at the Dalles, thence by steamboat to the Upper Columbia and Snake rivers, thus involving an enormous expense, especially when a steamboat for a single round trip from Celilo to Lewiston consumes 50 cords of wood.

The navigation of the Upper Columbia and Snake rivers, at low water, is attended with great risk, and notwithstanding we build our steamboats in compartments, and employ the most experienced and skilled pilots, it is by no means an unusual occurrence to have the bottom of our boats torn nearly out of them, thus involving large outlays in hauling out and repairing, to say nothing of the chances of losing a boat altogether occasionally. The foregoing are among the difficulties attending the navigation of these rivers, and as the subject is looked into they would seem to warrant even higher rates than have been charged by our company for several years past, taking into consideration the capital employed and the risks incurred. I believe it is admitted on all hands that our steamboats are A 1 in every respect, and that the business entrusted to us is done promptly and satisfactorily.

Now, regarding our rates of charges (for here is where the "grinding monopoly" and "robbing the people" must come in, if anywhere.) The company which I have the honor to represent was organized in the year 1860, and has from its organization been practically under the same management as at the present time. All our interests being identified with this country, it has been our aim and study (whether we get

credit for it or not) to adopt a policy that would facilitate the settlement of the vast country tributary to the Columbia river, and thus build up Portland and advance the interests of the state. The present prosperity of the settlers in that section, together with the prosperity of Portland, is the best endorsement we could ask. In fixing our rates from time to time we have discriminated in favor of the farmers and producers in order to induce the settlement of the country, thus enabling them to net more money on the productions of their farms than any other section of the country; in other words, we have made special rates for up freight on farming implements, farm machinery, etc., etc., and the lowest possible down rate upon the productions of the farm. Our rates on wheat, flour, oats and barley, from Lewiston (on Snake river) to Portland, is only \$8 per ton, the distance being 401 miles, employing three and sometimes four steamboats and two railroads to transport said freight, and necessitating its being handled ten and often twelve times. From Wallula to Portland, a distance of 240 miles with ten handlings, we charge only \$6 per ton. Our company built several fine steamboats and three large wharf boats last season, besides making extensive additions to the rolling stock of their railroads, in order to move the increased products of the country with the utmost dispatch, thus enabling shippers to get their wheat out of the country and take advantage of the market. At the close of the season there were but a few hundred tons of wheat at Wallula awaiting shipment. At this time we are building four additional steamboats of large capacity for accommodation of freight and passengers, for the upper river trade.

Having said this much, suppose we now make some comparisons as to the rates of charges. The Oregon & California Railroad Company, whose road has been in operation about seven years, and which runs nearly parallel with the Willamette river, according to the advertised freight tariff of that company, are now charging from Eugene City to Portland (a distance of 124 miles) \$6 per ton, with only two handlings, and no transfer and with three competing lines of steamboats on the river, while the O. S. N. Co., (the "grinding monopoly") from Wallula to Portland, using three steamboats and two railroads, and handling the freight ten times, (with no competition) for a distance of 240 miles, charge what? just the same price, viz, \$6 per ton. I am aware it is claimed we charge high rates on up freights, but suppose we make a similar comparison. The railroad company charge from Portland to Eugene City (two handlings and distance 124 miles) \$15 per ton, while the O. S. N. Co., from Portland to Dalles (distance 121 miles), employing two steamboats and one railroad, with six handlings, charge \$10 per ton; or, from Portland to Wallula, with three steamboats, two railroads and ten handlings, a distance of 240 miles, \$25 per ton. I suppose it would hardly be claimed that with two railroads through the valley, and three lines of steamboats on the river, all competing for the business, that the transportation companies were "robbing the people" of the Willamette valley to any great extent; yet the "O. S. N. Co.," with no competition, has notwithstanding the obstacles above referred to, adopted a policy that places Eastern Oregon on a par with the head of the Willamette valley. I submit that statement for the consideration of such as have the true interests of our state at heart.

S. G. REDD,  
Vice President O. S. N. Co.

**Thoroughbred Stock.**  
On Sunday last, Nathan Coombs, Jr., son of the well known California stock breeder, arrived here from Napa county in that state, with 11 head of thoroughbred horses, embracing the get of all the fashionable stock in California. The head of the string is Shannon, an own brother to the noted race mare, Mollie McCarty; he is six years old and will be kept for breeding purposes only. The others are all expected to figure on the turf hereafter, and embrace the get of Lodi, Norfolk, Hubbard and Joe Daniels, all distinguished as great racers in their day. This valuable importation is not without significance, for it the same of Walla Walla as a horse producing section had not gone abroad, these horses would not have been carried, at a great expense, past the Willamette Valley. But the fame of Walla Walla as a place to train is already settled beyond dispute. A man can make a race in April to be run here in June, and depend upon getting eight weeks of good training weather, which cannot be relied upon either at Portland, Salem or Puget Sound. Our country has long been celebrated for producing the best trotters north of San Francisco, and now this importation comes to fill the only void in the shaps of racers. The stock may be seen daily at the track.—Union.

**J. W. Huston.**

The Idahoan pays a just compliment to U. S. Attorney Huston, just rejected by the Senate, in the following style:

The name of Maj. Joe Huston, sent into the Senate for confirmation as U. S. District Attorney for Idaho, was rejected. Although it was a matter of no importance to him, yet the people throughout the territory who have known him so long and well will be greatly disappointed at his rejection. Maj. Huston came into the territory about nine years ago and has served the government ably and faithfully in the discharge of his official duties ever since. He came not as a hungry carpet-bagger, but he came to carve out and build up a permanent home in a new country; and he thinks far more of the record he has made since his advent among us than he does of any position the government can bestow upon him. His splendid abilities would take him to the front in the practice of his profession in grander fields than Idaho; but he is content to remain in the enjoyment of the lucrative business and lasting friendships that an honorable course has established here. His practice now extends from Salt Lake to Oregon, and is constantly increasing. Maj. Huston has every reason to feel pleased at the estimation in which he is held by the people of this territory.

**Delegate Election.**

Next Tuesday the voters of Washington Territory are called upon to exercise "a freeman's will" by the choice of Delegates to the Constitutional Convention. "The only regular ticket in the field" east of the Cascades, is the one at the head of this column. The candidates are all good men and would well, faithfully and ably represent the people. No objection to them has been raised in any quarter. Their only opponents so far as we have been able to learn, are James V. O'Dell, of Whitman county, who is running on a sort of Independent Democratic at the solicitation of friends-ticket, and Lewis Neace, of Columbia county, who is, we believe, put forward by the Democratic Central Committee. Mr. O'Dell is a lawyer of some pretensions, while Mr. Neace is a farmer of means who peculiar qualities either have for the position for which they are named is not so evident. Both are good men, but neither would make useful members of the Convention. The returns of the election will mention their names as having been voted for, and that is all we presume that either gentlemen expects.—W. W. Union, April 6.

**Good Advice.**

Aunt Kate writes to the P. Gazette of her life in the pan handle of Idaho and her use of the frying pan, Dutch oven &c., and winds up her letter as follows:

The machinery for Rocky Point saw-mill is at Almota and will be shipped as soon as the roads will admit. There are two families and a fraction living at the mill,—in fact the most of our neighbors are fractions of families. I have been trying to impress upon their minds the necessity of capturing a tame duckey to cook the many wild ducks they are continually hunting. In consequence of my earnest solicitude in their behalf you may get a marriage notice from this section, who knows.

In consequence of Aunt Kates solicitude in this matter, it is said that her bachelor neighbors consider her a very valuable acquisition to the pan handle.

**Rich Ores in Montana.**

The working assays of ten tons of ore recently taken from the Penobscot mine shows a value of \$1,500 per ton. Another lot of twenty tons, just taken from the shaft of the mine, mills at the rate of \$1,000 per ton. As incredible as the statement may appear, it is confidently asserted that the five stamp mill and arastra, now at work, will show a gold product from the Penobscot of close on to \$100,000 within the next thirty days.—Helena (Mont.) Herald

**The Indians of the Northwest.**

WINNIPEG, April 5.—A party has just arrived from Big Bear's camp, and says everything is quiet. Arrivals of yesterday from the confluence of Red Deer and South Saskatchewan rivers report the Blackfeet and Sioux in one camp upon the South side of the river, and that they had fired at a Cree squaw across the river. Sitting Bull, the Blackfeet chief, and Big Bear are coming in to interview the Lieutenant Governor of the Northwest territories.

**Pardoned.**

We learn from the Idahoan that Gov. Brayman has pardoned Ah Hop, Yang Sing, Ah Pong and Hong Chu, who were sent to the Penitentiary last October for the murder of John McGuinness, about half a mile above Idaho City last summer.—I. World.

**Grostein & Binnard's Column.**

**The Best Bargains**

AND THE  
**BEST GOODS**

—AT—  
**GROSTEIN & BINNARDS.**

**FIRE PROOF BRICK STORE,**

On Second Street near Montgomery,  
**LEWISTON, I. T.**

—  
**A WELL SELECTED**

AND  
**EXTENSIVE STOCK**

Adapted to the wants of the  
**LADIES**

OF BOTH  
**CITY and COUNTRY.**

—  
**FARMERS, MECHANICS**

AND  
**MINERS GOODS**

Of every description.  
**WE BOUGHT LOW, PAID LOW**

**FREIGHTS AND WILL**

**SELL LOW FOR**

**CASH.**

—  
WE have the most **VARIED, EX**

**TENSINE and best STOCK**

—  
**IN THE CITY.**

—  
**In CLOTHING, DRY GOODS**

AND  
**Groceries**

—  
**We can't be excelled.**

—  
The **BEST of**

**LIQUORS and CIGARS**

Sold by the **PACKAGE.**

—  
**Crookery and Glass ware,**

**SHELF HARDWARE,**

**IRON and STEEL,**

**STOVE and TINWARE.**

—  
**CORDAGE,**

**CARPETING, MATTING,**

**HATS and CAPS,**

**BOOTS and SHOES.**

FOR  
**LADIES,**

**GENTS' & CHILDREN.**

—  
You can't miss the **ARTICLES** you

want in our **STOCK.**

—  
**REMEMBER THE ONLY**

**FIRE PROOF BRICK STORE**

**IN LEWISTON.**

April 10th, 1878, etc.

**Loewenberg Bros'. Column.**

**LOEWENBERG BROS.,**

**TO THE FRONT AGAIN.**

—  
**THE LARGEST**

—AND—  
**MOST MAGNIFICENT**

**ASSORTMENT**

**OF GOODS**

**IN THE MARKET.**

—AND—  
**PRICES LOW.**

—  
**SEASONABLE GOODS**

**JUST IMPORTED.**

—  
THE FINEST LINE OF

**DRY GOODS**

—EVER OFFERED IN THE—  
**LEWISTON MARKET.**

LADIES CANNOT FAIL OF BEING SUITED,  
**OUR DRESS GOODS**

**CANNOT BE EXCELLED.**

—  
GENTS AND BOYS

**CLOTHING**

BOTH FOR UNDER AND OVERWEAR.

—  
**HARDWARE**

—OF EVERY—  
**DESCRIPTION**

**AND OF THE BEST QUALITY.**

—  
**FAMILY GROCERIES**

Of every variety.

—  
**LIQUORS and CIGARS**

OF THE BEST BRANDS.

—  
**CARPENTERS,**

**BLACKSMITHS &**

**MINER'S TOOLS.**

—  
**COUNTRY TRADERS**

Cannot do better than to call and

examine our stock and prices.

—  
**IF YOU DON'T SEE WHAT YOU**

**WANT ASK FOR IT.**

—  
Orders from abroad promptly filled

and with as much fidelity as

though the purchaser were present

in person.

—  
We don't intend to be out-done

in quantity, quality or

prices of our goods, by any trader East of Portland, and we are assured that we can meet the wants of the purchasing public.

—  
CALL AND SEE US AND MAKE

KNOWN YOUR WANTS.

**LOEWENBERG BROS.,**

**LEWISTON, I. T.**

April 10th, 1878, etc.

**J. Alexander's Column.**

**LOOK HERE!**

AND

**SAVE YOUR MONEY**

—  
**J. ALEXANDER.**

Has Bought Goods this Season

low,

And will sell as cheap as can be

bought any where East

of the Cas-

cades.

—  
**HIS GOODS ARE FIRST CLASS,**

His stock consists in part of

**GENTS' & BOYS' CLOTHING,**

**dry Goods, Boots & Shoes,**

**Hats & Caps,**

**LADIES & GENT'S FURNISHING GOODS.**

—  
**HOSIERY**

Of every description.

**Carpets,**

**Oil Cloths,**

**Mattings,**

**FANCY NOTIONS,**

**GROCERIES OF EVERY DESCRIPTION,**

**Wall Paper,**

**Paints and Oils,**

**Crockery,**

**Queensware,**

**CIGARS AND TOBACCO**

Of the best brands.

—  
**OUR STOCK IS COMPLETE,**

And was selected with a special re-

ference to the

**DEMANDS**

—OF THE—  
**LEWISTON & COUNTRY**

**MARKET in this SECTION,**

And they are now offered at the

lowest rates. Don't send

East to purchase

cheaper or bet-

ter, for it will be useless.

—  
**We will take Farmers,**

**WHEAT,**

**OATS,**

**BARLEY,**

**BUTTER & EGGS**

In exchange for goods at fair market rates.

—  
WE have also **AGRICULTURAL**

**TOOLS and IMPLEMENTS** for sale

cheap.

—  
**COME AND EXAMINE**

And you will surely not

**GO AWAY WITHOUT PURCHASING.**

—The goods you need.—  
**NO FURTHER USE**

**IN YOUR GOING TO THE**

**LOWER TOWNS**

To purchase any

**BETTER or CHEAPER.**

**J. ALEXANDER,**

Corner 2nd and D Street,

**LEWISTON, I. T.**

25-4