

Daily Astorian.

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SOME QUESTIONS FOR THE OREGONIAN TO ANSWER.

Some days ago the Oregonian said the railroads of Puget sound would always make the same rates for the produce of the interior to Puget sound points as were made to Portland by the O. R. & N. The Tacoma Ledger and the Astorian want to know what, then, will be Portland's advantage from the easy river grade. The answer is easy. The advantage of water-level grades remains, and the bulk of the produce and heavy freight will follow this route because the haul will always cost less. Has not President Mellon of the Northern Pacific said that in order to get the benefit of the no-grade route his road will build along the Columbia down to Portland—if trackage cannot be had over the O. R. & N. lines? While any rates that may be made to Portland will be met by roads to Puget sound, yet the bulk of the heavy traffic of the Columbia basin will be turned in this way, because it will be so much cheaper for all the roads. The conditions even now, though only partially developed, operate strongly in this direction. Hence Portland now ships much more wheat than Puget sound. For what reason does the Northern Pacific want a line direct from the interior to Portland? Is it forgotten that the president of that company was so recently saying? And why the contention of the Great Northern for the same connection? The railroad men may be supposed to understand this subject. Money will not be wasted where it can be saved; and though the rates will be the same, the great bulk of the traffic will take the route of least cost for the haul—Sunday's Oregonian.

There are two objections to the Oregonian's line of reasoning. First, if the other railroads are to continue their joint use and control of the O. R. & N. low grade to Portland, what object can the combined roads have in granting, or how can the O. R. & N. carry out its promise, made through the Oregonian, of a lower rate? Second, since the same common-point rate is now made by all the roads from interior points to Puget sound and Portland, and yet Portland is handling less and less general commerce each year, while, in spite of the large margin between present high rates and operating expenses, Portland is shipping a smaller proportion of the wheat of the Inland Empire each year as compared with the Sound, how is Portland to maintain the advantage of the down-grade haul or how is she to increase the quantity of outward-bound products carried on the only water-level route to the sea?

What is the matter with the Oregonian in this discussion, anyway? That paper some time ago resented the Astorian's suggestion that it was making money through the maintenance of artificial conditions against the natural conditions which should prevail to make Portland the greatest city on the Pacific coast. The Astorian has more than once since then recalled this, perhaps, unjust insinuation, but there certainly must be some restraining influence about the Oregonian, else a paper of its ability would not discuss this vital question in the lame and impotent fashion it has been pursuing. The Oregonian cannot be blind to the preparations both the Great Northern and Northern Pacific are making at their Puget sound terminals to handle both inward-bound oriental traffic and the outward-bound products of the Inland Empire. Now, what preparation is the O. R. & N. or the Union Pacific making to utilize the incomparable advantage of the water-level grade for the handling of greater commerce in and out of the mouth of the Columbia? And if no such preparations in behalf of Portland and the Columbia river are making or even talked of by the Union Pacific, what is the reason for this strange indifference in the face of the activity of the Sound roads and the recent tremendous impetus felt in all lines of Pacific coast commerce?

Why should the Oregonian cite the threat of the Northern Pacific Company to build down the Columbia as evidence of determination on the part of that road to make a larger use of Portland as an outlet for commerce, when the Northern Pacific has lately invested several millions of dollars in the purchase and improvement of terminals on Puget sound, while not one dollar has been invested by any road in Portland for five years past? Will the Oregonian deny that the inducement to that threat of the Northern Pacific to parallel the O. R. & N. road was to head off the very thing which the Oregonian should be foremost in advocating—namely, the divorce of the O. R. & N. from its present alliance and control by the Sound roads and the open competition of its water-level grade to Portland against the mountain grades of Puget sound? Will the Oregonian answer what it thinks of the propriety of invoking Oregon's reserved right and only possible remedy against the aggressions of Puget sound—that of a legislative investigation of the O. R. & N.'s relations with Oregon's arch-enemy, "Jim" Hill, and the regulation of its rates on such a basis as may leave it a fair margin of profit on its operating expenses, but at the same time give the producers of the interior and the commerce of the Columbia river the benefit of its water-level haul as against any rate the longer mountain roads of Puget sound can possibly make or maintain?

If the suggestions here made by the Astorian are not the proper lines upon which the discussion as to Portland's future supremacy, the growth of Columbia river commerce, and the development of the Columbian basin should be carried on, will the Oregonian, in the interest of truth and for the needed information of the Astoria, point out the error of this position and indicate the means which it thinks should be employed to regain the general commerce already lost by the Columbia river and secure for Portland, Astoria and Oregon, some share in the great commerce of the Orient for which gigantic preparations are being elsewhere made?

SHIPPING AND MARINE



The McCulloch went outside yesterday, bound for San Francisco. The British ship Garnet Hill was towed down from Portland yesterday.

The State of California left out yesterday for San Francisco.

The Fulton, a steam schooner from San Francisco, left up for Portland yesterday.

The steamer Colwell is on the beach at the Astoria from Works undergoing some necessary repairs.

The steam schooner Burnswick arrived down from Portland yesterday laden with lumber from San Francisco.

At the Johnston shipyard, Portland, the tugboat for the Columbia mills at Knappa is rapidly nearing completion. It will be one of the best and most substantial tugs ever built in Oregon, and her shapely appearance gives promise of great speed as well as strength.

The transport Lennox will soon be in shape to receive her cargo of mules, provender and general merchandise. She will probably sail for Manila by the end of the week.

The Garnet Hill, in coming down the river Saturday, when at a point called Hog's Back, was so unfortunate as to be an hour too late for the high tide. She was obliged to cast anchor and wait until the next day in order to move past the obstructions on the tide corresponding with the one she had missed. This is proof positive that at this point, as at others on the upper Columbia, vessels must depend upon the influence of tides to get through the defective channel.

WOES OF THE GARNET HILL

Sailor Boarding House Runners Are Active.

The British bark Garnet Hill is having a peck of trouble, and Captain Foster will draw a long breath of relief when once out to sea, where she will not have to undergo the process (Portland patent) of larnacle surgery nor suffer from the wily machinations of boarding house men. While hung up on the Hog Back yesterday, she was visited by boarding house runners, who from their little boat urged the sailors to jump aboard and partake of the good things the charitable boarding house proprietors would provide for their edification. The honeyed words of the runners tempted the tars, but the eagle eyes of the officers glanced forbidding glances. The officers had the advantage, but the charitable ones had nothing to lose.

Finally one salt, bolder than his fellows, leaped over the ship's side into the water. He was gathered into the awaiting small boat and hastily put ashore. The ship's men attempted to retake him, but without success.

Later the Garnet Hill succeeded in getting into the deep water of the bay, and the philanthropists followed. Another over-tired sailor threw himself overboard, but he was picked up by the wrong launch, and his rescuers delivered him up to Captain Foster, and he will lie in irons until the vessel is over the bar.

Yesterday evening a petition for a writ of habeas corpus was issued out of the county court. It recited that one Louis Perenne was being kept on board the Garnet Hill against his will and without authority of law; that he was an American citizen; and that he was in danger of being carried out of the state to a foreign country and out of the beneficent jurisdiction of the county court. The petitioners were Louis Perenne and John Waighman.

Judge Gray's writ directed the sheriff to recover the body of the said Perenne and bring him into court this morning. Sheriff Linville boarded the Garnet Hill last night, armed with his paper commanding Captain Foster to deliver up the said Perenne and his effects. The captain complied, and Perenne slept last night in the county jail.

Captain Foster may fight the case or he may sail with two men short. It is understood that the boarding house men renewed their efforts to entice the sailors away last night, but their success could not be learned.

Later—J. J. Kenney swore out a complaint charging James White and J. Steel, sailors on the Garnet Hill with assault and battery upon the person of Louis Perenne. The warrant was issued, and Constable Wickman has now the two men in jail. Pete Grant is in town.

OUR LOCOMOTIVES IN ENGLAND

During the last year twenty American locomotives have been put upon English railways, and it is expected that before the year is out the number will have reached sixty. The competition with the home manufacturers is wholly unprecedented, and it is concurrent with the first appearance of American built locomotives in India. Naturally the new and energetic rivalry that has sprung up so sudden is viewed in England with much interest and with some alarm. How its causes and possible effects are considered is shown by a long and carefully written article that is printed in a recent issue of the London Times.

A labor war is assigned as the first cause, the writer holding that the importations are largely attributable to the engineers' lockout two years ago, and the consequent inability of home constructors to make up the leeway then lost and to supply the pressing demand of increased traffic. Engines were required to meet this traffic, and as reasonable deliveries could not be obtained at home there was no choice but to go to a foreign market.

Whatever the influence of the lockout, it is certain that the supply was short and that the demand was exceptionally large. The English builders were unequal to the calls upon them, and when it came to the resort to foreigners only Americans were seriously thought of. This, the contributor to the Times thinks, was fortunate, because, as he says, "the Americans are practically our only rivals in this particular branch of engineering in the West markets of the world, and up to the present no opportunity has been afforded of trying their engines against ours on our own lines."

There is a suggestion here that the excitement may have a modifying effect upon British construction, and the correspondent indicates some of the differences between the home made and the American made locomotive which gives the manufacturer of the latter an advantage that may be overcome by the adoption of American ideas in British shops. In the general foreign competition the Americans win by greater readiness. They offer their designs with few changes, while the

British hamper the contractors by an insistence on specifications that are too exacting.

The Americans have another advantage in a uniform standard, which prevents confusion and delay; still another in the fact that they adhere to strictly utilitarian ideas. They do all that is required but no more.

"For instance, the outside cylinder locomotive is absolutely universal with them, and such a thing as a crank axle is unknown; steel fire boxes and iron tubes are equally general, notwithstanding the fact that the fuel and water used are in many cases as injurious as any to be met with in home use. Anthracite coal, for instance, is largely employed in passenger service in the states, as admitted by experienced American locomotive engineers to be the most injurious kind of fuel that can be put into a fire box, yet they are able to use steel at 25 per cent in the construction of these boxes, where we are using copper, say, at 270 per cent in more favorable times than the present."

So it runs through many items of expense, though it is by no means clear that there is any practical superiority in the most costly work of the British builders. Owing to new inventions and improvements the life of the locomotive is only about so long anyway, and as the American product lasts through this period it answers every purpose.

AGUINALDO'S CAUSE DOOMED.

When the next dry season begins in the island of Luzon the United States will have a really formidable army on the ground. The troops will aggregate nearly 60,000 combatants, and by comparison with their Aguinaldo's force will be pitifully inferior, both in numbers and discipline.

Moreover, in addition to the army there will be a fleet of forty-five war vessels, which is sure to play a most important part in the future operations. It should be able to cut off all supplies for the insurgents from without, and when they are deprived absolutely of such supplies their difficulties will be insuperable. Hitherto they have managed to import arms and ammunition through smugglers, a circumstance which helps to explain their persistence. But once they are thrown on their own resources they will be powerless to replenish their inadequate equipment. They have not the ingenuity or the means to furnish themselves with necessary arms and ammunition. Under the circumstances the course of events may be predicted with certainty. The army will proceed from one conquest to another as its much smaller predecessor has done, and it will be able to hold all the conquered territory. Aguinaldo's followers, who were badly scattered at the end of the last regular campaign, will be broken into little roving bands, who must con-

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VELOCITY OF LIGHT.

The velocity of light is 192,000 miles in a second of time. From the sun light comes to the earth in eight minutes. From some of the fixed stars of the twinkling magnitude it takes 4,000 years for the light to reach us.

time to fight, if they fight at all, like highwaymen. There can be little semblance of organization among them, and they will be a greater scourge to their own country than to the Americans. As a last resort some of them may take to the interior forests and mountains, and it may take some time to clear them out. But long before this by far the greater part of the island will have been brought under American control.

The effect upon politics in this country will be determined. Congress will not attempt to obstruct the military operations, and with the suppression of the insurrection the hopeless character of the democratic and muddle-headed opposition to the government will become apparent to all but a few irresolute. It is only because of the prolongation of the war with its attendant expense that any reliance has been placed upon factional appeals to the people.

SPLENDID OPPORTUNITIES. Tacoma News. Awaiting on British and Yankee shipbuilding, and models in point now that the Columbia-Shamrock race is on. A good story is told by one of the passengers on the Oriental liner Tacoma, just in from Hong Kong. A party of gentlemen were sitting on the deck of the steamer in Hong Kong harbor, a couple of years ago, looking at the craft riding at anchor, when the conversation turned on shipbuilding and the flags of the various craft.

"Now, that bark over there is a Yankee built craft," remarked an Englishman. "You can always tell a Yankee built craft by her stern. The Yan-

kee can't build a stern. They can build a bow all right, as good as an Englishman, but they can't build a stern." In the group was a surgeon from the States, a Dr. McKone, from Tacoma, who had been over to Hong Kong on a trip, and when the Englishman had finished his criticism, the doctor remarked: "Don't you know the reason for that? You see, the Yankees have never had

an opportunity to study the stern of a British craft; they have had a good opportunity to see the bow, but never a chance to see the stern."

It took the Englishman a minute to see the point, and then he quit the group.

Real friendship is a slow grower, and never thrives unless engrafted upon a stock of known and reciprocal merit.

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RESOLUTION NOTICE. Notice is hereby given that the partnership heretofore existing between A. J. Megler and C. S. Wright, under the firm name of Megler & Wright, has this day been dissolved by mutual consent. Mr. Wright retiring. All the indebtedness of the firm has been assumed by Mr. Megler and all bills due the firm must be paid to him. Dated October 28th, 1899. A. J. MEGLER, C. S. WRIGHT.

THEY CUT TO FIT. Yes they do and the style and finish they give to men's suits, rank these gentlemen as expert practical merchant tailors. The material they use is also the very best and you will all ways find them busy at 209 1/2 Yamhill St., Portland. Get your next suit there, and get it now.

THE LOUVRE. Strangers visiting in the city will find the Louvre an attractive resort wherein to spend the evening. The Amuse Sisters Ladies' Orchestra is still on the island and presents nightly a musical program of exceptional merit. Handsome pool and billiard rooms are a feature in connection with the house. Palatable luncheons will be served at all hours.

A POEM ON MANKIND.

Like what is man, but like a sprouting weed, That grows and ripens but to cast its seed, Among the thistles and the tares of life And then to see it strangled in the strife. Or like the clouds that wander with the breeze, And pass unnoticed from a life of ease? Or like a mushroom, sprung to life, alas! To starve or strangle in the tangled grass? These are thoughts that are apt to come to many people at times, especially when they are sick and have to pay big prices for medicine. But there is one drug store in Oregon where you can save from 10 to 25 per cent on everything you buy, and that is J. A. Clemenson's Drug Store, at 227 Yamhill street, Portland, Ore. At that store you can get Host's Sarsaparilla at 70c; Mellon's Food, 21c; Dr. Bromo Seltzer, 21c; and everything else at the same low rate. You can get red trading stamps there, and if you need the Natural Body Brace, you can get it there.

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FINE OPENING.

The North Pacific Dental College, whose advertisement appears in another column, opened its doors October 5, with 75 students on its roster. The college is well equipped with every facility to graduate students in all the latest knowledge of dentistry. A. R. Baker, D.D.S., is demonstrator in charge, and is well qualified to instruct all students who attend this college.

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