tion, the man of Abbottford stands pre-eminently first. No other writer has giv-en us two such robust portraits as Rot Roy and Dandie Diamont; nor two lov-

IRELAND AND SCOTLAND

"GRIZZLY" VISITS HOMES OF HIS ANCESTORS.

Beifast a Progressive City-Shipbuilding-A Home-Made River-Beautiful Edinburgh.

BELFAST, Oct. 2.-Well, here we are just in the middle of our ride around the block. We left Dublin on Monday morning by the Great Northern road, and the first place of note that we reached was Drogheds, on the Boyne River. The town is built upon the two sloping banks of the stream, with big steemships, as big as the Santa Rosa or Columbia, lying right in the heart of the town. About two and a half miles west of the city is the famous battle-ground, where Oliver Cromwell suffered his first defeat. The train also rolled through the little town of Balbriggan, where the brothers Smyth first manufactured the hoslery and un-derwear, of that name that has since come famous throughout the world. A small brook furnished them all the power they neded at first, but now that is too slow and they use a great deal of steam, Next we came to Dundalk, which has a great deal of manufacturing, and supports a line of steam packets to Scotind. Next we came to Porterdown, there we left the train for Omagh and Londonderry, arriving at the former place at 4 P. M. It is an old Irish town, with little or no local industries, but is the center of a big grazing country. We stayed at the Royal Arms, kept by Mr. James Porter, who prides himself on seilling no liquor in his house, and who the head of the Y. M. C. A. in Northern Irerand.

Northern Irecand.

"If you were here next Saturday," said
Mr. Porter, "you would see the butchers
here from Londonderry, Belfast and a
dozen other towns. I have 182 stalls in
my stables here, and it is no uncommon thing to see every one of them occu-

He impressed me as being one of the representative men of the North of Ire-land, clear-headed and full of business; anxious to make money, but equally as anxious to render a fair and just equivalent for it on every occasion. It rained and poured all night long and yet there was a cheerful fire burning in the pretty little parlor, and our landlord made us feel quite at home. At 9 o'clock we went into Londonderry in the midst of a ter-rific downpour; and then I started out on an errand such as falls to the lot of but few men. My father died on shipboard in September, 1829, and was After a search of nearly three hours ! found his grave in an out-of-the-way corner of St. Augustine's churchyard. The task that had involved a life-time was ended at last. I placed a small bunch of violets on the mossgrown headand wandered back to the world

Belfest. It was three o'clock when we started for Beifast, in the midst of a blinding rain and a howling wind. I took my last look at Lough Foyle and Moville, and thought of nothing much till the train pulled up at Portrush, where pleasure tourists get off to visit the Giant's Causeway. I had already seen it from the deck of an inward-bound steamer in August last, and, therefore, had no de-sire to see it again. We tore along through the storm, and its violence ceased as we drew up at Coleraine, where my grandfather and his brothers used to go for their Summer holidays, a hundred years ago. As we left Coleraine behind, darkness lent its shadowy vell to the gloom of the tempest, but the iron horse enorted and shricked for an hour and a half through the storm, and at 6:10 we mail through the storm, and at 6.00 were snugly enseanced in our comfortable quarters in the Grand Central Hotel, on Royal avenue, in Belfast, with a bright coal fire gleaming in the grate and a

hearty dinner awalting us. Londonderry is a quaint, old city, with broad wall of granite, with cannon and carrying the beholder back to the middle ages. A century ago, Londonderry was the great city of "the Black North," but Belfast has long since outstripped her and become the busiest place in all Ireland. In 29 years from now Belfast will be as far ahead of Dub-lin as she now is ahead of Londonderry. It is not a mere spontaneous increase of population that makes big towns and great cities. It is energy, perseverance and thrift combined.

Belfast is today the great industrial paradox of the shipbuilding world. Sit-uated in a country which has no coal nor from of her own, she builds the largest and most profinble steamships in the world. She has not only turned out the two largest steamships ever afloat—the Ceitic and the Oceanic—but she has also the world's record in another direction the fact that she has four steamships of upwards of 12,000 tons each, simultanepusity in frame and drawing near com-pletion, in one of her three big shipyards. I said the most economical steamers, a moment ago. I will now tell you what I mean by it.

The Shipbuilding Industry.

The economy of a steamship is greatly controlled by her duration. The average life of a Cunard steamship is 16 years, and of a White Star liner a trifle in excess 22. The latter company gets all of ships built here by Harlan & Wolf, at a stated price per ton, and so does the Peninsular & Oriental Company that owns three of the four big ones now building here. Harlen & Welf have their price and will bid on no contracts. On other hand, the Cunard line lets its contracts out to the lowest bidder, with the result that the Aurania and Pavonia eady been retired from use after n 16 years' service; and the Umbris and Etruria are going very queerly, while the former record-breakers, the Ludown to seven-day boats. They now have about all they can do to beat the St. Paul and St. Louis, of the American Line, which have 2000 less horse-power, and which, let me add, are not now being pushed for records.

A Busy City.

Belfast looks more to me like an Amerfean town than any place I have seen since I left my native shores. The neatly designed stores and cleanly swept streets ontrast oddly enough with the dingy old tone and brick business buildings of Dublin. You see no groups of idle men standing in front of the drinking-houses, as is the case in Dublin. I searched around for a bootblack this morning, and. after searching vainly for 30 minutes ked a policeman for one.
"The good Lord bless yeranner," says

Moriarity, "we hask none of 'am here like the haav in Doeblin, sor. The b'ys here are sint to school till theyse big enoof to larn a trade and thin the're put to work.

A bootblack is only another name for a
vagabone, sor, an' we haav none of
thim here; this do be a har-rd workin'

wn, sor." The North of Ireland is fast marching on to the supremacy that is its manifest destiny. It may never equal the Tipper-ary beef, the Kildare butter or the Limwith which to buy all these. If you want to see the real thrift and energy in Irebacon, but it will have the money chaps don't wait for the pig to pay the rent. They get out and earn it themselves, the shippards of the three prin-cipal firms employing over 7000 men. At might the street-cars (and they have much er ones here than in Bublin) are crowd-with men who have smoky-looking ses, and every last mother's son of them had a full dinner-pall at noon. These chaps are building up an empire that is putting Scotland to her trumps.

Belfast is now erecting a new town half, four stories in height, which will have cost £1,000,000 when completed. There. four stories in height, which will have come portion of the river, thus forcing writers of 70 years later have made out of the water constantly into the deeper part, their novels. No matter who is section as a sort of Yankee-like push and drive. That's the way the brave Scot is making a non among the writers of graceful fic-

about these people that cannot fail to strike the most casual beholder.

This is the Protestant portion of Ireland, while the Southern portion finds the Catholics largely in the majority. I don't say the Protestant Irishman is any better, as a man, than his Catholic congener.

He is no more hospitable, nor has he any say the Protestant Irishman is any better, as a man, than his Catholic congener.
He is no more hospitable, nor has he any
greater degree of innate honesty. But
he has more energy and more diligence.
Instead of sending his children over to
England, year after year, to work in the
harvest field, he sends them to the forge
or the loom to learn trades that will give
them the opportunity to become someor the soom to searn trades that will give them the opportunity to become some-thing better than unclassed men. The Irish mechanic can hold his way with the best of them. James Donahue, of San Francisco, was a good enough example of that: and so was sturdy old John Roach, of Chester. Pa. You see in Belfast a spirit of energy and an impulse of development that speaks volumes for the new Ireland. It is the making of a great

city, whose fame shall yet sound around the civilized world. The sun shines brightly now as I walk about these big docks and watch the big ships unloading their cargoes from all parts of the civilized world. Over at Harlan & Wolf's shipyard are two steam. ers unloading American lumber for wood-work on the big steamers now nearing completion. One is from Savannah with

ers have.

And as I looked about me at all this development and reflected how Glasgow had, in 80 years, grown from a market town to its present dimensions (hard upon a million of people), I asked myself the question of how they must have lived 200 years. years ago, before they developed their in-dustries of iron and coal, as they have done? They lived poorly and plainly, to be sure. Sometimes they did not have meat upon their tables twice between the Sundays. But they never complained, and, what is better, they never begged from anybody. Are you fond of anecdotes? Have one with me:

Story of an Oregonian.

I had once a friend in Oregon named Hugh Borthwick, now about two years dead. He was born in Scotland, but at-tained his majority in Canada and came out to Oregon in 1878, being employed at the Cascade Mills. He frequently came up to The Dalles when I lived there, and always put up at the Umatilia House, then kept by Dennis Handley and Nick Georgia pine, and the other from Phila- Sinnott. At that time there was famine

IT MAY BE SO.

why do widows wear mourning?"

"To let men know they are single again."

The Conny Scots.

At the Exhibition.

about as big an exposition as the one

even with the midwinter fair at San Fran-

cisco. But as an exposition of machin-ery and mechanical appliances of all sorts

It is second to no fair ever held. Besides

t gives two concerts daily, free of charge, while at Melbourne all the concerts were

charged extra for. I met John P. Sousa, who was wreetling with an inverted um-brella, for it was a most terrific down-pour at the time. He told me that his

band had to play two encores for nearly every piece they played, which shows they

must have given general satisfaction.

The finest work I saw there was in the Russians section, for their colored glass-work is just as far ahead of the Bohe-

mian and Austrian glass as could well be imagined. Adjoining the Russian depart-

ment was a small booth entitled the Cir.

copian department, with a fellow who spoke with an accent that seemed very familiar. His chief exhibit was gold and

silver filagree jewelry, that had a de-cidedly Mexican look about it; and while he spoke English quite fluently, he pro-

nounced several words in a way that re-called memories of Marcos Forster and Reginaldo del Valle, either one of whom

could give these Britishers cards and

a great success in a pecuniary point of view, and a perfect bonanza for all the rallways leading into Scotland. It came

fown like an avalanche of water when we

left Glasgow and at 7 o'clock landed on Princes street in Edinburg. Nearly oppo-

alte to where we stopped rose the grace-

ful monument to Sir Walter Scott, the Napoleon of fiction. His historical works

are already relegated to the ranks of students only, and his poetry finds com-paratively few readers. But his novels

are as entertaining today as when his "Waverly" first came forth from the Murray presses. The whole civilized world has

already wept with Amy Robeart at one minute and laughed at Balle Nichol

The Land of Scott.

As an ingenious interweaver of fiction with fact, Scott is as far ahead of Thack-

with fact, scott is as far ahead of Phack-eray as the author of "Vanity Fair" is ahead of Dickens or Wilkie Collins. He has made possible the rich incomes that writers of Wyears later have made out of their novels. No matter who is sec-

Jarvie the next.

s in the way of entertaining visi-The Glasgow exhibition, it is esti-

Scots by morning. Much as I have always admired the Scotch character and glad as

am to be among them. I hate to leave Belfast. The sturdy little Antrim town is rapidly making history for itself, and a

kind of history that is liable to endure,

for it is true, as ever, today, that "peac hath her victories no less than war." The

sturdy blood of Antrim is making no or

dinary bid for the uppermost rooms in the

IN SCOTLAND.

Impressions Gathered at Edinburgh

and Glasgow.

EDINBURGH, Oct. 12-It was 10 o'clock

when the steamship Dromedary, of the

Burns line, let go her lines at the Belfast

wharf and glided noiselessty down the

Laggan River towards the open sea, Passing by Harlan & Wolf's great shipyard, I

simultaneous process of construction at their yards. One of these was launched six weeks ago and had her musts and

smokestacks in place; another had just received her masts, and the third, which is to ply between San Francisco and the

South American const ports, was under

the monster derrick and just getting her

bollers aboard. A thousand electric lights flashed out in every direction and

the men were working away as though it were broad daylight. Our ship had a

full cargo, there being 380 head of beef cattle on board. This shows you that Scotland has so many operatives at work

in her shops that she cannot produce

enough beef to feed them, but is com-pelled to look to Ireland for supplies of

ahead at full speed. I was pretty tired and went to bed before she reached the channel waters, but the night was free from wind and the sea comparatively

smooth after the great storm of the pre-vious day. The cattlemen on board said

there was little or no ventilation in the

lower hold and they feared their poor beasts would suffocate, so an air pump was brought into requisition which soon

served every purpose. It was 2:30 A. M. when we landed at Ardrossan and put off

180 head of our cattle and then pushed for-

ward to Greenock, where we remained till 6, and then entered the historic River

A Home-Made River. An American was coming down the Clyde on one of the Big Anchor liners,

and said to one who was standing near him: "Well, this is the Clyde-and they

call this a river. I wonder what they would call the Hudson or the Missis-sippl?" And then a big Scotchman spoke

"Hoot, mon! The Good Lord made the Hudson and he made the Mississippi, and

a' yer big streams, but we made the Clyde oursel's."

And what he said was strictly true. The Clyde, as it came from the hands of nature and the Clyde of today are two very different rivers. It is not until you

pass Dumbarton Castle and reach the

monument erected to James Watt, just be-tween Dumbarton and oBwlings. From

there all the way up to Glasgow the Clyde is an artificial stream, illustrating the persistency and pluck of the brave

Scot more thoroughly than anything that

I can instance. They have 3 hopper dredges in use at various points on the Cryde, all propelled with their own steam and sever towed to any part of their work. A solld wall of rip-rap work ex-

tends all the way down from Glasgow to within about four miles of Greenock and runs about two-thirds of the way across

from one bank to the other. These dredges excavate the mud from out the wider portion and dump it into the nar-

Ciyde,

up after this fashion

that greatest of muscle-producing food. ship crept slowly down the Lag-for about five miles and then went

ild detect the black forms of three of four great 12,000-ton steamships in

feast of the industrial world.

Rohart. I regard "Jane Byre" as the greatest novel of my life and times; and yet there always will be a feeling that but for Scott's paving the way, the masterplece of Charlotte Bronte had never here written. been written. The rain ceased about 5:20 and, lighting a cigar, I set out for a stroll. Before the narcotic weed had melted into thin air I was back again and the moon broke through the clouds and cast its welcome rays upon the fuce of him who sounded the "Harp of the North" to strains that no other bard could rival; and as I gazed upon the sweet face before me, so full of boyish candor and frankness, I realized what the michty cardinal of Frankness. boyish candor and frankness, I realized what the mighty cardinal of France meant when he said that "the pen is mightler than the sword." This man's graceful stories will live when the scarred heroes of a hundred chosen fields have passed into oblivion; and as I involuntarily raised my hat, the statue seemed to smile upon the wayfarer from the shores of the far Western sea. I looked upon the features that bespoke every earthly pain forgotten and all ambitton forever at rest; and recalled those beautiful lines of Story's: Story's: Its peace no sorrow can destroy, Its beauty age shall spare; The bitter pangs of vanished joy The wearying waste of care And there, upon that slient face, Shall unborn ages see Perennial youth, eternal grace And sealed serenity.

Beauty of Edinburgh. Edinburgh impressed me more with its cauty than any other British city I have no far seen. It is the only classic city of Great Britain that does not live wholly in the past. Its elegant and modern in the past. Its elegant and modern business buildings stand in close proximity to the gray old castle in the west end and the burly old prison on Calton Hill; and its residence streets certainly show as many elegant and cleanly kept homes as any city of its size in the world. I only regret that I could not have stayed there ten days, but the time was pressing and so it was, that, after two brief days, in as lovely a city as Europe can boast, we packed our trunks and started across the border. Melrose Abbey loomed up gray and grand through the mist as we sped on towards Carlisle and a dozen other

swarming hives of industry,

My maternal grandfather was born in the Cheviot Hills, about three miles from Riccarton, and I looked longingly on that little green spot as the train whizzed by. About two hours out of Edinburg we ran about two noars out of Edinburg we rail upon a high ridge below which hay the little village of Dentdale, so accurately described in Mary Howlit's pretty story of "Hope On, Hope Ever." The sun broke out for a moment at Shipton and Leeds, with their countless thousands of smokestacks from all sorts of manufac-tories. The rain settled down again as we left Leeds behind and began to scud away towards Nottingham and Sherwood Por-est. Our compartment held three Baptist clergymen also; and I must say that I never had the good fortune to travel with more amiable or congenial gentlemen. They told as many jokes as I did. However, that was to be expected for it is the true mission of religion to make man-

kind happy.

Night had settled down over palace and prison slike as we passed St. Albans, the first large town outside of London, and felt that in a few minutes more we would appropriate that in a few minutes more we would be a construction of the construction of th be in our quarters on Northumberland avenue, with the tiny hero of Trafalgar looking across the square into our bedroom windows. Then came the long-drawn whistle that told we had reached St. Panersa Station in eight hours and 40 minutes from Edinburg, a distance of 388 miles. England is the land of fast trains, and safe railways, though their cars do not have the comfort of ours. But they will get them in time—it is manifest destiny, Britannia shows plainly from year to year how gradually she is being American year how gradually she is being Ameri-GRIZZLY.

SUPPLY UNLIMITED.

No Monopoly Can Absolutely Control Sugar Trade.

delphia with ash and black wainut. On this side lies a big sea-tramp that arrived from New Orieans last night with cotton; and another one, with like cargo from Galveston, was reported coming up the bay when we left the dock. There is a smaller one discharging coffee from the Spanish Main; and another from Western Australia, unloading red gum blocks for purposes of street paving.

We leave here tonight by the Burns line for Glasgow, and will be among the braw for Glasgow, and will be among the braw Scots by morning. Much as I have always New York Journal of Commerce. The present condition of the sugar marpromised ye. Doan't put me name doon ket Illustrates very forcibly how impos non. Put it doon 'cash,' and thot will and it all. But ye'll allow me to remark sible it is to place a permanent check on the operation of the laws of trade. The sugar trust was formed to save the rethat I never haird o' a mon gawn roon the country to take up a collection for the finers from the necessity of adjusting their business to the conditions imposed by free competition, and, by an alliance "Bart" is buried in an honest man's grave, and no one regretted his untimely with the distributers of the product, it was found possible to maintain for years death more than I did. But the good work goes on, and this is a very busy an artificial range of prices based on a restricted volume of manufacture and spe-cial restraints on the methods of gale. country, working late and early, and there's nobody "takkin" up a collection for the puir Scotch." It is out of their With the appearance of outside compet-tion these were gradually broken down, and now, in the war against the beet-The Sandy McPhersons and the Dunear sugar interest, prices have become utterly demoralized, and sugar is cheaper than a Macwheebles would rather earn a dime by hard work than to beg or borrow a dollar. The air of this country seems to forbid idleness. It nerves your arms and petition preceding the formation of the trust. It is interesting to hear the comsteadles your legs as you walk, and I may be permitted to add that I never saw men walk as they do along the streets of Edin-burgh and Giasgow. If a slow-motioned people are in restraint of trade. American Beet Company, in the effort to get all the business in the Missouri River man gets mixed up in the crowd he gets jostled and crowded along so hard that markets during the four months in the year when they can meet the demands, have been accustomed to make contracts he is compelled to walk fast in spite of himself. Glasgow is a swarming hive, and if there were any drones there they did not come under my observation. guaranteeing delivery of sugar on the hasts of 10 cents per 100 pounds less than any price made by the American Sugar Refining Company. This may not be a commercially fair proposition, but it can hardly be said to be in restraint of trade, Did I go to the exposition? I should say so. Up Buchanan street to Sanchinell, and out that way to the big fair. We paid since the most drastic form of competition is to guarantee, under all circumstances to undersell a rival. It has had the et aptece and saw what was just Melbourne. In a general way it does not compare with the Chleago exposition, nor

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price of trust sugar to the Missouri River price of trust sugar to the Massouri river district, and it seems likely to result in producting a similar break of price in the East, to the temporary advantage, at least, of the consumer, and to the lasting demonstration of the fact that no money oly can be successfully maintained in the manufacture or distribution of an article whose source of supply is practically un-

Cut Off From Boston.

Philadelphia Ledger. Dispatches from the Philippines say that agitators in other Filipino communities are spreading exaggerated re-ports of the recent success on the Island of Samar, and trying to stir up hostiliof Samar, and trying to stir up hostili-ties among the natives; but there is no word of any encouragement from either Hong Kong or New England. Is it possible that Chaffee has succeeded in shutting off connections with these seedbeds of insurrection?

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ATLANTIC EXPRESS. For the East via Hunt- ington.	8:50 P. M. Daily.	S:10 A. M Daily.

SS. Columbia --Nov. 8, 18, 28. -SS. Geo. W. Elder-Nov. 3, 13, 23. 8:00 P. M. FOR ASTORIA and 8:00 P. M. 5:00 P. M. way points, connecting bally ex with str. for flwace and Sunday an North Beach, str. Hassale. Ash-street Dock. Sat. 10 P. M. FOR SALEM and war 6:45 A. M. points, str. Elmors. Mon., Wed., (Water permitting.) FOR DAYTON, Oregon City and Yamhill River points, str. Modoc, Ash-street Dock, (Water permitting.)

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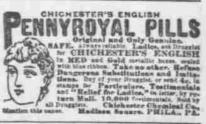
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