THE WEST SIDE

JOS. A. C. BRANT, Editor and Proprietor.

SUBSCRIPTION RATES.
[IN ADVANCE]

Twelve months..... $1 50
Three months..... 50

FRIDAY, DECEMBER 28, 1900

Most people refuse to get excited over the announced discovery of a new counterfet hundred dollar bill. If it were a countefeit one dollar bill now, things would be different.

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It is a demonstrable fact that the United States is rapidly displacing Great Britian as arbiter of the world's trade. England's imports now largely exceed her exports in both quantity and value. Unless she can reverse this, her decline and fall are inevitable, her greatness in the past having rested entirely on her ability to manufacture for the rest of the world.

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Secretary Wilson of the Agricultural department announces that frozen Alaska will in all probability produce more wheat at some time not very far distant than the two Dakotas have ever done. We may yet see an immense population living up there.

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It is at least worthy of attention of the British to note that the announcement that the gold mines must pay the cost of the war was followed by a renewal of hostilities in South Africa. The gold mine owners may prefer Boer rule after all.

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Waldersee took a seven room house to China with him, but he left the Ten Commandments behind, considering them as nearly useless rubbish in the times of war.

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The missionaries and native Christians in China are now said to have "indemnified" themselves by joining the looting Oh! tempora! Oh! mores!

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Aguinaldo has decreased in importance somehow since the censorship was removed and the country allowed to learn the true situation in the Philippines. It is impossible to understand why the President was anxious for so long to keep the occurrences out there from becoming known on this side of the ocean.

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Americans offer locomotives for service in India at $6300 each to be delivered in six months. The British bid is $7720; time required nine months. As a matter of course the contract comes to this country.

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The amended Hay-Pauncefote treaty allows the United States to use its forces for defense along the Nicaragua Canal, and that covers all contingencies.

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It is at Gibralter. Malta and on the high seas that England defends the Suez Canal. The planting of forts along the work would be child's play.

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Beyond any question the American people will defend any canal they undertake to build and the fact might as well be embodied in a treaty touching the enterprise.

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Score one for Independence grit! At the opening of bids last Saturday for bonds to the amount of $13,000 with which to refund the debt of School District No, 29, of this city, the Independence National Bank was far and away the best bidder, offering a premium of $621 for the lot. The bonds are to run twenty years, with the privilege of redemption after ten years, and draw five per cent. The money that will be paid in interest charges will not have to be sent out of the state as would be the case if a foreign institution had been successful therefore our people should be proud of the fact that we have an establishment willing to help us out when we need help. The following is a list of the bidders and bids: Morris & Whitehead, Portland, a premium of $262.25; E. E. Apperson, McMinnville, $455; Rudolph, Klebolt & Co., Cincinnati, $526; H. Hirschberg, Independence, $621.

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The ship subsidy bill has been practically killed for this session, at least. Whether the principle is right or wrong, the impression is very general that the pending bill was drawn by, with and for the advantage of, a single line and that it should be scotched if not killed.

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It is incomprehensible that the British seem unable to understand that under our system, the senate is of equal power with the executive in making treaties. It is only kings and emperors who can bind their countries in foreign affairs without any regard for the people.

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It had been repeatedly started that when the British pressed them too closely at home the Boers would "trek" to other quarters—but it was scarcely on their enemys' program to have them head for Cape Town.

Our Reviving Merchant Marine.

The opening remarks of Mr. Clement A. Griscom, President of the Society of Naval Architects and Marine Engineers, at the annual meeting of that body in this city the other day, and the annnal report of Mr. Eugene T. Chamberlain, commissioner of navigation, make it clear that this country is on the verge of an enormous development in shipbuilding promises to be one of our distinctively national industries. Mr. Chamberlain pointed out that the current year "will record much the largest amount of steel shipbuilding in our history." Both presented figures showing the rank of this country in the ocean carrying industry of the world and indications are of the reappearance of the American flag upon the high seas in the extension of trade, Japan, the newest of the civilized nations, has passed us in the tonnage of steam vessels engaged in the world's commerce.

Mr. Chamberlain makes an elaborate argument for the passage of a Shipping Subsidy law. He calculates that in five years this country would be carrying its own commerce on the seas. He thinks that in the first year of the operation of such a law the cost would be $4,500,000 and that the maximum annual cost of $9,000,000 would probably be reached in 1905, after which there would be a decrease in the sum to be paid out.

Whenever this matter of subsidies to revive the shipping industry of the United States is mentioned in a way to command general attention some one usually arises to point out the true solution is to be found in a policy of free ships; that is, the policy of giving American registry and its national privileges to ships made and purchased in other countries. Advocates of that policy point to Great Britian and her commanding position in the ocean carrying trade.

If the United States, by the nature of events, were compelled to be ome distinctively a maritime nation or see its people starve through the absolute prostration of their industries, and if in addition the United States, through great international movements, involving a vast civil war within the borders of our greatest rival, should secure practically a monopoly in the shipbuilding industry, building not only their own vessels but also those nearly every other nation this country too might well favor a policy of free ships. Every nation that this country could induce to believe in that doctrine would mean so much more gain for itself. It would build the ships of other countries

Those who believe that a policy of free ships would restore our flag to the seas in ocean carrying trade ignor the fact that it costs far more to operate a ship under the American flag than under the flag of any other nation. Mr. Chamberlain points out not only that a ship costing $275,000 in the United States may be built in Great Britian for $214,000 but that the monthly wages on the American vessel are as $1,200 to $906 on the British ship. There lies the chief justification of the Shipping Subsidy bill. It is precisely similar to the underlying principle of the protective tarriff; that is the need of developing American industries and of securing for American workmen a reasonable prospect of higher wages than are paid in other countries.

American citizens who desire to engage in the ocean carrying trade may do so if they wish by operating vessels under foreign flags. Some American money is already invested in this way, as a commercial enterprise. The object is simply money making. But the desire for the restoration of the American flag to the high seas rests on a deeper sentiment and has more powerful influences behind it than mere money making. A profound national sentiment is involved. The commercial independence of a nation is not complete until it does its own ocean carrying. The retention at home, for investment and developement here, of the vast sum, amounting in the case of the United States to hundreds of millions of dollars a year, paid to other nations for carrying our commerce, makes a powerful business argument for a Shipping Subsidy bill; but stronger even than that is the great national argument that no nation occupy a place of supremacy or of equality with others until it builds and does not buy its own ships. Even if it could operate ships bought abroad as cheaply as other nations operate them, the policy of free ships would still be inadvisable. Our shipyards in such a case would become simply repairing stations. Our vessels would be purchased abroad and the aged cast-offs of a foreign made merchant marine would be our lot. There would be lost to the world the development of American ingenuity in a great industry. The host of kindred industries involved in shipbuilding would suffer incalculably.

This question of the passage of a Shipping Subsidy bill is not a question whether the country shall undertake the task of increaing the business of a few shipbuilders and making them rich. It is not a question of benefiting the seacost at the expense of the rest of the country and of adding to the wealth and business of a few seaports. It is a question of developing trade that is of the most far-reaching consequences. This matter reaches deep into the interior and affects directly the farmer thousands of miles inland and workingmen in every part of the country. A hundred industries are concerned in various ways. There is a vital relation between the farmer of the Central West, the iron ore miner of the north, the lumberman North and South and restoration of the American flag to the commerce of the ocean.

The hand of destiny points toward the sea. Let the flag go up not on ships bought a nd brought from other countries but on ships made here from truck to keelson. Let the hammers ring and let every rivet driven home proclaim the fallacy of the free ship policy and make stanch and tight the truer policy of the restoration of our merchant marine by wise and prompt legislation.—N. Y. Sun.

The commissioner of the general land office held that a person who has resided upon land prior to the location of railroad scrip thereon, and has continued to live upon and improve the land until such is surveyed, will have his claim recognized when he goes to the land office and makes affidavit showing settlement. His filing will be received and the railroad company will have to contest his right to the land in order to hold it, thus throwing the burden of proof upon the railroad company. Under the law prior to October 1, 1900, whenever a person holding this scrip presents it to any land office and offers to file it upon any land, the local officers are compelled to accept it if the land is unsurveyed, but when the survey is made and the occupier of the land offers his filing within ninety days, and proves by affidavit his prior settlement, he is given a prior right to the land, no matter how many scrip filings there may be upon it, and the scrip holder in order to establish his claim, will have to initiate a contest.

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A few thousand good marksmen can worry the world's greatest empire, and add hundreds of millions to its expenditures.

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Buffalo reports that in spite of some damage inflicted by two storms the great Pan-American Exposition will open on time, May 1 next.

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If the Panama Canal is a good thing why do not its owners go ahead and finish it? The lobby they have posted in Washington looks like a gold-brick affair.

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An anti-Nicaragua Canal lobby is at work in Washington, and it needs close watching. Its scheming in behalf of the colossal Panama fizzle betrays its character.

This picture is the trade mark of SCOTT'S EMULSION, and is on every bottle of SCOTT'S EMULSION in the World, which now amounts to many millions yearly. This great business has grown to such vast proportions,

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WASHINGTON LETTER.

Washington, D. C., Dec 17.

Representative Brick, of Indiana, has offered a resolution providing for an investigation by a committee of the House, of the disgraceful charge alleging a conspiracy among U. S. Court officials to get hold of the profits of mining properties in Cape Nome, through placing them in the hands of receivers appointed by the U. S. Court on trumped up suits.

The proposition to settle the Census Apportionment question by a caucus of the House majority had to be abandoned, because of the diversity of opinion among the members, and the matter will probably be fought out on the floor of the House, after the Census committee reports its bill, which is likely to provide for an increase in the House membership, which will prevent the loss of members by any state. Representative Hopkins, chairman of the Census committee, has introduced a bill of his own fixing the membership of the House at 357, its present number, which gives the following states one member less than they now have: Indiana, Kansas, Kentucky, Maine, Nebraska, Ohio, South Carolina Virginia, and gives Illinois, Louisiana, New Jersey, New York, Minnesota and West Virginia one more member each than they now have and Texas two additional members.

Senator Allen has proposed an amendment to the Ship Subsidy bill now before the Senate, providing for the payment of a bounty on all agricultural products exported. Senator Hanna has abandoned all hope of getting the bill through the Senate before the holidays, and will be very well satisfied to get it through at all. There are signs indicating that the interests that are after getting more reductions in the Revenue Reduction bill by the Senate are quietly exerting their influence to defeat the ship subsidy bill, because they regard its passage as a formidable bar to any further revenue reduction.

Delegate Wilcox, of Hawaii, was sworn in as a member of the House without objection, although several protests against seating him had been sent from Hawaii to Elections Committee No. 1. None of them, however, were sufficiently substantiated to base any action on, but they may be at any time the proper evidence is brought forward. Mr. Wilcox doesn't talk in Washington as he has been credited with talking in Hawaii. He says that while he favored the restoration of the queen before Hawaii was formally annexed, he is now an American citizen and that he, and other Hawaiians, are entirely satisfied with existing conditions, having learned by experience that they enjoy greater priveleges than under the royal regime.

With one exception—striking out the clause abolishing one-sixth and one-eighth beer barrels—the revenue reduction bill was passed by the House just as reported by the Ways and Means committee. An attempt to get the beer tax further reduced was made, but it was voted down. The brewers, however, have not given up. They will try again in the Senate.

The Senate of the United States continues to block all attempts to amend the Constitution so as to require senators to be elected by the people. Doubtless the present method is most agreeable to those who depend on their wealth rather than other qualifications for their election. Given a wealthy aspirant with a willingness to spend, it is easy to arrive at the conclusion that legislative elections, through corrupt secret caucus methods, will bring him surer results than the alternative of carrying a state election. The people of Oregon would, for example, snow Mr. Corbett under a perfect avalanche of negative ballots if he were to be voted upon as the popular choice for Senator in a general election, just as they submerged his candidate for the legislature in Multnomah county last June. In fact, he would hardly count on more than his own vote if he were running before the people of the state for the office.

Yet, not daunted by the fact that he is not wanted; not discouraged by not having the members of the legislature from his own county to support him; ignoring every consideration save that he desires the place and is rich enough to get it, he presses himself persistently forward and claims that he is actually making progress toward success. He bases his hopes on the secret legislative caucus and thinks if he can get enough members to enter a caucus with the understanding that they are to be bound by the result, he may win in spite of the wishes of the people of Oregon.

This is an object lesson for the citizens of this state, and sets out with distinctness the need of amendment to the Constitution. meantime it will be interesting to note the gradual conversion here and there of members of the Legislature, and to hear their explanations of how they reach the conclusion that they may safely brave the wrath of the people at home and go into a secret caucus to select a senator, Many who would not dare to vote for Corbett openly will be seen favoring the caucus, knowing that once in caucus the eye of their constituents cannot follow their vote. But under existing circumstances, considering the unpopular candidate's great wealth and his equally great desire to have a secret caucus, each and every member of the legislature who talks in favor of such a caucus is assuredly a marked man though he deliberately voted for Mr. Corbett in open session. The secret caucus is not wanted by honest and uncorruptible members. It is the rich man's expedient.

The Penobscot tribe of Indians, which numbered 245 in 1880, is now about 400 strong. Maine appropriates annually $8000 for their benefit. The idea that the red-man has been exterminated is not supported by the facts.

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The writers who said, at the time Kruger left the Transvaal, that the departure of the Boer President meant the practical end of the war, can hear of something to their (dis) advantage by calling at any of the British camps in South Africa.

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Influenza is raging in the Russian capital. That isn't so bad, though. Many Russian names can be pronounced all the better for an accompanying sneeze.

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If Croker doesen't look out, he will be Astorsised by London society.

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NOTICE FOR PUBLICATION.

U. S. Land Office, Oregon City, Oregon, December 1, 1900

Notice is hereby given that the following-named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the County Clerk of Polk County, at Dallas, Oregon, on January 12, 1901, viz:

Benjamin Harrington, H. E. No. **11866**, for the Northeast ¼ of section 17, T. 9 S., R. 8 W.

He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz:

Edward Sampson, of Rocco, Oregon; Albert Olsen, of Rocco, Oregon; William Keeny, of Rocco, Oregon; David Olen, of Rocco, Oregon.

CHAS. B. MOORES, Register.

Notice for Publication.

First pub. Dec. 14. Last pub. Feb. 15.

TIMBER LAND ACT, JUNE 3, 1878.

United States Land Office, Oregon City, Oregon, December 5, 1900.

Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada, and Washington Territory," as extended to all the Public Land States by act of August 4, 1892, Philip A. Correll, of Berry, County of Marion, State of Oregon, has this day filed in this office his sworn statement No. 4052, for the purchase of the SW ¼ of section 32, in township No. 8 S., range No. 8 west, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office at Oregon City, Oregon, on Saturday, the 23d day of February, 1901.

He names as witnesses: H. W. Bancroft, of Sugar Loaf, Oregon; John Lucas, of Sugar Loaf, Oregon; Abraham Jones, of Portland, Oregon; Riley Smith, of Portland, Oregon.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 23d day of February, 1901.

CHAS. B. MOORES, Register

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Spokane Flyer 6:00 p m	Walla Walla, Lewiston, Spokane, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East.	8:45 a. m.
8 p m	OCEAN STEAMSHIPS. All sailing dates subject to change For San Francisco—Sails every 5 days	4 p. m.
Daily Ex Sunday 8 p m Saturday 10 p m	Columbia River Steamers. To Astoria and Way-Landings.	4 p. m. Ex.Sund'y
7 a. m. Tues, Thur and Sat.	Willamette and Yamhill Rivers. Oregon City, Dayton, and Way-Landings	3:30 p. m. Mon., Wed, and Fr.
6 a. m. Tues, Thur and Sat.	Willamette River. Portland to Corvallis and Way-Landings	4:30 p. m. Mon., Wed and Fri.
Lv Riparia 5:35 a. m. Daily	Snake River. Risaria to Lewiston.	Lv. Lewiston, daily 9 a. m.
6 a. m. Ex. und'y	Willamette River	4:30 p. m Ex.Sund'y

Oregon City, Newberg, Salem, Independence & Way Landings, steamer Modoc leaves Portland on Mon, Wed, and Friday. Leaves Independence Tues, Thurs, Sat, at 5:30 A. M. Str. Ruth leaves Independence: For Portland & way landings, Mon, Wed, Fri, 9 A M. For Corvallis & way landings Tues, Thurs, Sat, 5:30 P. M.

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" Sacramento	5:00 p. m.	4:55 a. m.
" San Francisco	7:45 p. m.	8:15 a m.
" Ogden	5:45 a. m.	11:45 a. m
" Denver	9:00 a. m.	9:00 a. m
" Kansas City	7:25 a. m.	7:25 a. m
" Chicago	7:45 a m.	9:30 a. m
" Los Angeles	1:20 p. m.	7:00 a. m
" El Paso	6:00 p. m.	6:00 p. m
" Fort Worth	6:30 a. m.	6:30 a. m
" City of Mexico	9:55 a. m	9:55 a. m
" Houston	4:00 a. m.	4:00 a. m
" New Orleans	6:25 p. m.	6:25 p. m
" Washington	6:42 a. m.	6:42 a. m
" New York	12:43 p. m.	12:43 p. m

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