

FOR A PACIFIC CABLE

Coast Commercial Bodies Favor the Project.

UNITED STATES SHOULD OWN IT

Commerce Demands Direct Communication With the Orient—Of Strategic Value.

Political upheavals of the past two years have placed the Pacific states in a new relation to the world. Honolulu has become an American city and a port of great strategic and commercial importance. Manila, unknown two years ago to the ten-thousands of the American people, is bounding into prominence as the rival of Hong Kong for the position of chief entrepot to the Orient. A great field, larger and richer than that which pays tribute to the Atlantic seaboard, has been opened in the Pacific and in Asia to the Pacific coast in a chain of American possessions from its ports to its natural market in the Orient. This the Atlantic seaboard has not to its European markets. From the time an Atlantic liner puts to sea from New York, Boston, Philadelphia or Baltimore, the traveler sees no American flag, on American territory, except the one on the steamer, until he returns to his native shore. The passenger sailing from Portland, Seattle, Tacoma or San Francisco sees the Stars and Stripes waving at Honolulu, Guam, Wake Island and Manila.

A trans-Pacific cable is absolutely needed to give an extension of American trade in the far East. The round-about cable, by way of Hong Kong and London, answered the requirements of the commerce which the Pacific states have until now carried on in the Orient. The new trade which is developing in the wake of American goods demands a direct cable. Officials of leading Pacific coast commercial organizations in this annual number of the importance of the immediate laying of a direct cable. President Nelson, of the Los Angeles chamber of commerce, says that no event since the discovery of gold in California has had so important an effect on the development of Pacific coast commerce as recent political changes in the Orient. President Nelson, of the Los Angeles chamber of commerce, says that no event since the discovery of gold in California has had so important an effect on the development of Pacific coast commerce as recent political changes in the Orient.

Two different routes are proposed. Secretary Proch, of the Seattle chamber of commerce, favors the one by way of Sitka and the Aleutian Islands, which jut under the Asiatic coast. He says it is shorter than the proposed route by way of San Francisco and Honolulu, would cost \$7,000,000 less, and would put the United States in touch with its Alaska possessions. The San Francisco officials favor the Honolulu and Guam route, which has no division of opinion on the main point that the cable is needed and should be laid without delay.

The commercial field in Asia that is open to the Pacific states is illustrated by the growth of the American trade with that division of the world during the fiscal year ended June 30, 1899. Imports from Asia were \$10,282,816, compared with \$11,424,843 for the year ended June 30, 1898, and \$11,178,000 for 1897. Exports to Asia and Oceania were \$12,522,000 against \$12,703,131 in 1897 and \$12,703,131 in 1898. It is rather surprising, in view of the healthy growth of American trade in the Orient, that the commerce of the Pacific coast with the whole of United States and Asia in 1898 was \$1,776,532, compared with \$1,776,532 in 1897 and \$1,776,532 in 1896. The Pacific coast's share of the total trade with the Pacific in 1898 was:

Table with 2 columns: Imports and Exports. Rows include China, British East Indies, Hong Kong, Japan, and various other regions with their respective trade values.

Secretary Chamber of Commerce, Seattle, Wash.

COMMERCE DEMANDS A CABLE.

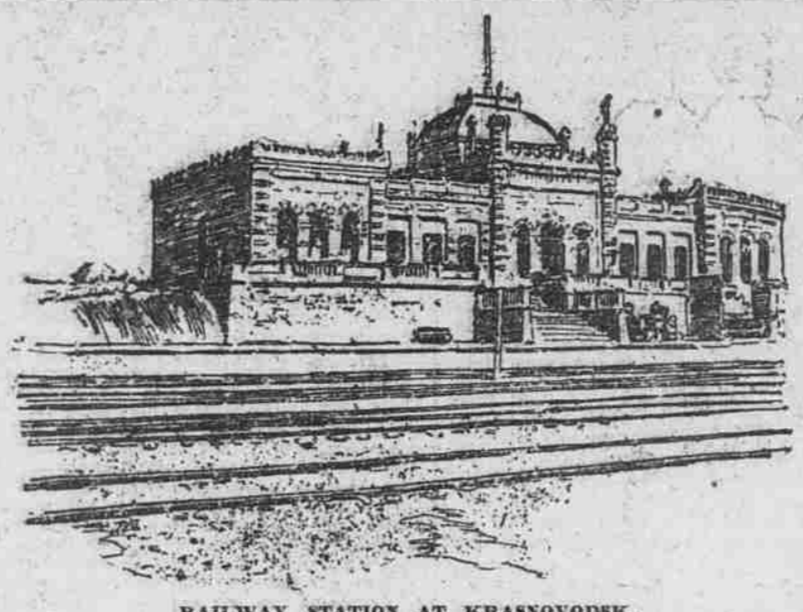
It is Needed Also for Military and Naval Operations on the Pacific.

The advantages which would accrue to the Pacific coast from a trans-Pacific cable might be considered under two general divisions: First, the commercial character; second, the military and naval character. Both are of national importance, but of particular interest to our coast.

From its geographical position in the Eastern seas, Manila is destined to be, we believe, a great entrepot for the Orient. It is absolutely necessary to learn at once the time of shipment to the Orient, and the routes which have transpired in the Orient during the past year, whereby the

Entrance into Asia. The train from Krasnovodsk by the Trans-Caspian Railway. A Variegated Train—Creary Landscape Seen From a Car Window—Ancient Bed of the Oxus.

ASHKABAD, Transcaspia, July 7.—This city is the capital of the Russian province, or government, of Transcaspia, a province which extends from the Caspian sea on the west to the semi-independent khanates of Khiva and Bokhara on the east, and from the government of Persia and Afghanistan to the countries of Persia and Afghanistan on the south. The desolate Aral sea also forms a part of the eastern boundary. Largely desert in character, the province is valuable to Russia chiefly from the military point of view, and as a means of access to countries south and east.



RAILWAY STATION AT KRASNOVODSK.

opinion that such a cable should be undertaken by the United States government, and be maintained by it, just as the post office and telegraph lines are maintained. It is not until the time comes for congress to take action providing for such cable, the bill will contain the proviso that the cable must be of American manufacture. This the chamber of commerce of San Francisco has repeatedly urged.

CHARLES NELSON, President of the Chamber of Commerce of San Francisco, Secretary.

AN ABSOLUTE NECESSITY.

No Time Should Be Lost in Laying a Cable to the Pacific. Whatever may have been the need of a trans-Pacific cable prior to the breaking out of the war with Spain, there can be no question that today the demand is most urgent. Look at the daily arrivals and departures of vessels from the four great ports of the Pacific coast—Portland, San Francisco, Seattle and San Diego.

The States and Straits now float over the islands of Hawaii, 2100 miles distant in midocean. The value of this group as a coaling and supply station is being proved. Not a moment too soon did we accept from the patriots of Hawaii the land they had conserved for us. It is an absolute military and naval necessity that no time



TYPICAL TRAIN ON THE TRANS-CASPIAN RAILWAY.

be lost in securing cable connection with Honolulu, and from that point the line should connect the other islands still additional thousands of miles distant, and whose future development and progress the hand of destiny has irrevocably bound us.

With the kindness that is proving invaluable, two Russian officers scraped acquaintance with me and offered their services if any help might be needed. One was a captain of middle age, and the other the most boyish of lieutenants, both of the Turkistan continent of infantry. Their destination was Ashkabad, the chief military post of the province, and they were returning to service after furloughs in Russia. We walked about the city of sand and heat and finally decided that nothing was so sufficient to consequence to justify a second withdrawal from the shade of the station. It seemed possible that Mr. Rauner might be resting for a day at Ashkabad, and that I might find him there, so I sought for one of our bought second-class tickets and made a rush for the best car when the train drew up to the platform.

Gave of All Colors. I had a growing tale about the beauty of this train which was reputed to be painted white from rear car to locomotive, but the tales were not justified by the facts. One or two white cars were mixed in with the varying shades of green and yellow, which characterize Russian railway trains elsewhere in the empire, and so far as symmetry was concerned, the line and style of this train were irregular and varied as those of the race trains on the day of the Melbourne 'cup.'

Work the Year Round. Builders do not stop for the weather. Prospect that many buildings and residences will be erected in 1900—On the East Side.

At a time of year when Portland architects and builders should be taking a rest, if at all, they are starting new structures while yet busy finishing up older contracts. The year 1899 has witnessed the erection of between 800 and 600 substantial buildings within the boundaries of the city, and still the outlook for 1900 indicates even a better year than the past. Leading architects and contractors notice a hopeful feeling among property-owners, and much preliminary planning is being indulged in with regard to the erection of new structures, style of architecture, location, and the like. It is expected, therefore, to be busy just as soon as the winter rains have subsided and the ground has become sufficiently dry to permit excavation to proceed. The large amounts of money expended in repairs and additions within the past season has not been permitted to appear as a factor in Portland expenditures for improvements, but it will probably result in a more vigorous program during 1900, as the stress of increasing population demands that old buildings be raised and improved, while new ones be erected.

Excavation for the four-story brick building on the quarter block at Fifth and Stark proceeds without interruption, as the contractors are limited as to time in completing the building. A derrick engine has been put in position on Stark street, with which to haul the loaded wagons up the incline, much to the satisfaction of the teamsters, who found the work very heavy for their own teams. The Corbett block, which is to occupy this site, is to cost about \$40,000, and must be ready for its occupants early in July. The building will resemble that of Honeycomb, DeHart & Co. in style and architecture.

Old buildings are being torn down on the site of the new Mainmoham Club headquarters at Chapman and Yamhill streets, and excavation will begin tomorrow. This building, which is to cost \$25,000, will be under roof by the middle of March, so no time has been provided to waste on delay from the weather. The Brooks quarter block, corner of Park and Yamhill, is nearly ready for its foundation to be laid, and a few days will see the bricklayers at work. The rains have delayed excavation on this block to a greater extent than was anticipated. 'S. S.' is so anxious to make out a case for England in his present South African struggle with the two Boer republics, ready makes 'the case for the Boers' by looking from the standpoint of an American, as he is doing. It does seem peculiar for 'S. S.' to claim that England is the nation that has civilized the whole world. No thoroughbred American will ever admit that the Boer is a better man than the American, if he is at all conversant with his own country (America) and its Revolutionary period that gave it final independence. 'S. S.' is a 'Boer' American? He considers that period also as one in the history of Albion, when it was necessary to civilize—which stood for taxation without representation—the 'father of his country' and his hand on the sword. However, just as greedily England failed in 1776, 1812 and in 1861-64 to destroy our republican form of government, just so that she will fail to do so in the present. And what is more, she is an ongoing American that wishes for the downfall of these South African republics is a Tory at heart against American institutions.

A SIGNIFICANT LETTER.

Boer Sympathy Availed of as a Last Hope for Bryanism.

PORTLAND, Dec. 31.—(To the Editor.)—Your correspondent 'S. S.' is so anxious to make out a case for England in his present South African struggle with the two Boer republics, ready makes 'the case for the Boers' by looking from the standpoint of an American, as he is doing. It does seem peculiar for 'S. S.' to claim that England is the nation that has civilized the whole world. No thoroughbred American will ever admit that the Boer is a better man than the American, if he is at all conversant with his own country (America) and its Revolutionary period that gave it final independence. 'S. S.' is a 'Boer' American? He considers that period also as one in the history of Albion, when it was necessary to civilize—which stood for taxation without representation—the 'father of his country' and his hand on the sword. However, just as greedily England failed in 1776, 1812 and in 1861-64 to destroy our republican form of government, just so that she will fail to do so in the present. And what is more, she is an ongoing American that wishes for the downfall of these South African republics is a Tory at heart against American institutions.

East Side Improvements. The improvement record on the East Side for the past year has been excellent, while the outlook for the ensuing year is bright. In the month of January, the records show that 200 have been put up, at an average cost of \$1500, at a total cost of \$300,000. These buildings are scattered over so wide an area, that the amount of ground between them is so great, and will be bunched together. Some are just outside the city limits and others are put up where the streets were not used and the foot of Boer's survey was kept in mind, inasmuch as the streets were not used and the foot of Boer's survey was kept in mind, inasmuch as the streets were not used and the foot of Boer's survey was kept in mind.

Instead of Americans studying how to incur the hatred of all the other nations, by actively siding with English monarchy and imperialism, they should be reflecting as to how they may hold aloof from foreign entanglements, and get into shape to furnish the supplies that will be needed by more than one nation before the Boer trouble is over. 'America for Americans' let your watchword be during the 20th century, and you will leave your descendants a priceless heritage. Act otherwise and you will leave them a curse. Do we owe our children or England's children duty first? Self-preservation is the first law of nature, which holds equally true both the laws that govern national impulses. There is such a thing as biting off more than one can chew.

With England's difficulties increased daily now, this country may become a great maritime nation, whose ships, unfurling the star-spangled banner, aloft shall carry the growing commerce of the world. England has always been a 'bully,' and therefore has not earned American sympathy enough to cause her to help her in the hour of need by more than confronting her. There is no menace to our people's institutions, which holds equally true both the laws that govern national impulses. There is such a thing as biting off more than one can chew.

Russia's Marine Service.

It is calculated that the total number of vessels in European Russia, excluding Alaska, is more than 25,000, of a tonnage of 8,000,000, and a cost of more than \$20,000,000. The number of men employed on them is more than 100,000. The number built annually, according to the statistics of the government, is about 2,500, but this includes the several thousand built for one down-stream trip. The annual value of the vessels constructed is estimated to be between \$2,500,000 and \$3,500,000.

Work the Year Round. Builders do not stop for the weather. Prospect that many buildings and residences will be erected in 1900—On the East Side.

TOWN OF DUFUR IS "DRY."

DUFUR, Or., Dec. 31.—(To the Editor.)—A report concerning the town of Dufur, Or., might be acceptable in your columns. This is a town of about 250 inhabitants. It is about 15 miles south of the Dalles. It is in the midst of splendid wheat-growing lands, extending from the Columbia river to the Warm Springs Indian reservation and from the Cascades to the Deschutes east and west. There is now being made a railroad survey from The Dalles to Dufur, and the people are proud of this outlet for their products within one year.

There are two church buildings here, a good public school, with nine grades, a great many in town, and one fair medicinal, owned by a resident of Dufur, a town system of waterworks, all mercantile lines represented and a factory manufacturing weed destroyers, employing about a dozen men, and representing an investment of about \$20,000. There is no saloon here. The conveyance of the town property has a clause forbidding a saloon. It is a quiet, well understood town, that a doctor's prescription will secure a pot of the drug store for all who have ailments that way. It is noticeable that quite a number in the community are of the German race, of frequent nature, and the many potions prostrate some, and to all appearances the remedy produces worse effects than the affliction.

There is a fine class of people in Dufur. They are genial, hospitable and for the most part religious, devout. This class are never sick until the occasion as above described. Expenditure in education and the general health of the people is a success for all classes than these medical potions. There are two physicians here, and five preachers.

The newspaper of the town lately changed proprietorship, making also a change of politics. The present editor is making a good showing of ability and determination to command respect.

J. B. LISTER, Visitor.

IF BABY IS CUTTING TEETH.

Be sure you use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children. It cures all the troubles that attend the eruption of the teeth, and keeps the child healthy, happy and contented.

Every married man must ask his wife's permission to make a success. That is a saying of a wise old clergyman who knew that marriage was a partnership in the broadest sense, and that there can be no success in any partnership in which the partners do not contribute equally to make success possible. For this, if for no other reasons every man who is trying to climb the ladder of success should be interested in his wife's health. A healthy woman is always helpful. A tired, nervous woman is a hindrance to her husband's success. The remarkable remedy, Dr. Pierce's Favorite Prescription, cures all the troubles that attend the eruption of the teeth, and keeps the child healthy, happy and contented.

I was sick for twelve years, and for two years I had to stop work altogether," writes Mrs. Bell McCobb, of Oakland, Cal., Maryland. "I was treated by five different physicians, who pronounced my case Bright's disease, impoverished condition of the blood, and uterine trouble. I suffered a great deal with pain in both sides and much tenderness in pressing over the womb. I was troubled with a disagreeable discharge from the internal organs, and could not sleep. I was troubled with a disagreeable discharge from the internal organs, and could not sleep. I was troubled with a disagreeable discharge from the internal organs, and could not sleep.

NO PAIN! NO GAS! ADERBY'S PILLORS. NO PLATES REQUIRED. Set of Teeth... Gold Filling... Silver Filling...

New York Dental Parlors

N. E. Cor. Fourth and Morrison Streets. Lady attendants in attendance. Hours 5 to 8, Sundays, 10 to 4.

EPPS'S COCOA. Distinguished Everywhere. For Delicacy of Flavor. Superiority in Quality. Gratified and Comforting to the Nervous or Dyspeptic. Nutritive Qualities Unrivaled. Your Grocer and Storekeeper Sell It.