KRASNOVODSK BY

TRANS-CASPIAN RAILWAY.

Variegated Train-Dreary Land-

scape Seen From a Car Window

-Ancient Bed of the Oxus.

ASKHABAD, 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

the government of the Ural on the north

to the countries of Persia and Afghanistan

forms a part of the eastern boundary.

Largely desert in character, the province

is valuable to Russia chiefly from the mil

itary point of view, and as a means of ac-

cess to countries south and east,

ENTRANCE

FOR A PACIFIC CABLE

Coast Commercial Bodies Favor the Project.

UNITED STATES SHOULD OWN IT

serce Demands Direct Con munication With the Orient-Of Strategic Value.

Political upheavals of the past two years ive placed the Pacific states in a new on to the world Handulu has hene an American city and a port of t stragetic and commercial importa. Manila, unknown two years ago to e-tenths of the American people, is miling into prominence as the rival of ag Kong for the position of chief anot to the Orient. A great field, larand richer than that which pays trib te to the Atlantic seaboard, has been ned in the Pacific and in Asia to the cific seaboard. A distinct advantage to Pacific coast is a chain of American seessions from its ports to its natural arket in the Orient. This the Atlantic aboard has not to its European markets from the time an Atlantic liner puts to a from New York, Boston, Philadelphia Baltimore, the traveler sees no Ameriin flag, on American territory, except ne one on the steamer, until he returns his native shore. The passenger sail-ng from Portland, Seattle, Tacoma or San Tancisco sees the Stars and Stripes wavng at Honolulu, Guam, Wake island and

A trans-Pacific cable is absolutely need of for the extension of American trade in the far Bast. The round-shout cable, by my of Hong Kong and London, answer requirements of the commerce which Pacific states have until now carrie in the Orient. The new trade which developing in the wake of American nds a direct cable. Officials of ading Pacific coast commercial organizasportance of the immediate laying of a frect cable. President Slauson, of the os Angeles chamber of commerce, says at me event since the discovery of gold California has had so important an feet on the development of Pacific coast be Orient. President Nelson, of the -- chamber of commerce, urges : ble because of the commercial and pol-ical value it would have. A great noon like the United States, he insists, can instruct orders to its army and My to a cable passing through foreign mitory or one controlled by foreigners, mmerce, he says, should no longer be ed direct communication with the

tary Prosch, of the Seattle chambel commerce, favors the one by way of inder the Asiatic coast. He says it is diortar than the proposed route by way of San Francisco and Honolulu, would cost 000,000 less, and would put the United ates in touch with its Alaska posses-The San Francisco officials favor he Horiolutu and Guam route. There is no division of opinion on the main point that the cable is needed and should be but delay.

The vast commercial field in Asia that open to the Pacific states is illustrated the growth of the American trade with mt division of the world during the fiscal ear ended June 30, 1899. Imports from is and Oceanica during that period re \$118.078.509, compared with \$118.62.832 the year ended June 30, 1838, and \$111,-000 for 1897. Exports to Asia and Country in 1800 were \$78.25.154, against \$4.270.515 in 1808 and \$61.927.678 in 1897. It rather surprising in view of the bealthy with of American trade in the Orient hat the commerce of the Pacific coast orts should show a decided falling off in from 1898. Imports at the Pacific is advance from \$44,674,612 in 1887 to mili in 1898, and exports from \$59,562,-III in 1897 to \$75,871,600 in 1898. Pacific reached its high-water to \$47,358,425, and exports to \$57,721,885 id the aggregate of trade-imports and orts-from \$127,392,816 to \$105,081,860 Partland's trade with Asia and the Palalands has a firm foundation or ch to build. For 1898, the last year for ich full figures are avallable, it was resented by these healthy totals.

....\$1,176,52 \$3,489,155 Portland's foreign commerce in 1898 was 4 305 553, and the Pacific trade was or urth of the total. By geographical dions, Portland's trade with the Pacific Imports.

awalian islands stch East Indies Stiah Australasia Total .\$1,176,522 Exports. ong Kong ssin, Asiatic itiah East Indies con East Indies Total

Commodities that Portland imports from sis and the Pacific are: Sulphur, coal, oke, coffee, manila, silk, tea, carthenare, malt liquor, matting, rice, salt, cra, wool, sugar, coment, jute grain and jute cloth, window glass, plg Commodities that Portland exports to

he Orient are: Wheat, flour, barley, oata, simon, structural fron and steel, print-ag paper, lumber, fruit, tools and mahinery, cotton and beef. Enlarged trade with the Orient would

nefit not only Oregon, but the entire scine coast. It would be an important eter in the evolution of the Pacific tates from merely producing areas, hav-ng a minimum of foreign commerce, to empire having large imports and exrts and manufactures. This evolution even now taking place. It began when regon, Washington and California enred the Asiatic field and demonstrated oir ability to compete for trade against urope and the Atlantic states. It will ther energy with every foot of far astern territory opened to the com-perce of the United States. The Pacific oast has the short hauf in its favor. merce will not round Cape Horn nen it has a short and safe path across Pacific. The manufactures of Oregon, Vashington and California shipped to ent have advantage over New York New England goods in the important actier of time of shipment across the con-nent and in the matter of freight rates stween Eastern points and the Pacific ast. From whatever point the situation viewed, the Pacific coast ports are the tural shipping points for the products America destined to Asia and the redving points of Asiatic products destined or America.

NEEDED TO ENCOURAGE TRADE. wellie Seaboard Shipping Will Soor Be as Important as Atlantic. Nothing that has happened since the disery of gold in California has had so periant and far-reaching effect on the relopment of the Pacific coast as the ents which have transpired in the Ori-

United States has taken its place as one of the leading competitors for the trade of the teeming myriads who inhabit Asi-atic lands. From California we expect to build up an immense export trade in flour and lumber and preserved fruits and other products. It is believed by many that the time is not far distant when China alone will take, in the shape of flour, the product of every available acre of grain in the state. Before many years the ship-ping trade of the long stretch of coast between the Alaskan and Mexican bound-

Atlantic coast.

In order that the merchants of the Pa the coast may successfully compete for this trade, which naturally belongs to them, it is absolutely essential that they should have direct telegraphic communication with the Orient, by means of a trans-Pacific cable. The expense of com-municating by the present telegraphic system would be a serious handicap upon our merchants and manufacturers. With such vast interests of national as well as commercial importance opened up in the Orient, it is absurd that we should continue to have to send a message three fourths around the world in order to com municate with those who lie directly op posite us.

us. J. S. SLAUSON, President Chamber of Commerce. Los Angeles, Cal.

FAVORS NOBTHERN ROUTE.

cattle Chamber of Commerce Says It is Shortest and Cheapest. John Barrett, ex-United States minister Siam, states that American trade the Orient is hampered and thwarted by the absence of direct cable connection and by the grinding monopoly of the cable route via India. The volume of the Southeastern Asiatic trade he puts at a

It is self-evident that it is not of ad-vantage to America to operate its grow-ing Oriental trade via London and In-

grand total of \$1,000,000,000.

For a number of years there has bee a persistent effort made to secure govern-ent aid for a trans-Pacific cable, but only ecently has the marvelous developm of Alaska, the acquirement of Hawali and the purchase of the Philippines made imperative more direct and economical mmunication between the home governnt and its outlying possessions, between the thousands of hardy pioneers to the Northwest and their home associates, be-tween American firms in foreign possessions and their representatives here, be-tween business houses lining the Asiatic coast from Singapore to Vladivostock and American manufacturers and exporters. The direct and shortest line from Pan ama to Singapore runs through Seattle Dutch harbor, Alaska, the American island of Attu, through Japan and Manila. The American termini of this route are Cape Flattery, in Washington, and the north shore of the Island of Luzon. The distance from the American shore end to the Luzon shore end (also American) is 5458 miles, and this is the natural Pacific cable route, as (1) It is 1527 miles shorter in absolute

distance than the southern route via Hawall, Midway island and Guam.

(2) It requires but 5750 miles of cable to put the United States in connection not only with the Philippines but with Japan, Siberia and Alaska at five important points, while \$760 miles of cable on the uthern route would reach Manila only. (3) The northern route on the way con

icts with the Skagway-Dawson system with St. Michael and Cape Nome, connects with the whole Russlan-Chinese sys-te, with the whole Japanese-Chinese system, before reaching Manila, while the southern route has no local connections whatever, and no local business except at

(4) The northern cable will cost \$4,009,000. cause laid in short links, in shallow water, and on good bottom. The southern cable will cost a minimum of \$11,000,000, because laid in larger links in deeper seas than any cable yet laid, and over the worst possible bottom, coral and vol-

(5) The northern cable is easy to main tain, to repair and to duplicate for one-half first price by another route with other stations, while the southern cable cannot be duplicated except by a parallel cable costing as much as the first cable, and a single break may cost \$4,000,000 to relay, as require are well-night broscathic relay, as repairs are well-nigh impossible

Kadiak island, the entrance to the Cop-per river and Cook inlet country; at Dutch harbor, the port of entry to Bering sea (St. Michael, Cape Nome, the fish. whale and seal industries); at Attu. the last of the islands, only 620 miles from Russia and Japan, and all these stations are on the weather tack, permitting me-teorological weather predictions of great-est value to the whole United States, and they are also on or close to the inter-national trade route now sailed by British, Russian, Japanese and American liners; while the stations on the southern route have no value meteorologically, and, with the exception of Honolulu, no commercial or trade value, and lie wholly off all trade

(7) The northern cable forms a link in a line from London to Yokohama, 2400 miles, shorter than the present route via India, and would therefore be able to divert a large proportion of European-Asiatic busi-ness via America. The southern route is 1000 miles longer than via India, and could

obtain no European business.

(8) Owing to its low first cost and large local and European business, the northern route could afford low tolls to every part of Asia, while, owing to its high first cost great length and could afford to the high first cost great length and could be seen to be a seen to be see ost, great length and absence of all concost, great length and assence of an con-nections, the southern route could scarce-ly reduce present tolls to Japan and China, and would have to charge exceedingly high tolls to Honolulu and the Philip-

(9) A cable can be built by the Norther route and another cable said to Hawaii for less than the cost of a Pacific cable extended beyond Hawaii to Manila. While all agree as to necessity of a Pa-cific cable the question of route is vital to the interests of the Pacific coast of the United States, of intermediate stations, and of the world's trade.

THOS. W. PROSCH, Secretary Chamber of Commerce,

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

ance, but of particular interest to coast.

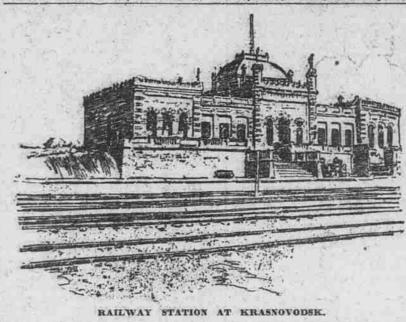
The first station on the way being Honolulu, a cable to this point has long been needed, and now more than ever, owing to the acquisition of the Hawaiian islands. Trade has so greatly increased that it is of the utmost importance that direct and immediate communication be established. Since the Spanish war, so large a number of vessels of all classes arge a number of vessels of all classes make these islands a stopping place on their way to and from Oriental ports that t is absolutely necessary to learn at once of their arrival and departure, and that means be afforded of communicating with

According to what is considered the most feasible plan, the next point on the line would be Wake laind, thence to Guam, thence to Manlia. All of these points being under American control, the line would not be subjected to any foreign

line would not be subjected to any foreign influence, either in war or peace. From its geographical position in the Eastern seas, Manila is destined to be, we believe, a second Hong Kong, if not in fact, to surpass it as a commercial entrepot for the Orient. Such being the case, we certainly should have our own line of cable to so important a point. The present one from Manila to the United States, running through so many foreign countries and under such diversified seas, is suring the past year, whereby the naturally beyond our influence and control. We may at any time be completely cut off, owing to some complication among the many powers through whose territory the line passes. It is also quite possible that, by having meteorological conditions known at Honoiulu, valuable aid may be given to the investigation of our own climate and atmosphere. As a matter, too, of economy, the present ex-pense of cabling to Oriental points being very excessive, a cheaper rate could un-doubtedly be made on a trans-Pacific line This would stimulate trade and commercial In fact, we are just in receipt of a com-munication from the Hong Kong genera chamber of commerce requesting our co-operation in inducing the telegraph com-panies to reduce the rates now charged to that point, which Hong Kong mer-chants regard as a barrier to the devel-opment of trade. Looking at the matter from a military

and naval standpoint, it is at once evident of what immense strategical value a Pacific cable would be to our government. It would enable Washington to convey, without foreign interference, immediate information and orders which might be of the utmost national value in the move-ments of troops and vessels. Our coast, being the nearest on the Asiatic continent, undoubtedly would be the base of

From the extensive nature of the enter-Scattered posts on the Caspian and at long intervals along the caravan routes are prise and from the great national, as well as local interests involved, we are of the the only Russian settlements except those



that when 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 Commer of San Francisco. E. SCOTT, Secretary.

AN ABSOLUTE NECESSITY.

No Time Should Be Lost in Laying a Cable in the Pacific. Whatever may have been the need of

a trans-Pacific cable prior to the break-ing 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. During the last two years the steamship service has been quadrupled, and to a keen student of the trend of affairs it is plainly evident that it will be but a short time when the Pacific ocean, with its thousands of miles of coast line, will have wrested from the Atlantic its commercial prestige. Imagine, if you can, the business of the Atlantic being conducted without the as-sistance of the insulated electric currents traversing its depths. The life of com-merce demands that the hand of the operator be kept on the market pulsations and the movements of shipping. It is suddenly learned that there is dearth of in such deep waters.

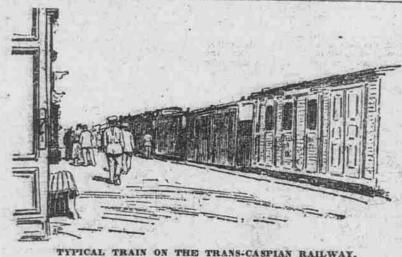
(6) The northern cable touches Alaska at Sitka, the capital; at Skagway, the terminus of the railroad to Dawson; at ed, a crash is saved, and possibly famine is prevented. The necessities of Atlantic ommerce are no greater than those of the Pacific, and then there is the urgent de-mand on the part of the government for a sure and quick means for the transfer-ence of orders and receipt of reports. The Stars and Stripes now float over the islands of Hawaii, 2100 miles distant in midocean. The value of this group as a onling and supply station is being proved. Not a moment too soon did we accept from the patriots of Hawali the land they had It is an absolute milltary and naval necessity that no time through to Samarkand in two days and

opinion that such a cable should be un- on the line of the railway. Another raildertaken by the United States govern-ment, and be maintained by it, just as the postoffice is. Furthermore, we trust extension of the Caspian, to the western shores of the Aral, but if built its motive will be as purely military as was the co struction of this more southerly line. Geographically, Transcaspia is considered to be a part of Russian Turkestan, or Central Asia, but it has a distinct provincial government of its own, administered at

It took but a few moments of searching It took but a rew moments or searching the railway station, the postoffice and the telegraph office at Krasnovodsk the other, day to prove that the Russian gentleman whom I expected to meet was not there and that he had not sent any word to me There was no doubt that my journey was to be taken alone instead of with a particularly desirable, companion. Most of the passengers who had been aboard the steamer from Baku were going east by rail, for there is little reason why any one should stop at Krasnovodsk. I joined them at the railway station, found a seat in the shade and watched the approach of the train time with interest.

Of course all the terminal shops and buildings at Krasnovodsk are the newest of the new, but they have the advan-tage of having been built all at once, from a complete plan, instead of growing bit by bit, so that they serve their pur-pose admirably. The rallway station fiself is an excellent stone building, designed with an evident intention to imitate Ori-ental architecture, but equipped quite ental architecture, but equipped quite after the Western fashion as far as conveniences are concerned. According to the usual Russian custom, a large room cutting across the center of the building from back to front is waiting-room and from back to front is waiting-room and restaurant, or buffet, as the Russian phrase has it, all in one. Around the sides of the room are settees not far dif-ferent from those we know at home, and in the center of the floor a long table, always set, at which waiting passengers are served with food or drink at all be The space remaining at one end of the building is used for ticket, telegraph and baggage offices, and for third-class passen sers, and at the other end for the kitch-en of the buffet and the private quar-ters of the station-master and his help.

The Trans-caspian Train. There is a daily train leaving Kras-novodsk at 4:40 o'clock P. M., running



be lost in securing cable connection with three nights. Four times a week, or Honoiulu, and from that point the line Sunday, Tuesday, Friday and Saturday, should connect the other islands still additions is the mail train, connecting with the Honoiulu, and from that point the line should connect the other islands still addi-tional thousands of miles distant, with whose future development and progress the hand of destiny has irrevocably bound

If, in the opinion of our legislators, the should at least be owned by an American ompany and landed on American soil. Congress can well afford to grant a most iberal subsidy. About this there should not be a moment's hesitation. It is only to be hoped that the wirepuiling of rival

companies may not delay action.

The value of Honolulu is as a military and naval station, its strategic importance in this respect is great, but how much greater will it be when Oahu's coral-girt ava shores are connected with the main coast? But even a greater advantage will be the encouragement and protection af-

Again we urge that no time be lost or plan abandoned that may tend to give our merchant marine an equal advantage with the ships of other nations in the race for commercial supremacy on the broad Pa-cific. H. P. WOOD, Secretary Chamber of Commerce.

San Diego, Cal.

Vacancies at West Point.

Philadelphia Call. There remain but 15 vacancies to the West Point military academy for the examinations in June. Members of congress have been unusually prompt in making their nominations in the past five months. All presidential appointments have been filled as well, and the prospects are now that no additional places will be at the president's disposal until 1901. One member of congress, from the fifth Maryland district, has allowed his district to be unrepresented at West Point for nearly, two years.

Inited as well, and the prospects are now mixed in win the varying snades of green and yellow, which characterize Russian rallway trains elsewhere in the empire, and so far as symmetry was concerned, the size and style of the cars were as irregular and varied as those of the race years.

steamers from across the Caspian, which arrive at noon the same day, and on those days a dining car is carried. That does not indicate as much luxury as might be imagined. Although the line has been completed through to Samarkand for more than ten years, first-class cars have not yet been introduced, to say nothing of sleeping cars. Instead, the trains are equipped with second and third-class cars only, with an addition of fourth-class for immigrants.

With the kindness that is proving in variable, two Russian officers scraped acquainance with me and offered their services if anything might be needed. One was a captain of middle age, and the other the most boyish of lieutenants, both of the Turkestan contingent of infantry. Their destination was Askhabad, the chief military post of the prov-ince, 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 of sufficient 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 Askhabad, and that I might find him there, so together the three of us bought second-class tickets and made a rush for the best car when the train drew up to the platform.

Cars of All Colors. I had heard glowing tales 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 when "carriages" of every vintage since the days of Stephenson are dragged into service. The locomotive, however, was a "Basidwin," from Philadelphia, burning

Baku naptha refuse.

The train for Samarkand was solidly third-class, except that two of the cars were divided and one-half of each was THE differentity furnished and one-hair of each was differentity furnished and assigned to second-class passengers. We were able to obtain one of these half-cars for ourselves, the space of a section in an American sleeping car for each. The woolen upholstery of the seats was covered with fresh conton benefits; the windows stood fresh cotton hangings, the windows stood wide open, and altogether the night did not promise much discomfort, even though

not promise much discomfort, even there was no sieeper.

By the time we drew out of Krasnovodsk, the sun was low and the heat somewhat subdued, and it was possible to look at the landscape without being half dexed by the wavering currents of air that rose from the parched earth. The railway finds but a narrow exit from the city, for west to the semi-independent khanates of Khiva and Bokhara on the east, and from finds but a narrow exit from the city, for the crescent-shaped mountain range that on the south. The desolate Aral sea also confines the amphitheater ends only at the water's edge. Then it turns and follows the north shore of Krasnovodsk bay for many miles, so close to the sea that the waves sometimes wash the railway embankment. The Caspian on one side and the ofly-looking mountains of yellow and red on the other do not provide an in-spiring view for this entrance into Asia. Sand and salt and desolation are the only memories, for no one lives along this por-tion of the way except the railway la-borers who care for the track. Even the nomadic fribes of the desert avoid this shore of the Caspian,

Ancient Bed of the Oxus. All about Krasnovočsk bay and Uzun-Ada bay the country takes the appearance of a great delta, long ago abandoned by water, but with the ancient courses still traceable. It is argued by many geographers that this dreary shore was once one center of an enormous trade. They declare that the Oxus river, which played such a large part in the wars and the commerce of the ancients, found its outlet into the Caspian at this point, instead of losing itself in the worthless Aral sea, as it does today, and that here the mighty stream carried the wares of India and Central Asia to the merchants of Europe and the West. Even now there is a suffitient remnant, of the ancient bed to form a distinct evidence in support of their con-tentions. Sait lagoons extend far inland, and to them are joined the sandy hollows that suggest the delta of a great river.

The reputed unclent bed of the river is

traced all the way across the desert by depressions which are claimed to be undoubted in their character, to a point not far from the upper division of the Oxus, now the Amu Daria, at the point where its present delta begins to form on its way to the Aral sea. Nevertheless, scientists are not all in agreement on the question of the ancient channels of the Oxus, some denying that the evidences here suggested are sufficient. They declare rather that these traces indicate the former existence of a broad gulf connected with the basin of the once existent Sara Kamysh lake, into which the Oxus flowed, instead of emptying directly into the Caspian. The whole question becomes important now only as it affects certain great comme and agricultural irrigation schemes of the Russians for diverting the great river into its ancient channel

TRUMBULL WHITE. A SIGNIFICANT LETTER.

Boer Sympathy Availed Of as a Las Hope for Bryanism.

PORTLAND, Dec. 31 - (To the Editor). Your correspondent "S. S.," in seeking to make out a case for England in her present South African struggle with the two Boer republics, ready makes "the case for the Boer." Speaking from the standpoint as an American, as he alleges, it does seem peculiar for "S. S." to claim that England is the nation that has civilized the whole world. No thoroughbres American will ever admit this baid state ment, if he is at all conversant with his own country (America) and its Revolu-tionary period that gave it final independ-ence. No doubt "S. S.," American(?), considers that period also as one in the history of Albion, when it was necessary to civilize—which stood for taxation with-outrappendiction. outrepresentation—the 'father of his country' and his band of noble adherents. However, just as greedy England failed in 1776, 1812 and in 1861-64 to destroy our re-publican form of government, just so that nation will fail to wipe out the Boer republics. And what is more every thoroughgoing American that wishes for the downfall of these South African republics s a tory at heart against American insu-

England, forsooth! Civilizing the whole world! To American freedom real civit-ization anywhere owes its greatest success. We are often told how England was the first to abolish slavery, but for the benefit of American (?) "S. S." and other Americans with similar views, 1 might add that Denmark prohibited stavery in all her possessions nearly 50 years

before England followed suit.

Does "S. S." consider the present "pigsticking," as carried out by the Fifth lan-cers recently at Elaand's Laagte, where a small troop of Boers surrendered and, kneeling in an attitude of prayer, were merchlessly massacred, civilizing? God for-

As for "S. S." questioning whether or not "this enlightened country" could en-tertain Mr. Van Siclen's views, as published in The Oregonian the other day, let me tell Mr. "S. S." that even in torylet me tell Mr. "S. S." that even in toryridden Portland a mass meeting, called to
give its views on this subject, would
overwhelmingly side with the Boers. Not
only this, but the republican party will
find this South African question its
"Scylla and Charybdis" in the coming na"Scylla and Charybdis" in the coming national elections if it does not recede from its present pro-British stand, providing the Boers hold out till next summer. England will need active help from

somewhere before she is through with the Boers, and it shall not be from America in any other way than as a neutral, sell-ing food and munitions of war to any bel-ligerent that calls for it and runs chances of shipment.

Instead of Americans studying how to incur the hatred of all the other nations, by actively siding with English monarchy and its titled money oligarchy, let them reflect 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 watenword be during the 20th century, and you
word be during the 20th century. 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-preser-vation is the first law of nature, which holds equally true with the laws that gov-ern national impulses. There is not the ern national impulses. There is such a thing as biting off more than one can

with England's difficulties increased daily now, this country has a chance of shortly once more becoming a great maritime nation, whose ships, unfurling the "star-spangled banner" aloft, shall carry our star spans. our ever-growing commerce into every part of the world. England has always part of the world. England has not been a "bully," and therefore has not earned American sympathy enough to earned American sympathy enough to cause us to wish to help her in the hour of real peril now confronting her. There is no menace to our people's institutions, even if England is brought to time and made to respect other white people's governments.

C. W. EMAN.

Russin's Marine Service.

Indianapolis News. It is calculated that the total number of essels in European Russia, excepting teamers, is more than 25,000, with a total tonnage of 8,000,000, and a cost of more than \$20,000,000. The number of men em-ployed on them is more than 100,000. The number built annually, according to the statistics of the government, is from 6000 to 9500, but this includes the several thousand hullt for one down-stream trip. The annual value of the vessels constructed is estimated to be between \$2,500,000 and

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 archi

tects and builders should be taking a rest, if at all, they are starting new structures while yet busy finishing up older con-tracts. The year 1898 has witnessed the erection of between 500 and 600 substantial buildings within the boundaries of the city, and still the outlook for 1900 in dicates even a busier year among Port land mechanics. Leading architects and contractors notice a hopeful feeling among property-owners, and much preliminary planning is being indulged in with regard to cost of new structures, style of archi tecture, etc. The busy season is expect-ed, therefore, to begin just as soon as the winter rains have subsided and the ground come sufficiently dry to permit excavation to proceed. The large amounts of money expended in repairs and addi-tions within the past season has not been permitted to appear as a factor in Port-land expenditures for improvements, but this will probably reach \$750,000 in the aggregate. Repairs will also go on without cessation during 1900, as the stress of increasing population demands that old be raised and improved, while painters, bricklayers, plumbers and plasterers will be occupied transforming old-style structures into modern ones for the ncreasing class of well-to-do renters. Contractors who have work to push for-ward at present find no difficulty in obtaining mechanics, as building has shut down to a great extent in the more northern cities, so the workmen naturally grav-Itate to the city which offers them employment during the dull season. Many Portland property-owners therefore con-sider the winter the best season to build, as no delay is met in obtaining hands. Wages, however, have not fallen from the summer scale, and there is no likelihood

Stark proceeds without interruption, as the contractors are limited as to time in completing the building. A donkey engine has been put in position on Stark street, with which to haul the loaded wagtion of the teamsters, who found the work very heavy for even four stout horses The Corbett block, which is to occupy this site, is to cost about \$46,000, and mus e ready for its occupants early in July The building will resemble that of Honey man, DeHart & Co. in style and archi

Old buildings are being torn down or the site of the new Multnomah Club head-quarters at Chapman and Yamhill streets, and excavation will begin tomorrow. This building, which is to cost \$25,000, has to be under roof by the middle of March, so no time has been provided to waste on delay from the weather.

The Brooke quarter block, corner of Park nd Washington, is nearly ready for the 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 anicipated, as water would flow in from the street above, forming a pool in the lower portions of the lot, which there was no adequate means of oranning. The site is naturally high and sightly, but, being on the lower side of Park street, excavators are at a disadvantage while Plurius is paying his addresses. This Brooke and four modern stores will front on the Washington-street side. The cost of the structure is estimated at \$20,000.

Contracts on the Good Samaritan hos-pital have not yet been awarded, though several bids have been put in and de-liberated on by the architect. The center and south wing are to be erected first and blds are made on the various por-tions of the work separately, thus entailing a good deal of extra figuring on the part of those who handle the building fund. The portions of the hospital now being figured on will cost \$40,000, and the structure will be afterward completed as funds are obtained. It will be a three-story brick, with basement, and will be supplied with modern heating and ventilating apparatus.

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 encouraging. In the erection of dwellings the records show that 360 have been put up, at an average cost of \$1500, at a total cost of \$450,000. These buildings are scattered over so wide an area that the showing is not as great as would be if they were bunched together. Some are just outside the city limits and others were put up where the streets were not used and no record of them was kept. In the reno record of them was kept. In the re-pairing and reconstruction of old buildings the figures for the year are very large. Practically every building that could be made habitable was rebuilt or remodeled from the Willamette river through Montavilla, and it is estimated that for this purse alone \$50,000 was spent, making total sum expended in erection and repairing dwellings fully \$500,000. In the low ground between Union avenue and the river improvements to the amount of \$50,-000 have been made, including the large buildings and the O. R. & N. switch. The total is \$550,000 for all building improve-

For the ensuing year a large numbe of dwellings have been projected and will be under way in the spring, so that the year will witness steady improvements. The Southern Pacific Company will soon proceed with the erection of their buildings, for which the company has added 10 acres of new grounds to the original tract of 30 acres. Trackage through the grounds will be materially changed, and the wooden structures will all be replaced with brick ones. The Doernbecher furni-ture factory, on East Twenty-eighth a rest. will be completed and in operation by April or May, and the City & Suburban Railway Company will extend a spur to the ste when the factory has been completed. A number of cottages will be crected in that neighborhood for the use of the operatives, and altogether an important industry is in prespect as the re-sult of the establishment of this factory. It is also promised that better car service will be provided for the peninsula people. These are a few things that may be expected this year on the East Side.

Miscellaneous Improvements. The dwelling of J. C. Roberts, on East Yambill and East Twenty-ninth streets to cost about \$5000, is well along toward completion. It is a neat house.

The \$1200 parsonage of the St. Paul German Lutheran church, East Twelfth street, has been completed, and will be occupied by the pastor and family with a the next two weeks, when there will be a house-warming.

The large two-story residence of Fred Goldapp, on East Thirteenth and East Division streets, costing \$1500, is enclosed and nearing completion.

The handsome residence of Captain Hos-

ford, on East Seventh and East Ash streets, is nearing completion. On the in-side the finishing is very handsome indeed, and the cost of the dwelling will be about \$2000. The \$900 cottage of Mrs. Charles Scott,

on East Ninth and East Ellsworth streets.

only needs painting on the outside when it will be completed. George W. Bates, of Albina, will commence erection on two flats on Russell street, in the rear of the Central Methodist

church, costing about \$4000, when the weather will permit. The handsome home of George Thatcher, on East Ninth, near We'dler street, has been completed, and is ready to be occupled. It cost \$1500, and is one of the neatest residences of the neighborhood.

A. G. Rushilght has taken out a permit for the erection of a \$1500 dwelling on Bast Twenty-second street. Work is to nmenced as soon as possible, and sushed forward to completion.

TOWN OF DUFUR IS "DRY."

But a Visitor Says Doctors' Prescriptions Make Potions Plenty.

DUFUR, Or., Dec. 38-(To the Editor.) -A word concerning the town of Dutur, Or., might be acceptable in your columns This is a town of about 250 inhabitants. It is about 15 miles south of The Daller. 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 Deschuten east and west. There is now being made a railroad survey from The Dalles to Dufur, and the people are promsed this outlet for their products within

one year. There are two church buildings here, a good public school, with nine grades, a grist mill in town, and one four miles distant, owned by a resident of Dufur, a town system of waterworks, all mer-cantile lines represented and a factory manufacturing weed destroyers, employ-ing about a dozen men, and representing an investment of about \$19,000. There is no saloon here. The conveyance of the town property has a clause forbidding a saloon. It is quite well understood however, that a doctor's prescription will secure a potton at the drug store for all who have allments that way. Eceable that quite a number in the com-munity have these aliments of a frequent nature, and the many potions prostrate some, and to all appearances the remedy produces worse effects than the afflic-

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 unto the occasion as above described Expenditure in sducation and good morals would be the more prefitable for all classes than these medical potions. There are two physicians here, and five

reachers.

The newspaper of the town intely of a reduction soon.

Excavation for the four-story brick change of politics. The present editor building on the quarter block at Fifth and is making a good showing of ability and J. B. LISTER, Visitor.

BUSINESS ITEMS.

If Baby Is Cutting Teeth, Se sure and use that old and well-tried remedy, Mrs. Winslow's Southing Syrup, for children cething. It souther the child, softens the gume, illays all pain, cures wind colic and distribute.

'Every married man must ask his wife's permission to make a success." That was a saying of a wise old clergyman who knew that marriage was a partnership i broadest sense, and that there can 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 abould be interested in his wife's health. A healthy woman is always beloful. A tired, nervous
woman, depleted
in strength and
depressed in mind,
can contribute
neither mentally nor physically to a husband's success. The remarkable rem-

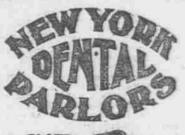
edy, Dr. Pierce's Favor-ite Prescription, so strengthens the organs eculiatly feminine dries up debilitatir drains, beals ulceration and inflammations, and cures female trouble, that the causes of illhealth are thus entirely removed, and the healthy, happy wife becomes a genuin-help-meet to the husband.

"I was sick for tweive years, and for two years I had to stop work altogether," writes Mrs. Bell McCrobie, of Oukland, Carrett Co., Maryland. "I was reacted by five different physicians, who prunounced my case Bright's disease, impover-ished 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 bloated at times in bowels and limbs. I was clouded at times in bowers and times was troubled with a disagreeable discharge from the internal organs. I could not sieep an was troubled with palphation of the heart. Suffered a great deal of pain in my fiend, temples forehead and eyes, and I also suffered excrucing the state of the state of the suffered excrucing the suffered notes and eyes, and I also sancted executioning pain at mouthly periods. Since taking eleven bottles of Dr. Pierce's Favorite Prescription, I have enjoyed better health thus I had for more than twelve years previously, and have gained in weight twenty-five pounds since taking your medicines."

Sick women can consult Dr. R. V. Pierce by letter, addressed to Buffalo, N. Y., abso utely without charge. Each letter is read in private, its statements held in sacred confidence, and all answers are mailed sealed in plain envelopes, without adver-

It is a good thing to keep Dr. Pierce's Pleasant Pellets in the house. One Pelle is a laxative, two a cathartic dose.

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