TRANSPORTATION ADVANCE IN 100 YEARS

THE OREGONIAN'S HOME STUDY CIRCLE: DIRECTED BY PROF, SEYMOUR EATON

COMPARATIVE STUDIES OF TWO CENTURIES

> VI. (Concluded.)

Technical Improvements. The technical improvements in the means of transportation which have done most to revolutionize travel and traffic during the last 100 years are the invention of macadam and telford roads, the application of the steam engine to river and ocean commerce and the introduction of the steam and electric railways. Future writers on transportation will doubtless be obliged to dwell at some length upon the social and industrial changes brought about by the bicycle and the au-Their introduction has so recently taken place, that the consideration of their influence may properly be post-

ed for a decade. Robert Fulton invented a workable steamboat for river service in 1807, and within a few years it had come into gen-eral use on the numerous navigable water-ways of the United States. By 1819 the adaptability of the steam engine to the propulsion of the ocean vessel had be-come a demonstrated fact, although it was not until 15 years later that trans-oceanic steam navigation really came into existence. In these latter days of ocean vessels we hardly realize how small the ocean ships were 100 years ago. The Grand Turk, of 564 tons, constructed in 1791, was probably the largest ship built in America up to that time. During the fourth decade of the 19th cenme vessels of over 1000 tons were constructed, and in 1840 the large ship, the Great Britain, of 3000 gross tons, was built One hundred years ago, however, a vessel of 300 tons was still considered a large ship and as late as 1840 vessels of that size traded from the United States to India and China. At the present time we have vessels over 700 feet long, with a displacement of 25,300 tons, and a draught of 21½ feet. The engines on these mammoth ships are capable of developing 30,000 horse-power and will carry 2000 or 3000 persons across the ocean at the rate of over 500 miles a day.

The evolution of the railway presents an equally striking illustration of the technical evolution that has taken place in the transportation machine during the last century. Stevenson's famous Rocket, which won the prize in the contest at Rainhill, England, in 1829, weighed five tons. Engines are now built weighing 169 tons. At the time of the introduction of the rallway it was considered remarkable that an engine could make 25 or 30 miles an hour. At the present time we are familiar with speeds as high as 30 and 20 miles an hour. The freight cars of the present time, instead of carrying five tons, are built to transport from & to DO tons each, and the freight train has increased its load from 100 to 2000 tons. This marvelous development in speed of travel and in volume of trainload has been accompanied by an equally great im-provement in the comforts of travel and in the speed and regularity of traffic movements. Freight trains carrying 1000 to 1500 tons of freight are dispatched 1000 miles or more according to a schedule that is as strictly adhered to as are passenger schedules

Effects on Commerce.

Transportation is the handmaid of trade Whatever enables this handmaid to do her work cheaper and quicker enlarges the scope and volume of the world's com-When one considers that it cost four times as much in 1875 to ship wheat from Chicago to New York as it does Z years later, one can readily under-stand how transportation has removed the hindrances to inland and foreign

Effects Upon Industry.

Another effect of the modern trans-portation system has been to make possible and to hasten the substitution of production on a large scale for production on a small scale. The manufacturing carried on in the homes and in the small factories is everywhere giving way to the industries of the large factories. In nearly all orms of industry production on a large scale by means of great aggregations of capital is the rule. In manufacture, in mining and lumbering this is notably so. In the mercantile business, and to some extent in agriculture, there is manifest a tendency to extend the scope of the individual business organization. It is improved transportation which has made

The substitution of production on a large scale for small industries has been accompanied by another important industrial change, consisting of the localization of the leading kinds of production in lo-calities possessing special advantages. As long as the crude materials of indus-try and the commodities to be marketed could be transported any considerable distance only by slow and expensive methods it was necessary for all forms of industry to be as widely distributed as possible, in order that producers and con-sumers might be kept close together; but the modern transportation system has largely changed this. Now the various industries are respectively located where the net balance of advantages is greatest, This localization of industry has resulted in an international and a local distribution of productive enterprises. The people of the United Kingdom have long since decided to devote themselves mainly to manufactures and commerce, buying most of their food supplies of people living in regions where agriculture can be car-ried on more advantageously. In New England and the northeastern part of the United States a similar industrial change is in progress. For two decades the vawoolen industries of the United States, for instance, have been rapidly concentrating in New England and the North Atlantic States, while those states have at the same time been buying in-creasing amounts of flour, meats and other foods from the Western States. The manufacture of iron and steel in the United States is now largely confined to Pittsburg, Cleveland, Birmingham, Chicago, and a few other cities especially favorably located as regards fuel supplies and shipping facilities. Numerother similar illustrations will sugges themselves to the reader.

Transportation and Production. In the recent writings of the political omists much more attention than was formerly given has been devoted to the influence which the consumption of goods exerts upon their production. Realizing that mankind as a whole produces in order that it may consume, economists have made a study of the wants of men and of the ways in which they seek to satisfy those wants, and the result of this study has been the accepance of the principle that the kind and quantity of goods produced is determined by the variety and intensity of men's wants. It follows as a natural consequence of this principle that the forces or agencies which modify men's wants exert an influence upon the productive ac-tivities which, society and individuals carry on to satisfy those wants. Man's wants are complex and the forces which influence them are so many that it would not be in place to enter upon an analysis of them here. Wants, like appetites, "grow upon what they feed," and as the consumable commodities available for use are in large part determined by the conditions of transportation, and have been grently increased in variety and quantity by improvements in the means of transportation, it is obvious that the many modifications which human wants have undergone during the last century have been to a large extent made pos-sible by the evolution that has taken place during that time in the technique of transportation. This increase and these changes in human wants have been re-flected in the manifold changes in production that have revolutionized industry and multiplied in kind and quantity the com-

modities that now minister to the satisfaction of the wants of a complex and highly developed civilization,

Transportation and Labor. The real wages of a day's labor are the commodities which the day's labor will secure. Transportation has had no more patent effect than that of increasing the variety and quantity of useful things which come within the range of the toll-er's income. The luxuries of one generation or one decade become recognized necessities of the succeeding generation or decade, and among the many forces, industrial and social, which have made this possible, the evolution of transporta-tion must take first rank.

Transportation has increased the real wages of workingmen, and accompanying this increase, partly as cause and partly as consequence, there has been an enas consequence, there has been an enhancement of the efficiency of labor.
Reference is not made here to the influence upon the output of labor which has
been and is being exerted by improvements in machinery, including the mechanism of transportation, but to the fact that the effect of transportation has been to give the laborer better food and cloth-

without injury. Not a case of "heat pros ration" has been reported.

As explained before, this remarkable exemption from baneful consequences is due to a variety of natural phenomena. The air is dry, a constant light breeze is stirring, and the evaporation of perspiration reduces the body's temperature. It is always cool in the shade, and every night, no matter how hot the day, cooling breezes flow down from the surround

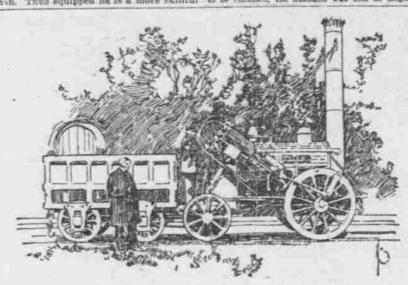
"CHRISTIAN SCIENCE."

The Use of the Bible in Childbirth.

PORTLAND, July 28.—(To the Editor.)— In her work, "Science and Health," Mrs. Eddy undertakes to deal with obstetrics, giving the following directions: "To attend properly the birth of the new child, or the divine idea, you should so detach mortal thought from its material conceptions that the birth will be natural and safe. Though gathering new energies, an ides should injure none of its useful surroundings in the travail of spiritual birth.

Dr. Frank S. Billings published recently in the New York Times the following account of the Christian Science method in dealing with obstetrical cases

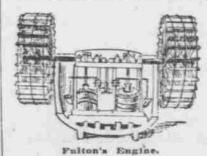
Mrs. - was the pretty ye og wife to give the laborer better food and cloth-ing and make him a more intelligent Scientist. When it came time for Mrs.— man. Thus equipped he is a more skillful to be confined, the husband was told be might



THE ROCKET.

and efficient artisan. Probably also the ge to business, and the mother (mother-in-law) cheap travel which transportation has took the case in hand, aid-d by a Christian made possible has so augmented the mobility of labor as to make it possible for and the fool wellers but a lithis on her aldo

portion of the manufacturing enterprises course, other reasons why men are moving to the cities-one being the social

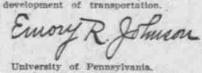


advantages which the city affords-but industrial, and that cause is operative and potent because of the industrial changes which have accompanied the de-velopment of transportation. The growth of great cities, the consequent establish- reach mental and spiritual exultation in which prevail in the cities, has produced social benefits that have often been underrated; but it has also placed certain groups of society in very unwholsome and immoral surroundings. The siun population of our cities constitutes a social excrescence whose existence is due to the crowding of population in the great industrial and commercial centers. Though deplorable, the evils of city life are re-mediable. They represent a phase of the present period of transition from the more segregated life of former generations to the conditions of congregated existence. The social evils which have manifested themselves with the growth of cities will be met and overcome in turn and good conditions will be established. Indeed the very agency that has done more than any other to mass men in the crowded cities is now doing much by means of the electric cars and other forms of rapid transit to enable the city population to sprend out so as to avoid overcrowding The industrial population of the city is no longer compelled to live in the congested districts adjacent to its place of employment, but may live in the outer portions of the city, or even in the sub-

urbs, where the advantages of rural and urban life are combined The economic and social influences which transportation exerts are not bounded by national limits. An important consequence of transportation and com-munication has been that of bringing the nations of the world into closer economic and social relations. With the growing solidarity of the economic interests of the countries of the world, with the multi-



plication of the intellectual and other social ties that unite nations, their political relations inevitably change, and for the better. Notking is doing more to advance the attainment of the cherished ideal of international amity than is the



The Great Inland Empire.

Spokane Spokesman-Review. In Spokane yesterday (the 2(th), the thermometer rose to 100 in the shade, and for nearly a week the maximum has hov-ered between 90 and 100 degrees. Thrice

the laborer to secure more stendy employment. Workingmen are able to seek work where the demand is strongest.

Relation to Social Welfare.

Transportation is massing the formerly distributed industrial population, and to some extent the rural population, in the large cities, whither an increasing proportion of the manufacturing enterprises child had ruptured the womb, and was in the abdominal cavity of the mother. Thin there was rushing in mad haste. The husband was sent for, the physician was sent for, but late; the woman died of hemorrhage, and the child cheked to death. Two murders! But were these women proscuted? Not a bit of it. Public sentiment was entirely on their side and no official dared to issue a warrant. God's will to take his dear ones that way," the minister (not a Christian Scientist) at the funeral

The writer has no means of testing the accuracy of the facts of the case above reported, but they are obviously what might reasonably be expected to happen in the hands of the Christian Science healer." It certainly seems to be about time that the dangerous pretensions of the Christian Science fad were taken in hand by the law for the protection of buman beings who have not the rense or knowledge whereby to protect themselves

enough to The Oregonian, as it must be clear to all plain and practical people,



shoeing of a horse. The Oregonian begs pardon for plain speech, but there are occasions when it seems necessary.

THE BRIDGE-KEEPERS.

An Illustration of the Failure Popular Government.

PORTLAND. July 26 -(To the Editor.)-It would seem that a protest from some quarter should be entered against the action of the County Commissioners of Multnomah County for the removal of the eight experienced bridgetenders. I do not know any of the men that had been removed, nor those who got their places, but having been engaged in railroading for many years, I know how valuable are the services of experienced men for work of this kind, especially where the traffic is so heavy. What sort of a justification the County Commissioners offer for their action, no one seems to know. Possibly they acted on the suggestion of the County Central Committee, the same organization against which the people of this county delivered such an unmistakable verdict last June. But it is well enough that such practices be inflicted upon a long-suffering community, for it will surely result in the next Legislature passing a primary election law which will strip positical machines of the power to perpetrate such high-handed abuses upon the citizens and taxpayers of this county and state. In the meantime we must submit to having our lives endangered by inexperienced men handling our draw-bridges, in order that the manipulators of Multnomah County Central Committee exercise their prerogative of rewarding W. H. G.

The men removed from these positions had occupied them for several years, and other men, as good as they, wanted them, Under our system of politics and form of government there is a belief that these things should be "passed round." The Oregonian confesses that it is not quite in love with the system. But it fears that if it should suggest Russian bureaucracy-the only substitute or remedy-it would make itself odious. The fact is, here is the point at which popular government fails. There never are places enough in the public service-places where men can get good pay for little workto satisfy the wants of the people. We fear this will yet be the death of popular

only in 29 years has the Inland Empire experienced such high temperature.

Yet there has been no distress. In ten thousand fields harvest crews are gathering the great grain crop, and everywhere men go about their vocations in perfect safety. Children play in the bright sunshine, and invalids pass about gypsum.

government.

In its mineral productions there is no country in the world the superior of Canada. They include coal, gold, sliver, copper, iron, phosphates, salt, antimony, mineral oils, asbestos, nickel, mica and bright sunshine, and invalids pass about

OUR RIVERS AND HARBORS

PROGRESS AND CONDITION OF PUB-LIC IMPROVEMENTS.

From The Dalles to the Sen and Down the Oregon Coast-Money Available for Further Work.

WASHINGTON, July 21.—The annual report of Captain W. W. Harts, of the Engineer Cotps, who is in charge of a part of the river and harbor improve-ments in Oregon, has been received at the War Department and made public, al-though his estimates for the coming itsent year are withheld until they have been approved by the Secretary. Captain Harts does not deal with the largest projects of the state, but reviews the progress that has been made in the rost scal year on those works coming under

The Dalles Improvement. Late in August, 1825, title to the entire land required for the right of way for the proposed boat railway from The Dailes to Cello was acquired, under can-ditions which have heretofore been named. When arrangements were completed it was found that the total cost of acquiring this land and removing the tracks of the O. R. & N. Co, from the right of way would be \$35.60, which expenditure was approved by the department, although no action has yet been taken. Congress, just before adjourn-ment, authorized an examination and survey of the route, with a view to the construction of a canal and locks in Lou of a boat railway, and when the matter was submitted to Captain Harts he returned the papers with the statement that such a survey would be both wise and expedient, and can be made for a nominal cost. It is clear to be seen from his report that he is inclined to favor the canal in preference to the boat railway, although his recommendations are of a confidential nature. It is very likely that in a short time the Secretary will authorize the survey. "Any improvement." says Captain Harts, "that will give continuous water transportation from the Upper Columbia to the sea may properly be regarded as of public importance." There is now an unexpended balance of \$220,291 on hand for use on this improve-ment, and in all probability the cost of the resurvey will be defrayed from this

Canal at Cascades. During the past year wo k on the canal at the Cascades has been confined to p o-tecting the existing embankment, repairing a part of the wall separating the en-nal from the river, and raising the em-bankment where found necessary. A movable dam has been placed in p sitten in front of the upper gates, for use in case of emergencies. Hosea W. Taylor, work during the past year, leaving an available balance of \$23.242, which is said to be sufficient to complete the work now under way. It will be necessary to saise the main embankment further and face its river side with riprap. Although incomplete, the canal now permits the pas same of boats drawing not more than eight feet of water, and was epen nearly all the year, except when closed on account of high water for a few days. An investigation proved that the canal was not filling at its upper end, as had been ntemplated, and the anticipated dredging was unnecessary. There is still avail-

The Lower Columbia. About the only actual work done in the Columbia between Vancouver and the mouth of the Willamette was that done by Hale & Kern, of Portland, in placing riprap on the shore protection at the head of Hayden Island, and taking other steps necessary to preserve the deflecting dikes and dams in that vicinity, which are necessary to maintain and preserve the channel. The dike at the head of the island has not yet been in position for enough to produce the desired scour, but appelled year is expected to bring shout another year is expected to bring about that mere sentimentalism, and effort to that result. The balance of \$560 now remaintain the main and cross-dikes during ment of such a large percentage of the population in the surroundings of life comes, when difficulties arise, a mechanitime it will be necessary to place 10,001 cal operation, just about as much as the tons of rubble stone on the dikes to com-

able \$550 for operating the canal during

pensate for settlement. Port Orford. The existing wharf facilities at Port Orford are considered adequate for the present, and for that reason the Secretary of War directed that no further im-provement be made at that point. There is now \$140,858 available for the project

The Coquille.

A year ago a contract was made with the Kiernan, of Portland, for extending the two jettles at the mouth of the Co ouille seaward, 215 additional feet on the south jetty, completing it, although my of the north jetty had to be rebuilt. year's work resulted in maintaining the new six-foot channel running straight out to sea, without obtaining any appreciable increased depth, although no increased depth is expected until the north jetty has been raised to high-tide leve and extended further seaward. The Gov. ernment contemplates purchasing one or more of the Coquille quarries, so that it may have its own stone near at hand. A huge rock sunk just below the surface in the channel near the river's mouth has caused some trouble, and is yet firm in its bedding. It is expected to be removed during the Summer. The tunds available will be sufficient to complete the south jetty and rebuild about 400 feet of the north one, although additional funds will be necessary to complete the project. The be necessary to complete the project. The balance is but \$2053.

Many large rocks and other large snags were removed from the Coquille between Coquille City and Myrtle Point, smaller obstacles being left for water. Considerable dredging was nesary between Rackliff's Landing and Rob-orts' Landing, where the channel is being increased to a 50-foot width. By reason of the year's work, boats which a year ago could not go past Roberts' Landing were in June able to reach Rackliff's

Landing without difficulty.

The channel from Rackliff's Landing to Myrtle Point is very bad, and growing worse yearly. During the dry season it is a mere creek. Landslides have recently dumped much earth in this part of the river, which has been carried down, and is damaging the channel in the lower stream. Two boats drawing 14 inches of water are now helps constructed for one water are now being constructed for op-eration between Coquille and Myrtle Point, and it has been thought advisable to suspend operations until these steam-ers have been completed before making further improvements, which may depend upon the success and nature of the experiment. Captain Harts favors light-draft vessels for such streams as the Co quille. The funds now available will be expended in the line followed last year, but no further appropriation will be asked for until the new boats have had a trial. There yet remains \$1312 to which will take care of all present needs.

The contract for building the north jetty at the entrance of Coos Bay to the pro-posed height throughout its entire length of 2000 feet, was awarded to Wakefield & Jacobsen, of Portland, and the work is expected to be done with \$150,000. Operations were commenced late last Fall, the contractors earning \$67,923 by the end of June. The jetty has been raised to the desired height for over \$660 feet, in addition to many repairs that were needed, and much preliminary work that was required. Satisfactory progress has been made by the contractors. The depths re-ported are varying, but were satisfactory

tended to block the channel. The funds now available are thought to be sufficient to complete the north jetty, but an approprintion will be necessary to finish the project. Twenty thousand, eight hun-dred and twenty-eight dollars was expended in dredging a 12-foot channel through four bars in the bay, with a 150-foot width. Christiansen & Johnson, of Marshileld, were awarded the contract for constructing a dike in Coos River, and completed the work last Winter. The channel is now satisfactory, but funds have been exhausted.

Sinslaw River.

Hule & Smith, of Portland, secured the contract for extending the north jetty at the mouth of the Siuslaw River, and commenced work in November, earning \$5724 during the year. But slow process was made, owing to the great depth of water, due to recent scouring, rendered operations difficult. Coable difficulty is antichated in extending the jetty, as it is expected the current will continue to scour at the bottom as fast as the jetty is extended. At present M-foot piles are required. When the E-foot piles are required. When the work has been completed the channel is expected to take a more southerly course than at present. The depth of the chan-nel now varies from 8 to 24 feet across the bar at high tide, the average depth being 17 feet. A vacant tract embracing six acres of public lands near the mouth of the river has been temporarily with drawn from sale, as it contains stone suitable for jetty work, which is to be used in the improvement. The Government also anticipated purchasing the Point Terrace quarry near by. The bal-ance on hand will permit the building of the jetty for 300 fect, but further appro-priation will be necessary to extend the jetty the additional 500 feet desired. Four and three hundred and eleven dollars is now on hand.

Yaquina Bay.

Nothing has been done in the way of improvement at Yaquina Bay during the past year, work having been suspended by order of the Secretary of War. The recent emergency river and harbor bill, however, contained a provision authoris-ing the expenditure of the balance of 22-SE on the removal of a group of rocks on the side of the channel, about 300 feet beyond the end of the south jetty. This work will be undertaken during the current year.

Tilemook Bay.

The early part of the season on Tillamook Bay was taken up in the construc-tion of a scow, which cost \$170, including equipment. It was put in operation in March and immediately set to work and completed a 10-foot channel 1100 feet long and 60 feet wide across Dry Stocking bar, Another channel of the same dimensions but 8% feet long, was dredged through the shoal in the channel opposite the mouth of Wilson River, and was completcd in June. The channel opposite Day City was widened and deepened, and this work is still in progress. Several spur dikes have been constructed to direct the channel and maintain the depth, and old dikes were repaired. As a result of of Carcade Locky, is the contractor and the most of the work being done on the canal nine feet may at mean high tide reach a total of \$20.77 was expended in this Tiliamook City. This is the depth sought to be secured. Further appropriation will to be secured. Further appropriation will be needed to complete the project as out-

Upper Columbia and Sanke. On the Upper Columbia and Snake Riv ers the work consisted mainly of repairs to the deflecting dikes at Log Cabin Rapids and Goose Island. A contract was made with the Portland Granite & Stone Company for furnishing waste granite for this work at \$1.25 per ton. and quarrying at other places was im-mediately stopped, the contract price being much cheaper than the stone could be obtained in any other way. There is yet to be expended \$4427 on this work. Captain Harts submits with his report, a report sent to the last Congress on a survey of the Snake River, which is in accord with his views on the matter, and which has heretrofore been extensively re-viewed in these dispatches.

THIS IS "SARKASM."

Perhaps From a Gentleman Who Would Favor the Private Bather Than the Public Graft.

PORTLAND, Or., July 26.—(To the Editor.)—My Dear Mr. Cottell: I have noticed your letter to The Oregonian, criticising the new system of dealing with resulting with gam! ling. It seems to me you are too critical, if we understand this system alike. Briefly, as I understand it, the District Attorney, the Mayor, the Chief of Police, and necessarily the Municipal Judge, have entered into an agreement with each other that the gamblers in this city shall be arrested once a month, and that they shall de-posit certain sums agreed on for the several games as ball, and that the gamblers not appearing, this ball is to be forfeited by the Municipal Court and paid into the City Treasury; that the defendants are not then to be arrested or tried on those charges, but are to go without molestation of their games until the succeeding month, when the whole process is to be gone through with again. By this means it is hoped that gambling will produce a large revenue to the city

what reasonable objection can you have to this plan? Let me show you that you have got the wrong bull by the

It is currently intimated, with what District Attorneys and their adherents have been receiving from the gamblers a private graft as a consideration for allowing certain games to run. Of course, no one will defend such a course. I am indeed quite unwilling to believe these suspicions. However that may be, the people believed them, and have quite effectively indicated their disapproval. But that private graft is a very different thing from this graft in favor of the general public. It is quite heinous, we all agree, for a public offi-cer to make merchandisc of his official duties for his own profit, but it is pat-riotic to do the same thing for the profit of the respectable and overburdened taxpayer. It is plain to you, is it not, that if the people reap the bene-fit of the illegal and corrupt arrange-ment with the gamblers, and not the District Attorney or other officers, the people "have no kick coming"? Can't you see that the wrong heretofore supposed to have been committed by the officers was not in allowing the law to be violated for a consideration, but in keeping the consideration for them city?

But you complain that this plan not only allows the gamblers to violate the law, but it compels the officers them selves to violate the law and their onths of office. But that is a trivial complaint. How do you expect this revenue to be collected in any other way? There is no law for this plan. The law is all against it. The law says gambling must be suppressed, and these officers must suppress it. Now, if the law were obeyed, the games could not run, the gamblers could make no money, they could pay none into the treasury, and hence the trensury would cease to be replenished from this source in the presmagnificent style. But I tell you that gambling cannot be suppressed. It is a profitable business. The percentage is all its way. It gets money from the clerk that he ought to give to his mother, from the business man that he ought to pay his bills with. It hurts legitimate business. But no District At-torney or other officer can be elected who would try to suppress it. Do you expect that, men will jeopard their political fortunes by performing the obligations imposed on them by the law of the land? Surely you will not be so

ported are varying, but were satisfactory at the close of the year, being from 18 to 2 feet at low tide in the channel. Sand binders had to be planted at the entrance of the bay to prevent the dangerous shifting of the shore sands, which

law is obsolete. Besides, we don't rob the gambler. the gambler. We go into partnership with him-the city does. He can't complain, because it pays him. What he wants to make his profits great is an open, unmolested game, and by this partnership he gets it. The city can't complain. It fixes its own share of the profits, and does not participate in the losses. The people can't complain.
Their taxes are lessened. Don't you see that this is a practical question and has nothing to do with merely right

I notice with pleasure that Chinese lotteries are now included as revenue-producers. I confidently expect you, with your old-fashloned and impracticable notions of official duty, to com plain of this too. The constitution prohibits lotteries. Hence, if they are to be taxed at all, it can never be through any act of Assembly or city ordinance. The only method of ever making these vile institutions pay for their existence is that adopted by the present officers. It is the only way to get around the constitution, if it does that. Besides, if those old parties who made the consti-tution were so unwise as to hamper Portland in obtaining revenue from her gambling hells, it is their own fault. They are nearly all dead, anyway, and so it doesn't matter.

You may have expected support in your unreasonable views from the ministers of this city. But you mistake there. Here and there some humble preacher whose members do not pay taxes may chime in with you, but the influential prelates of the taxpaying congregations—have you not noticed a silence that is ominous to your view? These in the pulpit and out have denounced the supposed private graft, but look for no support from the cloth in your assault upon the interests of the

four assault upon the interests of the religious taxpayers of this city.

I trust you will see your way clear to withdraw your injurious remarks.

The new District Attorney, who evolves this plan, is entitled to support of the taxpeyers. It is for their benefit, and not for his own, that he violates the law, and encourages its violation others. And he does it at his own risk, too. The law says "It shall be the especial duty of each District Attorney" and other officers named-I quote the exact words-"to inform against and diligently prosecute any and all persons whom they shall have reasonable causto believe guilty of the provisions of this act"-the gambling act. And the law further mays that if he "shall refuse or willfully neglect to inform against and prosecute offenders against this and prosecute mentions against the act"—the gambling act—"he shall be deemed guilty of a misdemeanor, and on conviction shall be punished by a fine of not less than \$50 nor more than \$50 to the state of the state \$500, and"-mark this-"the court before which (he) shall be tried shall declare the office . . . vacant for the balance of the term."

Now, when a man takes upon himself such a risk as that, for the benefit the public and the city, it is base in-gratifude to subject him to unmerited crittelam.

If you say that there is nothing illegal in forfelting bail, and hence the officers are not amenable to this law. I must remind you that if these officers can "spot" the gamblers to make them pay tribute to the city, it would be difficult to make a court believe they could not "snot" them for the purposes of prose-cution. So I conclude that the risk is there, all the same.

In conclusion, let me remind you that it is a very good idea to stand in with the taxpayers. If you are dead bent on fighting the cause of Christianity, to say nothing of morals, go to China and fight the Boxers. You will be in less danger than you will be in Portland. fighting the gamblers and the officers and the general public. Believe me, very sincerely yours.

GUY MANNERING.

Immigrants Demanded Fish. ST. JOHNS. N. F., July M.-The Elder-Dempster line steamer Montfort, Captain Jones, eight days out from Liverpool, for Montreal, arrived here today with 1109 immigrants on board-Icelanders, Danes, Poles and Slavs. On the passage, a riot was started by 500 Icelanders, because they were not supplied with fish for food. This evening the Monifort resumed her voyage, after laying in a plentiful store of herring for the mutinous immigrants. As they numbered 1100 against only 80 of the crew available to resist them, and menaced the officers with knives and had otherwise caused great trouble on board. Captain Jones felt compelled to comply

with their demands.

Big Wooden Schooner. WEST BAY CITY, Mich., July 3.—The schooner Pretoria, the largest wooden boat ever built, was launched at Davidson's shippard this afternoon. The Preto-ria will carry 5000 gross tons of iron ore. 185.000 bushels of wheat. She is 350 feet long, 45% feet beam and 27 feet deep.

President Remained Indoors CANTON, O., July 26.-President Mc-Kinley spent the evening indoors with a number of neighbors and friends. The number of callers was unusually large.

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Big Balls of Poison Given as Medicine.

Thousands Are Suffering From Mer-curial Pill-Poison Taken in Youth -Days of the Pills Are Past.

Do you want health?
Then keep your bowels clean and your liver lively!
It has always been known that constipation is the cause of nearly all disease, but the way of treating it has changed.
The old way was to make up a sickening "black draught" or, still worse, an explosive "shot-gun" cartridge of calome, aloes, jaiap, gamboge, croton oil, blue mass, colocynth—the larger the bullet the better—and after the patient had swallowed the dose, thrown the bowels into spasms and turned the liver inside out, he was settled for a few days—frequently forever.

was settled for a few days-requently forever.

The most dangerous "medicine" of all was the mercurial pill-poison which lodged in the blood and joints, producing lifelong aches.

Force is folly, if you have any regard for your well being. When it becomes secessary to stir up your liver and have a general internal cleaning up, take Cascarets Candy Cathartic, and produce natural action in a nice, gentle, quiet, positive way.

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