

BRYAN'S TRUSTS

LETTER ON HIS FALLACIES BY A GREAT DEMOCRAT.

Mr. Mayor Hewitt of New York Shows the Popocratic Candidate's Ignorance of the Principles of Corporations.

Reasons for his support of McKinley and Roosevelt were given in a letter by ex-Mayor Abraham S. Hewitt, which was published in Oesterreichisch-Ungarische Zeitung on September 8. It was addressed to Marcus Schmitzer, the editor of the newspaper, who requested another letter from Mr. Hewitt dealing with the question of trusts. Mr. Hewitt has sent to Mr. Schmitzer the following:

"New York, Oct. 31.—Dear Mr. Schmitzer: You ask me to express my opinion on the question of trusts, which since your original letter to me has assumed a considerable prominence in the speeches made both by Democratic and Republican speakers. I have heretofore made no answer to your request, because I desired to see the precise position which Mr. Bryan would finally take upon the subject. He dealt with it extensively in his remarks at Madison Square Garden, and he has made frequent reference to the subject in his many speeches delivered since he left New York. He utters clearly a view that he does not understand the nature of the question which he discusses with many words, but without any real arguments, if they may be so termed, can be summed up in the brief statement that he does not believe in the principle of right of association upon which is based the extraordinary trusts of the present age. In order to show how shallow he is it is only necessary to state a few fundamental principles of social organization.

First—Every man has a right to work or to refrain from work. If he works he is entitled to the fruits of his labor. In other words, private property is the logical and inevitable result of individual liberty.

Second—The right of man to associate with each other for any lawful purpose is indispensable to social progress. This right carries with it the right of property for associated capital as well as for individual property.

Third—The association of men together may be either by partnership or by what is known as incorporation. In the former the organization is limited, and the amount of capital which may be thus associated for industrial enterprises, in popular parlance, is limited to the amount of capital thus associated under a corporate charter is called a "trust," although the original significance of the word was different.

In attacking trusts, therefore, he attacks the principle of the association of capital. But associated capital cannot be attacked without assailing the correlative right of association upon the part of those who own the capital, and the laborer for their support. This right of association on the part of labor is one which the workmen of this country have strenuously asserted under every form of opposition, and they have never yielded, and never can yield, without the loss of all that they have gained through years of struggle for increase of wages and greater comfort. It is amazing, therefore, that Bryan should in his speeches attack the right of association, which is absolutely indispensable to the welfare of the working classes. He does not seem to be aware that in his efforts to set class against class he is attempting to destroy the very principle upon which the hopes of the workmen of this country for future betterment must be based.

Every trades union is, according to Mr. Bryan's definition, a trust equally with the association of capital for the purpose of increasing the value of the principle which underlies both is precisely the same, and neither one can be surrendered without relegating to an intolerable condition of confusion the situation of the workers between the several classes of which it is constituted. How Bryan can expect to get the votes of the workmen of this country in favor of the destruction of the very principle of association upon which their welfare depends passes my comprehension.

Bryan Shows Ignorance. This view of the subject goes to the bottom of the subject, and Mr. Bryan comes to discuss it in detail he shows great ignorance, both of the existing law and of the possibilities of remedying the evils which he speaks. His remedy is to let the State take the matter into its hands, and in business shall receive a license from the Federal Government before they shall be permitted to engage in interstate commerce. It is not necessary to know that the Federal Government has no power to grant such licenses, and under the Constitution, as it stands, cannot exercise it. If he had proposed an amendment to the Constitution of the United States by which the power to create corporations should be taken from the States and conferred upon the Government, the suggestion would have been a very reasonable one, and many profound thinkers would probably agree with him. My own inclination is certainly in that direction, although I see that Secretary Root, an opponent of it, and I believe a mistaken one.

His next remedy is to repeal the tariff duties upon any article which is produced and sold by corporations called "trusts." He does not seem to know that this remedy would affect hundreds of individual producers who are entirely free from any connection with "trusts" and with monopolies. In other words, he will ruin hundreds of innocent persons for the sake of punishing a single offending corporation.

His third remedy is to prevent corporations from doing business if they have a monopoly of the production of any article of trade. I confess I know of no such corporations, except those which are protected by the patent laws of the United States. Doubtless he had in mind the Standard Oil Company and the Sugar Trust. If so, he was very unfortunate in the selection of his object lessons. Neither of these companies has any legal monopoly, but they control very large amounts of capital and employ many thousands of workmen. They have thus cheapened the cost of primary articles of necessity, and their monopoly consists in their ability to produce these articles at a lower cost than their competitors. I know of no greater benefactor to the community than cheap labor, and certainly the Standard Oil Company has accomplished the miracle of illuminating the entire country at a mere nominal cost. They make great profits because they have succeeded in engaging in the production of oil. Moreover, they have certainly preserved to the United States one of the leading lines of export which has contributed largely to turning the balance of trade in our favor and to the unprecedented prosperity of the last two years.

The destruction of the Standard Oil Company, so far as I can judge, would simply raise the cost of light and cut down the exports which are now maintained by reason of the great capital of that company and its use in the foreign markets of the world. As to the Sugar Trust, there is not even the pretext that there is any monopoly. They have now

OCTOBER GRAIN FLEET

TWELVE CARGOS FOR EUROPE AND ONE FOR SOUTH AFRICA.

Pugnet Sound Makes Some Heavy Flour Shipments—Fast Work in Wheat Loading.

The scarcity of ships ready for loading in the early part of the month prevented October wheat shipments reaching record proportions. The wheat was in the docks in this city, and that for which ships were ready was hustled aboard at an unusually rapid rate, but the best Portland could do was to keep ahead of San Francisco, Seattle and Tacoma, and still fall behind his own record for October. The European wheat shipments for the month reached a total of 1,261,277 bushels, and enough was shipped to San Francisco to turn the scale past the 1,000,000 bushel mark. Total was about a half million bushels more than was shipped from Tacoma and Seattle, but the continued flour shipments of the two Sound ports were the largest on record for a single month, totaling 1,081,767 barrels, compared with 725,000 barrels from Portland.

This shortage in Portland's flour shipments was due to the withdrawal of the Oriental Steamship Line and the failure to have another one in operation in time to prevent a lapse between steamers, which forced exporters to send their flour to the Sound by other means. The Sound not only had half a dozen steamers, but some of them carried big cargoes. The Rjukan Mars carried 4,211 barrels; Dnka of Pitts, 4,211; Olympia, 11,075 barrels. The Cabul carried a cargo of 2,225 barrels to Europe. Pugnet Sound's European grain fleet was as follows:

Table with columns: Name, Tonnage, Destination and Shipper.

These were 13 ships in the October fleet from Portland this year, compared with 11 in October, 1899, and 10 in 1897, and 15 in 1898. The October fleet carried 1,261,277 bushels of wheat and 4,211 barrels of flour, and that of 1899 carried 1,718,000 bushels of wheat and 13,272 barrels of flour. The October fleet carries which cleared from Portland during the month ending yesterday, together with a summary of the month's business, is given in the accompanying table:

Table with columns: Name, Tonnage, Destination and Shipper.

(a) also 165,750 bushels barley, valued at \$40,000. (b) 111,653 bushels barley, valued at \$43,210. (c) 10,000 bushels wheat, valued at \$4,000. (d) 10,000 bushels wheat, valued at \$4,000. (e) 10,000 bushels wheat, valued at \$4,000.

REWARD OF MERIT.

A New Cataract Cure Secures National Popularity in Less Than One Year.

Throughout a great nation of 90,000,000 it is a desperate struggle to secure even a recognition for a new article, and yet within one year Stuart's Cataract Tablets, the new cataract cure, has met with such success that today it is being advertised every drug store throughout the United States and Canada.

To be sure, a large amount of advertising has been necessary to bring the remedy to the attention of the public, but every one familiar with the subject knows that advertising alone never made any article permanently successful. It must have in addition features, undeniable merit, and this the new cataract cure certainly possesses in a marked degree.

Physicians who formerly depended upon inhalant sprays and local washes for cataracts now use Stuart's Cataract Tablets as one of the most prominent features of their practice.

WASHINGTON SHIP CANAL

LAKE WASHINGTON AND PUGNET SOUND TO BE CONNECTED.

Construction May Be Said to Be Under Way—Object Is to Provide Fresh Water Harbor.

SEATTLE, Oct. 31.—Actual construction work may be said to be under way on the famous project known throughout the State of Washington as the Seattle & Lake Washington Ship Canal. For many years this canal project has been kicked and buffeted among different political factions and commercial interests, but the State of Washington and, for a time, it was considered to be actually dead. It has been asserted, time and again, that the canal would never be built; that the project was impracticable; that the canal could not possibly be used for a fresh-water basin, or for a naval reserve station.

It has been argued by some residents of Lambert, for instance, that the locks connecting Lake Washington and Puget Sound could be blown up in times of war with a few sticks of dynamite, and that the naval stations situated on the lake would thereby be rendered absolutely worthless. It has been set forth that the building of the canal was a gigantic real estate scheme intended for the purpose of advancing the price of certain lands, and that the Government was being used to back up the projects which had for their ultimate object the reaping of financial benefits to individuals, without just regard for the interests of the public.

Again, when United States Senator Foster was elected to the Senate to succeed Senator Wilson, it was set forth that success would be his as he was a resident of Tacoma, he would make every effort to prevent the construction of the canal. Mr. Foster did not take a sectional view regarding the canal project, however, and has aided in the work of the Government in projects in the state that are reasonably construed as being of benefit to the whole state.

To illustrate, he has given great attention to the important work of enlarging the Bremerton Naval Station, and the continuance of work on the various Government contracts now under way on the river when the Washington Ship Canal is completed. Bremerton station, for instance, has been considered of vast importance to all sections of Western Washington, and particularly to Puget Sound. It has been the policy heretofore to keep a number of transient mechanics, as it were, who would put on Government vessels docked at Bremerton such repairs as were necessary. In some instances mechanics have been brought to Bremerton who were regularly employed at Mare Island. Instances were discovered by Senator Foster when the Mare Island dock was crowded with work, and the amount of which could have been assigned to the Bremerton station, and that, in the meantime, the mechanics who had located with their families at the Washington Naval station were actually compelled to move away because the Government failed to provide work. This state of affairs is gradually being remedied by securing additional workmen, and the number of mechanics for repairs on a large scale on the battle-ships now doing duty in the Pacific Ocean. Part of the plan now being carried out is to assign a sufficient number of vessels assigned to the Puget Sound Naval station to keep a well-selected force of skilled mechanics constantly employed, in order that they may be retained during the current year, thus keeping the station prepared for such work, no matter what the character or extent, as may be assigned to it by the Secretary of the Navy.

As for the Lake Washington Canal work has actually been started by the securing of data in the way of borings and in making examination of the contour along the territory between Lakes Union and Washington. There is now available \$170,000 which will be used to start the actual construction of the canal. The intention is to have the contractor, local representative of the United States engineers, to recommend a plan whereby Lake Washington will be lowered to the level of Lake Union. An Captain Taylor has been assigned to duty in New Hampshire, the construction of the canal will devolve largely on his successor. It is believed, however, that Captain Taylor will receive sufficient data to make his recommendation before vacating his office here.

The scheme evolved by Captain Taylor to lower the level of Lake Washington to that of Lake Union is an original one, and many engineers who have looked into the matter believe that it is feasible, and that it will benefit the whole canal, because it does away with one of the objectionable lock features. The people owning land on the borders of Lake Washington are also in favor of the scheme, inasmuch as it increases the value of their upland holdings and in many cases provides much desired land for gardening purposes for owners who are, at present, deprived of suitable holdings of this kind.

While it is anticipated by many of those interested in this project that the mooring of deep-sea vessels in fresh water on the Lake Washington and Union will be of material benefit in the way of causing barnacles to drop from the bottom of the vessels, some of the leading experts on this subject state that barnacles allowed to die in fresh water, and attached to the bottom of vessels, become cemented to the ship and are only removed with the greatest difficulty when placed on a dry dock. The majority of shipping men, however, are of the opinion that the placing of vessels in fresh water while they are loading, as is the case at Portland, is very beneficial and much to be desired.

In days past, it is claimed, this Seattle canal created political factions in the state which grew and expanded until the election of Governors and United States Senators were affected by the subject. One memorable state convention the Seattle canal plank was made a feature, and on various other occasions the political factions in different parts of the state have seceded on the canal plank with more or less injury to candidates.

At the present time, however, the canal is accepted as a matter of course, and very little attention is paid to the subject, and the former agitation which periodically broke out among the newspapers in a most violent form throughout the state has apparently passed away.

Clark County Campaign. VANCOUVER, Wash., Oct. 31.—Both parties will close the campaign in Clark County this week. Special attention is being given to the election of judges and members are being held every night. C. J. Helfner and "Farmer" Todd are assisting the Democratic campaigners, and Mayor Holt of Vancouver, and Assistant E. M. Randa, candidate for Joint Senator from Clark and Skamania Counties, in his canvass of Skamania County, Chairman Cook, of the Republican County Committee, is this week engaged in distributing the official ballots, and is incidentally making a poll of the county. The Democrats are arranging for a big demonstration here next Monday evening, when all the nominees on the Fusion ticket will be present. Republican chances of carrying Clark County are certainly very bright.

Oregon Industries. A turpentine eight pounds was exhibited at the office of the Ashland Tidings last week. Wall Huntley picked 55 bushels of peaches from one tree this year, says the Tidings. He picked 100 bushels of peaches from one tree this year, says the Tidings. He picked 100 bushels of peaches from one tree this year, says the Tidings.

GERMAN SHIP STRUCK BY A HURRICANE

While Crossing the Pacific.

ASTORIA, Oct. 31.—The German ship Gertrud, which arrived in this afternoon from Nagasaki, passed through a terrific hurricane on October 18. Heavy seas were running, and the ship was struck by a cyclone, smashing the furniture and damaging the ship's stores. During the storm the upper main topmast yard fell, but caught on the lower yard, where it was held. As the tug was dropping the Gertrud in the lower harbor, the ship's mate was struck by the hammer and one of his legs badly lacerated, but no bones were broken. Captain Henke reports the bark fast outside.

Notice to Mariners. Notice is hereby given of the following changes in the aids to navigation in this district, which affect the list of lights and fog signals, Pacific Coast, 1900: Swan Island bar, lower post light, Willamette River, page 20, No. 128 (list of beacons and buoys, Pacific Coast, 1900). This light is shown, from which a fixed white light is beamed, on the lower end of Sand Island bar, Willamette River, Oregon, that was carried away on the night of the 18th inst. The light, which has been replaced and the light re-established.

Domestic and Foreign Ports. ASTORIA, Oct. 31.—Arrived at P. M. Gertrud from Nagasaki. Condition of the bar at 5 P. M. rough; wind, southwest; weather, cloudy. Reported outside at 5 P. M. Dutch bark Rix, from Yokohama.

San Francisco, Oct. 31.—Arrived, steamer Willamette, from Seattle; steamer San Francisco, from Seattle; steamer Newburg, from Seattle. Sailed—Steamer Newburg for Gray's Harbor; schooner Reporter, for Gray's Harbor.

Seattle, Oct. 31.—Arrived, Oct. 31, steamer Gertrud from Nagasaki.

Table with columns: Name, Tonnage, Destination and Shipper.

(a) also 165,750 bushels barley, valued at \$40,000. (b) 111,653 bushels barley, valued at \$43,210. (c) 10,000 bushels wheat, valued at \$4,000. (d) 10,000 bushels wheat, valued at \$4,000. (e) 10,000 bushels wheat, valued at \$4,000.

REWARD OF MERIT.

A New Cataract Cure Secures National Popularity in Less Than One Year.

Throughout a great nation of 90,000,000 it is a desperate struggle to secure even a recognition for a new article, and yet within one year Stuart's Cataract Tablets, the new cataract cure, has met with such success that today it is being advertised every drug store throughout the United States and Canada.

To be sure, a large amount of advertising has been necessary to bring the remedy to the attention of the public, but every one familiar with the subject knows that advertising alone never made any article permanently successful. It must have in addition features, undeniable merit, and this the new cataract cure certainly possesses in a marked degree.

Physicians who formerly depended upon inhalant sprays and local washes for cataracts now use Stuart's Cataract Tablets as one of the most prominent features of their practice.

GERMAN SHIP STRUCK BY A HURRICANE

While Crossing the Pacific.

ASTORIA, Oct. 31.—The German ship Gertrud, which arrived in this afternoon from Nagasaki, passed through a terrific hurricane on October 18. Heavy seas were running, and the ship was struck by a cyclone, smashing the furniture and damaging the ship's stores. During the storm the upper main topmast yard fell, but caught on the lower yard, where it was held. As the tug was dropping the Gertrud in the lower harbor, the ship's mate was struck by the hammer and one of his legs badly lacerated, but no bones were broken. Captain Henke reports the bark fast outside.

Notice to Mariners. Notice is hereby given of the following changes in the aids to navigation in this district, which affect the list of lights and fog signals, Pacific Coast, 1900: Swan Island bar, lower post light, Willamette River, page 20, No. 128 (list of beacons and buoys, Pacific Coast, 1900). This light is shown, from which a fixed white light is beamed, on the lower end of Sand Island bar, Willamette River, Oregon, that was carried away on the night of the 18th inst. The light, which has been replaced and the light re-established.

Domestic and Foreign Ports. ASTORIA, Oct. 31.—Arrived at P. M. Gertrud from Nagasaki. Condition of the bar at 5 P. M. rough; wind, southwest; weather, cloudy. Reported outside at 5 P. M. Dutch bark Rix, from Yokohama.

San Francisco, Oct. 31.—Arrived, steamer Willamette, from Seattle; steamer San Francisco, from Seattle; steamer Newburg, from Seattle. Sailed—Steamer Newburg for Gray's Harbor; schooner Reporter, for Gray's Harbor.

Seattle, Oct. 31.—Arrived, Oct. 31, steamer Gertrud from Nagasaki.

Table with columns: Name, Tonnage, Destination and Shipper.

(a) also 165,750 bushels barley, valued at \$40,000. (b) 111,653 bushels barley, valued at \$43,210. (c) 10,000 bushels wheat, valued at \$4,000. (d) 10,000 bushels wheat, valued at \$4,000. (e) 10,000 bushels wheat, valued at \$4,000.

REWARD OF MERIT.

A New Cataract Cure Secures National Popularity in Less Than One Year.

Throughout a great nation of 90,000,000 it is a desperate struggle to secure even a recognition for a new article, and yet within one year Stuart's Cataract Tablets, the new cataract cure, has met with such success that today it is being advertised every drug store throughout the United States and Canada.

To be sure, a large amount of advertising has been necessary to bring the remedy to the attention of the public, but every one familiar with the subject knows that advertising alone never made any article permanently successful. It must have in addition features, undeniable merit, and this the new cataract cure certainly possesses in a marked degree.

Physicians who formerly depended upon inhalant sprays and local washes for cataracts now use Stuart's Cataract Tablets as one of the most prominent features of their practice.

CONQUERING the AIR

Successful Flight at Last

THIS year has witnessed the culmination of the century's efforts in aerial navigation. Balloons in Germany and France have reached a remarkable degree of perfection but

Count Zeppelin's Air Ship

is the first which has successfully navigated the air against the wind carrying passengers. His aerial ship marks a great advance, and is believed to be the forerunner of craft which can be used in commerce with speed and safety. This article is written from personal experience by Eugen Wolf, the Count's assistant who has helped operate it. For the first time the dream of conquering the air for purposes of transportation seems about to be realized. The imagination is stirred at the possibilities for the future.

McCLURE'S MAGAZINE

for November

Other interesting features: MARK HANNA, by WILLIAM ALLEN WHITE; A WOMAN'S DIARY OF THE SIEGE OF PEKING; MAKING A GERMAN SOLDIER, Short Stories by CHARLES WARREN; ALVAH MILTON KERR, GEORGE K. TURNER, and others.

been demonstrated that the cost will not exceed 10 to 15 per cent of the increased output of first-class fruit. Mr. Carson estimates the apple crop of Jackson, Wash., and Douglas Counties this year at 225 carloads.

Edward Albright, of Ashland, has been picking strawberries and blackberries since early summer in his garden, says the Tidings. Saturday he had a box of strawberries and showed a number of blackberry branches on which was fruit in all stages from the blossom up to the berry.

In order to increase the waterfowl, the course of the mill race in East Pendleton is being changed. The U. S. R. N. is to cross the race at Franklin street, but the crossing will now be at Union street, 250 feet further east. Twenty-five men have been engaged on the improvement for three weeks, and it will be finished within seven or eight days. A night force is now rushing completion. The situation will afford 30 more horse-power.

A remarkable consignment of pumpkins was received at Astoria Monday from Sauvie's Island, says the Astorian. The largest weighed 100 pounds, and a number of them that weighed over 100 pounds. From one seed and on one vine was raised the immense amount of 1300 pounds of pumpkins.

H. Carson, of Grant's Pass, Fruit Commissioner for the district of Southern Oregon, has been in Douglas County looking after the condition of orchards and the amount of marketable fruit produced during the current year. He says Roseburg Review. He found well-kept orchards, but in the main there is a great need of thorough spraying. He cites as examples of the practical benefits of proper spraying the apple orchards of Otwell Bros., of Central Point; Weeks & Orr, of Medford, and H. B. Miller, at Grant's Pass.

Physicians who formerly depended upon inhalant sprays and local washes for cataracts now use Stuart's Cataract Tablets as one of the most prominent features of their practice.

Throughout a great nation of 90,000,000 it is a desperate struggle to secure even a recognition for a new article, and yet within one year Stuart's Cataract Tablets, the new cataract cure, has met with such success that today it is being advertised every drug store throughout the United States and Canada.

REWARD OF MERIT.

A New Cataract Cure Secures National Popularity in Less Than One Year.

Throughout a great nation of 90,000,000 it is a desperate struggle to secure even a recognition for a new article, and yet within one year Stuart's Cataract Tablets, the new cataract cure, has met with such success that today it is being advertised every drug store throughout the United States and Canada.

To be sure, a large amount of advertising has been necessary to bring the remedy to the attention of the public, but every one familiar with the subject knows that advertising alone never made any article permanently successful. It must have in addition features, undeniable merit, and this the new cataract cure certainly possesses in a marked degree.

Physicians who formerly depended upon inhalant sprays and local washes for cataracts now use Stuart's Cataract Tablets as one of the most prominent features of their practice.

Further assignments of speakers will be made from day to day. O. A. STEEL, Chairman. WILLES S. DUKWAY, Secretary.

TRY THIS: "Ko-Nut"

A Pure Sterilized Coconut Fat, never gets rancid. Twice the shortening power of lard. For Shortening and Frying. Superseding Butter, Lard, and Compounds. Ask your grocer, or write. India Refining Co., Philadelphia.