

The Oregonian.

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ad, and it is charged that \$10,000,000 has already been offered for what Mayor Ashbridge made a present of to the representatives of the Quay ring. Every newspaper in the city denounces the conduct of the Mayor, but he and his gang laugh and sneeringly inquire, "What are you going to do about it?"

tion to start, attend to the sale of the farm and house and furniture, combats the objections and the animadversions of the timid and suspicious, and conducts the expedition personally to the new home. So thoroughly does the agent acquire the confidence of his charges that even the most independent of them follow like sheep.

THE ASTORIA CONTROVERSY.

C. W. Fulton, in Daily Astorian. So far as my alleged fraternal antagonism, politically, the Multnomah delegation is concerned, the whole state knows I have continuously antagonized it during the last 20 years, and during the last 10 years, you, Mr. Editor, it is equally well known, have assisted them in all their political chicanery. Now, really, were you not just a little unhappy in introducing politics into this discussion? It was unnecessary, certainly just as unnecessary as it was to become personal or ascribe motives at all. I had not questioned your motive, but condemned your judgment in contending against appropriations for the improvement of the Columbia. You say you have always stood for the common point. Have you? Always? Well, yes, sometimes. But, who was discussing the common point? This is the charge I bring against you, that you have completely evaded the issue.

VALUE OF RIVERS.

St. Louis Globe-Democrat. In a recent issue the New York Marine Journal remarks that "the present century seems destined to bring the steamboat as a means of transportation to an equality with the railroad train." The paper says that, great as is the volume of traffic on the lakes, a greater business is conducted on American rivers, amounting to 100,000,000 tons a year, exclusive of boats plying on arms of the ocean reaching inland. At least half the interior commerce of the United States is transacted by boats. Though almost every navigable river in this country is paralleled by a railway, the business on both increases. The two great systems of inland waterways in the United States, the Marine Journal remarks, are the Great Lakes and the Valley of the Mississippi, and of the two the latter is foremost.

NOTE AND COMMENT.

Oregon only regrets that she has but one name to give to her country's battleships. At this rate certain members of the Y. M. C. A. will blush every time they tell the naked truth. Mrs. Mary Baker G. Eddy has certainly headed the Scriptural injunction which says: Physician, heal thyself.

NEWS OF DISCUSSION. Intended for publication in the Oregonian should be addressed invariably to "Editor The Oregonian," not to the name of any individual. Letters relative to advertising, subscriptions or to any business matter should be addressed simply "The Oregonian," and enclosed with the money. The Oregonian does not accept notices from individuals, and cannot undertake to return any manuscripts sent to it without solicitation. No stamps should be enclosed for this purpose.

Portland, Saturday, June 22.

WATER VEIN'S RAIL.

When a trainload of wheat is on its way down the O. R. & N. tracks to Portland, it is a simple matter for it to be carried on down to Astoria. When a ship is to carry grain from the Columbia River, it is a simple matter to bring it up to Portland and load it. The train can go down over the Astoria road's tracks, or the ship can clear from Portland, there is no difficulty in either case. The question is merely one of expense; and it so happens that whereas the ship can be moved over the 110 miles from Portland to Flavel, for, say, \$300 for a 3000-ton cargo, it will cost something like \$1500 to haul the 3000 tons of grain down by rail. These figures are only approximate, but they are fairly close. Some shippers moved at a cost of 5 cents per ton instead of 10, and under present tariffs grain would probably pay \$1 a ton by rail instead of 50 cents; but it is evidently idle to talk of hauling grain cheaper by rail than by water.

HOW POPULATION GROWS.

It is uncertain whether the elevation of Mr. Stubbs to traffic control of the Southern Pacific and Union Pacific is occasion for felicitation at Portland or for its opposite. Mr. Stubbs has never been definitely hostile to Portland, but he has always looked upon San Francisco and California as the proper objects of the Southern Pacific's solicitude and care. The common-potatoes rate for Western Oregon lumber mills has had in him its most implacable foe. On the whole, however, we should say that Mr. Harriman's desires toward the Oregon Short Line and the O. R. & N. will be more favorable than those that have hitherto prevailed in Southern Pacific councils. Complaints of traffic discrimination that Portland has hitherto made in vain should now be assumed as respectful hearings.

THE TWEED RING OF PHILADELPHIA.

The Tweed ring that New York City repudiated and railed in 1871 is recalled by the most recent outrage of the Quay ring in Philadelphia. The Quay ring rushed bills through the Pennsylvania Legislature changing the existing law about granting of franchises for street railways. The Governor signed them at midnight. Next morning the parties to the plot secured charters from the Secretary of State before his office was open to the general public and before outsiders had any chance to put in applications. The Philadelphia Council met in special session and adopted fourteen ordinances granting rights of way as a free gift for railroads upon, under and over the principal streets of the city, whether now occupied by railroads or not. On the day that these ordinances came before Mayor Ashbridge for his signature, John Wanamaker sent a written proposition to the Mayor offering to pay the city \$2,500,000 for these franchises that were given away. The Mayor, when the letter was handed to him, threw it at the messenger's head. A duplicate of this proposition sent to the Mayor's house was avoided by the Mayor's failure to go home that evening. The Mayor affixed his signature to the bills without giving any opportunity for a public hearing and without opening a letter which offered the city \$2,500,000 for rights which he has given away for nothing.

CHINESE EXCLUSION LAW.

The Chinese residents of this country have organized a movement against the extension of the Chinese exclusion law for another twenty years after its expiration in 1902. American sentiment toward China has been modified so much the past six months, compared with the hostility felt during the Boxer War, that the leading Chinese in New York and San Francisco have decided to appeal strongly to the American people for fair treatment. A memorial to Congress will be signed by all the Chinese in this country, and the signature of as many American citizens as possible will be secured to a petition to that body. Minister Wu Tung Fang will, of course, work zealously in Washington with Senators and Congressmen. The Chinese will plead that the exclusion act is unjust; that they are people who are usually free from crime and pauperism; that they are capable, economical and cheap workers in the field of labor. Their own country has been forcibly opened up to all foreigners, including Americans; their ports are compelled to welcome our citizens, either as merchants or traders or as missionaries; their fiscal system is controlled by foreign powers.

EMPEROR WILLIAM PROCLAIMS HIS SPEECH ON WEDNESDAY LAST.

The Emperor William proclaimed his speech on Wednesday last that the future of Germany lies on the sea. Germany has the largest navy in the world, while the United States is the third. Germany will have to increase her navy by 253,000 tons to equal ours. In October she had 235 vessels afloat, displacing 358,000 tons, and 18 ships building, displacing 88,940 tons. The United States has built 329,200 tons, is building 359,570 tons, a total of 705,870 tons. Of the great naval powers of the world, the British had 648 vessels, built and building, displacing 1,735,410 tons; the French is 423 vessels, with a tonnage displacement of 714,190 tons. Great Britain has 45 first-class battle-ships; France has 19, and Great Britain is building 13. Russia last October had 294 ships afloat, with a displacement of 420,440 tons, and 38 ships building, displacing 110,000 tons. It is probable that the naval strength of the United States today is the six principal navies of the world are, in order, Great Britain, France, the United States, Russia, Germany and Japan. Japan is behind us by 460,000 tons.

AN AFFLICTION OF WESTERN WASHINGTON.

The seafaring population of the Columbia coast of the finest harbors on the Pacific coast. Mr. Fulton declares that if the sentiments expressed in these columns are allowed to go forth unchallenged, it will result in making enemies for Astoria, not alone in Portland, but in Eastern Oregon, in fact, in the entire state. He accuses the Astorians of being the cause of the problem in no way involved in the controversy. If the common-point rate is not the principal point in discussion, what is? The Astorian has stated that it does not oppose the maintenance of a channel to Portland providing it returns to the benefit of the entire state. It is not the men who are back of the pressure on the Government to secure the question of equitable rates to the seaboard and the deepening of the river from here to Portland so inseparably intertwined that one cannot be discussed without the other being involved?

THE WETTER PESSIMIST.

Shivering or sweltering. Always the extreme; Hurry with the cooling draught; Or put on the steam; Never suffer today; Never any happy state; Shut about midway. Shivering or sweltering. Fire in the grate. Or the doors all open and states. Foot upon the windows; Or shining for a breeze; Whittled stuff today. Suffocate or freeze. Shivering or sweltering. Always the extreme; Hurry with the cooling draught; Or put on the steam; Never suffer today; Never any happy state; Shut about midway. Shivering or sweltering. Always the extreme; Hurry with the cooling draught; Or put on the steam; Never suffer today; Never any happy state; Shut about midway.

EVILS OF "BRIDGE" IN LONDON.

Women Gamblers Driven Into Practices Worse Than Death. London Cable to Chicago Record-Herald. One of the most lurid pictures of the sorrow and misery which gambling mania has been responsible among women appears this week in Clement Scott's little paper, the "Free Lance," in which he has written a series of articles describing how women drag themselves out after all-night sittings at bridge at their own and other people's houses, to play bridge at the clubs, and fill in the hours between meetings by playing roulette, and so on. It is a picture which is full of horror, and it is a picture which is full of horror.

HOW ABOUT PORTLAND'S?

Buffalo's big fair is swinging gayly into the busy season. The crowds are going and the money is being made. The fair is a good thing worth seeing and everyone who can should go, but if unkind fortune should keep anybody away Charleston will have a show record in 1901. The fair is a good thing worth seeing and everyone who can should go, but if unkind fortune should keep anybody away Charleston will have a show record in 1901.

ADVERTISING.

Advertising is a business. It is a business that is becoming more and more important in this age. It is a business that is becoming more and more important in this age. It is a business that is becoming more and more important in this age.

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