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TODAY'S WEATHER -Pair and probably

YESTERDAY'S WEATHER -Maximum tem

PORTLAND, SATURDAY, JUNE 29.

A WORD FOR THE TIME.

There is repetition just now of the many efforts heretofore made to show that Portland has been built in the wrong place; that Portland ought not to exist; that its position on the water courses, that has made it what it isa city of 100,000 inhabitants, the most populous city of the Pacific Northwest and the city doing the largest volume of steady business within the country that it serves-and that serves it-is a false one, and that the development of this country from the beginning has followed lines forced and unnatural, which now in the interest of the country at large ought to be corrected,

It is natural and right that Puget Bound should contend for her own interest. Her cities and her rallway lines naturally desire to absorb, as far as possible, the country of the Northwest. So we expect belittlement of Portland from that quarter, and have no reason to be surprised at misrepresentation of Portland from that quar-Likewise we expect from that quarter every possible effort to make it appear that the Columbia River is no channel of commerce. And yet the fact remains that the Columbia River affords the only unobstructed route of ommerce for the Pacific Northwest between the great interior country and the sea. But should any one in Oregon, should any one in the Columbia Basin, be expected to support this contention? It is strange enough at this day; but there are influences here in Oregon, as there were in the early time, that are trying to wipe Portland off the map.

This is to be done by closing the Astoria is taking an active part in this effort. The Astoria Railroad is live material in American shops. using every effort to compass it. Every power these influences can exert is being used against the channel between Portland and the sea. Why should a journal of New York take an interest in this effort? Because it is under the influence and direction of the powers itself. It is scarcely known in the City of New York. Its very name is unknown in the general journalism of the country. But it is compelled by the who have invested money in the Asitself would call for this statement. and the only reason for making this statement is the desirability of preventto a journal which derives its sole imgoads, and moreover that there are cation and improved industrial organtraitations.

Why was Portland built here? Only because it was the place for a city. Portland has not grown from the primeval forest to a city of 100,000 peotion meet. Work indeed has been nec- ing from the London Globe; essary for deepening the river channels, and work is necessary to make them deeper still. The channel has did formerly. Of this expense of improvement the National Government has borne some part, but Portland the Astoria and by the Astoria Railroad to prevent further assistance in this direction by the National Government. This is their appeal to the committee of rivers and harbors of the House of

Representatives. The Oregonian states the case plainly, It minces no words. In the interest of tent protection to the "skulker" who Astoria and of the Astoria Railroad, in | seeks to ride in on the wage scale readthe interest of town-lot speculators and | lly granted to capable workmen, Britvarious exploiters, there is concerted ish trade-unionism is far less enlighteffort to do injury to Portland, and to ened upon this point than is the correthe whole Columbia Basin, in the hope sponding power in this country. It is of bettering themselves. Let us be well understood. There can be no objection higher the skill and the greater the to any effort, in any quarter, to open | industry of the individual worker the new resources, to create new develop- larger the reward that he obtains" ment. But the present scheme is of a It may be said to be generally true, different nature. It is an effort to build however, a fact that is due rather to up by tearing down. In a word, it is the insistence of employing manufacan effort to cut the improvement of turers than to voluntary acceptance of the Columbia River out of the scheme its justice by laborers in many lines. of National improvement of rivers and harbors, so as to withdraw from Portland and from the interior region the apport and assistance of the National reliable has been discharged and the vernment in this matter of river im-

vement and water transportation. Though something has been done for in the labor problem in this country, ortland by her own citizens, too little and it is toward its elimination that own to her present proportions be- question bend their efforts when a so- the 25- and 40-foot channels, the re-

cause natural opportunity was with lution is demanded. The "American her. There is now a demand that this peril" on this side of the water lies in natural opportunity, which has been the leading factor in the growth of the through trade-unionism and its affiliacity and in the development of the tions, "skulkers" upon the payroll at country, shall be cast aside, nullified, full wage rates. On the other side it reversed. Now, although Portland has not contended for herself much heretofore, she will contend for herself hereafter, if there shall be need. She has not been built up by any adventitious aids, but has grown to be what she is by the natural law of development. Her position in relation to the great interior, on these navigable waters, has been the key of the country, from the beginning. Else Portland would not exist. Fortunately, now, Portland has more forces with which to meet these attacks than she had with which to meet former ones. River improvement, both above and below Portland, is a plan and a purpose in which Portland will have the support of the whole interior country. Portland is the terminus of great

transcontinental railroads. None of them has a line to Astoria. In the present situation the common-point contention therefore can make no headway. It is a railroad question, to be dealt with only by absorption of the Astoria road by a greater line, or by building other lines down the river. Time will settle these matters, one way or another. But in any event Portland must and will maintain ship communication with the sea; in any event canal and locks must be built at Celilo Falls and improvements made at other points on the upper river. The contention that this work ought not to be done is downright disloyalty to Oregon, and to the people of the whole Columbia Valley. Here is the second river region of the United States, in extent of country drained, and perhaps the very first in the volume of waters; and it little becomes any inhabitant of the great tery for pulsation of trade, used before there was any rallroad, to say that the National policy of river improvement, carried on these many years and to continue through all time, shall be interrupted here. Such disloyalty to the country will fix its indelible mark on every man guilty of it. The river and harbor committee is now to see the Columbia River and this situation for itself. It will judge whether the demand, made by the Astoria Railroad and by persons at Astoria who never have done anything but wait for the development of the country and to grumble because it has not come their for a half century, is reasonable or This demand is that nothing more navigation of this great river. But the question we ask is, What other river, or what other part of the United States which nature has supplied with a great river, has superior claims? This opposition is merely a case of petty and selfish interests against the general welfare, not only of Oregon, but of the whole of the great Valley of the Columbia. We put the case in the simplest and frankest way to those who are to examine it.

"THE AMERICAN PERIL."

In a recent speech before the British House of Commons, Sir Edward Hickman assailed the policy of the India Railway Boards in purchasing American locomotives and bridge material as disloyal to British industrial interests. The Indian Secretary, Lord George Hamilton, returned a spirited reply to Sir Edward's allegations, in which he plainly stated that to the su- is a competent or incompetent banker periority of the American product and can seldom be known till the day of the promptness of manufacturers in trial comes, and then it is too late to ship channel between Portland and the delivery is due the placing of large or- do anybody any good, least of all himders for Indian rallway and construct-

The value of this certificate of the excellence of American products and business methods is appreciated by our yet been devised that will make them manufacturers, and the more so in that | prudent. it is given by a British official whose anxiety to retain the colonial markets of the empire for British manufacturthat control the Astoria Railroad. The era does not warp his judgment in rejournal positively has no importance in gard to the facts in the premises. Lord Hamilton finds that American competition is "dangerous" for good and suffi. clent reasons that empty railings cannot controvert. Chief of these is the stress of its circumstances, since it fact that Americans are constantly imlacks recognition at home, to take up proving their manufactures in quality outside matters of this kind, and those and lowering them in price. For example, the viaduct in Burmah was furtoria Railroad get its ear. Yet that nished by a Philadelphia firm, "no paper has no importance at all that British firm having had anything like the experience of the American concern in this class of construction," while the latter offered a less price and ing any one here from being misled as quicker delivery. The elements in American success in these important portance and title from the fact that it and indeed invaluable lines he attribis published in New York. But it is utes to "chemical research, concentrafamiliar that in a great city there are tion of capital, thorough technical edu-

ization." This sincerely complimentary testimonial to American workmen from so high and influential a source cannot be less than gratifying to Americans. what is it? Simply that Portland is out the defects in the labor organialike accessible from the sea and from zations of Great Britain, which conthe interior country. It is the point, as tribute so largely to the results of transportation and ocean transporta. this journalistic comment is the follow-

A capable, energetic, industrious workman is, in effect, discouraged, and his superior abilities secure but little advantage for him been improved till vessels carrying 6000 to 8000 tons now come and go more freely than vessels of 800 to 1000 tons did formerly. Of this expense of immplished by insuring that the higher the skill and the greater the industry of the individual worker the larger is the reward which
he obtains. They recognize that it is not by
reducing the volume of trade and the putting
of a premium upon mediocrity that the commerce of a country, and, therefore, the wages
of the workingman, will in the long run be
maintained. maintained.

While "American trade societies" are above presented, offering to some exnot always true with us that "the This fact is brought out not infrequently by strikes, ordered because some employe found incompetent or un-

demand of his union for reinstatement

refused. This is an important factor

the too frequent inclination to foist, lies in the same disposition to dictate conditions, so greatly exaggerated as to limit both production and quality, with the result that manufacturers are not only months behind time in filling their orders, but are utterly unable to compete in prices and quality of finished product with American industry.

BAD BANKING AND THE LAW.

It is a suggestive commentary on the difference in two communities that while the Leipsic bank directors are going to jail, the officers of the Seventh National are spreading highsounding interviews in explanation of their bank's soundness and their own exemplary management. They order these things differently in Germany and in Britain. A rich and jovial banker was recently sent to jail for enjoying himself with sundry German maidens, and when some years ago a great financial institution of Scotland went to the wall a noble Earl paid the penalty of his mismanagement with a sentence to imprisonment for life. In this country we prize our liberty to highly to see a fellow-being sent to juil provided he is affable, accomplished and of fine family. We are so thoroughly imbued with consent of the gay. erned that the cause of injured depositors starts in with all the presumptive evidence against it.

The thing is not so simple in practice, however, as it seems. It is not only true that under no existing law can the officers of the Seventh National be sent to tail, but it is also true that the enactment of a law to cover the case is of doubtful expediency, even country of which it is the natural ar- practicability. The Leipsic offense, for one thing, is of a different and more aggravated sort than the one in New York. The Germans advanced money to known insolvents while the Seventh National people can apparently be convicted of nothing more than bad judgment, in lending money on inadequate securities. New railroads and undeveloped coal properties are not, obviously, "quick assets." Yet it is easy to be lieve that the first loans to Marquand & Co. were small, and that further loans were made with a view of protection for the first. There does appear, it is true, a technical violation of the rule forbidding loans of more than way while they have been sitting still | 10 per cent of a bank's capital to one firm, but the rule is universally recognized as unworkable. A bank with should be done for improvement of the \$30,000,000 of deposits may have a capital of only \$300,000. If its loans were restricted to \$30,000 in any one case, it

simply could not do business at all. So when all is said and done, it is hard to supersede the natural rules of business, the natural rewards and penalties of business, with schemes of legislation. The mismanaged bank will go to the wall, and the interference of the Bank Examiner and Controller is little more than a matter of form. The man who does business with a mismanaged bank will lose his money in time, and it is going to be almost impossible for the Government to get it back for him or to devise any punishment that shall deter the foolish without unnecessarily encumbering the honest and sagacious. In the last analysis we come down to the question of individual capacity. Human merit and human incapacity are the elements by which all business systems must ultimately stand or fall. Whether a man self, who is usually the heaviest loser bankrupt in self-respect and reputation as well as in pocket. No law will make men honest, and it is certain none has

OUR HARBOR NEEDS.

The fact that will impress itself most strongly upon the river and harbor committee of Congress, which will arrive today, is that transportation facilities are wholly inadequate in Oregon. So great is the disadvantage from which the state suffers that our development is far behind that of the neighboring States of Washington and Callfornia. Large districts are isolated betion with the markets, while the outlet ton, of which it is the harbor, if not of Washington and Northern Idaho have a vital interest in the im-It was at the beginning, where inland which complaint is made. Typical of and its great tributaries, the Willamette and the Snake, from the Pacific to the farthest point inland that boats

can reach. Fully 75 per cent of the tonnage of the Northwest is affected by water transportation. The Columbia, the Willamette and the Scake Rivers, to say nothing of lesser streams like the Yamhill, the Lewis and others, share the

While every bay, inlet and stream that bears a commerce is entitled to not entirely blamefess in the matter as the fullest measure of consideration from the river and harbor committee, the chief project, the one which concerns the greatest number of people and the highest money value of projects, is that which contemplates the opening of the Columbia to free navigation. There is a disposition on the part of some to divide the improvement and put the lower stretch of the river to the front as the more worthy. We think this is a serious mistake. While Army, who served with the United there are two plans for better navigation, one for the river below Portland and the other from The Dalles and teenth Century that "the American reg-Celilo eastward, they are in reality only one improvement, and they cannot be separated without danger to both pro- British soldier. He is a remarkably jects and without ignoring the interests of a large number of people. Portland requires for its commerce a 25-foot channel to Astoria, and a 40-foot channel at the mouth of the Columbia. It requires for its tributary country, for the food-producing regions which are a third of its strength in a few hours'

the centers of production and distribution in the Inland Empire.

Though the Columbia River is the only fresh-water harbor on the Pacific Coast and one of the few harbors of his capacity to take the initiative when that class in the United States, it has it becomes necessary. Captain Lee been ignored with a persistence which leads one to believe that Congress is not alive to the commercial needs of Oregon and Washington. The jetty at the mouth of the river, which was begun with as many misgivings as marked the policy of Congress in assenting to Eads' work on the Mississippi, increased the depth of water from 20 feet in 1885 to 31 feet in 1895. The present jetty made a channel which it is not able to maintain, and the depth has shoaled between seven and eight feet in the past six years. To deepen the channel to 40 feet the Engineer Department has recommended that the letty be extended three miles, at an approximate cost of \$2,500,000. This project should be authorized by Congress and completed without interruption. It took twenty years to complete the locks at the Cascades, and for that matter boats would not now be running to The Dalles if the State of Oregon had not forced the Government's hand by building a portage railway around

the obstruction in 1891. To make the Columbia an open river from the Pacific to Lewiston, to meet the pressing demands of rapidly increasing population and production, all that is necessary is to accept the plan for canal, locks and dam between The Dalles and Celilo recommended by Captain W. W. Harts, United States Engineers. It will solve the problem at a cost of about \$3,500,000. It will open a stretch of over 200 miles of river to free navigation. This work, like the deep channel at the mouth of the river, should be undertaken at the earliest practicable moment and hurried along. For \$6,000,000 the Columbia River can be made to serve over 1,000,000 people and provide a depth of water for a commerce that has called to its aid vessels of 9000 tons. Will any member of the river and harbor committee say that the price is too large for the

THE BRITISH SOLDIER. The report of Captain S. L'H. Slo-

results to be achieved?

ous fault of the British officer and soldier of all corps was his astonishing disregard of all ordinary precautions for his safety. The British infantry always did splendidly, but they would rarely ever dig a trench, while the Boers intrenched at every opportunity and were invisible. The British soldier either did nothing or piled up a little parapet of stones, visible for a long distance, and consequently a target for the enemy's guns and a source of death in itself when struck by a shell. This very serious fault, the reluctance of the soldier to intrench himself and the indifference of the officers to enforce this most necessary and vital precaution constituted the greatest defect in the British battle tactics, and cost them the largest percentage of their losses. If they had promptly intrenched their lines, as the combatants on both sides invariably did during the great Wilderness campaign under Grant, and the Atlanta campaign under Sherman, the British losses would have been comparatively light during the campaign, The British infantry never make rushes in their attacks, but march erect and calmly forward. Their mounted men sit erect on their horses when halted under hot fire at short range, waiting orders to advance, a perfect target, while by lying on their horses necks they would have had some protection. They have not the individual ity and resources of the Americans but for indomitable courage, uncompromising fortitude and implicit obedience they are beyond criticism. cause they have no rail communica- trouble with the majority of the British officers was that while they were by sea does not meet requirements, if as gallant as possible, they looked upon it is not positively dangerous. Coos their army service as a mere incident in Bay, which has resources of timber. their lives, did not take their profes minerals and rich soil favorable to the sion seriously, relied far too much upon various branches of agrigulture, is only the non-commissioned officers to asgeographically connected with Oregon, sume those duties which rightly and Tillamook could manufacture and ship properly they themselves should per-150,000,000 feet of lumber a year if it form. The British soldier sees too little had any way of getting the product to of his officer, and naturally in critical the tayer. Yaquina is worthy of at- times turns to his non-commissioned tention from the Government, for the officer. Another serious fault of the two rich counties of Lincoln and Ben- British officer is his failure to make proper reconnoissance. Captain Slocum for the large area tapped by its rail- thinks the cavalry of the United States ple without a reason. And that reason. The London press, taking it up, points road. Nearly all of Oregon, the larger Army as now drilled and instructed is the best in the world to meet the new conditions of war. That dismounted mediate improvement of the Columbia fire action for cavalry is a necessary component of its success, he thinks there is no doubt, and he expresses the opinion that the cavalry of this country is the only one in the world thoroughly drilled and instructed in it. He considers that the day of large cavalry bodies meeting in a melee, like that between the French and Austrians at Eckmuhl, is long past, and that cavsiry using the long-distance carbine haul with the railroads, and the one and instructed as ours is to dismount quickly and use it, will defeat any opposing horsemen trying to get home with saber or lance. The average American soldier, after being thoroughly drilled and disciplined, is, with his distinctive individuality and ability to think and take care of himself. best soldier in the world. Captain Slocum thinks the Boers accomplished very little against the advance of Lord Roberts, whose progress they could have made uncertain and hazardous, Pretoria, too, was easily capable of a long defense. The present Boer mode of guerrilla warfare is the most effective way of prolonging the contest,

It is a noteworthy fact that Cap tain Arthur H. Lee, of the British States Army in the Santiago campaign says in the June number of the Nineular is a much better man physically and intellectually than the average good shot, and has a positive genius for taking or making cover. If his officer was wounded or killed, the American private was never at a loss what to do or as to how to continue the advance. The Seventh Infantry at El Caney lost is been done by them, and she has conservative minds on both sides of the to furnish the cargoes to be sent over fighting, without any sign of demoral ization. Private soldiers, with or with- in this country?

moval of the obstructions between The out a non-commissioned officer, could SOME FACTS ABOUT PORTLAND'S Dalles and Cellio, and a free river to be trusted to make an extended reconnoissance and give a clear, intelligent account of what they had seen." The superiority of the American soldier consists in his independence and resource, hits the nail on the head when he says that while he thinks the organization of the American Army to be far inferior to that of the British Army, yet "the individual American soldier is, I believe, the best in the world, and for the simple and sole reason that he is paid better and treated better than any other." If Great Britain desires to avoid conscription, she will increase the pay of the British soldier to the level of that of the American regular, but if Great Britain prefers to have the army put on a conscript basis, the government is wise to cling to the poor pay

now given.

tion of the affairs of that island some months ago, was, by implication at least, the reverse of complimentary to those who had construed their tenure of authority into an opportunity to "Americanize" that forlorn little island of the Pacific by the shortest possible route. Too thoroughly conversant with military ethics to censure openly the methods of a brother officer, General Wheeler yet ventured some suggestions that it was thought would set the higher authorities to thinking upon the matter with results that would prove satisfactory to the people of Guam. This, it seems, was an error, since late news from that island is anything but complimentary to the governmental conditions there existing. According to the Navai Commandant of the island, Commodore Schroeder, "hoodiumism and lawlessness" are rampant among the marines there stationed, while "gambling and drunkenness have brought the United States forces at the fort into disrepute." When language so plain as this is used by a man in authority, through an official order which closes with the imposition of restrictions upon the liberty of the marines, investigation is boldly courted, Vague intimations in such a case can do no more than set people to thinking, but specific charges like these form as cum, of the Eighth Cavalry, who was strong a basis for action as could be desired. Let us hope that the simplethe military attache of the United minded people of our smallest insular States with the British Army in South province will speedily be given a gov-Africa, has been made public by the ernment that will cause them to bless War Department. Captain Slocum's the day in which the United States report is exceedingly interesting as an cruiser Charleston entered their port authentic and intelligent criticism of and, departing, left the Stars and the British Army and its operations by Stripes floating where for generations an impartial witness, who has himself orange and crimson bars had probeen a professional soldier for twenty-Naclaimed the sovereignty of Spain. two years. He speaks in highest terms tional pride should join National duty of praise of the British soldier, and esin giving to these people a government pecially of Field Marshal Roberts. suited to their simple needs and devoid whom he regards as one of the greatest of all unnecessary manifestation of of living commanders. The most seripower-certainly of everything that could be construed into tyranny.

The Catholics of this diocese, with the energy and generosity in church matters characteristic of sons of the Catholic Church everywhere, have acquired what the Methodist people could not hold-the Portland University property on the Peninsula. The site is an ideal one for a classical school, and the surroundings are all that can be desired. An orderly suburban community formed upon the basis of the educational idea, with excellent local transportation facilities, and property acquired at perhaps a small fraction of The recent transfer of the Methodist Hospital at Sunnyside to the Sisters of Mercy, to be transformed into a Home for the Aged, is in the same fully loaded, and drawing 23 feet 5 inches, line of sagacious endeavor. Creed in 11 hours. A few of the big sailing means so little to people generally in this day and age of the world that a community may well congratulate itself upon the advancement of educational and humanitarian purpose in its midst, without stopping either to deplore or rejoice at the denominational lever by which it is lifted or to consider the special tenets of the sect that supplies the motive power.

Regular and alternate appointments to Annapolis made by Representative Moody yesterday seem to be of estima ble young men, and it is certain they are made for fitness alone, without regard to political or other favoritism. This was the case also with his ap pointments to West Point. It is enough to break the spirit of any aspiring youth to see merit set aside for favorit-Nothing could be better calculated than is Mr. Moody's method to give encouragement to the ambitious

While the National Treasury has money to burn, states and cities everywhere are groaning under excessive taxation. The reason is that in customs and internal revenue the Federal Government has appropriated the two supreme and limitless sources of easy revenue. That is why it should beshrew parsimony regarding internal improvements. Somebody must do it and no organization can do it so easily as the General Government.

The report that the pope is seriously ill possibly means merely that the oil in the life lamp of His Holiness runs low, causing the flame to flicker ominously. It is not probable that his enfeebled body could sustain for an hour an acute attack of disease such as would be termed "a serious illness." Time simply has the venerable prelate in hand, and is perhaps pushing his long account with him to an early close.

The failure of the Seventh National will not add greatly to the standing of the demand for abolishment of the Subtreasury. Why wasn't the postoffice money in the Subtreasury, where it be longs? Because Perry Heath's political pull got it into the bank. Fortunately, the Government is secured by deposits of bonds, but the hint as to favoritism if the Subtreasury were abolished is too palpable to be missed.

A heavy run of salmon packers is reported in New York. At the present rate the "combine" will be unable to perfect itself before the streams are all fished out.

Marquand's fallure is ascribed to the Seventh National, and the Seventh National's collapse is due to Marquand. The honors are easy and not oppressive.

Who was it said the time had gone by when fortunes like those of Stewart, Gould or Vanderbilt could be made

MARITIME COMMERCE.

A considerable amount of the literature regarding seaports contains a number of regue terms about the tonnage of vessels which can enter and clear in safety from these ports. There is much latitude in the term "six thousand-ton vessel," or "ten thousand-ton vessel," on account of the wide difference in weight and measure-ment applied to different classes of freight. Portland has dispatched more big cargoes of flour and more big car-goes of lumber than have been sent from any other port in the world. and has also made a fairly good showing in dispatching big wheat cargoes. der to show the size of vessels which come and go between Portland and the sea, a few of the largest cargoes that have cleared from Portland are herewith given The figures are accurate, as they are taken from the shippers' manifest filed at the Custom-House. The export lumber and with one exception all of the record cargoes have been sent out by a single firm, the Pacific Export Lumber Company. The report of General Joe Wheeler upon governmental conditions in Guam, The actual cargoes taken from Portland made upon careful personal investigasteamers is as follows:

Nor, str. Guernsey...... Br. str. Glenlochy..... Br. str. Elm Branch. Average cargo ...

Portland has a record of over 1,-000,000 barrels of flour on 25 steamers. The most of these vessels carried from 500 to 1500 tons of miscellaneous freight for the Orient, but the flour cargo dozen of the largest of the steam ers was as follows:

Vessel str. Arab .. str. Lennox... str. Abergeldie str. Mogui.... Br. str. Braems Br. str. Mogul Braemar Total . 579,709 _48,309 barreis Average per cargo ...

Single cargoes slightly larger than any of the above have been shipped on the steamship Sylvania, from Newport News. Va.; on the Goodwin, from Tacoma, and the Algos, from San Francisco, but no other port in the world has ever shipped a dozen cargoes of flour averaging over 48,300 barrels.

As a wheat exporter, Portland outranks any other port on the Pacific Coast, and while larger cargoes are shipped from some other ports, amount carried by some of the Portland wheat fleet may be of interest. The largest cargo of wheat ever taken out of Portland was shipped on the Dutch steam-er Wilhelmina, in February. It consisted of 214.879 bushels, and the steamer, drawing 24 feet 7 inches, made the hundred-mile run from Portland to Astoria in nine hours' running time. Other big cargoes

Wheat

Steamers, I Dutch str. Wilhelmina. I Br. str. Teenkal. Br. str. Pak Ling. Br. str. Puritan.
Br. str. Hyson
Br. str. Ettrickdale.
Br. str. Kalsow.
Nor. str. Florida.
Br. str. Ching Wo.
Br. str. Commonwealth. 1,917,380 Total .191,738 bushels Average per cargo ... The bulk of the wheat shipped from Portland is handled by sailing vessels, which are towed between Portland and its original cost, this new acquisition the sea. The largest sailing ship ever Oh! benign and mellow sunbeam, you may of the Catholics of this section comdispatched from here was the British
mends Archbishop Christie for busibark Royal Forth, which carried over 5100
Filling all mankind with gladness, and the ness sagacity as well as for devotion cons, and went down the steamship ina no lighterage was necessary, The Magdalene, which made the best time

> Br. ship Royal Forth Peter Rickmers ... bark Trade Winds bark Cedarbank bark Austrasia. bark Springbur bark Balasore 150,814 Average per cargo ...

ever made by a sailing vessel of her size,

was towed from Portland to Astoria,

The Serene Kansas Democrat. Kensas City Journal.

This is the year in which Kansas Democrats rise to sublime heights of principle and independence; that is to say, it is the

year in which there are no elections in Kansas. In the off years there is not a more self-sufficient people on the face of the earth than the Kansas Democrats.
They decline any compromise of their convictions or attitude. They indignantly decry fusion and give notice that would. deery tusion and give notice that would be allies must come to them or go their separate way. This lasts until an elec-tion rolls round. Then the Kansan Demo-crats glide gently down from their lofty perch and fall in meekly behind the Populist bandwagon. They accept the Pop platform and vote the Pop ticket. That's what they will do next year and two The Kansas Democrats are 'amoosin' cusses.'

Not Easily Put Aside. Chicago Tribune

Some manufacturers who have more rotection than it is desirable they should have are insisting that there shall be no "tampering with the Dingley law," as if it were the embodiment of tariff wiedom for all time to come. There are Congresmen who appear to agree with these manufacturers, or who know and dread the difficulties which always arise when an effort is made to revise and amend a tariff law. Nevertheless, it will not be an easy matter to put this question on one side when Congress meets. There is longer that unanimity among manufacturers which used to exist, and which made the lowering of high duties on any

Information for Antis. Omaha Bee.

The surrender of General Callies leaves only one officer of importance in Luzon who has not accepted the logic of events cease further resistance. The United to cease further resistance. The United States has put down the most formidable rebellon ever organized in the island, and competent observers state it is under bet. ter control than at any time during the Spanish regime. The provinces which were pacified earlier are enjoying a prosperity which is proving a valuable lesson to the remainder of the islanders.

Detroit Journal.

The Quay syndicate secured for nothing from the Legislature of Pennsylvania and the Philadelphia Common Council franses worth millions of dollars, and only a few citizens of the city raised their voices in protest. A white man was stab-bed by a negro Saturday night in the same city of Penn, and a thousand persons chased him a mile, and were only prevented from mardering him by the ar-rival of the police. Queer town, Phila-

NOTE AND COMMENT.

Perhaps Senator Depew's suggestion was merely hypnotic.

The concert of the powers is singing low, but it is still accompanied by the

loot.

Senetor Tillman calls Bryan a halfbaked Democrat, but Tillman is a little raw himself.

Some men achieve fame and others achieve only notoriety. Lincoln, Neb., papers pleasy copy.

The June brides will have to form in line at the altar if they expect to get the for-this-month-only glory. Advices from New London indicate that

Eli sfill heeds the still small voice which counsels him to get there. Jersey justice now comes forward to

prove that Hamlet was a base slanderer of old Father Antic, the law. Let us remember, little children, that

the Fourth of July does not begin till about the second day of the month. A brain testing machine has been invented by a Nebraskan. He expects to

take it out of the state for its trial.

2.815,000
2.791,522
An actor once played in Dubuque,
2.692,690
In the role of a penniless duque,
2.682,120
Which suited him well,
2.699,657
Because it befell,
That on payday there walked not the spuque,

Isn't it possible that the disease which is killing off all the horses in New York is being spread by designing automobiles?

> Now doth the artless urchin Skip out and go to swim, And next year's census-taker Makes mention not of him.

Hon. Arthur Pue Gorman announces that he wants to go back to the Senate. Something led us to suspect it all along.

He who drinks and drinks all day May live to drink some other day, And keep on drinking until he's Afflicted sadiy with D. T.'s.

An English syndicate has paid \$8,000,000 for a Missouri zinc mine it has never seen. It took the astute Missourian to invent the zinc brick.

Under the spreading meadow tree The weary hobe stands, And wishes that he owned the whole Of the adjacent lands, So he could each day eat a pie From both his strong right hands.

But the purchase of their paintings by American millionaires does not provoke the silent dust or soothe the dull, cold ears of the old masters.

The parson prayed full loudly that The crouth might not remain,
But when he found that all his prayers
Were sent aloft in vain,
A picnic with the Sunday school
He took; and fetched the rain.

A young woman school teacher of Kansas, on her way to the Philippines, where she is to teach, writes thus to a friend; "Dear Mazie: Yes, it is true that I have signed a contract to teach three years in the Philippines and that contract looks pretty big and horrid to me now, for papa says the Government witt hold me to it, whatever happens. But I don't believe the Government would force a girl to keep on teaching if one of those brave, noble Colonels or Captains asked it to let her off so he could-oh, you sly thing! You know what we talked about. Anyway, I am going, and if I come back with a military title to my name won't you pokey things envy me? Your own, Cally."

You may kiss the dewey petals of the rare and

fragrant rose,
And reatter wide its perfume on breeze that blows; You may bring to fair fruition every spreading

orchard tree, And fill the blooming flowers with sweet honey In 11 hours. A few of the big sailing for the bee. cargoes which have cleared from Port- But there's folks around about us who will view you with disdain,

And, withdrawing to their closets, will put up a prayer for rain.

Oh! thou tinkling crystal raindrop, failing softly from on high. Bringing earth a special blessing from the gray and kindly sky.
You may set the brooks a puriting, and may paint the grasses green;
You may wash, adorn and brighten every charming wayside scene,

You may store your priceless treasures in some deep hid reservoir,
...159,086 bushels For the use of Summer fountains when the akies are gray no more, But in vain is your enchantment for a certain

Who will pray whene'er they see you for the sun to shine again.

nmer, with your golden grain fields; Winter, with your spotless snow; Spring, with flowers; mellow Autumn, with your ruidy sunset glow, may look your best and brightest, clothe the earth with gold or white,

Fill your moons with softest radiance to emparadise the night, Burnish up the gleaming rivers, frost with silver hill and plain.

But you'll find that all your efforts have been made, alas! in vain, For some men are so unwilling to accept their That you'll always find them howling for the things they haven't got.

PLEASANTRIES OF PARAGRAPHERS

"Did you ever notice what a supercitious expression Upnose has?" "Yes. He tooks like - Chicago man visiting the Buffalo Exposi-After the Sermon.-He-I couldn't make out what he was driving at, could you? Not very well; but how clever he must be to understand it all himself!-Brooklyn Life. A Chance for Him.-"Ah!" sighed the ambitious young poet, "I long to do some great service for American letters." "Why not stop

ing " suggested Miss Kandor,-Philadel-Hard Linex-Subbubs-I missed my regular

train this morning. Outown-Annoying, lan't it? Subbubs-I should say so! Why, I was half an hour late at the employment agency!--

Mrs. Norris-Where have you been, Rehby? I told you not to stir until i got back. Rebby --Well, I only went down to the doctor's to ask him whether I was well enough to go out vet.-Town and Country.

Host-So sorry you have to be going. Guest -Indeed I am, too. By the way, I'm not sure about my train. It's nine-something, but Host's Elidest-It's 9:32. Ps said he hoped you'd take that one -Philadelphia Record.

More Than Is Needed - There is one thing
to be said in favor of these one-week court-

to be said in favor of these one-week court-ships," he suggested. "And that is?" she asked. "When people are married with such promptness it gives them a longer period of life for repentance."—Chicago Post. His Approval.—"And did you find the Chi-nese a brave nation?" we asked of the returned soldier. "Indeed," he replied, casting a side-long glance at the wagunful of loot which was being unloaded, "they were formen worthy of our steal."—Baitimore American.

Every One Has Faulta.—"Yes," said the fair daughter of the eminent statesman, "father is a nice man; but he is just a little egolist-"What makes you think that?" er hearing my graduating essay he wants to keep on writing his own speeches!"-Washing-ton Star.

Harry-Wonder why it was that Frank and Harry-Wonder why it was that Frank and Bertha broke off their engagement? I under-stood it was all arranged, even to the mar-riage day. Dick-It was discovered that the wedding ring was made by annunion labor, so the clergyman refused to perform the ceremony, and no other minister in town dares to do it.—Boston Transcript.