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YESTERDAY'S WEATHER—Maximum temperature, 72; minimum, 56; fair.

TODAY'S WEATHER—Cloudy and threatening, with probably showers. South to west winds.

PORTLAND, SATURDAY, AUG. 24.

## COMPETITION WITH TRUSTS.

The San Francisco Call bases its opposition to organized labor and defense of organized capital upon this hypothesis:

> Capital combines and incorporates, but no corporation compels any one to join and purchase its stock, by depriving him of the means of earning his bread if he refuse.

If this were the truth, the present controversy between labor and capital would be other than it is, and public opinion, as once it stood, would stand on the side of capital. But it is not true. The trust defenders find pleasure in depicting a world of untrammelled competition, where labor is free to sell its product or withhold, where production is open to all capital on perfectly even and equitable terms—in short, where the good old law of supply and demand holds illimitable sway, adjusting prices of raw materials and of finished products automatically as consumers increase and stocks rise and fall.

This is a pleasing picture, but it is not of the twentieth century. The good old rule of take it or leave it alone has comparatively little force and effect when one concern controls sugar, another oil, another salt, etc; and as for the automatic operation of supply and demand, that is the one chief object of assault in the trust programme. The strength of the steel trust is in its control of the supply of ore. What is the use of talking about the natural rule of supply and demand, when one of the factors in the equation, supply, is controlled artificially by a practical monopoly of the sources of production? Here in Oregon the salmon combine closed a lot of canneries it had bought. The Textile Manufacturers' Association, representing eighty-seven mills, is moving for an agreement reducing wages 15 per cent. This proposal is denounced by some manufacturers, who allege it is unnecessary, and their remedy is to close certain mills and reduce the output. It is perfectly clear that all that stands in the way of arbitrary reduction of all the operatives' wages, on the one hand or of diminution in the textile products on the other is as complete organization of the textile mills as has been effected in other fields of industry. The salt trust, in the Pomeroy, O., district, bought and closed one plant, closed three other plants which it had "dead rented" for five years, and contracted for the output of three more plants. A reference to the good old law of supply and demand in these cases would be too derisive for serious consideration.

But to be more specific as to the freedom which the trust allows to competitors. Railroads are acquiring or have acquired nearly all the anthracite and bituminous coal supplies in the United States. They do this through compulsion. If they want a mine, they force the owner to sell, by threats of actual execution of high freight rates or failure to supply cars. A committee report of Congress has said that "this excess over just and reasonable rates of transportation constitutes an available fund by which they (the railroads) are enabled to crush out the competition of independent coal producers." It is hard to get evidence of these things before Congress and the courts, for, as one official report says, the dealers "labor under fears of injury to their business in case they should appear and give evidence."

The president of the whisky trust told the wholesale liquor dealers who threatened to manufacture for themselves that there was not a spirits distillery they could buy, as the trust owned nearly all of them, and had at the time seventy-eight idle distilleries, and at a Congressional investigation the treasurer of the trust testified that spirits could go up at the same time corn was going down, "because the distillers were getting in a position whereby they ran less than their capacity." The gigantic combination of meat-packers not only fix prices at their own will, but conspire to force butchers to buy of them, by underselling them whenever it becomes necessary to discipline them. It is folly in these cases to pretend that supply and demand are at work in the old way. The smelter trust keeps a smelter out of Portland through the fear its eminence engenders that the enterprise would be crushed by the trust unless it should be willing to give up its independence and join the combination. The methods by which the Standard Oil crushed out independent concerns and even now is reaching out to control all sources of crude oil production are familiar stories. It is a well-defined possibility that all the lumber districts of the United States and even of Canada may yet be acquired by some genius in "community of interest."

We take it that no candid man will deny the complete practicability of monopoly in any of the great staples, provided no check is put upon the trust principle by law. It is merely a question of detail, of the promoter's talent and of the trust's unscrupulousness in resorting to threats and discipline. The salmon trust has gained control of Alaska and Puget Sound, and missed the Columbia River, where an independent trust already reigns. But it lacks only a more nervy and resourceful promoter to take in the whole field. What chance would the law of supply and demand have for survival then, either in the field of wages or the realm of canned product? What show would an independent concern stand for success, if the trust should, as it doubtless would, pursue its available weapons of cajolery and warfare?

The methods employed by the trust to extend its jurisdiction are of a piece with those of the unions to extend their membership.

## A TROUBLESOME INDUSTRIAL PROBLEM.

We have it from Consul-General Mason, at Berlin, that the proposed new German tariff has for its chief object the protection of the agricultural producers of the empire, and consequently that it will very much affect the market for products of the United States. On all leading food materials, including meats and live animals, the rates will be nearly prohibitive. But there is hot debate in Germany over the bill. The manufacturers assert that it will leave them without adequate protection, and yet will increase the cost of food. On the other hand, the agricultural population assert that the lands of Germany long since ceased to be worked with profit, and that the landowner and agricultural laborer will be crushed, if this relief be withheld.

Thus, it is a contest between the agricultural and non-agricultural population of the empire. Present industrial conditions are certainly discouraging. The Vossische Zeitung of Berlin says plainly that "for more than a year the German commercial world has been suffering from a real crisis." It specifies by declaring that "foreign trade is diminishing, building operations are at a standstill, and capital cannot find profitable investments."

But it does not appear how matters can be improved by making food dearer; and this is the special object of the proposed bill.

The Vossische Zeitung calls it a contest between the "agrarians" and the "manufacturers." "The agrarians," it says, "demand high duties on foodstuffs, in the interests of the landlords and peasants from beyond the Elbe. The manufacturers demand low duties on foodstuffs in the interests of traders and artisans. The German Empire has need of both classes. It is the landowners who form the corps of officers, and the peasants' sons who are the backbone of the army. It is the manufacturers, on the other hand, who furnish the sinews of war, without which the army, to say nothing of the navy, cannot be adequately supported. It is they, too, whose enterprise beyond the seas is, as the Emperor perceives, the only foundation on which the great commercial and maritime designs he cherishes can safely rest."

All this is well said, and no doubt is true. But the statement of this conflict between the agricultural and non-agricultural classes contributes nothing to its settlement. The truth is, Germany is enormously overloaded with her paternal and military system. This depression is the natural and necessary reaction from the results of the forcing process of the last thirty years. Highly artificial conditions, established since the war with France, and largely as consequences of that war, have reached their limit, and it is with utmost difficulty that they can be maintained.

It is not probable that there can be much further increase of agricultural production in Germany. Tillage has been pushed to the limit, under the highest possible organization of industry, supported by science and experience. Germany, therefore, can be made to produce no more food than she produces now. Her dependence for growth of industry must be on manufactures. But without cheap food manufactures cannot be produced in competition with the world. Colonial expansion, it is said, is looked to as a means of additional food supply; but colonial foodstuffs will compete with those of the farms of Germany as much as will foodstuffs from the United States.

Germany is one of the great manufacturing countries of the world. But its limited area in proportion to population does not give it the means of producing its own food supply, and it must import food, more or less—this year more than usual because of partial failure of the wheat crop. It would seem clear, however, that a manufacturing country that must import so considerable a proportion of its food cannot afford to tax its food importations, and that an expedient of this kind must result in disaster.

## FRANCE AND TURKEY.

The reported strained relations between France and Turkey will doubtless end in Turkey's submission to the demands of France, because Turkey, without the backing of Germany, could not afford a war with France, supported, as France probably would be, by Russia. Nevertheless, Turkey could put up a pretty stiff fight against a French army of invasion, for in event of war Turkey could promptly expand her peace army of 250,000 men to between 800,000 and 1,000,000 of robust, hardy, brave soldiers, armed with modern rifles and cannon and drilled and disciplined by German officers. The short Greek war revealed to Europe the excellent quality of Turkey's army, and unless the French fleet could force the passage of the Dardanelles, which is very doubtful, Turkey would prove a very hard nut to crack. In the Russo-Turkish war of 1877-78 the Turks fought with great courage and resolution behind the intrenched lines of Plevna, and repulsed all frontal attacks. If they could repulse the assault of the best infantry of Russia under Skobeleff in 1877-78, armed with comparatively inferior weapons, there can be no doubt that their modernized army would prove a most formidable foe today.

But Turkey has not been left to fight her own battles without interference on part of the powers of Europe since 1827, when the allied French, Russian and English fleet under Admiral Codrington destroyed the Turkish fleet at Navarino and saved modern Greece from complete obliteration from the map of Europe. When the Sultan of Turkey in 1839 was fighting for his throne with Mohammed Ali, the famous Pasha of Egypt, he was saved from ruin by the intervention of France and England. In 1854 Turkey was saved from the deadly clutch of the Russian bear by France and Great Britain, and after the victorious army of Russia had reached the gates of Constantinople in 1878 and extorted the treaty of San Stefano, the powers of Europe interfered and forced Russia to surrender all the valuable spoils of victory and accept the treaty of Berlin. In the matter of her recent war with Greece, Turkey, after victory, was compelled to allow Germany, Russia and Great Britain dictate the terms of peace. So today it is impossible to believe that there can be any serious threat of impending war between France and Turkey, for the rest of the powers of Europe would not permit such a war to take place, because they could not afford it.

The peace of Europe once broken, the flame of war might spread to Austria, Italy and Russia, all of which countries have political and territorial interests that would be affected by the fate of Turkey. Italy and Austria are both covetous of Albania, now in a state which threatens insurrection; Russia is watching for a chance to absorb Bulgaria and Servia, whose acquisition would turn the flank of Austria. Macedonia is in a state of disorder. In fact, the various provinces of what was once Turkey in Europe are all in a condition that makes them but tow to the flame of war between the Sultan and any one of the powers of Europe. The Balkan question is sure of a new settlement before many years, but it is impossible to believe that the powers of Europe would today risk the consequences to the peace of Europe which would follow a serious war between France and the Sultan. The Sultan is reported to be so devoted to the Emperor of Germany that he takes no important step without his approval, and the Sultan is also regardful of the good will of Russia.

In her foreign affairs, France, under the Waldeck-Rousseau Ministry, has been very wise and conservative, and no European power today enjoys more friendly relations with the whole world. Her relations with Russia have been most cordial for two years, and it is impossible that France would take so serious a step as to force a war with Turkey without informing Russia of her intention and obtaining her approval. French diplomacy of recent years has been distinguished for moderation and a desire for harmony among the powers. There will be no war with Turkey, because it would break the peace of Europe, which both the Czar and Emperor William wish to preserve.

## CANADIAN DEVELOPMENT.

The present tariff law provides specifically for reciprocity. President McKinley, through the State Department, has spared no pains from the first day of his Administration to the present time to extend this provision. Nevertheless, fourteen treaties of trade and friendship with various countries were strangled in the United States Senate during the last session of Congress, and the Canadian Government feels justified today in its conviction that a convention with Canada would meet the same fate. The United States Senate, as the ratifying power, has blocked all effort in the direction of reciprocity legislation, not because of any opposition to the principle involved, but because of local interests represented by individual Senators who are able to control legislation. While this is the general situation in regard to reciprocity in foreign trade, there is in the case of Canada another element which is responsible for no small share of Congressional opposition to reciprocity, and that is the dread of the anti-British vote which is felt by certain Senators, like Lodge of Massachusetts, who seek to make political capital for themselves by maltreating Canada for the gratification of the anti-British American voter. The force of this anti-British influence doubtless had part in the successful efforts of Senator Lodge to handicap the Hay-Pauncefote treaty with amendments that would be sure to obtain its rejection by Great Britain.

The consequence of our indifference to the advantages of closer commercial relations with Canada has forced that government to adopt a new policy of isolation, so far as the United States is concerned, and to cultivate closer relations with Great Britain and her colonies and such other countries as may show considerate interest in the products of Canadian industry. This policy includes the active development of all-Canadian transportation routes; the encouragement of immigration, especially from the United States, and the development by subsidies of all industries, particularly those which can use Canadian raw material now sent to the United States for treatment. The Premier of Canada predicts that under twenty-five years of this policy Canada will become a powerful, self-sufficient and commercially independent nation, and in view of the enormous possibilities of growth in Canada's population and wealth in the immediate future the confidence of Sir Wilfrid Laurier is not without reasonable foundation. The proposed isolation of Canada is to be achieved, first, by the development of an all-Canadian transportation route from the Northwest to Atlantic tidewater. At present the carriers of the United States have practically a monopoly of the transportation of Canadian staples, for the reason that navigation on the Great Lakes is possible long after canals and rivers are closed. The produce of the Canadian Northwest finds its outlet to the sea via Buffalo.

In the encouragement of immigration Canada is now remarkably successful. About 50,000 homeseekers enter the country annually from abroad, who seek the unlimited free lands of the Canadian Northwest. Of these immigrants, the United States last year furnished 12,000, a larger number than any other country, and it is estimated that at least 20,000 American citizens this year will adopt Canada as their home. The largest number are secured in Dakota, Nebraska, Michigan and other farming states. Dakota and Nebraska contain a good many persons who are disgusted with the heat and drouth of some parts of those states, and Michigan is so deforested of its pine that many of her old-time lumbermen are naturally drawn to Canada as an abiding-place. The Canadian Government feels confident that Canada, being the only country in the temperate zone now offering free land to homeseekers, will secure the great tide of agricultural immigration which once flowed into the United States. The leading Canadian statesmen predict an increase that will give Canada a population of at least 15,000,000 in 1911, and 25,000,000 by 1921.

Millions in land and money are given to railroads. In Nova Scotia 600 to 800 miles of railroad will be built within the next four years, and there will be increased railroad building in the Province of Quebec. The government helps these railroads by subsidy, and manufacturers obtain substantial monetary aid from the Dominion taxpayers, provided they can back their demand by the plea that competition in the United States is retarding the development of their industry. The Canadians are not more sanguine of their future than are American capitalists who have bought the best mines, developed the wood pulp and iron industry, secured canal, elevator and harbor privileges, reorganized Canadian railroads. It is easy to say that with a country of enormous area, sparse population and severe climate, limited by small revenue, forced to an expedient policy of protection and subsidy, the Liberal leaders in Canada are too sanguine of success in their struggle for national commercial independence, but severity of climate does not count for much these days, where there is any large wealth that is capable of development. In that event railways and steam transportation soon connect even the Arctic circle with the great markets of the temperate zone. Canada will have 25,000,000 probably within the present generation. Her wealth is increasing rapidly, her vast natural resources are not yet fully understood, and their ultimate development must return a rich dividend. Canada is sure to become a great nation, and the future of Canada ought to be a subject of the highest solicitude to the United States, for even today Canada is the third greatest customer for the products of American labor.

Among the titles of the King of England is that of "Defender of the Faith." Its historical origin is known; but the term is anachronistic and obsolete, and in the presence of the modern spirit almost ludicrous and farcical. There are now more nonconformists in England than members of the established church. But it is said that traditional English conservatism will forbid the elimination of these words from the title of the English King, and that they will be continued in the coronation oath. For more than three centuries the words have not meant at all what they meant when they were introduced. The title of "Defender of the Faith" was conferred by the pope upon Henry VIII, as an acknowledgment of his services in writing a pamphlet against Luther. Afterwards, when that King quarreled with the pope and refused to acknowledge longer the supremacy of Rome, he kept the title, doubtless thinking he was as good a son of the church as ever. So it has remained to be worn by Kings of all shades of religious opinion.

In the educational circles of Pike County, Kentucky, there is disagreement, caused by the protest of an unsuccessful applicant for a school, who has complained that his rival for the position won his way to favor by carrying a 44-caliber revolver to assist in the discipline of the school, and by his known quickness and accuracy in the use of it; and he appeals to the State Superintendent to know whether this is not undue intimidation of the pupils and therefore just cause for the pedagogue's removal, in spite of the favor he has gained in the eyes of the directors. The Superintendent answers that on general principles he disapproves the use of revolvers in schools, and hopes it will not grow into a practice among teachers; but in the absence of any specific law on the subject he feels that it is a question for the directors of the district, and therefore cannot see his way to interfere.

Elsewhere in today's paper is reprinted the report made by Chairman Burton, of the rivers and harbors committee, to our Washington correspondent on his recent visit here. Especially gratifying is Mr. Burton's recognition of Portland's interest in the territory surrounding us. The spirit of co-operation between metropolis and its tributary regions is an earnest of greater success and progress than the Columbia Basin has ever before experienced.

James Hamilton Lewis, to get reputation, tried to defeat justice, and did baffle justice for a long time. Justice, however, is finally done, and James Hamilton Lewis has his reputation; but his reputation, thus acquired, is a thing a man shouldn't want. No man can afford to juggle with law and justice for the notoriety it may give him.

The Atlanta Journal cites the case of a Georgia farmer who, cultivating 400 acres of land, nets about $5000 a year, on an investment of little more than $10,000. The like is done by not a few in Oregon and Washington; and yet the sons of farmers flock to the cities for small salaries and hard work.

A German professor who espouses the proposed protectionist combination against the United States is characterized in the dispatches as "a distinguished paleontologist"—an unconscious but moving achievement in satire.

The Pennsylvania Republicans arraign the Democrats as being "incompetent" and "incapable." Without any further explanation, the charge borders on redundancy.

It is fortunate that we collected that little bill from the Sultan when we did, as it looks as if he were about to run up a heavy indemnity account with France.

Use of kerosene for destruction of mosquitoes is becoming general. The unfortunate insect has little chance against the Standard Oil monopoly.

## ADMIRAL SAMPSON'S RECORD.

### His Refusal to Co-operate With Shafter at Santiago.

The Chicago Chronicle publishes a long review of the official dispatches that relate to Admiral Sampson's inactivity during several weeks off the harbor of Santiago, when he was continually being urged to co-operation with the Army, yet refused to make a dash at the harbor, as Farragut had done at Mobile and Dewey at Manila. The review is very long, but from the official records, as set forth, it appears:

1. That the United States squadron under the command of Admiral Sampson was outside the harbor of Santiago for several weeks, during which time it made no effort to effect an entrance.

2. That General Shafter, in command of the land forces, repeatedly called upon Admiral Sampson for assistance and that the latter refused to enter the harbor, for the reason that the shore batteries were too formidable and the torpedoes in the channel might sink one of his ships.

3. That General Shafter, despairing of assistance from Admiral Sampson, communicated repeatedly with the War Department at Washington for the purpose of inducing the President to order a movement within Santiago Bay by Admiral Sampson and that guarded instructions with this end in view were sent to the latter, but were wholly ignored.

4. That General Shafter, at a time when his army was in great peril and when yellow fever had broken out, in one of his appeals to Admiral Sampson for assistance in capturing the Cervera squadron and the city, was moved in his indignation to ask this commander of the most powerful American fleet ever assembled why if his men could operate for days under a destructive fire the armored ships under Sampson's command could not do the same.

5. That Admiral Sampson in various letters to General Shafter insisted that it was the duty of the Army to capture the shore batteries so that his ships could enter the bay "in safety."

6. That if it had not been for the peremptory order to Cervera from Madrid to attempt an escape the Spanish squadron might have been captured by the Army without the assistance of the Navy.

7. That Admiral Sampson's absence with the fast cruiser New York on the day of the sea fight was for the purpose of meeting General Shafter, whose position was so precarious that, without naval assistance, he was contemplating the withdrawal of his forces, and to whom Admiral Sampson was again to make the excuse that he could not enter Santiago Bay because he feared the torpedoes and the shore batteries.

8. That after the destruction of the Spanish ships on their attempt to escape Admiral Sampson still refused to enter Santiago Bay owing to the formidable nature of the land defenses.

9. That when the city had finally been taken by General Shafter's heroic army and an opportunity was given to the ordnance officers of the United States Army to inspect the shore batteries which had given Admiral Sampson so much concern it was found that they constituted, in the language of an official report, "a veritable artillery museum," most of the guns being antiquated and only a few of them being of any power whatever.

10. That the torpedoes so greatly feared by Admiral Sampson, and in similar cases feared not at all by Admirals Farragut and Dewey, were removed from the channel by Admiral Sampson's men and that no report exists as to their character, but that there is every reason to believe they were inferior and practically harmless, like the guns on shore.

11. That after a way had been cleared for this gallant officer of the Navy by the Army the squadron under Admiral Sampson's command entered Santiago Bay and the Admiral laid claim to the shipping therein as his lawful prize, although it had been captured by the land forces.

The Chronicle proceeds to say: "These and other facts set forth in the extracts from official documents make the most shameful showing that exists anywhere with relation to any in high command on land or water in the service of the United States." The Chronicle adds:

> How, through the conspiracies of the political and social favorites who have maintained their cabals in the Navy Department for many years, these facts have been suppressed or obscured in the outrageous calumnies that have been heaped upon Admiral Schley is well known to the American people. Perhaps they will see in these disclosures the reason why so determined an effort has been made to break down the man who was actually in command when Cervera made his desperate sortie, and whose ship, the Brooklyn, though lightly armored, was in the forefront of the fight from its beginning at the entrance of Santiago harbor until, 60 miles away, after a running fight for hours, the Colon was compelled to strike its colors and make for shore.
>
> No American with the memory of Farragut and Dewey in mind can read these disclosures without thanking God that Schley and not Sampson was accidentally in command at Santiago when the fight actually took place without wishing that he had been in command in the first instance and without wondering how it comes about that Schley and not Sampson is to be tried next month on charges amounting to cowardice and failure to perform his duty.

## IN GRANT COUNTY.

### A Very Large District Awaiting Settlement.

Pendleton Tribune.

Lying beyond the southern line of Umatilla and Morrow Counties, and stretching almost a hundred miles toward the plains of Harney, is a tract of land, mountains, valleys and plateaus, that is to become in the near future the scene of great industrial activity and the home of many people. Grant County is but little known because of its isolation, but it has begun to attract attention from the outside world. Its mines have been found to be rich wherever developed to any extent, its timber is extensive, its stock ranges large and its possibilities for agriculture and horticulture far in excess of what have been supposed. Grant County is as large as the two counties of Morrow and Umatilla, but it has less than 10,000 inhabitants, no railroads, and none of its resources are developed. Prairie City, its largest mining camp, is new, and the ledges about Granite and Susanville are yet unexplored to any great extent. Facilities for transportation are so poor that mining machinery and fuel cannot be taken in, and the ores, while of high values, are not rich enough to bear the expense of long wagon hauls in addition to railroad rates. As soon as these difficulties are overcome, Grant County will experience a mining boom equal to any ever known in Eastern Oregon. The possibilities for irrigation in Grant County are also important. The John Day Valley and other numerous smaller valleys can be supplied with water when a market for agricultural products beyond home needs is opened by the advent of a railroad or the development of the mines. The stock business has thrived for years in Grant County and will always be one of its greatest industries. Its climate is good and its people industrious and intelligent, and the Tribune predicts that ere another decade is past this will be one of the richest and best sections of the State of Oregon.

### Transparent.

Kansas City Star.

The German press, like that of France, professes great distrust of the motives of the United States in sending war ships to Panama, a proceeding which is in keeping with the treaty obligation of this country to keep the Panama Railroad open for traffic. Meanwhile Germany sends a war vessel to Caracas on the general and very elastic excuse of "protecting German interests."

### Will Not "Holler" Till We're Hurt.

Philadelphia Ledger.

Inspired articles in the German papers express the hope that the United States will see no violation of the Monroe Doctrine in the sending of German ships to protect German interests in South and Central America. Certainly not. The United States will see no infringement of the Monroe Doctrine until it is infringed; then the fact will be noted very quickly.

## PACIFIC COAST COMMERCE.

### The Direct and Easy Route Across the Continent.

The Salt Lake Tribune of August 21, publishes the following on its editorial page: Colonel Donan was yesterday discussing the Pacific Coast commerce, when he was requested to restate what he had been saying to a stenographer. He said 'all right, only it is a subject that there should be no error in.' Then he said:

I was greatly impressed by an editorial in The Tribune of a few days ago on the expansion of Pacific Coast commerce, and its almost illimitable possibilities in the near future. The article gave no figures, went into no statistical details, but it suggested enough of grandly glittering generalities to set every intelligent reader to thinking—and thinking hard, if his think-box would stand the pressure.

The westward trend of traffic is a subject too vast for treatment in an interview, or an essay, or anything else less than a volume. It means a revolution in the trade of the world. It means that, ere long, the Pacific Coast, instead of the Atlantic Coast will be the front door of America; that all the routes of commerce for centuries past are to be reversed, and that old Tom Benton was a prophet and a son of a prophet when, 60 years ago, he pointed to the mighty wilderness of the West, and exclaimed: "There lies the East! There lies India!"

Railways and steamships are fast turning his prophecy into history, and the contest is on for control of the commerce of 700,000,000 people; the commerce for which all nations have fought for 40 centuries; the commerce for which Alexander and the Caesars battled, and for which every King, Emperor and Czar of the Old World is struggling today.

It is a prize worth the mightiest efforts of giants in political, commercial and financial warfare. According to the latest obtainable statistics, the merchandise exports of Asia are $1,000,245,000 a year, and the imports are $980,150,000—in even figures, $2,000,000,000 a year, or one-tenth of the entire assessed valuation of the United States in 1890, every 12 months.

Of this vast trade the United States and Canada, last year, got $213,000,000, or a trifle over 10 per cent; and of that tithe, the Pacific Coast ports of the United States—Portland, San Francisco, San Diego, Seattle and Tacoma—got $74,000,000, of which the imports amounted to $46,625,000, and the exports to $27,500,000.

For a greater share of this mighty golden harvest, Russia is pushing her 5000-mile transhemisphere railway from St. Petersburg to Vladivostock; Great Britain is maintaining her prodigiously costly East Indian establishment, and her Canadian Pacific railway and steamship lines; our great American railroad systems are combining and consolidating, cutting down grades, straightening curves, driving tunnels and shortening time; and powerful corporations are building 20,000-ton steamships, capable of making the trip across the Pacific in from 10 to 14 days. The whole business world is in the scrimmage, and "the game is worth the candle." A $2,000,000,000-a-year commerce is big enough and rich enough to "pay the freight."

But has it ever struck you that, though men and money may combine and plan, God Almighty at last shows the way? Have you ever looked over a map to decide which route nature has laid out for the coming commerce of two hemispheres? No? Then look! Here is a topographical map.

North and south, across every transportation system but one, run ranges on ranges of huge mountains. Between Salt Lake and San Francisco, or Salt Lake and San Diego, 50 or 100 sky-punching Sierras or spurs of the Sierras. Between St. Paul and Puget Sound countless ranges of the Rocky, the Cascade and Coast Mountains. Up and down, everywhere, like crossing a gigantic lot of corn rows, each row from 5000 to 10,000 feet high.

There is but one break in the giant mountain barriers between the Rockies and the Pacific Coast, and that is where the Columbia River has burst its way through to the ocean.

Do you know that it is the only great river in the United States that empties into the Pacific Ocean south of the Yukon? Do you konw that it is third, if not second, in magnitude and importance among the rivers of North America? At Astoria, 10 miles above its mouth, it is nine miles wide; some distance further up it is 17 miles wide; and nearly 1000 miles away, by its own devious windings, one of its giant arms, the Kootenai, swells into a wondrous flowing lake from five to 10 miles wide, and from 500 to 1500 feet deep. With its tributaries, it drains an Empire of nearly 500,000 square miles, while the entire area of the United States east of the Mississippi River is but 875,000 square miles. The waters of Northern Utah and Nevada, nearly all Wyoming, all Idaho, Western Montana and nearly all Oregon, Washington and British Columbia flow into it. It is the only river that breaks its way through the mighty barriers of the Cascade and Coast Ranges, between British America and Mexico; and the railway lines that follow its level are, sooner or later, bound to get the bulk of all transcontinental traffic! Trade not only "follows the flag," but it follows the water levels! So long as water runs down hill, the great bulk of all commerce must go with it.

From Omaha to the summit of the Rockies, the Union Pacific Railroad follows the valleys of the Platte River and its tributaries. From there to Granger it follows the level of Green River. From Salt Lake northward, the Oregon Short Line follows the shores of Salt Lake and the banks of the Bear River to the Utah and Idaho line, when it crosses the divide to the valley of the Great Shoshone and Snake Rivers. Then for nearly 400 miles it sticks to the valley of that mighty stream to Huntington, Or., over a region as level as a floor. From Huntington westward, the line of the Oregon Railroad & Navigation Company follows the windings of the Burnt and Powder Rivers to the headwaters of the Grand Ronde, and runs down that to the Umatilla, which it follows to the Columbia, and on down the Columbia 187 miles, to Portland, where it meets the ocean-going ships. An unbroken river-bank, water-level route the whole way. No huge mountains to tunnel, or climb over with two engines to every 10 cars; no everlasting climbing up and then climbing down again, but simply following the flow of the waters that unite to form the greatest river on the Pacific side of North America.

Where river, rail and ocean meet, somewhere near the junction of great river and great railway with the greatest ocean of earth, will be, must be the metropolis of the American Occident and the Asiatic Orient—must be the gateway to the Orient.

Portland holds that position today—whether it will do so permanently or not remains to be seen. In 1860 it had but 2874 people; in 1870 it had 8293; in 1880 it had 17,577; in 1890 but 46,385; and, according to the census of 1900 it had risen to 90,245, an increase of 94.56 per cent in 10 years—at which rate, if kept up, it will have somewhere near 200,000 in 1910, and 500,000 in 1920. Its manufactures last year amounted to $60,000,000, and its wholesale trade to $110,000,000. Its foreign commerce for the year just closed amounted to $12,875,257, of which $10,381,732 was exports and $2,493,525 was imports. It has two lines of Asiatic steamships, and ships nearly 50 per cent of all the wheat and flour shipped from Pacific Coast ports, one Portland flouring mill alone shipping over $4,000,000 worth of flour a year to Asiatic, Australian, African and European ports. Its lumber shipments go all over the world. The steamer "Strathgyle" sailed from Portland for Manila last Saturday, August 17, with 3,700,000 feet of Oregon pine—the biggest cargo that ever went out of a Pacific Coast port. Its bank clearings amount to $100,000,000 a year, and its internal revenue receipts were nearly $1,500,000 last year.

Down the only river that breaks the mighty mountain barriers between the Rockies and the Pacific, trade and travel are bound to go as long as the easiest route is the cheapest! We will, sooner or later, have a 24-hour service between Portland and Salt Lake, and a 50-hour service between Portland and Chicago! Mark that! Trade follows the levelest lines!

### Southern View of Tillman.

Nashville American.

In education of intellect, in culture of mind, in practical sense, in the broad spirit of sympathy and charity, in nobility of purpose, worthy achievement, executive ability, and worthy service to society, Booker Washington is infinitely Tillman's superior. Born a slave and going forth into the world ignorant, penniless and friendless, this negro, Washington, who is respected and honored by all classes, has done and is doing more for his race than any man, white or black, of his time. Senator Tillman does not represent the enlightened public sentiment of the South when he declares against moral and industrial education of the negro, which he does when he opposes the work Booker Washington is doing.

## NOTE AND COMMENT.

Isn't the charter board a little too hasty and precipitate?

It begins to look as if the steel trust was out about as much as the strikers are.

Sheriff North, of Alabama, is evidently not an officer of the court of Judge Lynch.

Two coyotes were killed in St. Paul the other day, and Roosevelt 2000 miles away!

The sight of so many ships in the offing will make the Isthmus of Panama think it is the North Pole.

We shall now sit down eagerly to watch President Loubet and Abdul Hamid shy ultimata at each other.

Sir Thomas Lipton is again being convinced that he can have anything in America except the cup.

The concern which advertises that it has hop pipe for sale ought to get out a circular in the Chinese language.

When an automobile is built which shall attract as much attention as Crescens, the horse may begin to grow uneasy in his mind.

> The teacher frowned a savage frown
> And both affirmed and swore
> That the institute proceedings
> Interested her no more.

If France goes to war with Turkey, some of her Generals and Colonels will have something to do besides concocting army scandals.

> "The time has come," the actor said,
> "To talk of many things.
> But most of it must be done by
> The prompter in the wings."

The hardship of abridging a three months' vacation is not so vividly apparent to the person whose vacation consists of two days off.

A whole day has elapsed without the springing of any predictions of an early settlement of the strike. Was yesterday an off day for sociologists?

A woman burglar is the latest development in New York. Women at this rate will soon be desperate enough to go on the New York police force.

They are playing baseball in San Juan now, unmindful of the fact that the consequent annihilation of umpires will make serious inroads on a scant population.

The oldest mummy on record has been discovered, but as its pockets have not been searched it is uncertain whether it has in its possession any of Senator Depew's jokes.

When the Atlantic and Pacific are connected by long-distance telephone, one ought to be able to call up a friend in New York without a wait of not more than 100 years.

> Strange we never miss the music
> Till the sweet-voiced bird has flown
> Strange we never miss the water
> Till the water all is gone,
> Strange we never miss a steamer
> While the same is at the pier,
> Strange we never miss the hunter
> While we're shooting at the deer.

It was a member of a recent excursion of members of a well-known religious society who presented himself at the office of the Pullman Company, in San Francisco and said that he feared he had been robbed on the car the night before. "Anyway," he said, when I got up this morning I found that all the money I had in the world was gone. Why, I had $8 when I left St. Paul, and I am sure there was as much as $6 of it left when I got to Oakland!"

> Grass is gittin' kind o' dry,
> Dust is flyin' thick,
> Roses hangin' of their heads,
> Lookin' sort o' sick,
> Smoke a hangin' heavy 'round
> The edges of the sky,
> Hillsides lookin' yellow an'
> The brooks a runnin' dry,
> Kind o' thirsty, waitin' look
> Over field an' plain,
> I know what the matter is—
> Gittin' time fur rain.

Washougal, August 22. Honored Oregonian. Having sene in your culyum sum potry by a laidy in Detroyt Or I write to tell u that I can rite good dele better potry than that myself, an enclose a sample which plese find an publish. I don't mak no charge for my potry, believing that charging for same is likely to git it sent back to me having had sum experence in that line myself, I know the worl will be better of for this here pome though and feel it my dutie 2 let you have same for pubcation when you see fit i am at present gittin out cordwood for about $1 75 a day please let me no if you think I can maik moore money writing poetry an what you would pay me if I was to come down thear an rite it stiddy for you your humble frined Nels larsen

> this is the pome I was spekin off
> In the Columbia River
> which flows and flows
> a seel lived, as I very well knows;
> said sele was a pet of me and my friend
> Jim, but he cum to a very sad end,
> Fur when swimmin' a race with a
> big steembote
> He flopped his flippers an cut his throte,
> an' all the people that lived around
> here felt awful sorry that that there sele
> which was a mighty
> cunnin' little beest, an a pet of mine particular, was so sadly drowned.

It aint all tru abowt the sele but part of it is, an i think that a fellow who can rite things that never hapened ot to git to be a good dele of a pote dont you?

### A Good Democratic Platform.

Philadelphia Press.

There seems to be one point on which the Democratic factions can unite, and that is opposition to Mr. Bryan. And this suggests that the next Democratic platform consist of one plank of three words only, reading: "Down with Bryan." That might rally the party and enable it to go to defeat in 1904 as comfortably as it could on any platform.

### What Happened in Nebraska.

Washington Post.

Yes, sonny, there was fusion in Nebraska last year when the Republicans made a clean sweep of the platter, including a pair of United States Senators.

### To My Muse.

Punch.

> Dear Muse, I've called upon you oft,
> Though, as a fact, I've never seen you,
> Parnassus' misty clouds aloft
> Habitually seem to screen you;
> I don't know even how you're dressed,
> Have you a girdle or a sash on?
> And do your classic robes suggest
> The niceties of former fashion?
>
> And are you really wholly mine,
> And do my verses only please you;
> And do you read my every line,
> While other people's merely tease you
> And do you breathe the tender stuff
> Which I am used to sell for money?
> And are you sure you have enough
> To give me, of Hymettian honey?
>
> I would I were completely sure
> That I was your elect's elected,
> That you and verse would aye endure,
> Nor be by editors rejected.
> A vile suspicion haunts me yet,
> Both that you are, and that you know it,
> The mythical and common pet
> Of every single minor poet!