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WEDNESDAY - - - JUNE 21, 1899

GETTING BRITISH MARKETS.

The people of Great Britain are waking up to the fact that the Americans are getting to be very formidable competitors in the British markets, says the Spokesman-Review. London is now filled up with commercial men representing firms in the United States, and the competition which is arising because of their activity is a matter of serious concern with British manufacturers.

A few days ago a prominent Manchester iron man was quoted as having said to the correspondent of the Associated Press in London: "The significance of this pouring in of manufacturing firms is that the Americans are not only underselling us here, but they are making their agencies bases from which they are gradually reaching out into every country in Europe. I know of an immense Cleveland firm which established an agent here who for a year did not undertake an English order, wholly confining himself to Germany, France and Russia. Now the concern has more orders from England alone than it can supply, and the agent has been instructed not to book any orders for six months."

As a matter of fact, the American exporters are making very marked inroads upon a market which the British at one time thought they could control. The exports of American shoes have increased forty-five per cent in the last ten months; a large part of the agricultural machinery now in use in England is of American make; the Atbara bridge for the Soudanese railway was purchased in this country because it could be delivered quicker by an American concern than by an English maker; the Midland and other large railway systems have recently ordered a large number of locomotives from the United States; a very large part of the machinery used in England in connection with electric work is of American make, and an electrical expert, just returning, says that the British demand for our electrical appliances will increase enormously in the next few years.

Naturally there is a good deal of complaint because of the American competition. English critics are remarking that their "engineering manufacturers are lacking in energy and enterprise," and that their workmen "are declining in skill," and that, speaking generally, the English "are lapsing into an inferior position to the Americans." Sir Benjamin C. Brown, in the last number of the National Review, looks into some of these complaints and admits that in every case there is a measure of truth. If Britain could sell a correspondingly large amount of goods in the United States, there might be some compensation, but he finds no encouragement in the theory that there must necessarily be a large interchange of commodities between

the two countries. He says: "The Americans have a protective tariff and we have none, which, of course, puts us at a great disadvantage. There can be little doubt that protection in the United States has caused her industries to grow up and become powerful, so that they can not only stand by themselves, but also compete with other countries at a distance. They have gained experience; they have trained the labor, made the works, and established all their intercommunications and organizations, and they can now reap the benefit."

The Telegram says: Dawson is thronged with men who are out of work, while the mountains and gulches of Eastern and Southern Oregon are filled with rich ores awaiting the application of industry and capital. But if gold was reported at the North pole, many foolish people would leave a good thing to try to get there.

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Spokane Flyer 5:40 p. m.	Walla Walla, Spokane, Minneapolis, St. Paul, J. L. L., Milwaukee, Chicago and East.	Spokane Flyer 5:00 a. m.
8 p. m.	FROM PORTLAND. Ocean Steamships. For San Francisco - January 22, and every five days thereafter.	4 p. m.
8 p. m. Ex-Sunday 10 p. m.	Columbia Rv. Steamers. To ASTORIA and Way Landings.	4 p. m. Ex-Sunday
6 a. m. Ex-Sunday	WILLAMETTE RIVER. Oregon City, Newberg, Salem & Way Land's.	4:30 p. m. Ex-Sunday
7 a. m. Tues, Thurs. and Sat.	WILLAMETTE AND YAMHILL RIVERS. Oregon City, Dayton, and Way Landings.	3:30 p. m. Mon, Wed and Fri.
6 a. m. Tues, Thurs. and Sat.	WILLAMETTE RIVER. Portland to Corvallis, and Way Landings.	4:30 p. m. Tues, Thurs and Sat.
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No. 23, west bound local freight, carries passengers; arrives 5:15 p. m., departs 5:30 a. m.

For full particulars call on O. R. & N. Co.'s agent The Dalles, or address W. H. HURLBURT, Gen. Pass. Agt., Portland, Or.

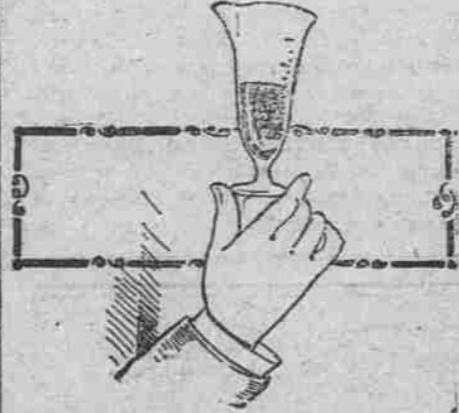
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