

OPINION OF AN EXPERT.

The Hon. Theodore C. Search, of Philadelphia, president of the National Association of Manufacturers, which has members all over the country, and in numbers, in capital invested, in hands employed and in value of output is the largest trade association in the world, says:

"The attacks upon this subsidy measure, which seem to derive their main support from persons interested in the operation of ships under foreign flags, are in the main uncandid, misleading and in many instances absolutely unfounded upon demonstrated facts. Specious suggestions of other plans are unaccompanied by any demonstration of their feasibility or practical application to existing commercial conditions and the relations of our government with other nations. They are largely based upon doctrines practically adverse to the principles upon which the commercial prosperity of our country has been developed. The proposition to buy ships in the cheapest market would be a death-blow to our shipbuilding industries. To undertake by discriminating duties to build up American export trade would be equally futile, as these bounties would only apply to imports. A bounty upon exports is now admitted by its former most earnest advocates to be a delusion and a snare which would simply result in adding profits to middlemen, to foreign carriers, or to foreign consumers, without possible benefit to the manufacturer or the farmer."

This association has been for years back of ship subsidies as the only practical American means of restoring our merchant marine.

LET US HAVE A PORTAGE.

Speaking of the failure of the Oregon delegation to get an appropriation for a canal and locks at the Dalles-Celilo obstructions, the Dufur Dispatch says:

The thing to do is to build a portage railroad around the obstructions in the river between The Dalles and Celilo. The cost of building and equipping the road would easily be within the ability of the state to assume, and, as compared with the benefits to the people, would be a mere bagatelle.

A bill for the construction of the road will be introduced in the legislature, which convenes Monday, and should have the earnest and untiring support of not only the Eastern Oregon representatives but the votes and support of the Multnomah and Clatsop county delegates, whose sections will be greatly benefited by the increased trade with Eastern Oregon and Washington.

It is estimated that a million and a half tons of freight are annually transported over the single railroad which now holds a monopoly of the carrying trade for the immense territory, which would be benefited by the building of the portage road. Suppose that by reason of the opposition boat lines that would be placed on the river the price of freights were reduced only \$1 per ton, the the saving to Eastern Oregon would be \$1,500,000 per annum, an amount several times larger than the cost of the road.

The Telegram is alarmed at the possibility of some of the democratic members of the legislature voting for McBride or Mitchell, and covertly warns them that if they have any hope of the future success of the democratic party to let the republicans fight their own battles. Of course it would be different if any of them should make up his mind to vote for Corbett.

We have received the first number of the High School Review, a handsome little three-column folio, published bi-weekly in this city and

devoted to the interests of The Dalles High school. The Review is under the management of E. Bruce Johnson, as editor, and J. Raymond Lake as business manager. The paper is very neat typographically, its general make-up is admirable and its literary merits are a credit to the editorial management. May it live long and prosper.

The ship subsidy bill is a typical republican measure. It represents in the highest degree the republican principle of protection to American industry. It is not strange, therefore, that it should meet with typical democratic opposition, and that the free-trader's vocabulary of abuse should be exhaustively employed in denouncing it.

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Quality and not quantity makes DeWitt's Little Early Risers such valuable little liver pills. Clarke & Falk's P. O. Pharmacy.

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Notice is hereby given that the undersigned has been appointed by the county court of Wasco county, Oregon, administrator of the estate of Francis Ross, deceased. All persons having claims against the estate are hereby required to present the same to me, duly verified, at the office of W. H. Wilson, in Dalles City, Oregon, within six months from the date hereof. Dated November 19, 1900. GEO. F. ROSS, Administrator.

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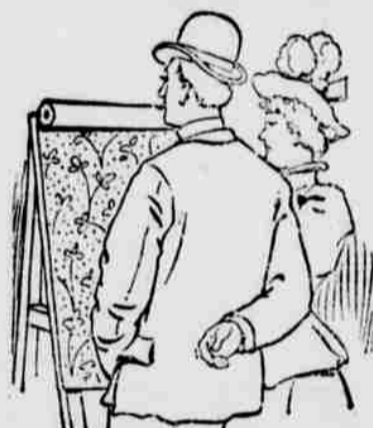
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