

Shirt Waists for Spring.

We have just received a large assortment of shirt waists which we are selling at prices that are all right. You can get an elegant waist for \$2.00, and our dollar waist is simply a "peach," just the kind that you like to wear.

Our spring and summer goods are now in. Silks, Ginghams, Lawns, Dimities, White Goods, Percales, etc. SEE US FOR BARGAINS.

THE MAGNET CASH STORE

Clements & Wilson.

Court and Cottonwood

East Credoman

SATURDAY APRIL 13, 1901.

DAILY, WEEKLY AND SEMI-WEEKLY

BY THE EAST OREGONIAN PUBLISHING COMPANY.

PHOENIX, OREGON.

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Fifty-nine copies per week \$35.00

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in building the house. The cost of the knives and forks on every meal table, the fares on every steam and street railroad, the running expenses of every factory where machinery or tools of any sort are used, will all be increased or lessened according as the new steel colossus raises or lowers the prices of iron and steel manufacturers.

RAILWAY SYSTEM OF CANADA.

Our consul general at Montreal has just made a report on Canadian railroads which contributes interestingly to the stock of popular information. Of the 17,657 miles of railroad now in operation in the still thinly settled territory of the Dominion, all but 66 miles may have been built since 1850. Even as late as 1870 after the Grand Trunk was built, the total mileage was but 2,655 miles. Within forty years, therefore, Canada, whose total population today is only 5,800,000, has constructed 15,000 miles of new railroads.

Proportionately to population Canada has more miles of railroad and a larger investment of capital in railroads than any other country in the world. If the United States had 250,000 miles of railroad it would have the equivalent of Canada's 17,657 miles, relatively to its population, which is about fifteen times as large. But the total railroad mileage of the Union is 187,781 miles. With only 4,000 miles less than the United Kingdom and two-thirds of the total mileage of the colossal Russian empire, including Finland, and more than half as much as the combined mileage of all the countries included in the German empire, Canada would almost seem to have overdone her railroad construction.

Of the total capital invested in the Canadian railway system, which is close to \$1,000,000,000 over \$200,000,000, or one-fifth, represents public aid in the form of subsidies. The net earnings on this vast investment last year were less than 2½ per cent. And as Canada grows quite slowly it is easy to understand that, as our consul-general reports, "the continued expansion of the subsidy system is awakening alarm among the taxpayers." —New York World.

And the Leader says it well. Every town should have this sentiment presented frequently and in every manner possible. The home that is kept clean, attractive, healthful, pleasant, this home will more likely keep at home the young people, who will not so soon leave such a place as they will one that is neglected. The same is true of towns and cities. People are more likely to remain in a town that is clean, attractive, pleasant, healthful. Town improvements are good investments. They bring returns upon the highest rate of interest. They insure health. They attract strangers. They keep citizens at home, preventing them to a degree from going elsewhere to make permanent homes.

Civic pride. Why not have civic pride, just as well as personal pride and pride in keeping our homes in ideal condition? Pendleton could use a larger degree of civic pride to good advantage. It would pay well, whatever it costs to maintain it.

THE STEEL COMBINE.

Dispensing further the big steel combine, the New York World says:

Either an organization or combination of the departments of commerce, finance and politics, even of the president of the United States, should be affected by the new and colossal combination of iron and steel interests.

First as to the producers. The statement of statistics has given out the statement based on the census of 1900, that approximately the product and value of American iron and steel increased two and a half times in the decade since 1890. Therefore the iron and steel industry of 1901, as a producing factor, an employer of labor and capital, is defined by the figures that follow.

It must be employing 438,765 persons, paying them wages that aggregate about \$240,000,000 a year. The total production of iron and steel of all kinds and forms must now aggregate 45,540,000 tons annually, the value (approximately) of \$1,190,718,797. And the capital invested—which is not precisely the same thing as the stock capitalization—must be about \$1,025,122,310. The fact that the new steel trust has been capitalized at \$65,000,000 more than this total in no way invalidates this calculation, bottomed on the statements of the bureau of statistics above quoted.

Except as to the 438,765 persons employed in the mining and manufacturing of iron and steel, the giant steel trust, then, affects the 70,204,700 persons of the United States only as consumers.

Who are the consumers of iron and steel? Perhaps it would be better to ask, Who is not in some form or other a consumer of iron and steel? The American Steel and Iron Association catalogues the different kinds and forms of iron and steel manufacturers as follows:

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To this list may be added the following items, taken from the treasury tables of exports of iron and steel manufactures:

Builders' hardware, locks, hinges, bolts, etc.; saws and tools, car wheels, chains, cables, anchors, castings of all kinds, cutlery, firearms, cash registers, machines used on farms, in factories and in households, including of course locomotives, fire-engines, stationary engines, boilers, pumps, printing-presses, laundry machines, sewing machines, typewriters, pipes, valves, safety valves, stoves, ranges, furnaces, iron rails, street rails, steel rails, iron castings, tin-plated.

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