Morning Daily Herald

DAILY AND WEEKLY

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THE NICARAGUA CANAL.

The project of connecting the Pacific and Atlantic oceans, by the Nicaragua canal, thus shortening water communication to this coast by doing away with all its dangers and distance, is becoming thoroughly well understood, and actively advocated by the people of the Pacific states. The Chronicle thinks that the suggestion made by President Harrison in his message that the United States extend substantial aid to the Nicaragua canal upon conditions which should secure the government in its assumption of liability for the undertaking, seems to have met with general favor. Possibly the railroad companies composing the Transcontinental Association are not and will not be enthusiastic over it, but the time has not yet come when railroad corporations can control the public sentiment of the entire United States, and it is certainly to be hoped that that time is far distant.

Two senators of the United States Washburn of Minnesota and Mitchell of Oregon, have already announced their distinct and unqualified approval of the president's plan. Senator Washburn says, in just so many words, that he believed that the government should assume the responsibility for the canal, and for his opinion he gives two cogent reasons. First, he says, if the government does assume the responsibility the canal can be built in less time than by purely individual enterprise and at one-half the cost; and in the second place if the government becomes the indorser of the enterprise the canal will be completed under such restrictions as will allow the government to control it. This second feature is one that deserves careful consideration, for we might find ourselves very awkwardly situated were English capital to build the canal and the British government to assume to control it when completed.

The Pacific coast should take a deep and active interest in the Nicaragua canal, for we must derive more direct benefit from it than any other part of the United States. Cheap and rapid transportation is vitally necessary to our progress and development, and no method of transportation can be imagined which is comparable to water transportation by the Nicaragua canal. Steamers on that route would carry freight quite as quickly as the railroads now do and very much more cheaply, and no monopoly of the two oceans and the canal would be possible.

The entire, wilful, mendacious perversity of the average partisan editor, who will twist facts to any shade of meaning to suit the objects he desires to gain, is palpable in every issue of free trade papers. For instance the New York World says "if the McKinley act does not raise prices it is of no practical use, either to the manufacturer or the wage earner." To which the Chronicle aptly replies: "When a farmer builds a fence around his fields it does not follow that he expects the act to result in an increased crop of grass, but there is a reasonable presumption that if he keeps the gate closed his animals will have more to eat than if he allowed all his neighbors' cows and horses the freedom of his pastures." The writer that presumes to make statements of the characters of the above quotation from the "World" wilfully ignores the established fact that an extended market enables a dealer or manufacturer to sell at a smaller price and still make larger profits, and insults the intelligence of his readers.

The New Orleans, Mafia, matter has dropped out of sight and is no longer much of a disturbing element. It is said however that there is a restive contingent in the Italian parliament desirous of stirring up trouble with the United States, but Rudini properly represses them. That statesman has learned by this time that the affair at New Orleans was in no sense an assault on the dignity of Italy. The persons who suffered, while of Italian birth, were to all intents and purposes citizens of the United States, and paid the penalty of attempting to introduce a system of terrorism by assassination into this country. Had the United States answered Italy in the discourteous fashion Chile has adopted in dealing with us Rudini would have been justified in regarding the lynching of the Italians in New Orleans as an evidence of enmity to his nation, but the circumstances and the assurances we gave him were such that he was forced to recognize the fact the men were responsible for their own destruction.

The Atlanta Constitution makes the point, which will be appreciated by all true friends of silver, that the men who are now the most rabid opponents of free coinage will be forced by circumstances to favor such a measure in the near future if the present policy of buying silver and storing it is pursued. Silver bullion piled up in the treasury vaults is bound to prove a menace to the prosperity of the country, as it is practically still on the market. Every nation views its piling up with suspicion and takes steps to prevent its being unloaded upon them. The only way to avert this suspicion and remove the impending calamity is to promptly coin all the silver bullion on hand, and to throw open the mints to free coinage. Such an act would result in the immediate restoration of bimetallism throughout the world. The failure to do so may be the cause of a financial convulsion unparalleled in the history of the country.

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Dress Goods,
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17 lbs. granulated sugar	$1.00
20 lbs. extra C sugar	1.00
No. 1 kerosene, per single gal.	.25
5 gallons good pickles	.90
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I will conduct a strict cash store, and all goods will be sold for net cash from 10 to 25 per cent. less than regular price.

My stock of Chinaware, fancy goods and all the desirable styles of dishes, as well as staple groceries crockery lamps and fixtures, is complete in every way. I make a speciality of fine teas, coffees and baking powder, and always pleases my customers.

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8:15 a m	Ar.....S. Francisco..Lv.	7:40 pm

Local Pass. Train Daily- (Ex. Sunday

8:05 a m	Lv.....Portland.....Ar.	4:00 pm
12:20 p m	Lv.....Albany.....Lv.	12:00 am
5:40 p m	Ar.....Roseburg.....Lv.	6:20 am

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1.50 p m	Lv.....Albany.....Ar.	9:50 p
2:40 p m	Ar.....Lebanon.....Lv.	9:05 am
7:30 a m	Lv.....Albany.....Ar.	3.45 pm
8,22 a m	Ar.....Lebanon.....Lv.	2:59 pm

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9.00 P M	Ar.....Albany.....Lv.	5.00 A M

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