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## The Daily Astorian.

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WAR AND TRADE.

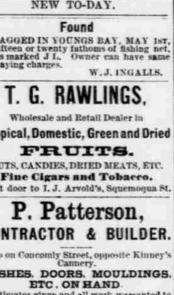
THE war cloud overhanging Eggland and Russia seems to be disappearing. The war feeling in the two countries is less intense and a more especially in this country, is receivout of war. No one wants war, it is formerly occupied by Senator Slater. said, because nothing can compensate for the human sacrifices that directly and immediately benefitted God in Israel. by a European conflict is held by many persons to be beyond question. The chances of the United States becoming involved in any way are becoming involved in any way are held to be nil. And the prospect of the United States furnishing-for a by paying charges. We have same consideration-most things needed by combatants is considered almost certain. No other reasons are given to support this view, and yet in themselves they are really insufficient to warrant the supposition that we are to benefit greatly by the misfortunes of our neighbors. At first no doubt great activity would spring up in Next door to I. J. Arvold's, Squemoqua St commercial circles upon the outbreak of war. But the ultimate results to our commerce and prosperity would be bad, for the activity would not CONTRACTOR & BUILDER. spring from a demand that would be healthy and prolonged. A great deal is heard about the

good that would come to shipping from a war. As pointed out before in these columns, the United States, when neutral, are precluded by the treaty of Washington from furnishing vessels and munitions of war to belligerents. There would not, therefore, be many orders for American built vessels for cruising purposes. In regard to munitions of war greater opportunities for trade are open. It is believed that the United States would be called upon to supply a varied and enormous quantity of material, and that, e ven if some of these should be included in the list of contraband, the chances of their capture would be small. This would, it is Playing Cards, Cutlery, Stationery, Etc. A fine stock of Merschaum and Brier Pipes, Amber Goods, Etc. held, have a good effect on the freight market. But this is not so evident. There exists to-day a larger supply of shipping than the world needs. Of course the necessities of several maritime nations would withdraw from the freight market many of the best class of steamships for transport service. This would apply especially to England and if war was prolonged he r demand for this service would be correspondingly larger. It is supposed that ther e would be in addition the chances of destruction of many vessels by cruisers. But the loss from such a cause would not be large. Bussian war ships for instance would not be likely to inflict great damage upon England's commerce. owing to the smalln ess of the Russian navy, to protection afforded by the Clothing at Bottom Figures. number of British cruisers, and to the, metaphorically speaking, hailing distance of British ports from each other, into which British ships could run for safety. The extent of the Russian merchant marine is small, and any diminution of it would not affect materially the supply of tonnage necessary for the world's carrying trade. It must be admitted that owing to the changes in regard to neutrals the chances of way decreasing the chances of the supply of tonnage necessary for war decreasing the amount of tonnage afloat are much less than for merly. Neutral goods in enemies' vessels are protected. Neutral vessels with enemies' goods on board are protected. Steamers of the commermercial marine are as fast, and often faster than cruisers. Improvement of business, therefore, through a diminution of vessel by a written supply is not probable. Some activity, it is held, would come from demand for goods for belligerents. War brooks no delays and goods are wanted immediately. Neutrals would supply these in abundance, and in case of a European conflict, the United States being the chief neutrals, would take most of the trade. This means of course that vessels would be in demand again. But our own supply is at the best small, and European powers at war would have to furnish their own carriers, which they could do almost with impunity. A FINE HOUSE AND LOT SITUATED A on Benton street; will be sold for \$800. Apply to this office. We can furnish goods, provided orders came, of which there is no certainty, but we cannot furnish ships, thanks to a system of navigation laws

This may seem a heartless way of considering the question, but it is the practical one in these days, when mammon is the ruling god, it is useless to disguise the fact. The commercial men of this country are thus viewing the matter, and they would not be human if they did not consider the effect that war would have

THE appouncement that John H. pacific tone is heard. War prepara- Mitchell is coming to Portland in tions, however, are not discontinued June to take up his permanent resiand it is thought in many quarters that dence, and the fact that his election until an actual settlement of pending to the U.S. senate was urged by telequestions is made, hostilities are lia- graph by leading Democrats in Washble to break out. The effect that ington during the last legislative such a war would have upon trade, meeting, lead many politicians to imagine, says the Welcome, that he is to ing a great deal of consideration. appear at the anticipated extra ses-Until the millennium men will always sion of the legislature in the role of consider what profit they can make a "Mugwump" candidate for the seat

MOBMONS all over Utah held meetaccompany it. But when war is im- ings last Sunday, protesting against minent or cannot be prevented it is the government prosecution now go only hypocrisy to ignore the oppor- ing on. Such protests should be untunities that some people may have heeded; the work should be proseto reap profit from its consequences. cuted vigorously and the Mormon That the United States would be leaders made to feel that there is a



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