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## NICARAGUA CANAL

THE BENEFITS THAT WILL BE DE-  
RIVED FROM IT.

To a westerner, the tariff and money questions are of small importance, compared with the proposed construction of the Nicaragua canal. If it were speedily built, we would not feel the need of protection or free silver. It would mean protection against burdensome freight rates and freer money on every hand. Congress should stop tariff tinkering long enough to settle this question.

It will help the east as much as the west. An increased commerce between the two regions will enrich both. It will stimulate all kinds of industries on both coasts. It will put money in the hands of the laborer everywhere. Living will be cheaper, both east and west, but not at the expense of the laborer. It will be at the expense of the trans-continental railways, and they will lose nothing in the long run, as their business will be so increased that they can make a profit on much lower rates. Competition has always made men prosper, and is the life of everything. It may be argued that the railroads have made no money, and that they are already in the hands of receivers. But are not the men who operated these roads millionaires? Some of them are worth several millions, and yet they want the government to back their bonds to operate the roads in one case, after the government practically built it and gave the earnings to its managers. Better for the government to secure bonds for the canal. Somebody will operate the Union Pacific Railroad anyway. It will not lie idle.

Another thing, if the canal were opened, the traffic through it would be, in a great part, freight that is not at present carried over the railroads. Comparatively little lumber is shipped by rail to the east. But, if the canal were open, ship load after ship load of rough lumber, long and heavy timbers, ship masts, and shingles, besides various kinds of finished lumber, would be leaving the ports of Oregon and Washington and California for the east. They would bring us articles of eastern manufacture in return. Many commodities would be exchanged and enjoyed that we know nothing of now.

The saw mills in Tillamook coun-

ty would multiply. They would all cut lumber the year round. The logging camps would present scenes of life and activity. The farmer could sell his hay, butter and beef cattle at big prices right at home. All the garden land would come into use. The working man would have money and the merchants would get some of it. Ships would be passing out and in and freights would be cheaper. This would call for more harbor improvements and we would get them. This process would settle the country, and railroads would come then.

There are many places on this coast that would be benefited just the same as Tillamook would be. This coast is capable of supporting more people than the same area on the east, if we were only a little nearer the center of commerce.

We shall not have to wait until the canal is finished in order to enjoy its advantages. Prosperity will come as soon as the canal is started. Enormous quantities of lumber will be used in connection with the construction of the canal, and the mills that are now idle will be kept busy, together with others as fast as they can be built. Southern California and Mexico towns will begin to boom then, and the demand for lumber in those sources alone, will set going every saw in the northwest.

Towns that are mere hamlets now will suddenly grow into important little cities. Manufacturing enterprises will increase here, and capital will be turned this way. Then, the same social and educational advantages may be enjoyed here as elsewhere, and we'll all be too much engrossed in business and other respectable affairs of life to give so much attention to a petty election as we all did a few days ago.

By all means, lets have the canal at once, and under the control of the United States of America.

The initiative referendum is bound to come soon. No political party dare oppose it, and all must adopt it sooner or later. The people are beginning to act upon their own responsibility.

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## A DEMOCRATIC OPINION.

The Weekly Oregon Democrat, of Salem, the leading paper of that faith in the state, says editorially:

The result of the election demonstrates very conclusively that the people of Oregon are in favor of McKinleyism and that the democratic party is held responsible for the present hard times. There is no doubt that to a certain extent the verdict is a just one. Neither Mr. Cleveland nor the democratic party had anything to do with bringing about the present hard times, but the party is responsible for their continuance in that it has failed to pass a tariff bill and give the country a basis upon which to do business. Any kind of a tariff is better than the present uncertainty. The bill is at present being pushed as rapidly as possible and when it becomes a law we have no doubt manufacturing will be resumed and the country will enjoy a greater and more permanent prosperity than in the past. If our theory is correct the people will regain confidence in the democratic party and trust it with the continued control of the government. If we are wrong and business does not prosper in 1896 republicanism will again be dominant and McKinleyism will be the fixed policy of the United States.

The next legislature should propose a constitutional convention. It will be two or four years before the matter can then be acted upon. The registration of voters should be provided for, and the county indebtedness question should be settled.

If there was no doubt as to the constitutionality of county indebtedness exceeding \$5000, county orders would command nearer their face value. The people pay for this doubt.

The recent rains have been of great benefit, notwithstanding the large vote polled by the populists.

With meat, groceries and dry goods down to such low prices, people ought to be able to live fat.

Mr. Selph run ahead of Galloway and the rest of the democratic ticket in Yamhill county.

The next legislature should not give way to the school book combination.