IN RELIGION'S REALM.

Expressions from the Various Religious Newspapers.

The Religious Thought of the Day as Expressed in the Sectarian Press—Some Matters of Interest to Both Ministers and Laymen.

A correspondent of the *Christian Advocate* sends to that journal the following inquiry: "Our Lord upon the Sabbath day healed the woman who had been bowed together eighteen years and restored the 'withered hand.' Do these precedents justify a surgeon in selecting the Lord's Day for the performance of an operation designed to cure some disease of long standing, the conditions being such that a short delay could do no harm?" To this the *Advocate* replies that it thinks "the Savior's example would justify him in performing it," provided that reasonable doubt should exist whether delay would not be injurious to the patient.

The *Congregationalist* says: "The American Board closed its financial year September 1st, with an increase in donations of nearly 13½ per cent. over the previous year, and a slight increase in the legacies. The figures are as follows:

	1890.	1891.
Donations	$417 921 74	$482,463 78
Legacies	190,802 11	206,458 41

"The gain has been a steady one, the receipts in donations for August being $53,511 77, as against $48,871 11 in August of last year. With this expression of renewed confidence and enlarging interest on the part of the churches the annual meeting next month promises to mark a distinct and cheering advance in the history of the board."

The Boston *Christian Advocate* (Unitarian), in discussing the future of the *Unitarian Review*, says: "One of the first duties of the Unitarian body in this country is to encourage the growth of liberal thought and sentiment in other churches. If it has any distinctive mission, the Unitarian Church is charged with the promulgation, in the form of literature, of the great ideas of Liberal Christianity. While these ideas are coming to pervade the atmosphere of our country, and while we are beholding on every side almost startling manifestations of the advance of liberal feeling in religion, there is yet a great work to do in enlightening this feeling and directing it into substantial and logical expression. The Unitarian believer of the present day who can do anything to help the brave men in the Episcopal, Presbyterian, Congregational and other so-called 'evangelical' churches to more light in theology, will be derelict if he neglects the weighty assistance which a periodical of the first rank would bring to these forward-looking men."

The *Living Church* of Chicago, in discussing "Sacerdotalism" and the late Canon Liddon's sermon on the subject, says: "The word 'sacerdotalism', therefore, has a true and rightful sense, and the thing signified by it, being of the very essence of the church as a corporate body, must needs be always defended and maintained. It can only be justly used as a term of opprobrium when it is taken as referring to certain exaggerations and abuses which have become associated with it in men's minds; claims which have been made to dispense with the Divine law, to interfere with the proper sphere of civil government; or again, the temper or bearing of some of those who represent the church, the love of spiritual power, as power, for its own sake, the special faults to which a clerical order is prone, turning heavenly gifts to selfish ends. Such corruptions and exaggerations deserve all the reproach the world has heaped upon them. But 'if we are to give up all truths that have been exaggerated into errors, all institutions that have swerved from their orignal purpose to become the instruments of ambition or worldliness, it is very easy to see that much will not be left of the best blessings which God has given us.' By all means let us condemn whatever of abuse or wrong has sheltered itself under the name of 'sacerdotalism'; but let us beware of surrendering the truth, which this word designates when it is taken in its only original and proper meaning, the truth that in the church, as in the government of the world at large, God works, through human agency, His blessings to mankind."

The *Examiner* (Bapt.) says: "A friend coming from morning service a few Sundays since said: 'The minister gave a good homely talk on everyday duties, but he made a mistake and put it into his prayer instead of his sermon. He told the Lord how people ought to bring up their children and how they ought to behave generally—just as though the Lord didn't know. It was really a better sermon than the one he preached afterward, but it was a mighty queer prayer.'

"There are too many of these 'queer' prayers, reminding us anew of the reporter's often quoted eulogy on the most eloquent prayer ever addressed to a Boston audience. A minister when he lays himself open to this sort of comment must fail to realize his true function in public prayer, which is simply to lead the minds of his fellow-worshipers. If he keeps that aim before him, together with a benefiting reverence for the Deity he addresses, his task is a simple one. Oratory, homiletics, doctrinal disquisitions, personalities, will then be easily avoided. So also will be escaped the snares of undue length, disproportion, repetition, and that most distasteful, perhaps, of all blemishes, colloquial familiarity towards God."

The *Christian Leader* says: "It has been pointed out before, and may, with propriety, be remarked again, that long pastorates are, as a rule, better for both minister and church, than short ones. Frequent breaks of the pastoral relation interrupt the continuity of church life, afford opportunities for the restless to roam, beget the belief that the institution is not permanent, besides furnishing a pretext to a class which exists in every parish for assuming an attitude of indifference or hostility. On the minister's side frequent changes give him a reputation for instability or incompetency. A gentleman whose experience in this particular had not affected him pleasantly, said: 'Our church policy reminds me of what used to be the method in our "deestrict" school. Every season we had a new teacher who put us back to addition again.'

"We read, after a period of suspense in a parish, that the new pastor has taken hold with marvelous energy, and has 'organized' the Sunday-school and the Ladies' Circle and the Young People, and possibly the parish and the church. It is a strange state of things that requires so much organization after every interval between pastorates. If each new pastor must organize everything anew, is it not plain that the former organizings were futile and that the present are probably worthless? Continuity of life is what is required. A parish should begin and hold steadily on through the years, adding new instruments of service from time to time, but never suspending the old. Continuous pastorates are, for the small churches and the country churches, the necessary condition of continuous life."

The Rev. Dr. A. S. Twombly, at the request of the editor of the *Watchman* (Bapt.), has made a personal study of Sunday afternoons in Central Park and the Metropolitan Museum. Dr. Twombly concludes that the opening of the museum on Sundays is not altogether evil. He says: "Undoubtedly it is a rest for the working people to change the channels of their thought and exertion. It is a gain to them to enlarge their sphere of observation. There is no element of money-making in free museums and music to excite the cupidity of unscrupulous purveyors to the popular tastes, thus lowering the kind of Sunday amusement offered to the public. We must also allow that really fine music, and the best art in painting and sculpture, have a moral tendency, at least in the negative way, of lifting men out of mere material life. When the church, already too far removed from the poorer classes, seems to refuse assent to their sole means of enjoyment and cultivation, this irresponsive attitude is interpreted as hostile to the interests of the general community, and makes the chasm yawn between organized Christianity and the proletariat, beyond all possible conjunction, as things now are.

"But," he adds, "after all, is half a day of worship (provided those who go to the parks and museums on Sunday afternoons attend the churches Sunday mornings) all that can be asked for spiritual improvement, to say nothing of the sanctity of one whole day in seven, as defined by the Word of God? Would such a general movement, such a grand processional advance towards the gallery of art and the concert hall, lead the multitudes to Christ, even if the merry-go-round is melodious with a psalm, and the concert closes with the Doxology? Is it true, as claimed, that if the churches authorized the continental method they would, in the long run, be better attended by the class they ought to reach, but now do not gather in?"

Dr. Twombly's conclusion is as follows: "Obliged to leave the unchurched masses to their own consciences as to the way in which Sunday is spent, the Church, while doing all it can to make religious worship attractive, need not sanction needless or graceless aids to mere entertainment. The line may be drawn with precision at this point. The parks are the country of the cities. The fens, rocks, glens, meadows and lakes are made as nearly to resemble natural scenery as possible, and it is marvelous how much of unadorned nature may be transferred by art to the neighborhood of a great metropolis. Give the people ample opportunity to roam about and to rest amid these rural scenes. The force needed to keep order does not much increase the number of police employed. The transfer of the crowd from tenements and alleys may even diminish the labor of the city's guardians.

"The Zoological Garden is also a part of nature, and is as open as the woods where the birds sing and the squirrels play among the trees, or as the fields where the lambs skip and gambol. The keepers must be on hand whether more or less spectators are present. But bands, swings, boats and other additions to the pleasure of the people are amusements pure and simple. As such they are not essential to the need of fresh air and the rest demanded by tired bodies. They who come for these things had much better stay at home. Museums are likewise superfluous as a means for rendering Sunday a day of rest and profit to the multitude."

CRIED TILL SHE FAINTED.

And all Because of Cruel Remarks Made by Her Schoolmates.

She was just a little curly-headed schoolgirl who wore one shabby black dress such a long time that the children made fun of her when she came and went among them, says the Detroit *Free Press*.

"What do you think they said to each other: "that little Louisa has only one dress, and she wears it all the year round."

But that was not true. It was a winter dress, and one day in spring little Louisa blossomed out in pink.

"What do you think?" cried the children, "Louisa's got a new dress."

Children are unfeeling little monsters, naturally. One of them discovered that Louisa's dress was not new, and she took pains to announce the fact to the school in a few scornful comments.

"Made over? Yes, indeed, and so old fashioned! We could see the old stitches. Some one has given it to her."

Louise heard and cried herself sick. The teacher knew nothing of it. She was doing sums on the blackboard, and thumping knowledge into the children's heads.

"Please, teacher, a girl's fainted."

This unusual announcement roused all, even the lethargic teacher, into a show of interest. The girl was Louise, she of the pink dress.

"She's been a-cryin' awful," volunteered one of the other children.

When the child came to herself, she clung sobbing to the teacher's unfriendly hand and told her story.

"Twarnt 'cause it was out of fashion—I didn't care for that; nor 'cause 'twas the only one I've got, 'sides the old black, but 'twas made over for me from one of m-m-mother's, and oh-oh, teacher, she's dead."

A tear fell from the eyes of the teacher, who had traveled that road herself.

"I'm sorry," she said; "I will see that the children treat you different in future."

And she kept her word.

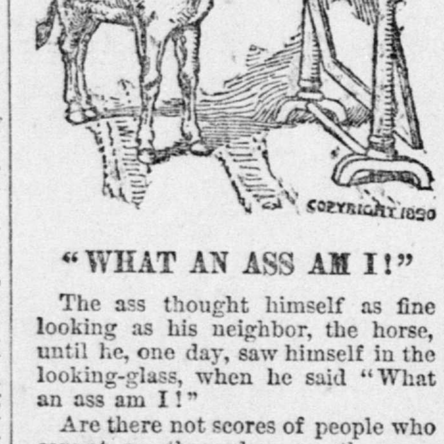
Laughing Plant.

The laughing plant is the name of a plant growing in Arabia, and is so called by reason of the effect produced upon those who eat its seeds. The plant is of moderate size, with bright yellow flowers, and soft, velvety seed-pods, each of which contains two or three seeds resembling black beans. The natives of the district where the plant grows dry these seeds and reduce them to powder. A dose of this powder has similar effects to those arising from the inhalation of laughing-gas. It causes the most sober person to dance, shout, and laugh with the boisterous excitement of a madman, and to rush about cutting the most ridiculous capers for about an hour. At the expiration of this time exhaustion sets in, and the excited person falls asleep, to awake after several hours with no recollection of his antics.—Medical Times.

By the Sad Sea.

"Well, this is act first," said the summer youth, as he put his arm around her and drew her tenderly to him.

"And it is also scene first," replied the summer girl, as she pointed to her frowning chaperone standing not ten feet away.



"WHAT AN ASS AM I!"

The ass thought himself as fine looking as his neighbor, the horse, until he, one day, saw himself in the looking-glass, when he said "What an ass am I!"

Are there not scores of people who cannot see themselves as others see them? They have bad blood, pimples, blotches, eruptions, and other kindred disfigurements. All these annoying things could be entirely eradicated, and the skin restored to "lily whiteness," if that world-famed remedy, Dr. Pierce's Golden Medical Discovery, were given a fair trial.

It cures all humors, from the ordinary blotch, pimple or eruption to the worst scrofula, or the most inveterate blood-taints, no matter what their nature, or whether they be inherited or acquired. The "Golden Medical Discovery" is the only blood-purifier *guaranteed* to do just what it is recommended to, or money refunded.

WORLD'S DISPENSARY MEDICAL ASSOCIATION, Proprietors, No. 663 Main Street, Buffalo, N. Y.

THE NICARAGUA CANAL.

It Will Make San Francisco a Great Metropolis.

The Question is One of Cheapening Communication and Increasing Our Population.

[San Francisco Examiner, Oct. 1st.]

At the session of the State Board of Trade held Tuesday, August 11th, the board, having under consideration a resolution of A. A. Hibbard of Chico, declaring the board to be in favor of the early construction of the Nicaragua Canal, and asking the representatives of the State of California in Congress to favor Government aid in the construction of said canal, W. H. Mills of this city said:

Mr. President: I am unwilling that the discussion of this question shall go by default. The silence in which this resolution has been received indicates a unanimous opinion in its favor. That silence may express simply an assent to a result, the accomplishment of which is in the remote future. Declarations of opinions, in the form of resolutions, have less value in hastening the accomplishment of the result than the argument they elicit. The canal will come into existence by public demand, and public demand will be intensified and strengthened by convincing the judgments of men that the canal will confer signal benefits upon the commerce of the world.

The particular question with which we have to deal is: "What would be the effect of water communication between ocean and ocean through the isthmus upon the industrial, commercial and financial condition of California?" Now, I have entertained well-considered and well-defined views on this question for more than fifteen years. I am most earnestly in favor of the construction of a ship canal through the isthmus, chiefly because of the great benefit I believe it will confer upon the development of our own State. If I were asked the question to-day: What is the greatest obstacle to the growth of California? I would answer: "Isolation and remoteness." Moreover, if I were asked the question: What will most promote the growth and development of this State? I would answer: "Greater intimacy of communication with the rest of the world." Distance and cost are interconvertible. If it costs no more to send the products of this State to the Missouri River than to New York, the distances between California and the Missouri River and New York are equalized, because distance and cost are completely interconvertible. If it costs as much to send freight from San Francisco to Yreka and San Diego as it does to New York, then, in a commercial sense, the distance to all these places is equal. I have said it repeatedly, and repeat it again, because it is a great central truth: Economic communication is the equivalent of physical contact. In the transportation of persons, time is of the first importance; distance is eliminated by speed; but in marketing the products of the country, the cost of transportation is the first consideration, and cheapness is the interchangeable term for nearness.

The industrial resources of California are impaled upon the longest lines of rail by land and the longest lines by sea, traversed for commercial purposes, on the geography of the globe. The bare statement of this fact signifies the greatest possible disadvantage of location. All we import stands charged with the largest freight bills, and all we export must submit to the heaviest discount, when we attempt to place them in their final markets.

CALIFORNIA'S TRANSPORTATION INTERESTS.

The transportation interests of California are in advance of all other development. We have a better system of railroad transportation across the continent, and within the borders of our own State, than is vouchsafed to populations many times stronger than our own. If our commercial and industrial development in other regards corresponded to the development of our transportation interests, our State would be greatly in advance of its present position in population, in wealth, and in all other elements of greatness. But as long as the commerce engendered by our products enters and departs by Atlantic seaports, just so long our position will be the equivalent of being at the center of a continent twice the width of our own. The distance from the Atlantic to the Pacific seaboard is 3,000 miles. If our commerce must come to us by Atlantic seaports and be carried across the continent, our geographical position is analogous to that of a people at the center of a continent 6,000 miles wide. The geographical advantage of being on the shore of a great ocean can be realized to us only by developing the commercial value of that ocean, and this can be done only by making it an economic means of communication between us and the countries with which we sustain real and active commercial relations.

San Francisco and other Pacific seaports, adhering to old traditions, live in the hope and even the expectation that their position upon the seaboard will confer upon them the commercial advantages which have in all time inured to ports at which a great commerce enters and departs. They live upon the belief that their supremacy as points of distribution is to be maintained solely because they are situated upon the ocean. They appear to be oblivious of the fact that the forces operating in their case relate to a commerce which is once carried through a territory to which they must distribute. It is obvious that we carry a commerce entirely through a territory to its very furthermost verge and distribute back economically to the territory through which it has once been carried. Railway transportation has its limits of possibility, and they are more narrow than steam transportation by ocean. Make steam transportation possible as a factor in the commerce generated by the products of California, and you have produced a complete revolution in the commercial forces which influence our progress. It is no impeachment of railroad management to say that the cheap products which constitute from 80 to 90 per cent. of the natural resources of any country cannot be carried 3,000 miles by rail; and California needs a means of transportation equal to the task of carrying the cheapest product to the most distant market. The ocean will do this as no other instrumentality can, and if we build the canal we eliminate 7,000 miles, a distance equal to the width of the broadest ocean.

A CHEAP OUTLET WANTED.

I say, then, that what California most needs to-day is a cheap outlet for its raw and cheap materials, and the cheapest possible inlet for the articles into which we desire to convert our labor. There is a vast realm of material resources in the State of California which cannot bear transportation by either sea or land under existing conditions. Their value evaporates in transportation. This is not the fault of the transportation instrumentalities. It is referable to inherent conditions. The value of many things in the markets to which they are carried is not equal to the actual cost of carriage over long lines. The railways connecting the little group of population on the Pacific Coast with the vast body of population on the Altantic Coast pass through countries so sterile that the fixed cost of maintaining railways through them is not paid by the traffic originating in these countries. The Central Pacific Railroad, between Ogden and Reno, has not enough traffic originating along its lines to pay the salaries of the station agents. The commerce carried over these lines must necessarily have charged to it, therefore, the fixed charges standing against these long lines of communication. A railroad passing over a thousand miles of sterile country finds a condition analogous to that of a bridge a thousand miles in length, whereon no freight or passage originates, or to which no traffic is consigned. The commerce carried between the termini of such a road must bear the expense of maintaining the bridge.

It has been said that there is no limit to the cheapness of railroad transportation. But this is financially and mechanically untrue. Railroad transportation is controlled by financial and mechanical factors which are inexorable. There is an actual cost of movement which is increased by distance, because mechanical power is consumed in proportion to the distance traveled, and mechanical power costs money. Certain grades of ores and certain grades of minerals useful to mankind, or certain grades of lumber, or certain wares, cannot be transported two or three thousand miles to market. The value of these in the destined market forbids their transportation. Their value is even less than the actual cost of such transportation, and under such conditions, in the very nature of things, they cannot be moved. The forests of California contain lumber to the value of the national debt, if there existed a demand for that lumber within economic reach of our present means of transportation. The mines of California are depositories of vast wealth, if the means of communication corresponding in cheapness with the low grade of the ores found in these mines were at hand.

THE REALM OF COMMON THINGS.

It is in the realm of common things that the great employments of men are found. Manufactures of iron employ a thousand times as many skilled artisans as are employed in the manufactures of gold; and no better illustration of the real situation can be found than in the fact that while our territory lying west of the Rocky Mountains is distinctly the richest metalliferous country in the world, we have never been able to transport anything in considerable value except silver and gold. The standards by which the value of timber land is determined will completely disclose the thought I am endeavoring to impress upon this board. Timber land may lie in such relation to the means of carrying out its product that all the first-class sugar pine may be moved; then the second and third grades may be transported; next, the first, second and third class of yellow pine; then the cheaper timber—fir, spruce and cedar; then firewood; then, in addition, all the fagots that may be gathered up and converted into charcoal, and then the land lies clear. As factors in the value of that you will have the value of the cleared land, the charcoal produced, the firewood yielded, the low grades of merchantable lumber and the higher grades of merchantable lumber. With the increase of the difficulties of transportation the lowest must be dropped, the next lowest, with increased difficulties, and so on, until at last only the most costly can be removed, thus leaving out of the question of realizable value all below the first grade. Lifting this from its specific to its general plane, and you have conditions governing the industrial development of our State, and which confine the industries to the production only of the most profitable articles. Thus, as I have already said, in our metalliferous country the gold and silver alone will bear transportation. We are asking for a greater density of population. The population of every country must necessarily stand in a fixed ratio to the profitable employments that country can afford.

Here is a bank of clay, out of which the finest pottery may be made. The clay itself will not bear transportation. It has, therefore, no value. The instant it will bear transportation it possesses value, and to the extent of that value it adds to the wealth of that country, and the wealth of any country is the measure of its capacity for the support of human life. Here is a mine located in such a manner with reference to transportation that its ores cannot be moved. The ore, therefore, is valueless. The instant economic instrumentalities are established for the removal of that ore that mine becomes a source of industrial activity, because when anything possesses value it invites industrial activity in the development of that value. Our forests afford material for manufactures. Cheapen the means of communication between these forests and the markets where their product is demanded, and the forests become the source at once of great industrial activity. This is true of the mines, the fields and the orchards. So long as it is only the highest class of articles that can move, so long the industrial activities are circumscribed to the production of the highest and smallest class, and, as has already been asserted, these involve the employment of the smallest number of laborers. It is in the realm of common things, on the broader basis of human demand, that the greatest number of persons find employment.

THE QUESTION.

The question we are discussing, then, is one of cheapening communication. A canal through the isthmus will shorten the distance between our State and the commercial centers of the world by 7,000 miles. It will establish a new basis of freight rates, to which all the overland carriage must conform. It would be useless to discuss in this presence the value of commercial communication. The interchange of commodities between communities and States and countries has a value which is accepted by all men, justified by all experience, vindicated by all history. When the statesmen of the earliest period of this nation's history sought to extend the domain of the United States to the Pacific Ocean, that policy was pursued upon the theory that the western shore of the national domain would confront the great Asiatic populations, and that the Pacific seaports would become the busy marts of a great commerce with those nations. You are familiar with the history of the failure of that theory. We have refused commercial relations with the people of the Orient. Dissimilarity of want, growing out of antagonisms of civilized life, have made commercial relations with the Oriental nations a failure. The commercial greatness of this country is still dependent upon communication and interchange with the European countries. Hence the Asiatic seaports alone enjoy the position of being the gateways of this great commerce. Our chief metropolitan city is therefore a back door, not a front door, to this commerce; and all along the line of communication between our State and Atlantic ports trade and commerce face to the East and turn their back upon us. Construct a canal through the isthmus, and you have made possible the carriage of our commerce on the ocean by steam. When steam communication between the ports of Europe and the ports of the Pacific Coast becomes possible, the commerce generated by the products of nearly one-third of the territorial area of the United States will enter and depart by Pacific ports.

EFFECT ON SAN FRANCISCO.

I have been told by a member of this board that when the canal was completed the line of rapid transit around the world would not be through our chief metropolis, but by way of the isthmus. Well, what of that? The line of rapid communication through our city would not populate a block. The fact that we are now on the line of rapid transit around the world has no bearing on our commercial development. It does not touch the question of such development anywhere. It is merely a fact appealing to sentiment or boyish gratification that Oriental travelers must pass by us. The fact that they do pass does not give an outlet for the cheaper commodities, whose value is consumed in their transportation—does not add to the employments of our people. It does not confer upon articles now worthless that high value which labor and skill would impart, if their movement was possible. I have been told by the same highly respected authority that we would lose the trade of the west coast of South America. We have not enough of that trade to-day to populate a first-class boarding-house. Our population will depend upon our employments, and our employments will depend upon our economic communication with the markets of the world. It is the merest folly to lock up the vast resources of a phenomenal rich country for the sake of the sentimental consideration of remaining on the line of rapid transit. But if certain classes of commerce will pass directly by us, from Asiatic ports to European ports, through the isthmus, will not the same law apply to the city of New York and to other Atlantic seaports? One thing we may anticipate with all the confidence of complete knowledge—a canal through the isthmus will forever forbid the entry at Atlantic ports of the commerce generated by the products of our own country, and this is all the commerce we have that is or will be worth anything to us.

The exchange of commodities produced here for commodities produced in the countries with which we trade is a commerce which will enter and depart by our own ports, instead of entering by Atlantic ports. Our ports would become front doors to a commerce of a territory extending more than a thousand miles into the interior. Railroad communication from the Pacific ports to the interior of the continent would be as cheap as from the Atlantic ports toward the interior.

The canal will shorten the distance between us and the people with whom we sustain real commercial relations by more than the width of a great ocean. We are therefore eliminating the equivalent of a very broad ocean by the construction of a canal, and, in its economic terms, we are placing the Pacific Coast of the United States face to face with Europe.

THE EFFECT UPON THE RAILROADS.

I am not unconscious of the thought in your minds as I present these considerations for your acceptance. The question naturally arises, What will the great transcontinental railroads think of this proposition? Now, as to that, I shall not inquire whether I am in full accord with their views on the subject. I hold, and shall continue to hold until I hear better reasons for contrary opinions than any that have yet been advanced, that it is of first consequence to these railroads that the commerce of a territory extending over one million square miles shall enter and depart by Pacific ports. The greater portion of the volume of tonnage now carried by rail would continue to choose that route. The construction of the canal and the new industries and commercial conditions created by it would create its own tonnage. It would bring into existence a traffic which does not exist at all, and in addition to creating the tonnage it would carry, would also develop vastly augmented volumes of high-class tonnage to be carried by rail.

The overland tonnage is now confined to classes of articles which can bear transportation over long lines. But their greatest profit is derived from the high class articles over short lines. A canal through the isthmus will turn the face of all the commerce generated by the products of the territory lying west of the 108th meridian toward the Pacific Coast. West of that meridian there are 1,000,000 square miles of territory, capable in the future of sustaining a vast population. But the chief consideration suggestive of profit to the railway systems connecting our State with the Atlantic seaboard is the fact that high class freight is generated by the low class products exported. Let us illustrate with the upper Sacramento Valley. If there was no instrumentality of transportation which would move the wheat, the hay, the fruit and the wine in the Sacramento Valley, there would be no dry goods, clothing, or other high class freight to be carried into that valley. Thus an economic means of transportation which will confer value upon the raw materials of California will confer at once upon her a population proportioned to that value, and this population will generate at once an increased demand for the articles which bear transportation, and yield a large return to the revenues of the transportation companies, at the same time leaving large profits to the consumers. From 80 to 85 per cent. of the revenues now earned by the railroads is derived from local freight and fares. Double the population of California to-day, and you double this percentage. The value of railroad property bears a due proportion to the density of population, while the increased volume of traffic forever cheapens the rate at which that volume can be carried.

GREATER POPULATION WANTED.

A greater population for California is the solution of many problems. Increase of population begins with the increase of the opportunities for the support of life. Occupations are the first necessity of population. Where profitable occupations may be found population will come of its own accord. Increase the opportunities for profitable occupation in California and you increase the population by the force of inevitable and irresistible law. How may population be increased? By a cheap and economic outlet, which will confer value upon the great natural resources of the country.

Low passenger rates will effect nothing. It is occupation that attracts population. The passenger rate to Europe is low, but our people do not go there for that cause. Whenever prosperity invites, people go. The world is in search of places where value may be created by industry. To realize that value is the natural invitation of industry. To perform that industry is the natural attraction of population. I entertain no apprehension of any injury to any transportation instrumentality by increasing the wealth-producing capacity of this State. It is in that direction that the future prosperity of the railway lies, and not in the direction of the diminishing wealth-creating power of the commonwealth.

But beyond all anticipated consequences, above all special and particular considerations for existing conditions, stands the great and unanswerable argument that whatever is best for mankind as a whole is best for every community and for every individual member. The tendency to bring all countries into closer relations, so strongly manifested in modern methods, is irresistible. It will accept the aid of man, but apparently it will triumph without it. If our State stood in the middle of our civilization to-day, instead of at its remotest verge, its mines, its forests, its fields and its orchards would be occupied with teeming populations. The broad limits of its climatic possibilities, with their attendant economies of production, would assert themselves in conferring upon it those natural advantages now denied to it by the isolation and remoteness of its situation.

A COMPETITIVE CONDITION.

The progress in the direction of economic means of communication has brought the whole world into very close relation. Out of this grows a competitive condition between all its parts. All the industries which engage the attention of men are conducted under this law of competition. All production in all parts of the world sustains a competitive relation to the world's markets. It follows that whatever confers economy of production on the industries pursued in any part of the world, gives to the industries pursued there a great advantage. Cities are not the result of accident. They exist by virtue of commercial law. They are located at the focal centers of converging and diverging lines of commercial communication, and their magnitude is dependent entirely upon the volume of commerce generated by the products of the region of which they are the focal centers.

When we say that certain territory is naturally tributary to a given city, we mean that the city is the most economic commercial base for the exchange of the products of the territory under consideration. Cites, then, are the result of financial, industrial and commercial conditions. Everybody is fond of saying that the people of particular cities are very enterprising, and point to the growth of the city in evidence of that spirit of enterprise. There is but little difference between the enterprising spirit of the different cities of our continent, and intelligent perception of the forces influencing the growth of a city will readily disclose the fact that growth could not well be prevented.

Take Chicago as an illustration. That city is about the center, east and west, of the populous portion of the United States. It has the equivalent of ocean communication at a point about half way between the Atlantic seaport and the extreme western margin of greatest density of our population. The commercial lines of this continent lie east and west. Therefore the country lying west of Chicago looks eastward for an outlet for its products, and for a market in which to buy and sell, and it finds at Chicago the full equivalent of seaboard communication a thousand miles west of the Atlantic seaboard. Chicago is what it is to-day because of this factor in its commercial relations; and if you want to realize the importance of this factor, all you have to do is to imagine that it should suddenly cease to exist. Take this into consideration for a moment and see what would necessarily follow. If the lakes, the Welland Canal and the St. Lawrence should suddenly become unnavigable the boasted enterprise of Chicago would avail nothing to prevent the dispersal of the great population which has concentrated there.

A vast volume of commerce is transacted at Chicago, and a correspondingly vast population is the result; but the existence of a commerce at that particular point is due to the one single factor of enjoying ocean navigation at the very heart of the population of the United States. This carried in its train attendant consequences influencing industrial and commercial conditions. Take away this one factor, as already suggested, and Chicago would cease to exist. A very large proportion of the population inhabiting the western countries would find themselves without employment, because if the lines over which the products of the countries lying west, south and southwest of Chicago were extended to New York, margins would be so reduced that many industries barely above the line of submergence would go below that line, and be eliminated altogether. In all this we have another illustration of the interconvertibility of cost and distance. Chicago, as the geographical center of the country, at its commercial center, in the very heart of its population, has a condition which confers upon it the equivalent advantage of being an Atlantic seaport. Commercially speaking, and when the cost of communication is considered, Chicago bears the same relation to the rest of the world enjoyed by the cities of Boston, New York, Philadelphia and Baltimore. When our commerce can be carried by steam on the ocean an entirely new condition will arise—one vastly more favorable to industrial and commercial development than we have ever before known. A great commerce will focalize at our seaports, and the Pacific Ocean will cease to be a mere geographical designation, and become, as it should, a vast commercial factor.

THE CONSEQUENCES.

No man can now foretell the consequences to ensue from the radical changes a new relation upon the commercial map of the world would confer upon us. To-day our cheapest communication is by the Horn. This involves a long time in the passage of both our export and import commerce. Growing out of this our merchandising requires the employment of large capital; and the larger the capital required for the successful conduct of a merchandising business necessarily circumscribes and limits the number of persons engaged in it. Take some of the leading merchandising lines on this coast, and see how few merchants enjoy their profits. In hardware, how many wholesale merchants have we doing business on the Pacific Coast? There are not to exceed three great houses. If one-half of the capital now necessary to the successful conduct of business in this line were required, there would be ten times as many; if but one-fourth, perhaps a hundred times as many. In the lines of dry goods, paints and oils, and, in fact, all other lines, greater intimacy of communication would permit men with small capital to engage in these lines of merchandising in a wholesale way, and the annual profit derived from these lines would be distributed to a far greater number.

This monopolized condition of trade denies to this State the commercial population which the volume of commerce transacted here under normal conditions would confer. The construction of a waterway which will permit our export and import commerce being carried on the bosom of the ocean will revolutionize the conditions which have forced leading lines of merchandising into a monopolized relation. It will make competition possible—multiply the number of men engaged in mercantile pursuits, and vastly reduce the cost of supplies to our people. It will, in short, give us the normal relations, producing population proportioned to the volume of business now so grossly disproportionate. And in view of all these considerations the question of a line of rapid transit and the commerce of inconsiderable peoples sinks into insignificance.

A HOME METROPOLIS NEEDED.

If time were afforded, and the perview of this discussion permitted, I would be pleased to present views I have long entertained upon the introactive value existing between a great commercial city and its supporting territory. Cities are the reservoirs of capital, and in them the surplus wealth of great communities is accumulated. The capital thus engendered by the wealth producing forces of a region, being at the center of that region, is in natural sympathy with its industrial development; it is in touch, as it were, with the business activities and the progressive enterprise of the region which it serves as an emporium. The Pacific Coast needs a great home metropolis, and our industrial progress will necessarily be retarded if the surplus wealth we generate is to be accumulated in remote cities. The wealth so accumulated would be a stranger to our wants and lack intelligent perception of our needs. It would be at such long range as to be in the nature of things timid, halting and uncertain. The entire western third of the national domain needs here at the Golden Gate a metropolis in which to reservoir its surplus capital, and conserve in the highest degree the mercantile side of our industrial production.

So long as the commerce generated by the products of this great territory must find import and export in distant metropolitan cities, that long will there be wanting in our development a potent factor. The surplus capital accumulated at such long range suffers estrangement, and thus impoverishes the region from which it is drawn. On the other hand, the wealth accumulated in a metropolis belonging to our own region becomes a constantly augmenting force in industrial and commercial development. The present uselessness, in a commercial sense, of the ocean which washes our shores is denying to us the existence of a great commercial metropolis, with its indispensable influence upon all growth and progress.

In my humble opinion the construction of the canal means to us a new position on the commercial map of the world—the introduction of entirely new conditions, making possible the full development of our vast natural resources. The very statement itself is pregnant with meaning—"the development of our natural resources." These resources exist. They will be developed only if all the economies influencing and controlling their develment are favoring, and they are so vast and varied that their development necessarily presupposes the existence of a vast population, finding profitable employment out of the development.

I am aware that generalizations are dangerous and ofttimes misleading: but I conclude this by calling your attention to one consideration, which seems to me to exhaust the argument and close its conclusions in favor of this resolution. Our industries and the commerce they engender are burdened with the highest bill of cost for transportation of any in the world, both in their import and export aspects. Whatever will cheapen that communication will proportionately relieve that burden, and thus add to the wealth-conferring power of every industry in which we are engaged. New activities will be possible to us where a more economic method of communication shall unlock our vast treasuries of resources. The wealth of a country resides in the productive capacity of its people, and the wealth-producing capacity of a people resides in the application of labor to raw material. Any instrumentality which will bring us nearer to the great centers of commerce will confer upon our products increased value, and with it increased prosperity; and in this general promotion of prosperity all industries and legitimate occupations and all commercial instrumentalities will enjoy their full share.

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Capay Valley Lands.

A CAPAY COLONY.

Busy Fruit-Growers in a Pretty Yolo Valley—Tancred and Its Adjoining Farms.

IN THE SPRING OF LAST YEAR Robert A. and Neal D. Barker associated themselves with William McKay, all of Oakland, with a view of searching out a suitable location in which to engage in the profitable occupation of fruit-growing. After visiting many localities, they decided on the Capay Valley, Yolo County, and the Rhodes tract at Tancred.

Negotiations were opened with the Capay Valley Land Company, owning the tract in question. With W. H. Mills, the General Agent of that company, they arranged for the purchase of about 220 acres of foothill land This being more than they had thought of taking for their own use, they spoke to a number of friends about it, with the result that the tract was divided among the following people: B. L. Hickok, 40 acres; W. T. Farnett, 20 acres; N. T. Greathead, 20 acres; Mrs. L. Greathead, 20 acres; W. McKay, 20 acres; N. D. Barker, 20 acres; R. A. Barker, 20 acres; J. P. Brownlee, 20 acres; E. H. Haslett, 10 acres; Joseph Barker, 10 acres; A. W. Kelly' 10 acres, and Frederick Kelly, 10 acres.

So far this had been merely a private venture of the gentlemen above named, but in talking up the question of dividing the land already purchased, it was found that so many more would like to join it than the area of the purchase would admit of, that it was suggested on all hands, "Why not get some more land and divide it up in the same way?" Then followed the idea of a stock company to take hold of a larger tract and arrange for the cultivation of the whole of it, after subdividing it according to the requirements of the subscribers. A provisional board was formed, a prospectus issued, and finally, on the 5th of June, 1890, the Western Co-operative Colonization and Improvement Company was duly registered and proceeded to business, with the following officers: President, William McKay; Vice-President, M. P. Brown; Directors—H. C. Ellis, Charles Brooke and R. A. Barker; Secretary and General Manager, Neal D. Barker; Solicitor, C. E. Snook; Treasurer, First National Bank of Oakland.

The balance of the tract, 373 acres, was purchased. A contract was entered into for the purchase of a large number of fruit trees, vines, etc. This early purchase of trees was the means of saving between $3,000 and $4,000 to the company, the prices in some cases having more than doubled since then.

The ideas which the prospectus set forth have been but slightly modified and the progress of the company has been uninterrupted. Those who went into it doubtingly have become enthusiastic, and almost all the members arranged to set out all their lands in fruit trees, etc., the first year. Consequently in this, the first season, some 40,000 trees and between 20,000 and 30,000 vines will be planted.

The satisfactory working of this scheme has had the effect of attracting considerable attention to the work of the Colony Company, and a number of people are now desirous of joining in with them. An additional 200 acres have been added to the sixty acres originally purchased.

For the company is predicted a very bright future, as well as for the beautiful valley in which their operations are conducted. How this marvelous little garden has come to be so long neglected is a puzzle to every one who has visited it, but one thing is very sure, and that is that this neglect will never again be felt in the valley.

The fruits set out are mostly of the standard varieties—peaches, apricots, Bartlett pears, prunes, figs, raisin grapes, etc., while along both sides of the avenues, throughout the tract, walnuts will throw their graceful shade. A considerable number of citrus trees are also being set out; quite a sufficient number to demonstrate that these fruits can be successfully grown in the valley, about which the colonists appear to have no doubt, provided proper care is given to the young trees. Neal D. Barker, General Manager of the company, resides on the tract, and to his care is to be ascribed much of the success of the venture.

Mention should be made of the town-site, about which there is a pleasant innovation which might with profit be followed by more ambitious places. A small park of some three acres has been laid out right in the center of the town. This park it is proposed to beautify by planting in it from time to time as many of the beauties and curiosities of tree and shrub life as may be obtained by diligent search and a wise expenditure of money. It is not expected that Tancred will ever be a large and busy city, but it is thought that it can be made a very pleasant little place to dwell in.

A petition has been circulated recently and very largely signed, asking the county to accept Island avenue, on the colony tract, as a county road, and to build a bridge across Cache Creek at this point, in order to give the settlers on the east side of the creek access to Tancred Station. The Tancred colonists are quite willing to give the necessary right of way, and are very desirous of having a bridge there, as the colony lands extend along both sides of the stream. It is thought that it would be a very wise expenditure of public money to grant them this very necessary improvement, as the operations of such companies are of widespread benefit to the whole county and State. The attractions and comforts of the cities are well known, but to those who are willing to settle on the land and show that the country also affords attractions and comforts and ways of making money pleasantly, every inducement should be held forth.

The following is a list of the principal members of the Tancred Colony, with the number of acres owned by each, and a fact worthy of mention is that in each contract or deed issued by the Colony Company there is a provision that no intoxicating liquor shall ever be manufactured or sold on the land. The apparent success of the enterprise shows that the ideas and plans of the colony, as set forth in the prospectus some time ago, are not impracticable: C. T. Hull, Berkeley, 5 acres; W. P. Hammon, Oakland, 14 acres; C. S. Kasson, San Francisco, 11 acres; Jos. Barker, 10 acres; A. W. Kelly, Kincardine, Ont., 5 acres; N. T. Greathead, 5 acres; R. G. Greathead, Oakland 10 acres; R. A. Barker, San Francisco, 10 acres; N. D. Barker, Tancred, 10 acres; Dr. K. Favor, San Francisco, 27 acres; J. P. Brownlee, Kincardine, Ont., 9 acres; W. T. Barnett, Berkeley, 5 acres; M. P. Brown, 10 acres; Chas. Brook, Sr., Oakland, 10 acres; W. C. Boutelle, Berkeley, 20 acres; Mrs. T. A. Crelin, Oakland, 5 acres; C. H. Peach, Tancred, 5 acres; H. C. Ellis, Oakland, 10 acres; J. Vanstone, Winnipeg, 10 acres; E. A. Vanstone, Tancred, 5 acres; E. Wadsworth, Sacramento, 5 acres; M. A. Thomas, Oakland, 6 acres; James Graham, San Francisco, 11 acres; A. Stark, 12 acres; J. Stark, 10 acres; Mrs. M. Vrooman, 5 acres; C. E. Snook, 10 acres; C. T. Greathead, 12 acres; Wm. McKay, 5 acres; Mrs. Wm. McKay, Oakland, 5 acres; Mrs. E. C. Wooley, Brooklyn, N. Y., 10 acres; Mrs. H. Beckley, Oakland, 5 acres; T. A. Marriett, 5 acres; J. C. Harrison, Tancred, 5 acres. The land reserved by the Colony Company, including townsite, consists of 61 acres.

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