

NORTHWEST ENTERPRISE

ANACORTES, JUNE 17, 1882.

OUR PORT OF ENTRY.

From time to time notice has been made of the fact that a port of entry should be established, giving the inspector of customs on the Whatcom coast and also the inspector on the San Juan, the power to enter and clear vessels; the ports to be established at Friday Harbor and Semiahmoo respectively, thus enabling this part of the country to have direct communication with our neighbors across that imaginary line. Up to the present time, however, nothing has been accomplished. Until such time as the people arouse themselves from the sleepy easy-going life they have been leading for the past decade or two and get up a strong petition to the proper authorities, with recommendations from the special agents and collector of customs at Port Townsend, we cannot possibly expect relief in this direction. By having a port of entry established at either of the two above mentioned places, steamers will probably be induced to run across the line to New Westminster, and on the other route to Victoria, thereby opening up an excellent market, and affording this part of the Sound direct communication with the Fraser river country and to the Canadian Pacific railroad; also to Victoria, the metropolis of British Columbia. As stated in a previous number of this paper times are good, money is plenty and a large number of men are employed in British Columbia this summer; a great many of whom will want to travel to and from the Sound, and at a saving of time and money, would all travel through this way. A large proportion of the supplies used by Ouerdook are of American manufacture, and a large amount of his stores are bought at Portland, which all come up via the Sound to Tacoma or Port Townsend, thence shipped around through Victoria to Yale or New Westminster. In all probability a steamer of sufficient sea-going qualities, run once a week regularly between Seattle and New Westminster, via Port Townsend, would do a large freight business, to say nothing of the passenger travel, which would amount to at least 12 or 24 per week.

At a meeting of military at Arabi Pasha's house at Cairo, June 7th, Alifehmi Pasha and Abdala Pasha spoke vehemently against the Khedive. They said he should die before they would allow Arabi to be driven out of the country by either Europeans or Turks. Arabi Pasha continues receiving. He sent instructions to the provinces on Monday night to quicken the mobilization of the reserves, making explanations by stating the Khedive had turned Christian and sold the country to the English. Well informed persons believe if the attempts of Dervish Pasha at conciliation fail, Arabi Pasha will cut telegraph connection, take postage and openly defy the Porte.

According to the Victoria Colonist it is now believed that the French explorers who have been missing at Cassiar for a twelvemonth, were murdered by Indians who are jealous of the presence of whites in their country. The Chicats and Chilcoots have also crossed from the coast to Sylvester's trading post and driven him away. This post was located at the junction of the Liard and Dease rivers and the coast Indians claim they only have the right to trade with the Stiks, the tribe that reside there. It is said that an important discovery of gold has been made in the country in which the coast tribes claim an exclusive right to trade.

EDITORIAL NOTES.

A bill was favorably reported in the house of representatives, on the 6th inst., authorizing the Deputy Collector of Customs on San Juan island, in the district of Puget Sound, to enter and clear vessels and collect duties. The enactment of this measure would be a fine thing indeed for the east shore of the Sound and the Archipelago de Haro.

A case of lynching is reported from Perham, (Minn.) wherein a crowd of enraged men break into a jail and take out a ten-year-old boy, who had killed a companion, and hung him to a telegraph pole. There seems to be a regular mania for this kind of work all over the country; but when people become so savage as to hang children it is time something was done to them.

Intelligence from the south coast is to the effect that Ecuador is in the throes of revolution. Peru is in anarchy and disorder, and Chili smitten by an epidemic and cursed by brigandage. Fifty million dollars in spurious bank notes were put in circulation in Peru. Many hitherto respectable people are involved. The people of Peru are so anxious peace should be made that some leader may be forced into the position of concluding peace with Chili. An Indian rising in the interior was suppressed. Ecuador is in arms against a dictator.

Referring to the recent republican victory in Oregon, the New York Times says the result of the election in Oregon will disappoint many Democrats and demagogues who have predicted that the first political canvass in the Pacific states since the turmoil of the anti-Chinese bill would be a signal rebuke to the perfidy of the Republican party. It was expected that the Democrats would sweep the state. Democrats have been swept outside of the larger centers of population. Oregon is very largely Democratic in political sentiments. If the failure of the bill to suspend Chinese immigration had deeply moved the people, their anger and disappointment would have been manifest at this election, but the Republicans show that the Democrats who loudly vaunted themselves as the only sincere supporters of the radical anti-Chinese legislation have gained nothing by their zeal, and they have not influenced the vote in Oregon to any great extent.

Whether or not it will pay to ship wheat from the Pacific coast to Europe via overland and Atlantic ports is still an unsettled mooted question. It costs just about the same year after year to ship from Minneapolis to Europe as it does from San Francisco, with whatever difference there may occasionally be in favor of the latter port. This being the case, nothing is certainly to be gained by the California farmer sending his wheat over that route. What is true of the California is equally true of the Oregon and Washington farmer. It will cost an imperceptible trifle more to ship from Puget Sound than it does to ship from San Francisco, or just about what it does from Minneapolis. What then is to be gained by an overland transportation of fourteen or fifteen hundred miles, to an interior town in the state of Minnesota, or to any other point east of the Rocky mountains? Time alone can be gained, and that is not enough to off-set a long, useless transportation like that referred to. The Panama canal is building, and when done the cost of shipping grain from Pacific ports will be reduced one-third. That will give us a further advantage, and will undoubtedly place the matter of time in our favor, as compared to any

route overland to the Atlantic seaboard. The largest ships used in the commerce of the world will then be put in the carrying trade; which will take grain at the minimum of cost, and will insure the transportation via Puget Sound of the surplus product of Washington, Northern Idaho and Oregon.—Ex.

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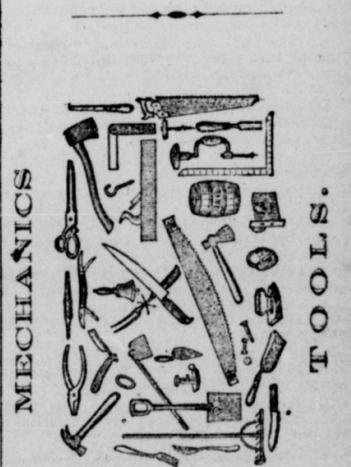
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