

Morning The Daily Astorian.

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A Wheel Within a Wheel.

The *Lumberman* some time since mentioned that a syndicate, or company, had been formed, called the Oregon & Montana Improvement Company, the apparent object of which was to monopolize the lumber trade of the mountain districts of Montana and Idaho. The *Lumberman* was the first journal that surmised and pointed out that the "improvement company" was a scheme intimately connected with the Northern Pacific Railway management to control the Rocky mountain lumber business along the great northern route, especially in Montana, Idaho and west of the mountains. An item dropped by a Pacific coast newspaper indicates that the *Lumberman* was right. The statement is made that rates on lumber to private parties have been raised from \$16 to \$24 from Rathdrum to Sprague, W. T., showing that the Oregon & Montana Improvement Company is getting in its work. "To private parties" is significant; a corporation like the child of the Northern Pacific, named an "Improvement Company" can have terms that will effectively bar out competition. The nature of this monopoly can best be seen by repeating the conditions by which the Oregon & Montana Improvement Company received its great privilege.

The capital of the organization is \$2,000,000, and the company is to control the lumber business for twenty years along the Northern Pacific road, from Miles City to the Dalles on the Columbia. The company, by the terms of agreement, is required to establish lumber yards, and keep a stock of lumber on hand at each of the principal points between the places indicated, and as far as possible protect the timber lands of the railroad company from spoliation. The latter is to permit for the stumpage used, and reserves the right to limit and control the amount to be cut. It also has the option to haul and store at selling points selected, at its own time and convenience, thus enabling it to utilize empty cars and light trains without interfering with regular traffic. It is thus apparent that the Oregon and Montana Improvement Company is a sort of annex to the Northern Pacific railroad to control the manufacture and sale of lumber along its line within the limits designated. The long stretch of country from the mountains to the Dalles includes the vast wheat lands of eastern Washington, that will be rapidly settled, now that the eastern outlet by rail has been secured. A monopoly of the lumber trade of this region, by which the forest resources of northern Idaho and Montana can be developed, is a great accomplishment for any company. But the settlers in eastern Washington will be the sufferers for a few years. Some relief may come at length by the opening of railways, and from rival lines that will surely cross the Rockies from the Missouri river.

A Printer's Dream.

A printer sat in his office chair, his boots were patched and his coat threadbare, and his face looked weary and worn with care. While sadly thinking of business debts old Morpheus slowly around him crept; and sleeping, he dreamed that he was dead, from trouble and toil his spirit had fled, and that not even a cowbell tolled for the peaceful rest of his cowardly soul. As he wandered about among the shades that smoke and scorch in the lower ladies, he slowly observed an iron door, that creaking hung on hinges ajar, but the entrance was closed with a red hot bar, and Satan himself stood peeping out, and watching for travellers thereabout, and thus to the passing printer spoke: "Come in, my dear, it will cost you nothing, and never fear, this is the place where I took the ones who never pay their subscription sums; for though in life they may escape, they will find when they're dead it is too late; I will show you the place where I melt them in with red hot chains and scraps of tin, and also where I comb their head with broken glass and melted lead, and if of refreshments they only think, there's boiling water for them to drink, there's the red hot grindstone to grind down his nose, and the red hot rings to wear on his toes, and if they mention they don't like fire, I'll sew up their mouths with red hot wire; and then, dear sir, you should see them squirm, while I roll them over to cook to a turn."

With these last words the printer awoke, and thought it all a practical joke, but still at times so real did it seem, that he cannot believe it was all a dream, and often he thinks with a shudder at the grin of the fate of those who save their tin and never pay the printer.

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And all others too numerous to mention at the same rates. Now is your time to subscribe for the coming year. Remember Carl Adler's Subscription News Depot.

The Northwest.

Seattle complains of an inefficient mail service.

Steam was raised for the first time in Sibson, Church & Co's new mill on the 7th, at Albina to try the machinery.

Walla Walla school district is out of debt and has a balance in the treasury of \$10,263.94. The monthly pay roll of teachers now foots up \$825.

Alaska has a coast line of 23,000 miles, or two and a half times as much as the Atlantic coast line of the remaining portion of the United States.

The Newcastle coal mines, with the exception of the Bagley vein, have closed down on account of the appearance of black damp.

The Northern Pacific road gives notice that it has decided to allow 150 pounds of first-class baggage with every first-class ticket, both on through and local business. The Union Pacific road allows 150 pounds as far as Ogden, but the Central and Southern roads allow but 100 pounds with each ticket.

John C. Davenport, the Cheney banker, who recently failed, has returned to that place. Mr. Davenport promises to pay all his debts, dollar for dollar, if only an opportunity is given him of doing so.

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Without unremitting labor, success in life, whatever our occupation, is impossible. A fortune is not made without toil, and money cannot come to few. The habitual loiterer never brings anything to pass. The young men whom you see lounging about waiting for the weather to change before they go to work, break down before they begin—get stuck before they start. Ability and willingness to labor are the two great conditions of success. It is useless to work an electric machine in a vacuum; but the air may be full of electricity, and still you can draw no spark until you turn the machine. The beautiful statue may exist in the artist's brain, and it may also be said in a certain sense, to exist in the marble block that stands before him, but he must bring both his brain and hands to bear upon the marble, and work hard and long, in order to produce any practical result. Success also depends in a good measure upon the man's promptness to take advantage of the rise of the tide. A great deal of what we call "luck" is nothing more nor less than this. It is the man who keeps his eyes open, and his hands out of his pockets, that succeeds. "I missed my chance," exclaims the disappointed man, when he sees another catch eagerly at the opportunity. But something more than alertness is needed; we must know how to avail ourselves of the emergency. An elastic temperament which never seems to recognize the fact of defeat, or forgets it at once, and begins the work over again, is very likely to insure success. Many a merchant loses one fortune only to build up another and a larger one. Many an inventor fails in his first efforts, and is at last rewarded with a triumph. Some of the most popular novelists wrote very poor stuff in the beginning. They were learning their first trade and could not expect to turn out first-class work until their apprenticeship is over. One great secret of success is not to become discouraged but always be ready to try again.—Ex.

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