

COMMERCIAL FUTURE OF THE PACIFIC STATES.

WILLIAM H. SEWARD, who was as brilliant a statesman as we ever produced, made the prediction that the Pacific Ocean will be the scene of man's greatest achievements. If wisdom govern the councils of the Republic, our Pacific coast will become the main factor in these achievements; for the cities of that coast are the outports of the world's commerce. To reach Asiatic seaports, their vessels must cross the largest ocean on the globe. To reach the markets of our Atlantic seacoast and of Europe, they must make the longest sea-voyage known to navigators,—twice across the equator, and around the Cape. Such development as has been made since the American occupation, notwithstanding these great distances, is due to the energy of our people, and is but a promise of the future, when the dominant problem of cheap transportation shall have been solved by the completion of an inter-oceanic canal.

The Pacific coast has no such rigorous climate as the North Atlantic seaboard. Even on the Alaskan coast and the Aleutian Islands there is no such extremely cold and tempestuous weather. In the Pacific, too, as in the Atlantic, "there is a river in the ocean." The drift of the Japan current, together with that borne by south-west winds from equatorial regions, impinges upon the Pacific coast in a high northern latitude, moderates the rigors of what would be without it an arctic winter on the coast, and creates a precipitation that is at times excessive. It is no doubt due to this rainfall that the north-west coast is so heavily timbered. Assimilating with the warmer waters of the Pacific as this current advances in its southern course, it modifies the rainfall, until, on the coast of California and farther south, the precipitation is controlled by other causes, and is greatly lessened.

Let us point out briefly what part this section of our Republic may play in establishing our supremacy in the commerce of the world. The timber-lands of this region are the finest on the globe, and will become available when our eastern seacoast and Europe are denuded. The California redwood has for many purposes no equal in any timber known to commerce; the white cedar of Oregon is exceedingly beauti-

ful; and the sugar pine and the Oregon pine are unexcelled in general usefulness. Other kinds of timber, too, are abundant. The fisheries of the Pacific coast are practically inexhaustible; but they are yet hardly known to commerce, except in a pioneer way. The examination now being made of these regions by the United States steamship "Albatross" has already shown the promise of a great industry, which will give a future school for American seamanship and adventure, and be a prolific source of wealth to the Republic. The soil is fertile where the country is not mountainous; and the mountain-ranges are rich in minerals. It is true that in the southern part of California, irrigation is a necessity; but the lands produce wonderfully when water is applied, and they are now sold for higher prices than any lands on the coast; and these prices are based on their productiveness. While the products of Oregon, Washington, and Alaska, are more akin to those of our Eastern States, California is becoming the Italy of North America. The cereal crops of the northern Pacific States will in California find competitors in horticulture and viticulture fully equal to them in value. The value of the wheat-crop, for the half-decade from 1885 to 1889 inclusive, of the seven States and Territories of the Pacific coast, was \$211,344,886; the value of the gold and silver product for the same period was \$213,536,621; and the value of the fruit product for 1889 was \$16,000,000.

The comparatively slow development of this region so favored by nature is due to the inadequacy of transportation; and in the solution of this problem of transportation the Pacific coast must find its future prosperity. When ox-teams across the continent, and sailing-ships around Cape Horn, were the sole methods of transportation from our Eastern States and from Europe, we felt that we were living out of the great world of commerce and the arts; nor are we in much better plight now. Three thousand miles of travel by rail separate us from our great centres of finance and commerce, and the limitations of that railway transportation are serious. Railways, of course, are necessary, and to them we are indebted for such development as we have made. They give a means of rapid transit for mails, passengers, and such freight as they can carry with profit to the owners; but in transportation by water—whose cost, in comparison with that of railway transportation, is as one to five—lies the solution of the prosperity of the Pacific coast, which already produces far in excess of the demands of the home market. It is useless to bring hither the most desirable immigrants until this great problem is solved.

For this reason the people of the Pacific coast have always taken a profound interest in the Nicaragua Canal. The Legislatures of California, of Oregon, of Washington, and of Nevada, have filed in the State Department in Washington joint resolutions urging upon Congress such wise and conservative legislation as will secure an American inter-oceanic canal under the control of our government jointly with the Nicaraguan government. In 1883 Senator Newton Booth of California made an eloquent appeal to Congress on behalf of this great work, and later Senator John F. Miller of California, and Senator Joseph N. Dolph of Oregon, labored earnestly for the same purpose; and not a commercial organization from Puget Sound to San Diego failed repeatedly to petition Congress to take favorable action in the matter. Recognizing the magnitude of the beneficent enterprise, and with a patriotic regard for the preponderating influence properly appertaining to our government in a water-way through the American isthmus, our people have desired government control for this work, for the reason that, with a government guaranty, speedy construction is assured, moderate tolls may be relied upon, and international difficulties may be avoided. But, with or without governmental control, they look upon the Nicaragua Canal as a solution of the problem of the growth and prosperity of the Pacific coast. Let us see what they may properly expect from its completion.

So far as railway traffic is concerned, while its value is fully appreciated, it is apparent, that, as railway terminals, the cities of the Pacific coast occupy the most disadvantageous positions in the country; for they are at the western end of a long haul. These seaboard cities must depend upon their maritime commerce for prosperity. The canal will immensely develop the maritime commerce of the Pacific coast, and, as the interior is settled, then additional railway terminals will be established, all having advantage over the seaports in transportation from our commercial and industrial centres in the Eastern States.

In the movement of one year's wheat-crop of the Pacific coast, \$5,000,000 to \$7,000,000 will be saved in freight, insurance, and interest; and the onerous expense of sacking, amounting to about \$1.25 per ton, will be saved to the producer; for, through the canal, grain may be as safely carried in bulk as it is carried across the Atlantic. The wheat-crop of the Pacific coast will increase greatly in the future, although in California it is probable that much land that is now used for wheat will be diverted to horticulture. But in the States farther

north, wheat will continue to be the leading product. Its quality is the finest in the world; and the soil of northern and central California, of Oregon, and of Washington, is especially adapted to its growth. The wheat of the Pacific coast is used in Europe for admixture with European wheat, to which it is considered superior in dryness and color, while it is equal to European wheat in flavor.

Having in view the fact that horticulture is to be one of the leading Pacific industries, it is of importance to note that the Nicaragua Canal will solve the question of a market, and make over-production an impossibility. For many years, frozen meats have been successfully landed in Europe from New Zealand, Australia, and the Argentine Republic, in refrigerator steamships. This service requires a steady and dry artificial temperature of 25° to 26° Fahr. The transportation of fruits, vegetables, and all other products of the orchard and of the farm, requires a dry temperature of only 36° to 38° Fahr. With the aid of the refrigerator steamers, the markets of northern Europe can be supplied with these products from the Pacific coast in twenty-five days, at a time of the year when those markets are now unsupplied. Under such conditions, over-production need not be considered. The timber-lands of the Pacific coast have been already alluded to. Even now, under disadvantageous conditions of transportation, occasional cargoes are sent to our eastern seaboard and to Europe. As soon as the canal is open, the lumber-trade of the Pacific coast will receive an enormous impetus. Europe and the Atlantic States are comparatively denuded of timber, and will draw on these forests for their main supply. The fisheries, too, will then be open to our Atlantic fishermen. When cargoes can pass through the canal unbroken in bulk, and at cheap freight-rates, or in the same vessel that made the catch, our fisheries will increase enormously. The ocean carrying-trade which will use the canal will be of immense importance and profit to the Pacific coast, as well as to our entire country. Maritime commerce develops a hardy, brave, and vigorous people, patriotic, and ready to defend the flag on every sea; and the industry of shipbuilders will receive a great impetus: in fact, new shipyards will be necessary to meet the increasing demand for ocean carriers, even between home ports. The canal will create a mercantile steam navy, and restore the American flag to the ocean.

Of almost equal importance will be the material development of Central America on the Pacific side, especially of Nicaragua, which is one of the garden-spots of the world. With a canal connecting Lakes

Managua and Nicaragua, and with railways as feeders to the cheap transportation made available by the use of these internal water-ways, Nicaragua will become the theatre of a commerce worthy of its situation on the world's great highway. In this prosperity the American Pacific cities must of course share by the interchange of products always in demand in both countries.

It is a geographical fact, perhaps little known, that the shortest route from the ports of China and Japan to the Nicaragua Canal passes within 180 miles of San Francisco, and still nearer to San Diego. Consequently, all steamships in this great trade to the eastern coasts of North and South America will make our Pacific coast cities ports of call for coaling, and for discharging and taking up cargoes. This is a fact of great significance, tending to cheapen freights both eastward and westward.

Such benefits as may be expected from Asiatic commerce will naturally, under existent favorable geographical conditions, inure largely to our Pacific coast. This commerce is increasing very slowly; all the more slowly for the reason that we welcome Asiatic merchandise, but do not welcome Asiatic population. But it is my impression that the value of modern Asiatic commerce has been generally exaggerated. It is true that the future may make great changes even in China; but we have had a hard experience in building up a trade in the "Flowery Kingdom" for American products. There is no prejudice like the prejudice of the stomach, and the Chinese will prefer rice as an article of diet to our flour, even if the latter be the cheaper. Japan, with a much smaller population than China, will soon offer us a better field for the exchange of products than her larger neighbor. The Japanese are very friendly with our people, and are generally anxious to adopt Western civilization. They are, too, a braver and more independent people than the Chinese. When they immigrate to this country, they adopt our dress and our habits. Thus far we have had very few Japanese in the United States except from the lower classes; but they may be seen any day in our streets, dressed in European costume, generally quiet, unobtrusive, and industrious. Japan furnishes the world mainly with the same kinds of merchandise as China; the Japanese government is anxious for friendly relations with the United States, and is willing to promote commercial intercourse. Our commerce with Japan, therefore, has a more promising future than our commerce with China. There are those who expect a great change in the Chinese policy; but the slight-

est impression made by Western civilization and commerce at the treaty ports finds no support in the vast interior of the most populous of all nations. A change in Chinese policy may come, but it will not be in our day and generation.

The opportunities for a profitable commerce with Australia and New Zealand are abundantly proved by what has been already done with our limited methods of communication and steam transportation. These are new and growing countries, inhabited by an English-speaking people with a free government. They are to play a great part in Pacific Ocean commerce; and if our government will connect our continent and theirs by cable, *via* Honolulu and Samoa, and pay a reasonable compensation for the transportation of ocean mails in first-class American steamships, the development of commerce in this direction will be remarkable, and Pacific coast ports, as well as the whole country, will be greatly benefited thereby.

The islands of the Pacific have a future of commercial importance. The Hawaiian Islands are already very desirable customers for our products. But the further growth of commerce in this direction will be slow, and is not to be compared with that of our nearer neighbors in Mexico, Central America, and South America.

We have suffered thus far from a scant supply of cheap and good coal, although we have an abundant supply of coal of the second grade. Owing, however, to the high price of labor and to the cost of transportation, coal is comparatively high throughout the Pacific coast States and Territories. The immunity from severe winters renders the people less dependent on fuel than in other sections; but we feel the want of cheap coal in manufacturing. Our nearest point of supply for the best quality of coal is British Columbia, and it is a suggestive fact that this supply is in that part of British Columbia which would have been American territory, had the boundary line been carried directly west to the Pacific Ocean, instead of in mid-channel through the Straits of San Juan de Fuca. Doubtless, however, new discoveries await the prospector, and cheaper transportation will aid in the solution of this problem.

That the Pacific coast is to be a great factor in the commercial supremacy of the United States is therefore apparent to any close observer who knows its great resources. There are three conditions of rapid and successful development, which may be thus stated:—

First, A rigid exclusion of Mongolian immigration.

Second, The encouragement of a desirable Caucasian immigration,

as far as practicable of our own people, from the States east of the Rocky Mountains.

Third, The construction of the Nicaragua Canal at as early a date as possible, to give us a cheap and short transportation route, under our control, which shall supplement the work of the present and future railway systems to reach the Pacific.

A rapid development of wealth, industry, and population, without the canal, is an impossibility. Until that is completed, we must be content with such comparatively slow growth as expensive transportation necessitates. In the councils of the nation we have little voice, because we have few votes. Our interests have too frequently failed to receive from Congress the consideration that they deserve. But with the opening of the Nicaragua Canal the Pacific will become the theatre of our future achievements, and the American flag shall go afloat once more; for it has surely been an erroneous policy that has permitted the decadence of our ocean carrying-trade. Writing in view of the Golden Gate, I can already see the truth of Mr. Seward's prediction. Some idea of the ultimate development, the beginning of which has just been made, may be illustrated by the following comparisons between the group of Pacific States, viz., California, Oregon, Washington, Nevada, and the Territories of Arizona and Utah, and the group of Atlantic States, viz., the New England States, New York, New Jersey, Delaware, Pennsylvania, and Maryland.

	Pacific Group.	Atlantic Group.
Area in square miles	743,060	182,912
Population in 1890	1,829,950	18,607,000

The Pacific group, therefore, has more than four times the area of the Atlantic group, and if it were populated proportionately would have 75,000,000 people.

New York City in 1840 had a population of 312,000, approximately that of San Francisco in 1891. The State of New York the same year had a population of 2,428,921. Compared with the Eastern States above named, with a proportionate trade based on our imports and exports, the Pacific States and Territories will have a trade of \$2,000,000,000 annually when we reach a proportionate population, while our manufactures will be worth nearly \$6,000,000,000 annually.

It needs only wise legislation and the energy of our people to develop here a maritime commerce that shall place the United States

first in rank of commercial nations. These figures carry with them the conviction that this coast is in itself an empire with a glorious future, worthy of the consideration and fostering care of our government, and giving promise of a literal fulfilment of the most sanguine predictions. It is a section of the Republic of which Americans may be justly proud; and, instead of going to Europe, they may well, with patriotic intent, turn their steps westward until they can see through the Golden Gate the sunset in the great Pacific. Then will they realize, as men otherwise do not realize, that our country spans the continent.

WILLIAM L. MERRY.

ESTIMATES OF NEW BOOKS.

HISTORY AND POLITICS.—Herbert Spencer has been admonished by failing health to depart from the logical order of producing the parts of his Synthetic Philosophy, and complete the volume on *Justice* (Appleton), which he considers the most important of the volumes dealing with the Principles of Ethics. Following his accustomed method, he begins with a brief discussion of animal ethics, and traces the evolution of the idea of human justice. From the individual idea of justice, he rises to a discussion of the rights of man, all of which he formulates in the supreme law of "equal freedom." In the light of this law he considers the duties of the State and their limitations. The conclusion reached is that society in its corporate capacity (the State) has "no power which may properly prescribe the form which individual life shall assume."—In the second and revised edition of John Rae's *Contemporary Socialism* (Scribner) is a complete summary of those modern movements which (under the name of freedom) are really aimed at overthrowing that individual life and responsibility which Mr. Spencer has shown to be necessary for justice between man and man. The most valuable addition to the volume is the chapter on State Socialism, which is an epitome of the socialistic schemes which have been taken up by the government in Germany, and to some extent in Great Britain, in opposition to the school of economists who are believers in *laissez-faire*.—Midway between Mr. Spencer's doctrine of *laissez-faire* and the extreme of state interference proposed by Mr. George and other state socialists, is the theory advanced by Slack Worthington, in *Politics and Property, or Phronocracy* (Putnam). The author advocates, as a reasonable compromise between plutocracy and socialism, a cumulative tax on property, which should in effect limit the estate of one man to a million dollars. When his property exceeds that sum, the tax collected by the general government would practically equal the income, so that there would be no further accumulation possible. The writer also advocates a property and educational qualification for the elective franchise.—Henry Sidgwick, the eminent English economist and philosopher, has compressed into one volume, *The Elements of Politics* (Macmillan), a systematic exposition of "the chief general considerations that enter into the rational discussion of political questions in modern states." He has accomplished what no English writer since Bentham has attempted,—the consideration, in one treatise, of questions that are generally discussed in separate volumes on Sociology, Political Economy, Civil Government, and International Law.—Edward Percy Jacobsen has made an English translation of Charles Gide's *Principles of Political Economy* (Heath & Co.),—a treatise well known in France since 1883. The author avows his aim of reaching practical men who wish to form opinions for themselves on economic and social questions. For this reason he has not hesitated to present fully both