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WANTED—A FRUIT SHIPPER.

It is to us most singular that some one does not find it profitable to go into the business of shipping fruit. This year the strawberry growers of Hood River valley were able to realize an average of 75 cents a box for their berries, while here with berries, claimed to be in every respect as good, they only brought a little more than a third of that price. When Hood River had only about the same strawberry acreage as is around The Dalles she had to depend on The Dalles and Portland for a market and got only Dalles prices, now she can go anywhere and ship a carload at a time, if necessary. The Seuferts get a fine price for their fruit but they ship it themselves. When the Seuferts were in town there was a market for every kind of fruit fit to ship. No wonder, one of them, speaking of the low price of strawberries that prevailed here during the past season was heard to say: "If I was in The Dalles strawberry growers would get twenty cents a box for their berries." Some one ought to take a hold of this shipping business. There is surely good wages for the right man.

A TRIP TO BIGGS.

A committee from the Portland chamber of commerce visited this section last Saturday night for the purpose of satisfying themselves as to the feasibility of the proposed portage road between this city and Sherman county. The committee consisted of President T. F. Osborn, Douglas Taylor, ex-surveyor-general of Oregon and present street commissioner of Portland; Mr. Habersham, the well-known engineering and surveying expert; D. D. Oilphand, and the son of President Osborn. The wagon of C. L. Richmond was hired for the purpose and the party started from this city to view the route at about 8 o'clock yesterday morning. The following persons accompanied them on their trip: Messrs. T. H. Johnston, of Dufur; V. C. Brock, of Wasco; George A. Liebe, Lieut. Norton, J. Middleton, Mayor Mays and the editor of the CHRONICLE. At the month of Ten-Mile we were joined by Mr. F. A. Seufert, and the company stopped for three-quarters of an hour to examine the orchard. It is well known here that this orchard, of some thirty acres, was planted a few years ago by its present proprietors on a sand blow, which they purchased from Emil Schanno for \$1200. When they began to level down the sand drifts and plant fruit trees, the neighbors laughed at them for their folly. This same sand blow became the nucleus of an orchard that has produced this year 1400 boxes of Royal Ann cherries, which netted a dollar a box, and it is estimated will produce 16,000 boxes of peaches, 1200 boxes of Hungarian prunes, besides an unestimated and endless variety of blackberries, grapes, etc. These gentlemen find a ready market for all they have to sell, and at good prices, in Minnesota, Dakota and Montana. They are constantly planting out more fruit trees. Last year they planted sixty acres of grapes on the high hill back of the Columbia and they are so pleased with their success that they intend to plant "a thousand acres before they are through."

Arriving at D. J. Cooper's place where we stopped for lunch, we were met by Colonel Fulton and ex-Senator Biggs of Sherman county. The survey follows Ten Mile till over a mile above the Cooper place, when it turns to the left and by an easy ascent gains the divide between Ten Mile and DesChutes, thence it follows the bluff on the south side of the Columbia till it reaches DesChutes, which it crosses about a mile and a half above its mouth. Arriving at Miller's bridge we were met by the following gentlemen from Sherman county, who showed their intense interest in the proposed road by traveling through the hot sun and dust to meet: Messrs. Clark Dunlap, W. M. Barnett, C. J. Bright, E. M. Leslie, M. E. Leslie, F. E. Rankin, W. M. Reynolds, Henry Krause, Jack Dingle, Levi Armstrong and J. W. Johnson. A long and interesting talk was had with the committee, about the best terminal point and the advantages to be gained by reaching out to the relief of Sherman county, by extending the road to Biggs. That a favorable impression was made on the mind of President Osborn was evident from the fact that he willingly volunteered to drive up to Biggs, that he might look over the situation for himself, which he accordingly did, taking with him Messrs. Habersham and Taylor. They returned in the afternoon with the Chamber of Commerce to Portland. Of course it is impossible to tell exactly just what report the committee may make to the Portland chamber of commerce, but President Osborn and the engineering experts had no hesitation in affirming that they were agreeably surprised to find a much better route than they had dreamed of and one all assured us that they had no doubt in the world that the road was feasible and much more easily built than three-fourths of the roads in the northwest. We shall both be surprised and disappointed if the committee does not heartily recommend that Portland aid the people of Eastern Oregon in building a portage road from The Dalles to Biggs and shall not be extended to Wasco.

FAIRLY ANSWERED.

The Express asks: "Would The Dalles people rather have the Columbia an open river to see the portage on the Washington side, opposite Celilo? Why have Dalles, Dufur and Silstone corporations been so slow in coming to the front?" The first question is answered by money-making "No". The Dalles will glad to see an open river, no matter how it is accomplished, or where located, but no one can blame this city for looking after its own interests. We are not asking for a portage on this side as a matter of favor to The Dalles, we are asking it

that it be built on this side because such a road would be a paying investment, through the freights it could control, even if there were a hundred portages on the Washington side. We ask for it on this side because there is a traffic on this side, which a couple of feeders all time, so immense that it has been estimated that the difference in rates alone, between what the Union Pacific now charges and those which the new transportation company propose to charge would, in one year, amount to nearly a sum of money sufficient to build the road. We ask for the portage on this side because we hold that a portage road, built by Oregon money, should be on Oregon soil. There are a few of the reasons why we insist on the road being built on the south side of the Columbia. The second question is just as easily answered because there is absolutely nothing to conceal in the whole business. No attempt was ever made to survey a road back of the Columbia river and away from the drifting sand till a short time ago, and the certain feasibility of the route was never demonstrated till about three weeks ago when Lieut. Norton finished his survey and submitted his profile to the corporation which employed him. The corporation had no sooner organized than they went to work to make the survey; the survey was no sooner made than it was brought "to the front"; and it could not well have been brought before the public if it had not been demonstrated that a good road, at a moderately reasonable price for construction can be built where interested parties, for various reasons, have constantly insisted no road could be constructed, or rather which is more strictly true, by a route that few ever thought of.

A NEWSPAPER A BLESSING OR A CURSE.

There are few greater blessings to any community, looking at the matter in a purely material light, than a good newspaper. A paper that will stand by its own section or city at all hazards; that will encourage and support everything that will promote the moral and material welfare of the people among whom it circulates, that will strive for harmony instead of discord, that will work for the good of all instead of a faction; a paper that will speak the truth when it is necessary to speak it, no matter whom it may hurt; a paper that knows what to keep out as well as what to put in; a paper that will not utter the presence of a well bred lady; a paper that cannot be purchased for gold to swerve a hair's breadth from what it believes to be right. Such a paper will wield an influence for good, second to nothing else in the community that has the good fortune to possess it. On the other hand a paper that like an ill bird is constantly flogging its own nest; a paper that uses its columns as the vehicle of personal spite; a paper whose editor has a head so big that nothing is right unless it meets his approval; a paper that publishes false and lying criticisms about its town and inhabitants; a paper that is the mouthpiece of a social or political faction that may long since have forfeited the right to existence; a paper that labors to promote discord where it should work for peace; a paper that will advocate anything that will put money in the pocket of its mercenary editor; such a paper is a curse to any community and the sooner it is relegated to the limbo of defunct journals the better it is for the community afflicted with its presence.

WORTHY OF SPECIAL CONSIDERATION.

The regular meeting of the Portland Chamber of Commerce was held Monday evening and a partial report of the committee appointed to investigate the proposition of the Columbia Railway & Navigation company to open the Columbia river to navigation was submitted to the meeting. An extension of time was granted the committee to finish their work and a full report is expected to be submitted to the next regular meeting in September. Meanwhile the committee informed the meeting that their attention had been called to a practical route for a portage on the Oregon side of the river, that the committee had gone over the proposed line in company with R. E. Harbersham and Douglas W. Taylor, civil engineers of the city of Portland. The committee stated that "the Oregon line was worthy of special consideration" and recommended that it be referred to a special committee or to themselves for investigation. Thus the gentlemen who went over the proposed route between The Dalles and Sherman county last Sunday have fulfilled our expectations and brought the matter favorably before the Chamber of Commerce. As they had not been authorized to investigate the Oregon road, but merely came here in a private capacity, at the request of the directors of The Dalles, Dufur and Silstone road, they have done all we could expect and we shall watch further developments with great interest.

ENCOURAGE THE COUNTY FAIR.

The advantages to be derived from a county fair cannot be over estimated. The farmer or stock raiser or horticulturist cannot be too anxious to have his produce and goods sold in the best possible manner. It is expected that a great deal of Wasco county wheat will be forwarded to Portland by boat and when the sacks are not well sewed there is liable to be a good deal of waste.

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Ground, Causing Loss of Life and Property.

The inmates jump from the windows and receive internal injuries.—A Panic Stricken Crowd.

Spokane, Wash., Aug. 10.—At 3:30 this morning a patrolman on Second street saw flames issuing from Conway's lodging house, at the corner of Second and Mill. He immediately turned an alarm and the department responded at once, but before an engine arrived the building was a mass of flames and the inmates were flying for their lives. It is not known how many persons were in the building, but all but one known to have been inside have been accounted for. The hook and ladder truck was immediately called into use to save the lives of the inmates. Chas. Johnson, a man about 60 years of age, was taken through the second story window on Mill street. He had been suffocated to death. His face was burned almost beyond recognition. Just across from him on the east side of the burning building was a negro named Washington, a barber by his hands and arms were terribly burned, the skin being entirely pooled off; he will not recover. A man named Green jumped from the third story on the Mill street side and its injury internally. He lay on the pavement just across from the burning building and made piteous appeals to the bystanders to fetch a doctor. He can hardly recover. A few yards from him lay J. H. Dwyer, another inmate who had jumped from the third-story window. His injuries were a broken arm, Wm. Clifford jumped from the third floor and escaped unhurt. Frank Brown threw his trunk from the second story and jumped after it. His trunk was smashed to pieces but Brown was unhurt. The building was almost entirely gutted, being a large three-story wooden structure. Had there been a west wind the entire block would have gone. The fire is supposed to have been of incendiary origin. The cause of the fire is unknown, as they lay on the street their groans adding to the panic of the crowd.

LOW RATE ON FREIGHT.

State Railroad Commissioners Make a Big Cut.—Farmers Demanded It. SALEM, Or., Aug. 11.—The state board of railroad commissioners at their meeting today adopted a rate of 10 per cent. off the Southern Pacific company's rate on grain on all of that company's lines in Oregon. There will be a reduction on green fruit, vegetables, live stock, and lumber, to go into effect September 1.

This evening the board refused the Southern Pacific further time in which to furnish data of shipments, etc., before adopting or rejecting the schedule of reduced rates as recommended by the board. The tariff sheets as recommended by the board for the Southern Pacific's lines in Oregon were adopted and are to go into effect the 1st of September. These new sheets will be issued from the state printing office tomorrow. A horizontal reduction of 10 per cent. has been made on grain, and on other commodities the reduction will average about 15 per cent. No reduction has been made on the merchandise rate, the new schedule affecting only the natural products of Oregon, such as grain, live stock, green fruit, vegetables, lumber, etc. Should the railway company not adopt the rates as recommended the board will take action through the courts to compel enforcement of the rates.

AN AUSTRALIAN FLOOD.

Thousands of People Rendered Homeless and Much Damage Done.

San Francisco, Aug. 9.—The steamer Alameda arrived from Australia this morning, bringing particulars of the overflowing of the banks of the river Yarra at Melbourne. Over 1000 people were rendered homeless, and there is much sickness and destitution among them. The damage caused by the flood amounted to over \$2,000,000. The bark Compadre, from Chili, with a cargo of bags, was totally wrecked on Auckland Island. The crew was saved. Fire broke out in her hold, and two days later a terrific gale arose, which sent her ashore on the rocks. The Auckland Star of July 17th says the tidal flood which prevailed at Melbourne July 14th has subsided. The flood was the most severe since 1862, and a number of schooners were wrecked and lives lost. The steamer Bancora went ashore and was badly damaged, with little prospect of getting her off.

Chicago Wheat Market.

CHICAGO, Aug. 12.—Wheat opened higher this morning in continuance of the advance at close yesterday and because of strong cables and bad weather abroad. December, which closed at 95 1/2 yesterday, opened at 95 1/2 and 95 1/2. In different parts of the pit the market broke to 94 1/2 under heavy selling orders, then rallied to 95 1/2, broke again, 95 1/2 advanced to 97 1/2, and at 11 o'clock was down to 96 1/2.

Ninety-four in the Shade.

NEW YORK, Aug. 11.—Ninety-four in the shade was registered by the thermometer at noon today the hottest day in twenty years. Sunstroke carried off directly or indirectly a dozen persons in the last twenty-four hours, and the hospitals are filled with others. The suffering caused by the heat is being aggravated by the plague of mosquitoes. At 2 p. m. a thunder storm relieved the oppression somewhat.

Farmers Holding Back Their Wheat.

CHATTANOOGA, Tenn., Aug. 5.—The millers are forming a league to purchase western grain. They claim that the Middle Tennessee farmers, with the alliance behind them, will sell only at enormous prices, and that the supply from 82% to 90 cents a bushel, and four has advanced 25 cents per bushel. The mills so far have succeeded in running on the Tennessee wheat, but the supply will be inadequate to the wants of flour makers.

Steel's Body Recovered.

PORTLAND, Aug. 11.—Word was received from Seaview, Wash., this morning that the body of W. J. Steele, who together with Nellie Bosse was drowned last Wednesday while bathing in the surf, had been recovered. The body was found near the scene of the drowning and the remains will be brought to this city for interment.

Holding Their Wheat.

TOPEKA, Kan., Aug. 11.—McGrath, the president of the farmers' alliance, returned from a trip through the state. He says a large amount of wheat is being held by the farmers, and that the price will materially advance.

A Good Corn Crop Certain.

EUFORIA, Kas., Aug. 11.—A heavy rain fell here this morning. Specials received from various points of Kansas show the rains to be widespread. The farmers are jubilant and say the water made a good corn crop.

Compensation Demanded.

LONDON, Aug. 10.—Owners of the ships Steamship, Birdstown and other British vessels, demand compensation from the Chilean government for harboring refugees during the attack of the congressional forces on Pisagua.

Arbitration Asked For.

MADRID, Aug. 10.—The *Imperiale* says President Balmaine and the leaders of the Chilean government have appealed to the Spanish government to act as arbitrator and end the war.

Russian Eye Shut Out.

ST. PETERSBURG, Aug. 11.—A ukase has been issued prohibiting after August 27, the exportation from Russia of any rye and rye meal of all kinds and brands.

Big Storm in Texas.

AUSTIN, Tex., Aug. 11.—Reports from Yokum and Lexington state that a terrible storm swept over those sections yesterday. The crops were cut and blown down and stock killed.

The Crops in Canada.

TORONTO, Ont., Aug. 12.—Reports from all parts of the province of Ontario state the crops are the best in many years.

W. F. Noble has shipped from Baker county since the first of the year between 15,000 and 14,000 head of sheep, leaving something like \$40,000 with the sheepmen.

The Albany woolen mills have purchased this season 280,000 pounds of wool. The mills are running steadily and will manufacture more than that amount during the next year.

George Francis Train took dinner at New York Friday with the captain of the steamer *Mystic*. They discussed Train's proposed route. The world and agreed that the best time to start was the month of December.

Some of those who have been black-berrying in the Cascade mountains this year estimate that each berry they found and picked cost them about five cents.—*Princeton News*.

Mr. J. E. Barnett, county assessor, is attending to his duties in the valley. He has been on the east side a week or more, and will no doubt call on everybody ere he leaves.—*Glacier*.

The new move in Chicago to hold primaries under the Australian ballot system is a step in the right direction. There has been more fraud in the past at primaries than at general elections.

Henry Hahn moved his family and effects to Portland this week. Mr. Hahn has been a resident of Princeton for a period of about twelve years, and is one of the best business men in the State. He accumulated his wealth in this country.—*Princeton News*.

The *Waco Observer* of last week says: Mr. I. C. Nickelsen and daughters, of The Dalles, visited our city last Monday returning home Tuesday. While in the city Mr. Nickelsen disposed of a fine piano to Mrs. McPherson.

The *New York Herald* tells its half million of readers that Oregon cherries are so luscious that you wish your throat were a mile long. What a neatness wear a man with such a neck could go on in a Royal Ann cherry orchard!

United States Senator John H. Mitchell is just in receipt of a very kind invitation to stump Ohio for Major McKinley this fall. It is from the republican executive committee, and is signed by Chairman William K. Hahn and Secretary W. S. Matthews.

The working of the Australian ballot law gives entire satisfaction. It is a great improvement over the old method of congregating around the polls. It does away with the ward politician. It dignifies politics and brings out the respectable element of society. It lessens the chances of fraud and gives an honest vote. The Australian vote is a step in the forward march.—*Walla Walla Union-Journal*.

The person who furnishes items for a newspaper is always a friend to the editor. Many persons hesitate to send items to a newspaper regarding the movement of friends lest the editor should think them anxious to see their names in print. He will think nothing of the kind, but on the contrary, is glad to get such items. Many seemingly important notes when printed are news to a large number of readers.

Frank Lee, of the *Klekkit Leader*, has purchased of O. P. Mason, the Northwest Pacific Farmer, and will assume charge about September first. Three other parties will be associated with Mr. Lee, and the company will publish the paper in the interest of the granges and farmers of the northwest. They have the endorsement of the state of Washington, and have been assured a flattering patronage.—*Dispatch*.

The cry "Equality" is about as clear nonsense as ever made an echo on earth. It demands a clear definition, yet nobody can tell what are its properties. The anarchist uses it as a child uses a rattle. He makes a noise with it. He dances around the institution of private property shouting "Equality!" It is the war yell of degradation and imbecility, causing wisdom, industry and social virtue to clap their palms to their ears and exclaim, "Mercy, what a silly noise!"—*Klamath Star*.

In 1860 the total number of sheep in the territory composing today the states of Idaho, Wyoming, Texas, Oregon, California, Montana, and Colorado, and the territories of Arizona, New Mexico and Utah, was 2,774,965. This is 12 per cent. of the total number of sheep in the country, which was 22,471,000. Today there are in those states and territories 22,437,031 sheep, being over 50 per cent. of the total number of sheep in the United States, and equal to the sum of the sheep thirty-one years ago.

The following good words are from the *Baker City Republican*: "Perhaps one of the most creditable phases of our party politics is that when a man, no matter how pure and noble, enters a political organization, he at once becomes the target of the severest censure and denunciation from the opposite party as to personal character and integrity. Though grand in character and sincere in his efforts to work for the good of his country. It will be a grand day when bitter personalities shall have passed from our political parties."

The Columbia river must be opened, so that the river navigation can come into competition with the railroads reaching this city and the Sound ports. The best site for accomplishing this advantageous location of Portland at the confluence of the two great rivers of the Pacific northwest, and seemingly designed by nature as the place for the future great city of the coast, will weigh but lightly in the balance. But whatever plan adopted to secure this, care should be taken that the power or influence of any of the great railroad corporations be completely barred from taking a hand in its organization.—*Portland World*.

Not long ago some one wrote an article for a Dalles paper in which it was stated that the rainfall of Eastern Oregon is growing less each year. The writer is mistaken. The greater portion of Crook county lies in what is often called the arid district of Eastern Oregon. The oldest residents here say that the country twenty years ago, and all of them agree in the statement that the rainfall of this region has quite perceptibly increased in that time. Numerous satisfactory proofs might be given to show that the annual rainfall of Eastern Oregon is on the increase instead of being on the decrease.—*Princeton News*.

It is significant that the decrease in the mortgage indebtedness of Oregon was maintained steadily during last year, says the Central Point *Enterprise*, when the crops were short and the returns of the farmers were curtailed beyond the usual limit. If such a showing was possible with the limited yield of farm products last season, what may not be expected in view of the bountiful harvest and the excellent prices of this year? Nature surely has done everything to help Oregon farmers this year.

Dealers in GROCERIES, HARDWARE

FARM IMPLEMENTS. WALTER A. WOOD'S REAPERS and MOWERS. Hodge and Benica Headers, Farm Wagons, Hacks, Buggies, Road Carts and Sulky Plows, Harrows, Grappling Hay Forks, Fan Mills, Seat Cushions, Express and Buggy Tops, Wagon Materials, Iron and Coal, etc. etc. Agents for Little's Sheep Dip. Lime and Sulphur, etc. A Complete Line of OILS, GRASS and GARDEN SEEDS. The Dalles, Oregon.

THE SOUTHWESTERN OREGON DISTRICT AGRICULTURAL SOCIETY.

SPEED PROGRAMME FOR FAIR OF 1891.

TUESDAY, SEPT. 22, 1891. RACE No. 1. Running—Saddle horse, stake \$5 entrance, \$20 added. Five to enter, three to start; catch weights. The officers of the society have the right to reject any entry that in their judgment does not strictly constitute a saddle horse. Half mile dash.

RACE No. 2. Trotting—Yearling stake, \$10 entrance, and \$50 added; \$5 payable July 21, 1891, when stake closes and entries must be made. Balance of entry due Sept. 21, 1891. Half mile dash.

RACE No. 3. Trotting—Two-year-old class, mile heats, best two in three, purse of \$75.

RACE No. 4. Running—Inland Empire stake for two-year-olds, \$20 entrance \$75; \$10 payable Sept. 1, 1891, when stake closes and entries must be made. Balance of entry due Sept. 21, 1891. When stake closes and entries must be made. Balance of entry due Sept. 21, 1891. Half mile dash.

RACE No. 5. Running—Three-eighths of a mile and repeat. Purse of \$100.

RACE No. 6. Trotting—Gentlemen's roadsters stake, \$5 entrance, \$50 added; five to enter, three to start. To be driven by the owner to road cart, half mile heats, three in five.

RACE No. 7. Running—Half mile dash, purse of \$100.

RACE No. 8. Trotting—Three minute class, mile heats, three in five, purse of \$100.

RACE No. 9. Running—Half mile and repeat, purse of \$100.

RACE No. 10. Trotting—2-3/4 class, mile heats, two best in five, purse of \$100.

RACE No. 11. Running—Three-quarters of a mile, handicap. Entries close Sept. 21, 1891, with payment of \$5. Weights announced by 12 o'clock, Sept. 25. Acceptance of weight and balance of entrance money due by 12 o'clock, Sept. 25, 1891.

RACE No. 12. Trotting—Free for all, mile heats, best three in five, purse of \$125.

RACE No. 13. Trotting—Three-year-old class, mile heats, best three in five, purse of \$100.

Eligible only to horses owned and located in the Second District, Oregon, and Klickitat county Washington, prior to April 1, 1891.

Entrance in all purses 10 per cent. of the amount of the purse; four or more to enter, three to start.

All entries in trotting races, not otherwise specified, to close with the secretary at The Dalles, Oregon, on the day before the race takes place. No money given for a walk over. Horses not entered when money will not be recognized. Nominations to be made in writing, giving the name, age, color, sex and sire, and the name of the owner, and known that fact should be stated, and colors of the owner. This rule will be strictly enforced.

In case the purses above given do not fill with four complete entries, the balance of the purse will be divided 70, 20, and 10 per cent. of the purse.

All running races to be governed by the rules of the Pacific Coast Horse Association.

All trotting races to be governed by the rules of the National Trotting Association, and all races to be run in accordance with the rules of the National Trotting Association.

Send to J. O. Mack, Secretary, The Dalles, Oregon, and obtain blanks upon which to make your entries.

J. O. MACK, Secretary.

SHERIFF'S SALE.

In the Circuit Court of the State of Oregon for Wasco county. H. KRISTOFF, Plaintiff, vs. A. S. CATICAR, Defendant.

BY VIRTUE OF AN EXECUTION ISSUED out of the said court and cause on the 1st day of July, 1891, upon a judgment rendered in said court on the 10th day of January, 1891, I have levied upon and sold to the highest bidder for cash in hand, the following described real property, to-wit: 60 feet of south end of one (1/2) block in town of Seaside, Oregon, bounded on the east by the corner of the 22nd day of August, 1891, at the hour of 2 o'clock p. m. of said day, at the corner of address in the Dalles City, in said county and state, at public auction to the highest bidder for cash in hand, subject to redemption, the following described real property, to-wit: 60 feet of south end of one (1/2) block in town of Seaside, Oregon, bounded on the east by the corner of the 22nd day of August, 1891, at the hour of 2 o'clock p. m. of said day, at the corner of address in the Dalles City, in said county and state, at public auction to the highest bidder for cash in hand, subject to redemption, the 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