

LOCAL AND PERSONAL.

J. D. Whitten of Kingsley is in the city.  
J. Harvey Smith of Sherar's Bridge was in town today.

The Baker arrived today from the Cascades at 3:40 p. m.

Mr. and Mrs. Henry Hudson of Dufur came into town yesterday.  
Mr. George Johnston, of Portland, is visiting relatives and friends in the city.

Ed. Williams says he bought his goods as low as anybody in The Dalles and he will sell them as low as anybody can afford to.

The Dalles, Portland & Astoria Navigation company have commenced the work of building a wharf to accommodate the Regulator.

Joe Knebel who was stabled last Sunday night in this city is reported improving. Young Moreton his assailant will have his examination before Justice Shuts next Friday.

John Pashek the tailor is still in the swim. He has a fine line of samples as can be seen anywhere which he will make to order at prices as low as anybody. Besides he is prepared to do all kinds of cleaning and repairing.

It is with very great pleasure that the friends of the Regulator note that the good people of Sherman county show their good will towards that boat by liberally patronizing it at every opportunity. It is said that in the neighborhood of fifty passengers from that county left on the Regulator this morning.

N. Harris will commence an auction sale of his entire stock of dry goods and clothing next Saturday. J. B. Crossen is the auctioneer and the people will have a good chance to purchase goods at their own price. Mr. Harris assures us the sale is bona fide as he has determined to go out of business.

An effort to purchase from George Smith 2000 sacks of wheat now lying at Rockland failed yesterday, because Mr. Smith would not sell it without the express condition that it should be shipped by the Regulator. The would-be purchaser wanted the grain for the U. P., hence, no sale. Z. F. Moody has today placed a pair of scales at the Rockland landing and is buying wheat to be shipped by the Union Pacific. He got one load already.

Superintendent Farley came up from the Cascades last night and will go down again this evening. He says the new locomotive has been tested and she answers fully all expectations. He thinks they have not enough cars to stall her on the incline. The portage is now able to handle easily all the freight the two boats can possibly bring to it and more besides. The inclines are sufficiently low to make fairly good landings and they will be completed as soon as the work can be profitably done.

Thomas Ryan, who was brought up a few days ago from Hood River charged with housebreaking is likely to have a double charge of the same kind preferred against him. Some time ago the house of John Buskirk was broken into and a number of articles carried off. Several of the stolen articles have been found at Thomas Ryan's household goods at Hood River, since his incarceration. Among these is a valuable overcoat, while a ring has been found in the hands of another party who alleges that he got it from Ryan. A sixty dollar shot gun is still missing with hopes that it too may be recovered.

From a letter recently received by his parents, it is learned that Mr. Frank A. French, a graduate of Wasco academy, was admitted to the classical course in Oberlin college, Oberlin, Ohio, on certificate of the principal of the academy without examination, and that he has three points of the course to his credit. This is an extremely creditable showing, both for the young man and for the school at which he prepared for college; the more so, as the requirements for admission to Oberlin are much higher than those of the colleges on the Pacific coast. We have no doubt that this auspicious beginning will be the means of bringing the young man additional laurels in the college of his choice. He has our best wishes for success.

The Same Old Game.  
J. T. Knopp of this city ordered lately from Salem a number of boxes of dried fruit giving positive instructions that they should be shipped by the Regulator. They came by the Baker notwithstanding that the address was all right, and the charges were \$13.98, and now Mr. Knopp, would like to know who is going to pay him the five or six dollars incurred by somebody's mistake. A similar occurrence happened to Christian Brothers yesterday. They had ordered a lot of paper to be shipped by the Regulator. It came by the Baker, and yet the address on every package was as plain as ink could make it. To an ordinary mortal it is a little singular that a great corporation should stoop to acts as low as these. We venture to say that the agent of the Dalles Portland and Astoria Navigation Company at the Portland end of the line would never stoop so low as to ship by his line goods consigned to plainly addressed in care of the Union Pacific. The ways of Jay Gould are mysterious.

Save 50 Per Cent.  
M. Sichel & Co., inform us they have received the freight schedules of The Dalles, Portland & Astoria Navigation Company for conveying freight from Portland to The Dalles, and that the rates of the new company are 50 per cent lower than the Union Pacific has been charging. Messrs. Sichel & Co. have ordered all their freight consigned to the care of the new transportation company, and will withdraw their patronage from the U. P. Co., which heretofore has had a monopoly of the carrying trade on the Columbia, and has charge most exorbitant rates.

What has been accomplished in lowering freight rates between Portland and The Dalles by this opposition line gives an idea of what the rates would be all along the river if the obstructions to navigation were removed from the Cascades to Lewiston.—Ochoo Review.

A Successful Farmer.  
J. B. Manly of Wapinitia is hauling wheat all the way from his ranch on

over forty miles and he has to climb the Deschutes hill to boot. He brings in about fifty bushels a trip. In answer to the question "How are you getting along, Mr. Manly?" that gentleman answered substantially in these words: "A little over five years ago my wife and I were dumped off a wagon into a fence corner on the Wapinitia flat. Each of us had a trunk and a grip sack and I had \$80.50 in money. We had no team, no cattle, no tools, no house, no home. We pre-empted eighty acres of government land for which I have now a title and scratched for a living as best we could. I could not say that we worked extra hard, but we went at it with a will and always had plenty to eat and wear. Today I have 400 acres of good level prairie land under fence, with about eighty-five acres in cultivation. I have four good young horses, a few head of cattle and some of the fattest hogs in Eastern Oregon. I have a good comfortable dwelling house, a good barn and other necessary farm buildings and the only corn crib on the flat and it is full of corn besides, of last year's crop. I have just paid a mortgage of \$250 that I borrowed to pay for my pre-emption, and I have grain enough to pay every dollar I owe in the world, and plenty left besides. I have a good reaper, sulky plow, new Bain wagon and every tool I need for running the place. Some people are complaining that they don't get paid. I cannot say so. I have a good farm that I have acquired by the labor of my own hands during the last five years, without any very hard work, and have had a good living all the time besides."

WASCO ACADEMY NOTES.  
The geometry class has just issued invitations to a unique social gathering next Halloween.

The number of pupils in attendance is constantly increasing. People in the surrounding country seem to be awaking to the fact that there is a first-class academy at The Dalles where their children can receive the very best instruction at reasonable rates.

The literary society is at work on a new basis. The young men are taking up the work of debate with a great deal of real enthusiasm.

Instruction is now being given each morning in vocal music. Miss Krehbiel, the preceptress, is an accomplished musician and the exercise is sure to prove both pleasant and profitable to all.

Base-ball is the leading sport this season. Three games have been arranged with The Dalles nine; the first of the series to be played next Saturday at the fair grounds. Many of the best players in last year's nine are not now attending the academy, but their places have been filled by newcomers and an interesting game is assured if the city nine do not show the white feather and refuse to play at the last moment.

Unsolicited Kindness.  
The following letter has been handed us for publication, but it does not tell the whole story of this little band of kind-hearted ladies. They have also raised a subscription of \$10 for the M. E. church. The CHRONICLE on its own behalf and voicing the sentiments of the Dalles sincerely and heartily thanks the ladies of Antelope for their kindness, and devoutly hopes that the unsolicited generosity may return in ten-fold blessing on their own heads.

ANTHELOPE, Oct. 10, 1891.  
To the President of the Relief Committee, The Dalles:  
Ladies—In behalf of the members of the Ladies Aid Society of Antelope, we extend to you our most heartfelt sympathy in your great loss by the recent conflagration in your beautiful little city, and as a token of our esteem and as get well our little donation.

Trusting it will make glad the hearts of some little children, we remain, Yours very truly,  
Mrs. C. DURAN, President.  
Secretary.

A Mere Suggestion.  
The people of The Dalles have done a practical thing toward opening the river. They built boats to connect, above and below, with the portage road built by the state. They have shown that they not only want an open river, but they have done something toward making it such. Meanwhile Portland has done nothing but talk. And it seems as if the talk was all "through its hat." The chamber of commerce has shown that either it doesn't want to do anything or else that it doesn't know how. Now we suggest that it appoint a committee, not of its own members, but of the schoolboys of The Dalles, to make a plan to open the river. Those boys would go at it honestly, earnestly, and with some suggestions from their parents. Intelligently, which is more than anybody in Portland seems capable or else willing to do.

Pass a resolution turning over the whole matter to half a dozen bright boys of The Dalles. They couldn't do worse; the chances are that they would do better.—Telegram.

To the Public.  
About November 1st I will again open up with a large stock of goods in the large commodious store now occupied by Messrs. Mays & Crowe. Large invoices of goods are now on the way from importers and manufacturers, and my aim shall be to serve everybody, with the lowest prices for the newest, best and largest assortment of all kinds of stationery, books, toys, musical instruments, notions and novelties, ever displayed in this city. I shall spare no effort to merit the good will of old and new customers, which I hope they will bestow on me. At present located next door to W. Cram's confectionary store. I am prepared to fill orders for all staple goods. For the kindness and sympathy expressed on all sides with me in the severe loss by the late fire, I tender my sincere thanks. Very respectfully,  
10-13-24  
L. C. NICKELMAN.

An Old Adage.  
There is an old adage: "What every body says must be true." Henry Cook of New Knoxville, Ohio, in a recent letter says: "Chamberlain's Cough Remedy has taken well here. Everybody has ordered it on account of the many ailments it gives." There is nothing like it to loosen and relieve a severe cold. For sale by Snipes & Kinersley, druggists. dw

The Best Physic.  
St. Patrick's pills are carefully prepared from the best material and according to the most approved formula, and are the most perfect cathartic and liver pill that can be produced. We sell them. DRUGGISTS, dw

ROBIN.  
On the 12th inst., to the wife of F. J. Chase, of Three Mile, a ten-pound boy. It is nearly ten years since Mrs. Chase surprised her liege lord in this fashion.

Good Road Constructed for the 300,000 Appropriation—Can Handle 300 Tons Every Day.

Superintendent Farley Says That the Opposition to Him Comes From the Moody Faction at Dalles City.

Oregonian.  
All of Eastern Oregon has been talking about the state portage road at the Cascades since the letter signed "One of the People" was published in the Oregonian on September 23rd. That letter has stirred up the liveliest kind of a row at Dalles City, and the air is filled with criminations and recriminations. It charged Superintendent Farley with incompetency; that none but disrated railroad men could get employment under him; that the state's funds had been wasted in various ways, and that the purchasing officer, Superintendent Farley, had received large commissions.

Accompanying the communications was a private note to the editor. Since the authorship of the communication has been denied by the man whose name is signed thereto, it is interesting. It follows:

CASCADE LOCKS, Sept. 20, 1891.—(Editor Oregonian.)—Noticing the article referred to, and being upon the ground here, in position to see and learn of the operations of building the state portage railway, have written the enclosed in hope to call attention of the board to the incompetency and rottenness of the operations of building the state portage railway, and more than the road can expect to earn. By what authority they engage officers is not known, as their appointments are only for construction. Respectfully yours,  
TANNER F. LEAVENS.

LEAVENS DENIES THE LETTER.  
Superintendent Farley got on the track of Mr. Leavens and asked him to substantiate his statements. He says that Leavens assured him that he did not write the letters and that the handwriting was not his. Farley has now come to the conclusion that the article was written or inspired by Engineer S. P. Lovell, with whom he has had trouble. A reporter went to the Cascades the other day to look at the portage, and the first one he saw was Mr. Leavens. He lives in a little house not far from Superintendent Farley's office. He is a tall, slender man about 35 years old, with small features and has not the appearance of being a strong, positive man, to put it mildly. When the visitor started why he had called Mr. Leavens motioned him to a seat and went on to say he did not care to add anything to the statements he had already made, but would be heard from at the proper time.

"Are you ready to substantiate the charges in your letter of Sept. 20, to the Oregonian?" Mr. Leavens was asked. "I know nothing about it," he replied. "Did you write it?" "No." "Sign it?" "No." "Did you authorize any one to write or sign your name to it?" "No." "Did you see it before it was sent?" "No."

LEAVENS EXONERATES LOVELL.  
Mr. Leavens when here told Superintendent Farley had expressed the opinion that the author of the letter was Engineer Lovell, and that he (Leavens) had been made a tool of in the use of his name, and that if the statement was not true, he owed it to Engineer Lovell to deny it. To this Leavens said he did not know who wrote the letter, but did not think that Engineer Lovell did. "By the way," said Leavens, "did you read my other letter in the Oregonian a few days ago?"

In that letter he simply said that the charges made in the letter with his name signed to it were true, but did not say that he wrote the first letter. Leavens was then asked if he would substantiate the charges made in the letter published September 23. They were repeated to him one by one, and he said he could offer no proof then, but might do so at a future time. Finally he made a direct charge that the east incline had not been properly built. A great deal of questioning elicited the answer that the fender posts were not high enough, and that in high water the boats would be in danger of colliding with cars standing on the incline, and that the piling of the incline had not been driven deep enough. He wound up by admitting that the road had been pretty well built, and the state had a good piece of property for \$60,000. This was in answer to a point blank question.

Superintendent Farley says that he found Leavens checking lumber one day not long ago, and asked Engineer Lovell who hired him. The engineer replied that he had, whereupon, according to Farley's story he (Lovell) said he was superintendent of the road, and proposed to be, and did not want him (Lovell) to hire men who were not needed. The result was the discharge of Leavens, who was afterwards put to work on the incline, under Bridge Superintendent Walsh. Superintendent Farley says Leavens was discharged from that position for incompetency.

A TRIP OVER THE ROAD.  
While at the Cascades the reporter made a trip over the portage from the foot of the east incline to the foot of the west incline. Governor Penroyer and State Treasurer Metchian made a similar inspection and reported that they thought the work had been well done. On questions with respect to the employment on the government works in different capacities also corroborate the idea. Being government employes they decline to figure in state business, but said confidentially that mistakes had been made, not serious ones, and that in the long run the money worth of it has obtained a goodly profit.

The most serious and costly mistake appears to be in the location of the east incline. It runs over a rocky piece of shore land where it was extremely difficult to drive piles. At one place piles could not be driven and a trestle built had to be put in and it will have to be ripped up to hold it in place when the river is high and the current swift. Had the incline been located a short distance further south better ground for piling would have been found and there would have been just as much water in the boat room at the foot of the incline. The way the incline is located it is possible for floating logs to accumulate between it and the shore and make the safety of the incline a matter of guesswork. Superintendent Farley admitted that a serious mistake had been made here and says it is the fault of Engineer Lovell. They make no complaint about the rates, and why should they? They

built and equipped. It is seven-eighths of a mile long. Forty-pound steel rails are used and the ties are hewed and were originally made for a standard gauge road. They cost the state 22 1/2 cents each. The inclines are made of six pile bents, and are double tracked. There are eleven stringers in the work, two under each rail, one between the two tracks and one on each side. The bents are spaced 120 feet apart. The west side wharf boat, 130x40 feet, will cost when finished \$6,000, and the one at the east side, 100x30, \$4,000. When the road is completed, \$120,000 will be added to the east incline at a cost of \$200 or \$300. The rolling stock consists of a 25-ton Baldwin locomotive, and four box-cars, and are double tracked. Among the things Superintendent Farley intends to add to the state's railway are these: Wharf-boat at the end, \$4,000; a 25-ton Baldwin locomotive, and four box-cars, and are double tracked. 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