

# The Dalles Weekly Chronicle.

VOL. II.

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## THE VILLARD LINES.

The Original Ideas of The First Promoter Maturing.

## THE PURPOSE OF HILL'S VISIT EAST

The Oregon Railway and Navigation Company's Property.

## MOUNT COFFIN vs. VANCOUVER.

The Strength of The Chronicle Story Plain to Those Knowing Anything of The Past.

CHICAGO, Aug. 19.—The object of the present visit of President J. J. Hill, of the Great Northern, to New York, is fully set forth in a special today which will be published in the San Francisco Chronicle. The dispatcher has been advised that Mr. Hill is about to secure a controlling interest in the Oregon railway and navigation company's line, consisting of 1,000 miles or more of track between Spokane and Portland, this property is under a 99 years' lease to the Oregon Short Line and Utah Northern, the controlling interest in whose stock was owned by the Union Pacific.

Under the terms of the lease the Union Pacific guaranteed interest on the bonds, six per cent. interest on the stock and the expense of reorganization. There are but two ways in which Hill can gain control of the Oregon Railway and Navigation company's line: Either the Oregon Short Line or the Union Pacific has so defaulted under the terms of the lease as to make that instrument nugatory, or Hill must hold a controlling interest in \$26,000,000 of the Oregon Short Line stock. The Union Pacific at one time owned \$14,000,000 of this stock, but it is very possible that it may have sold enough to lose its controlling interest. In either case it would be a comparatively easy matter for Hill to secure control. Such a conclusion would instantly make Hill master of the Union Pacific coast railroad situation and of both the Union Pacific and Northern Pacific coast terminals. He could also dictate the rates to be charged on Pacific coast traffic, and the annual contracts which now give the Union Pacific almost a monopoly on Portland business. With a transfer of the Oregon Railway and Navigation company would go the line of steamers plying to every ocean and river port between San Francisco and British Columbia, and river lines covering 2,000 miles of territory.

## The Great Northern East.

Buffalo Courier, 15th. President Hill of the Great Northern was in Cleveland last week, and while there closed a contract with the Globe Iron works for two new vessels, to cost in the neighborhood of \$1,000,000. The plans for the new vessels are not completed, but it is understood they are to be the finest boats ever built for the lake trade. They will be patterned after the ocean greyhounds, and built for speed and passenger accommodation regardless of freight carrying capacity. No expense will be spared and the result will doubtless be two palaces such as never before floated on the waters of the great lakes. The projectors of the enterprise figure on making the run from Buffalo to Duluth in fifty hours, and as President Hill demanded a guaranteed speed of twenty-two miles an hour before closing the contract, it will be an easy matter to make the run in the specified time. This will make a trans-continental line with the Erie and Lackawanna roads at this end and the Great Northern from Duluth to the Pacific coast. The time by the new lake route will be several hours shorter than by the all rail route via Chicago.

## Nineteen to Thirty-four.

Tacoma Ledger. There can be no question of the strong sentiment in the state opposed to the canal. It is especially strong in the river counties, and there are 19 of them in a possible 34. The people of these counties know very well that the canal job defeated the very necessary appropriation for the improvement at the dalles, that would have made the Columbia river an open highway, and thus certainly delayed the realization of their hopes of cheap transportation for two years and possibly longer. By sending the job to the front with the indorsement of the state behind it, there can be no doubt that it will take precedence over every genuine and deserving improvement, and so delay them indefinitely.

## IT PROBABLY IS TRUE.

Reports Concerning J. J. Hill and the Oregon Railway and Navigation Company.

The Telegram says that a dispatch, similar to the one which we publish today from Chicago, concerning the present mission of Jim Hill to the east; was shown to Hon. D. P. Thompson in Portland yesterday, and Mr. Thompson thought there was no foundation for the story.

While Mr. Henry Villard was exhibiting his menagerie of distinguished men and hogs in Portland, from Europe and America, the occasion being the formal opening of the Northern Pacific Railway, he the hero; an ugly rumor became current that Mr. Villard had been thrown down in the house of his friends.

There were scores of men then who, like Mr. Thompson today standing near to Mr. Villard, could say exactly what Mr. Thompson said yesterday:

"I do not think there is any foundation for the story. So far as I know, no transfers have been made, and unquestionably the company still holds a majority of the stock. No, I feel certain there is no truth in the story."

We shall not at present offer any suggestions to dispute the proposition. The information which we have seems to justify the conclusions of the telegraphic dispatch.

There is no questioning the fact that President Hill, of the Great Northern is casting out his lines to get all the railway line he can, and it is well known, too, that he had a tilt with the Union Pacific people about the sound extension. It will be remembered that Hill did not want to bridge the Columbia at Vancouver, but wanted to cross at Mount Coffin. Therefore, when the Union Pacific refused to accede to his wishes, he refused to put up any more money, though he had not advanced his full share. At that time the Union Pacific was in close financial straits, and, having run out of money, work was stopped, as everybody knows. Ever since then President Hill has been eyeing the Union Pacific system with covetous glances.

The question with us should be: What effect will it have upon The Dalles? We are free to say that in this respect, to us it seems that the benefits are doubtful. We believe that Mr. Hill will come nearer carrying out the original intentions of Mr. Villard than any one else that could be named. In fact that the two men are now so closely allied, with the Kelly and other St. Paul and Eastern, and European millionaire interests backing them, that it would not be strange to hear, pretty soon, that some of the bears creating the downfall of Mr. Villard would be much more surprised at coming events than they were to hear that the Montana farmers were actually feeding pigs corn "in the ear."

## THE COLUMBIA RIVER ROUTE.

The Best Market is The Market Reached by The Cheapest Route.

From the Spokane Review.]

That which is of most benefit to the producers is the ability to reach a market at the lowest expense, and it does not require a volume of political economy to convince any reasonable man that the ability to reach the cheapest market will redound to the best interest of the state in which the producers are located. The natural, simplest and cheapest outlet for the products of Eastern Washington is the Columbia river. If the facilities that may be afforded to the great wheat producing regions of Eastern Washington by means of the opening of the Columbia river enabled the producers to lay their products down at tidewater cheaper than they can do so by rail at Puget sound, who can justly say that the result will not be to the benefit of Washington at large?

So far as the great producers of this state are concerned, the reduction of transportation charges and the number of middlemen necessarily will result to their advantage and of necessity to the advantage of the state. If, by opening the Columbia river, the 15,000,000 or 20,000,000 bushels of grain produced in Eastern Washington can reach tide water by way of the Columbia river cheaper than by rail, why should not the unanimous voice of that great section be in favor of opening the Columbia and Snake rivers? There is not a farmer in the Palouse or Walla Walla wheat-growing districts that does not know that the comparatively short navigable section of the Snake river resulted in a difference of fifty cents a ton between wheat shipped by Snake river and that shipped by rail north of Snake river. When growers in Whitman county were paying \$6.50 a ton some years ago to Portland, shippers along the Snake river, those in Idaho, paid only \$5, an aggregate amount and tax upon producers in the Palouse district of between \$100,000 and \$200,000 every season.

## THE COAL CREEK WAR.

Causes of The Disturbance Which is Now Very Serious.

## CONVICTS LEASED AS MINERS.

Taking Bread From the Mouths of Honest Law Abiding People.

## THE QUESTION OF FREE LABOR.

Altogether Different From the Homestead, the Coeur d'Alene and Like Affairs.

St. Louis, Mo., Aug. 19.—In stating the situation of affairs at the Coal creek mines, the Globe-Democrat says: This is a fight for bread for free citizens, against the mistaken policy of the state officials, leasing convicts to work the mines. It is a very unfortunate affair, and the sympathies of the people would go out to the free miners unshaken had not the miners over-stepped the bounds of reason and taken the law into their own hands after the fashion of mob-unions. A special from Knoxville says it is reported a battle is raging between the troops and miners, cannonading is heard in the distance. The streets are crowded with a mob. The greatest excitement prevails. Five newspaper correspondents who went to Coal creek were captured by the miners and held as prisoners.

A Chattanooga special says: Gov. Buchanan inclines to the opinion that the prison inspectors should declare the leases void, because the lessees claim the authorities do not protect them against a mob, and refuse to pay for the support of the convicts. Gov. Buchanan has ordered all the organized militia in the state to the scene of the trouble in the mining region. He made requisitions on the sheriffs of Davidson, Hamilton and Knox counties for posses of 1000 men each, and on the sheriffs of Anderson, Roane, Morgan and Marion counties for 500 men, or more if they can raise them. The penalty for any sheriff's refusing to obey his order is a term of imprisonment and a fine. All the troops will mass at Chattanooga this morning, with a brigadier-general in command, and proceed at once to Knoxville, and from there to Coal creek, armed with all sorts of pistols and guns. Two companies of infantry, one battery of cannon and two Gatling guns compose the Nashville troops.

## The Freight Blockade.

NEW YORK, Aug. 19.—In consequence of the switchmen's strike beef is very scarce and growing scarcer. Dealers believe that although beef will be higher tomorrow there is no danger of a beef famine in the city on account of the strike. A special from Buffalo says: There is a blockade of freight that from present appearances will take weeks to remove. Only perishable freight is receiving any attention and that is getting little. A long line of sentries surround the Lehigh and Erie yards, and it is near Cheektowaga, and it is next to impossible for stragglers or strikers to get anywhere near the yards. Soldiers have strict orders not to admit anybody, except those who really have business there of the utmost importance, and these are cross-questioned and only admitted inside the lines on passes. There are guards everywhere in fact.

## Tacoma Sunday Amusements.

Trade. Sunday seems to be changing from a day of blessing to a day of horror and bloodshed in Tacoma. Two weeks ago last Sunday policeman Cuddehe was murdered, last week Sunday Thomas Gourcki was killed in a saloon brawl and last Sunday Henry Harris brutally murdered his daughter and then committed suicide.

## Other "Cities" Should do Likewise.

Eugene Register. Many of our exchanges still persist in calling this "Eugene City." We would inform them that there is no such place. Our amended charter is now nearly four years old, and according to that the name of this city is plain and simple "Eugene."

## The Burbon Usages.

Review. The infamous convict laws of Tennessee and other southern states were passed by democratic officials. The burbon clings lovingly to old outrageous usages that smack so strongly of slavery.

## TOURISTS ON THE COLUMBIA.

A Delighted Tourist Party from Portland to the Cascade Locks.

From the Portland Dispatch, 15th.]

Thursday morning an excursion party, of about a dozen persons, boarded the steamer Dalles City for a trip up the Columbia to the cascade locks. Among the party were some tourists from New York, South Carolina and Texas. To these people the scenery along the Columbia was grand, and they were loud in praise. The Kodak was brought into use at every noted point. At Bonneville the boat was hailed by some tourists that had gone up there on the train. They had been misinformed about the trip. The wanted to see the cascades, but had been told that there was no boats running that far up the river. For the benefit of tourists we will state that there is a line of boats running from here to The Dalles. That the steamer Dalles City leaves here every morning (except Sunday), at 6 o'clock a. m., for the cascade locks. There is a transfer by rail of about three-quarters of a mile, and then the steamer Regulator conveys passengers and freight to The Dalles.

At this season of the year a trip up the Columbia is one that can never be forgotten. The different water-falls pour down the mountain side, glisten in the sunlight like a bright flow of silver; the gigantic rock formations, Rooster rock, Cape Horn, Castle rock; in fact, all the places of note show themselves off just now to good advantage. The long mosses and lichens which hang gracefully down the face of these rocks and greatly to their grandeur. One of the tourists remarked that he had been in the Yosemite valley; visited the Big Trees, but saw nothing in all his travels that could be compared with the scenery up the Columbia river; and his trip had more than repaid him for the distance he had traveled.

One old gentleman from New York expressed the wish that he would like to have Castle rock in his back yard at home, but when told that the base of the rock covered over forty acres, he decided not to take it home with him, as it took up more ground than he supposed it would. The party returned in the evening well pleased with the trip, and the many courtesies shown them by Captain Short and Purser Butler will commend all tourists to take the steamer Dalles City for the Cascade locks. The boat goes every morning except Sunday, at 6 o'clock a. m., from the foot of Yamhill street.

## The Press Association.

Portland Chronicle. The Oregon Press Association will meet at The Dalles on the 24th of September. Preparations have been completed for making it one of the most interesting assemblages of the editors ever held in the state. Superintendent Mitchell of the Portland Exposition, has set Saturday, September 24th, as Press Day at the Exposition. This date has been set so that members from other parts of the state can attend the Press Day gathering and the convention at The Dalles on the same journey. The session will be held two days and about 130 members are expected to be present. It is arranged that a large number of the delegates to the Washington assembly, which meets at Spokane that week, will try and visit their Oregon brethren, and the compliment will be returned by a number of The Dalles delegates.

## Bears, Berries, Etc.

Prineville News. Bears and blackberries and picknickers are thick in the Cascades. Last week near one of the Prineville camps they got too thick and the ladies left the berries to the tender mercies of the bear, which ferocious animal "howled too fearfully awful." When the men came in from hunting they repaired to the scene and found the threatening tones to emanate from the tops of two trees that were being chafed together by the wind.

## Press Association Meeting.

Heppner Record. The Oregon Press association will meet some time in next month at The Dalles. The meeting will doubtless be made a source of pleasure and should be made a source of benefit, but if the meeting is conducted as they have been heretofore we fail to see where the benefit comes in, and they had just as well not meet at all except for pleasure.

## Baker County Squirrel Hunt.

Democrat. Polecats are becoming disagreeably numerous in the city and the trace they leave behind them is even more obnoxious than the smell emitted from the basement of the Hotel Washburn under the most favorable conditions of the weather and the olfactory of those who are compelled to endure the nuisance.

## THE UNION PACIFIC.

Dispatches Causing Generous Smiles in Portland.

## STEAMERS TO CONNECT AT ASTORIA.

Efforts are Undoubtedly Being Made to Swipe the P. M. S. S. Co.

## LIFE OF THE TRANSCONTINENTAL.

The New York Meeting Will Perhaps be of Historic Note in the Pacific Northwest.

PORTLAND, Aug. 20.—An article on the railway situation in general, and the Transcontinental association in particular, which appeared in the San Francisco Chronicle yesterday and was telegraphed here, has caused a generous smile to play about the features of the officials of the companies mentioned. The Chronicle says the fight being made by San Francisco merchants to have freight rates to and from the east reduced has placed now the Union Pacific in a position to very soon take a hand in the competition for the business, and that company is making preparations to that end. The Pacific Mail Steamship company, controlled by the Southern Pacific company, has always been handled as a club with which to threaten any intending competitor on water. As it is likely that the Transcontinental association will refuse to pay the subsidy any longer, the Union Pacific will be ready for the business by placing a daily line of steamers to Astoria, from San Francisco. The new railway line from Astoria to Portland, it is an open secret, is being built by the Union Pacific. The distance between the two towns is 100 miles, and one-quarter of the road is now completed. When this line is finished the Union Pacific steamers will land their freight at Astoria and will then send it direct east. There is no question but the effort to stop the subsidy to the Pacific Mail Steamship company will be made at the meeting to be held in New York next week, but that the Union Pacific contemplates the establishment of a daily steamer line between San Francisco and Astoria is ridiculous. The company is now operating three steamers, which are adequate to the demands of trade, though another steamer might be added. So far as the building of the road from here to Astoria is concerned, Union Pacific people are not trying to disguise their hand, and frankly admit that they are interested in the measure. Every Union Pacific official who has come west during the past year, says the Telegram, has gone down to Astoria, not for their health, but to look after their interests. A propos to the Transcontinental meeting, and the fight in the Pacific Mail, a well-known railroad man said: "The meeting may end in a collapse. The association boards are dissatisfied because they are compelled to pay an annual subsidy of \$850,000 to the Pacific Mail, which is nearly controlled by the Southern Pacific company."

## BORN.

In this city Aug. 19th, to the wife of Hugh Chrisman, a son.

## American Meats in Demand.

WASHINGTON, Aug. 20.—A cable from Berlin, stating that trichinae had been found in American hams and bacon, is positively denied by Sec. Rusk. He says: "We have not been officially notified that any hams or bacon bearing our government certificates of inspection contained trichinae. There have been meats which did not bear the government stamp but were certified by some German consuls in the United States which passed into Germany. They are doubtless those alluded to in the dispatch. We have been unable to meet the demand in Germany for our inspected meats. They sell fifty cents per hundred pounds higher than uninspected. Germany has never refused our inspection. We have no objection to their inspection."

## Cheating the Native Sons.

Sheridan Sun. The gobbling up of large tracts of fine timber lands in the coast range is cheating many a native and adopted son of Oregon out of rights under the law to a homestead. No one ought to get government land in Oregon except by actual residence upon and cultivation of the tract selected, according to the law. The law governing the purchase of lands has been grossly abused, and hundreds of men have perjured themselves to secure land for corporations whose aim is to cut off the valuable timber and hold the large tract acquired at speculative figures, thus impeding the settlement of the country, which, if it is done at all, must be by the needy but actual settler.

## Westminster Refrigerator.

Columbian. The fish refrigerator at Port Essington is a profound mystery to the Indians. They cannot understand how the building is kept cool when sparks, smoke and steam are almost always issuing from the place. This refrigerator is used principally in putting up white salmon, which are shipped in ice filled cases to Italy, where there is a great demand for the fish thus preserved. These fish have hither been cast away as useless, whereas they now realize a fair price, and thus afford a new channel through which whites and Indians alike may profit in the future.

## A Pull Together.

Condon Globe. Plenty of water has been found in the various new wells which have just been dug in different portions of town, sufficient to supply a town five times the size of Condon. If some of our citizens will now stop their peevish, childish jangling and pull together more harmoniously, instead of encouraging the town to divide up into a half-dozen different factions, we will soon have the leading city of the Inland Empire. No town ever prospered much until its citizens all pulled together for its improvement.

## Gasoline Stove Disaster.

Chico, Cal., Aug. 20.—As a man named Wright was filling a gasoline stove, which had been burned out but retained a spark of fire somewhere, it exploded, enveloping himself, wife and 3-year old child in the flames. The house was burned down and the child perished in the flames. Mrs. Wright cannot live and Mr. Wright is badly burned, his arms to the elbow being fairly cooked. One hand will be crippled for life.

## Unwelcome Visitors.

Moro Observer. The quietude that prevades the Phelps ranch at the mouth of the Deschutes was somewhat disturbed last week by the presence of a rattlesnake, a wild cat and a gray fox. The trio furnished considerable sport for Fred and his brother, it being the first appearance there of such novel visitors.

## Pay the Price of the Royal for Royal only.

Royal Baking Powder is shown by actual chemical tests absolutely pure and 27 per cent. greater in strength than any other brand.

Many grocery stores have recently been stocked with second-class brands of baking powder, which are urged upon consumers at the price of the high-cost, first-class Royal.

These powders cost from 8 to 30 cents a pound less than the Royal, besides being of 27 per cent. less strength. If they are forced upon you, see that you are getting a correspondingly lower price for them.