

FOR AN OPEN RIVER.

The Raley Bill is The True Medicine For The Inland Empire.

TO MAKE BARREN WASTES BLOOM.

It Stands First Class in the Senate And Sure in The House.

SENATOR WILLIS "PORT" BILL.

Review of the Letter. That People May Learn About Its Provisions at Length.

Senate Bill No. 27.—Introduced by Mr. RALEY. Read first time Jan. 11th, 1893.

This bill is intended to make the Columbia an open river from Pasco to the sea. The bill provides for an appropriation of \$400,000 for the building of a portage road between Celilo and The Dalles. It is the same bill which passed one branch of the legislature at the last session, failing of passage in the other. The bill provides that the governor, secretary of state and state treasurer, are empowered to build, construct and operate a portage road at the place named, the work to be done as soon as funds available, and on completion the officials before mentioned shall have the right to establish a schedule of freights and fares on said road, thereby providing for the operative expenses of the road, and for a sinking fund to reimburse the state for the expense of building said road. It is provided that the bill shall go into effect immediately upon its passage.

If this bill should become a law, it would make the Columbia an open river to the sea, comparatively speaking, and be the means of developing the country, now a barren desert, immediately tributary to the great river. It would put new life blood into Eastern Oregon and, in the end, result in benefit to every interest east of the mountains. But, will it become a law? That's the question. Railroad corporations and schemers are fighting it because they imagine it will loosen their grip on the people's resources. Instead, it would result in creating more business for the railroads, because it would cause to be grown upon lands now lying idle, crops which would be carried to market by the railroads. A great fruit industry would spring up along the Columbia, on both sides, from Pasco to Celilo, and thousands of acres of light, sandy land, now barren and useless, would be redeemed and made to pay tribute to the producers. Little towns would be built on the river, and general improvement would begin with the commencement of work on the portage.

But corporations, like selfish men, are blind. There is not even self-sacrifice about them. They look upon the surface, and on evidence gathered therefrom they base their conclusions. They are enemies of progression when they feel that progression would effect their incomes. They stand in the way of development when they imagine it will loosen their clench on a monopoly. For this reason an open river has powerful foes out of congress as well as in congress; outside of the legislature as well as in the legislature; men who are in the pay of selfish interest, working to bleed and clutch the people. We hope to see Senator Raley's bill become a law; we hope to see the portage road built with state money or state credit; we hope to see an open river, God's highway, free to producers, but we fear the chances are against it, because Portland, the metropolis of Oregon, is so lukewarm in her efforts that it borders upon servility to those who are fighting against the people's interest.

Senate Bill No. 35.—Introduced by Mr. WILLIS. Read first time Jan. 11th, '93.

This bill "to establish and incorporate the Port of Columbia and to provide for the improvement of the Columbia river in and adjoining said port, and to provide a railway, or canal and locks at or around tumwater and the dalles in said Columbia river," provides in brief as follows: That all that part of the state of Oregon within the limits of the counties of Clatsop, Columbia, Multnomah, Wasco, Sherman, Gilliam, Morrow and Umatilla be created a separate district to be known as the Port of Columbia, and the inhabitants thereof are constituted and declared to be a corporation by the name and style of the Port of Columbia; the object shall be to construct and perpetually maintain a boat-railway or canal and locks at and around the obstructions to navigation thereof; so that steamboats and other water crafts may pass from the city of Astoria to Umatilla landing.

The said corporation may collect and receive tolls for freight and passengers; the power and authority given to the corporation, by this act is hereby vested in a board of fifteen commissioners, or by a majority of them, all of whom shall be taxpayers, in said corporation, and

one of whom shall reside within the present territorial limits of each of the counties named in section one of this act, and eight of whom shall reside within the present territorial limits of Multnomah county; each of said commissioners shall be appointed by the judges of the circuit court of the judicial district, which shall include the court in which such commissioner shall reside.

The said corporation may purchase and dispose of such material, employ such engineers, superintendents, clerks, laborers and other persons as said board may deem necessary; but no commissioner shall either directly or indirectly receive any salary or compensation for his service as a commissioner or officer of said corporation; so far as may be necessary or convenient in carrying out the object of said corporation it shall have the full control of said Columbia river at the near said tumwater and the dalles to the full extent that this state can grant the same; this corporation is authorized to borrow sums of money not exceeding in the aggregate \$5,000,000 and to issue therefor its promissory notes or its bonds; the said corporation shall have power to assess, levy and collect for its use a regular yearly tax, for the purpose herein mentioned, upon all property, real and personal, situated within its boundaries.

Commenting upon this bill the Telegram says: "This measure will meet with opposition on the part of many of the Eastern Oregon members, who regard it as a device to defeat the portage railway bill, and in the interest of the railroads."

Pleasant Ridge Letter.

Special to THE CHRONICLE.

PLEASANT RIDGE, Or., Jan. 20.—I have not been anything in your excellent paper of late from our section, and as you have requested correspondence from all parts of the county, I avail myself of the offered courtesy and give you a few items.

We are having our share of the winter as it is being passed around. The snow is about one foot deep on a level, which is acceptable to the fullest extent. It means wealth for the farmer in large harvests, and that is just what we want.

Rev. E. Baker has been holding revival meetings in this neighborhood of late and preached his last sermon last Sunday. They were very well attended and were productive of an unusual amount of interest, eighteen being converted, of which number fourteen united with the Methodist church. Every person on the ridge belongs to some church, except one man, who is from Kansas. He says he will try California in the spring.

The health of the neighborhood is excellent, and our people are putting in time to good advantage in making preparations for active work next summer on the farm.

We like your position on the juke bag question. The state might just as well not make all the grain sacks the farmer needs with labor of the convicts in the penitentiary. Mr. Downing says that about one half of the convicts are employed at present, which probably means on contract. The other half could be employed in the manufacturing of sacks, if the state would put in machinery for that purpose.

More anon. MARK.

Mr. Blaine's wealth is estimated at a million dollars. Most of this was made by wise investments in Virginia coal lands and Washington real estate, and some of it came from a lucky investment in a silver mine.

It is said that an Oregon hunter went into the mountains last week and wantonly killed seven elk, so that he could say that he had slain 100 of these majestic animals. That was simply heartless butchery and should be condemned by the associates and acquaintances of the butcher.

Mr. W. J. Luder of Salt Springs, is in the city today. Referring to the proposed new county of Stockman, he says the scheme is regarded in the light of a fraud by many of his neighbors. There is but one sentiment on this question of county division by fair-minded people, and that is a sentiment of opposition.

Wm. Hall, of Colorado Springs has duplicated the act of Wm. Bethune at Mitchell. Hall struck a rich gold mine in his back yard. He was digging a vault, and when down three feet struck a six-inch vein of mineral. A sample of it produced an ounce of silver and three-tenths of an ounce of gold. Bethune was digging a well, when he struck a ledge of almost pure gold six inches thick.

The Union Pacific have decided to retaliate against those roads that recently withdrew from it their interchange of passenger business. The Union Pacific circular just issued applies to all classes of tickets. In the matter of the inland transportation rates, which was under discussion at St. Paul a few days ago, Mr. Campbell says it would be useless to name any of the figures that are being discussed, as there is no certainty that they will be adopted, but twenty per cent. less to the interior than to terminals, on the class rates, is about the limit. Many of the commodities now carried in what is known as the transcontinental terminal tariff will be wiped out and transferred to the class rates, wherever the latter may be less than the former.

SHOCKING ACCIDENT.

A "Big Bear" Passenger Train Crashes Into Some Tank Cars.

CAUSED BY AN OPEN SWITCH.

An Explosion Follows the Wreck—Many Killed and Injured.

A BRAVE ENGINEER'S LAST ACT.

The Careless Switch Tender Who Caused The Frightful Disaster Made His Escape.

St. Louis, Mo., Jan. 21.—A wreck, which in its consequences was one of the most appalling and disasters that has occurred in years, took place between Wann and Alton Junction, Ill., this morning. The Cleveland, Cincinnati, Columbus & St. Louis south western limited passenger train, consisting of an engine and four coaches, which left here this morning for the east, ran into a switch a half mile north of Wann and crashed into a train consisting of seven tank-cars standing thereon. The result was a fire, and afterward an explosion, which has already cost six persons their lives, fatally injured 19 others, seriously hurt fully 50 more and caused a great property loss to the company. The tender of these switches was P. Gratten, also a barber. Upon him is laid the blame by the railway officials and trainmen for the accident, and the officers are now searching for him, as he fled during the excitement following the dual accident.

The train reached Wann twelve minutes late. At Alton junction, running at the rate of forty miles an hour, the engineer being desirous of making up lost time, the switch was so turned as to send the flying train on to one of the side tracks. On the track were seven tank cars filled with refined lubricating oil. The engineer called to the fireman, Dick White, to jump for his life. He then reversed the engine and applied the air brake, but he was too late. The engine crashed entirely through two tanks, splitting them in half, and was then forced entirely over another. The oil from the wrecked tanks at once caught, and a sea of flames instantly surrounded the engineer, who jumped just as the pilot of the engine struck the first tank. The brave man struggled to the embankment at one side of the track, but so soon as he reached it he sank to the earth, a crisp and blackened corpse. The fireman escaped with slight bruises. The engineer's action in reversing the engine and applying the brakes slackened the speed of the train sufficiently to prevent any serious injury to the passengers, of whom there were sixty. In the baggage-car the mails, eleven pieces of baggage and a corpse were all burned in a few minutes. The flames spread to the other coaches, and all were soon in ruins. Three oil tanks, together with the engine and tender, were also consumed.

The passengers and villagers crowded around the burning wreck, anxious to assist, if possible, any unfortunate who might be in need of help. At this time a culmination of the horrible affair occurred. Two tank cars left uninjured by the engine, simultaneously and with fearful force exploded, throwing pieces of iron out into the fields and showering upon the assembled crowd of sight-seers a mass of flaming liquid. For a second after the noise of the explosion, there was no sound save the wailing of the seething oil as it was forced through the air. Then there arose a confusion of agonizing appeals for help and cries of terror, to which no tongue nor pen can do justice. For several minutes the panic was indescribable. Those touched by the blazing oil groped about wildly, seeking in vain for relief from torture. Almost without exception the injured were burned about the face and had their eyesight temporarily, if not permanently, destroyed. Those who were uninjured were so terror-stricken as to be unable to assist their less fortunate companions for some time.

Scenes in the hospital rooms where the wounded were removed were most pathetic. Dirty oil-soaked rags were cut away from the bodies and laid bare the horrible work of the burning oil. Hands and faces were all scorched and bleeding; lips and noses swollen and distorted; eyes either burned out or eaten by the flames and incrustated with blood and dirt. The hands of many were burned to a crust, fingers missing and arms broken. Several victims, when uncovered, were found to be without any article, the flames having cooked and burned it until it either clung to the clothing in removal or fell away of its own accord. Several little boys were among the victims, and they were the most distressing of all.

Happiness is a quality of the mind which is very hard to define correctly. What is happiness to one man is the reverse to another.

Spokane is suffering because of the scarcity of eggs at the present time and the Review reports that wholesale dealers are cleaned out entirely. Retail dealers are selling ranch eggs at 40 cents a dozen and eastern at 35 cents. Taken in connection with the present pronounced scarcity and high price of pork products, it makes terribly hard times for the devotees of hams and eggs.

PROFESSIONAL CARDS.

D. MIDALL—DENTIST—See given for the business extraction of teeth. Also teeth set on gold aluminum plates. Rooms: signs of the Golden Touch, Second Street.

D. R. G. SANDERS—DENTIST—Graduate of the University of Michigan. Successor to Dr. Tucker. Office over French's Bank, The Dalles, Or.
D. R. ENHELMAN (HOW SOPATRIC), PHYSICIAN and SURGEON—Calls answered promptly, day or night, city or country. Office No. 16 and 27 Chapman block. wif
D. R. O. D. HOANE—PHYSICIAN AND SURGEON. Office: rooms 5 and 6 Chamberlain's Residence. S. E. corner Court and Fourth streets, set of door from the corner. Office hours 9 to 12 A. M., 2 to 5 and 7 to 9 P. M.
H. H. RIDDLELL—ATTORNEY-AT-LAW—Office Court Street, The Dalles, Oregon.
K. R. DUFFY. FRANK MENEFEE. DUFFY, & MENEFEE—ATTORNEYS-AT-LAW—Rooms 42 and 44, over Post Office Building, Entrance on Washington Street The Dalles, Oregon.
W. H. WILSON—ATTORNEY-AT-LAW—Rooms 32 and 34, New York Block, Second Street, The Dalles, Oregon.
A. S. BENNETT, ATTORNEY-AT-LAW. Office: Rev in Sebanco's building, up stairs. The Dalles, Oregon.
J. P. MAYN, S. S. HUNTINGTON, S. S. WILSON. M. A. S. HUNTINGTON & WILSON—ATTORNEYS-AT-LAW—Office, French's block over First National Bank. The Dalles, Oregon.

SOCIETIES.

ASSEMBLY NO. 427, K. O. F. L.—Meets in K. of P. Hall the second and fourth Wednesday of each month at 7:30 p. m.

WASCO LODGE, NO. 13, A. F. & A. M.—Meets first and third Monday of each month at 7 p. m.
DALLES ROYAL ARCH CHAPTER NO. 6.—Meets in Masonic Hall the third Wednesday of each month at 7 p. m.
MODERN WOODMEN OF THE WORLD.—Mt. Hood Camp No. 20. Meets Tuesday evening of each week in Fraternity Hall, at 7:30 p. m.
COLUMBIA LODGE, NO. 4, I. O. O. F.—Meets every Friday evening at 7:30 o'clock in K. of P. Hall, corner Second and Court streets. Sponsoring brothers are welcome.
H. A. BULL, N. G. H. A. BULL, N. G.
FRIENDSHIP LODGE, NO. 8, K. of P.—Meets every Monday evening at 7:30 o'clock, in Sebanco's building, corner of Court and Second streets. Sponsoring members are cordially invited. D. W. VAINE, K. of K. and S. W. A. C. C.
WOMEN'S CHRISTIAN TEMPERANCE UNION will meet every Friday afternoon at 2 o'clock at the reading room. All are invited.
TEMPLE LODGE NO. 2, A. O. U. W.—Meets in Fraternity Hall, over Kellers, on Second street, Thursday evenings at 7:30.
W. R. MERRIS, Financier. PAUL KERRY, M. W.
JAS. NEMMITH POST, No. 32, G. A. R.—Meets every Saturday at 7:30 p. m. in the K. of P. Hall.
B. OF L. E.—Meets every Sunday afternoon in the K. of P. Hall.
G. KRANG VEREIN—Meets every Sunday evening to the K. of P. Hall.
B. OF L. E. DIVISION, No. 107.—Meets in K. of P. Hall the first and third Wednesday of each month, at 7:30 p. m.

THE CHURCHES.

ST. PETERS CHURCH—Rev. Father Reardon, Pastor. Low Mass every Sunday at 8 A. M. High Mass at 10:30 A. M. Vespers at 7 P. M.

ST. PAULS CHURCH—Union Street, opposite S. First. Rev. Ed. D. Hutchins Pastor. Services every Sunday at 11 A. M. and 7:30 P. M. Sunday school 9 to 11 A. M. Evening Prayer on Friday at 7:30.
FIRST BAPTIST CHURCH—Rev. O. D. Taylor, Pastor. Morning services every Sabbath at the academy at 11 A. M. Sabbath school immediately after morning services. Prayer meeting Friday evening at Pastor's residence. Union services in the court house at 7 P. M.
CONGREGATIONAL CHURCH—Rev. W. C. Curtis, Pastor. Services every Sunday at 11 A. M. and 7 P. M. Sunday school after morning services. Strangers cordially invited. Seats free.
M. E. CHURCH—Rev. J. Whigler, pastor. Services every Sunday morning at 11 A. M. Sunday school at 10:30 o'clock. P. M. Epworth League at 6:30 P. M. Prayer meeting every Thursday evening at 7:30 o'clock. A cordial invitation is extended by both pastor and people to all.
CHRISTIAN CHURCH—Rev. J. W. Jenkins, Pastor. Preaching in the Congregational Church each Lord's Day at 2 P. M. All are cordially invited.

A NEW

Undertaking Establishment!

PRINZ & NITSCHKE

DEALERS IN

Furniture and Carpets

We have added to our business a complete Undertaking Establishment, and as we are in no way connected with the Undertakers' Trust, our prices will be low accordingly.

The St. Charles Hotel,

PORTLAND, OREGON.

This old, popular and reliable house has been entirely refurbished, and every room has been repapered and repainted and newly carpeted throughout. The house contains 170 rooms and is supplied with every modern convenience. Rates reasonable. A good restaurant attached to the house. Free bus to and from all trains.

C. W. KNOWLES, Prop.

NOTICE: SALE OF CITY LOTS.

Notice is hereby given that by authority of Ordinance No. 25, which passed the common council of Dalles city, September 22, 1892, entitled "As to license entitled an ordinance to provide for the sale of certain lots belonging to said city," I will, on Saturday next offer for sale at public auction, to the highest bidder, all of the lots and parts of lots situated in lots Addition to Dalles City, Wa co county, Oregon, not heretofore sold, as previously advertised.

Each of said lots will be sold upon the lot respectively and none of them shall be sold for a less sum than the value thereof as above stated.
One fourth of the price bid on any of said lots shall be paid in cash at the time of sale, and the remainder in two equal payments on or before one and two years from the date of such sale, respectively, with interest on such deferred payments at the rate of ten per cent. per annum, payable annually. Provided that payment may be made in full at the time of such sale at the option of the purchaser.
The sale will begin at the hour of ten o'clock A. M. of said day and will be continued from time to time until all of said lots shall be sold.
Dated this 24th day of November, 1892.
FRANK W. WYNDHAM, Mayor of Dalles City.

FIRST CLASS JOB PRINTING JOB PRINTING JOB PRINTING CAN BE HAD AT THE CHRONICLE OFFICE Reasonably Ruinous Rates.

JOLES BROS. DEALERS IN Staple and Fancy Groceries Hay, Grain and Feed. Masonic Block, Corner Third and Court Streets, The Dalles, Oregon. "There is a tide in the affairs of men which, taken at its flood, leads on to fortune." The poet unquestionably had reference to the Closing-Out Sale of Furniture & Carpet AT CRANDALL & BURGET'S, Who are selling these goods out at greatly-reduced rates. MICHELBAUGH BRICK. UNION ST.

THE DALLES MERCANTILE CO. SOLE AGENTS FOR THE DALLES. BRAINARD & ARMSTRONG'S SPOOL SILK FINE LINE OF UNDERWEAR No. 390 to 394, 2d street, The Dalles

NEPTUNE SHAVING PARLORS AND BATH ROOMS. FRAZER & WYNDHAM, Proprietors. Ladies' Hair Work, Switches, Etc., Done to Order. Natural Color. Partial Switches Restored to the Original Color.

THE DALLES, Wasco County, Oregon. The Gate City of the Inland Empire is situated at the head of navigation on the Middle Columbia, and is a thriving, prosperous city. ITS TERRITORY. It is the supply city for an extensive and rich agricultural and grazing country, its trade reaching as far south as Summer Lake, a distance of over two hundred miles. The Largest Wool Market. The rich grazing country along the eastern slope of the Cascades furnishes pasture for thousands of sheep, the wool from which finds market here. The Dalles is the largest original wool shipping point in America, about 5,000,000 pounds being shipped last year. ITS PRODUCTS. The salmon fisheries are the finest on the Columbia, yielding this year a revenue of thousands of dollars, which will be more than doubled in the near future. The products of the beautiful Klickitat valley find market here, and the country south and east has this year filled the warehouses, and all available storage places to overflowing with their products. ITS WEALTH. It is the richest city of its size on the coast and its money is scattered over and is being used to develop more farming country than is tributary to any other city in Eastern Oregon. Its situation is unsurpassed. Its climate delightful. Its possibilities incalculable. Its resources unlimited. And on those corner stones she stands.