

The Dalles Daily Chronicle.

THE DALLES - OREGON.
Entered at the Postoffice at The Dalles, Oregon, as second-class matter.

STATE OFFICIALS.

Governor.....S. Penoyer
Secretary of State.....G. W. McBride
Treasurer.....Phillip Metchan
Supt. of Public Instruction.....E. B. McElroy
Senators.....J. N. Dolph
.....J. H. Mitchell
Congressman.....B. Hermann
State Printer.....Frank Baker

COUNTY OFFICIALS.

County Judge.....C. N. Thornbury
Sheriff.....J. L. Cates
Clerk.....J. B. Crossen
Treasurer.....Geo. Ruch
Commissioners.....H. A. Leavens
.....Frank Kincaid
Assessor.....John E. Barnett
Surveyor.....E. F. Shary
Superintendent of Public Schools.....Troy Shelley
Coroner.....William Mitchell

AT THE LOCKS YESTERDAY.

The freight train leaving here at 8:10 Sunday morning had a coach attached which was well filled by the leading, wide-awake business men of this city who went to the Cascade Locks to meet the committee from the legislature which examined the work that day. Arriving at the Locks about 10:30, the party separated, seeking shelter from the rain, which, though light, was driven by the wind, and was a regular "searcher." The legislative committee arrived about 11:30, Major Handbury by invitation accompanying it. Mr. Hamilton, being on crutches was unable to accompany the others in the examination of the work. The balance of the committee accompanied Major Handbury to the engineer's office where the plans were shown and explained. The committee gave the matter careful attention and took a deep interest in their examination. After explaining the map thoroughly, the Major called for The Dalles Chronicle man, saying that he had read criticisms of the work in that paper (which by the way, shows that the Major is a man of good judgment and knows a good thing when he sees it) and invited him to "ask any questions he pleased." Our reporter went straight to the heart of the matter and asked: "Major, with sufficient means made available for completing the work, and the most favorable weather, how long will it take to complete the locks so that boats can pass through?" The answer was: "Three years." The next question was: "With appropriations made in the usual manner and with average seasons, how long will it take?" Answer, "An indefinite time." The reporter then said, "Major, there is much complaint about the present work, that but three men are employed in laying stone, and that no proper effort is being made to hasten the work and use the appropriation, what are the facts in the case?" The Major then proceeded to explain that 190 men were employed, that four were laying stone, and that these would lay as much as thirty could cut. That the money was being spent at the rate of from thirty to forty thousand dollars a month, and that the work was in such a condition that a larger force of men could not be employed economically. That \$1,600,000 more would be required to complete the work, that the work already done was substantial and would not have to be removed or repaired, that the incline commonly reported to have cost \$50,000 actually cost \$5000, and that the present appropriation would be exhausted by November. After this the entire party proceeded to the canal, going down the famous incline and examining the work. There can be no doubt but that the work is being done in a substantial manner, as the huge blocks of granite and basalt show. Everything seems to be conveniently arranged for speedy and economical work, and the only fault that could be found was with the apparently insufficient number of men employed, as it is certainly possible to find work both for more stone cutters and masons. As the appropriation will be exhausted by November, however, this makes no material difference. The committee left for Portland about 2 o'clock pleased with their trip, and we believe fully convinced of the pressing needs of Eastern Oregon, and the necessity of this portage railroad. The Dalles delegation started home shortly after, arriving here about 5 o'clock. Messrs. Macallister, Mays and several others went on to Portland with the committee.

WE ASK NOT CHARITY, BUT JUSTICE.

Major Handbury's statement yesterday concerning the time required to complete the locks is conclusive. He is certainly a competent engineer, has the work well in hand, estimates for the work made, has had several years experience with this work, understands the weather, the water, and all the conditions under which the work must be prosecuted. He says in so many words, that it will take three years under the most favorable circumstances to complete the work, and under present conditions an indefinite time. This is just what we want the legislature to understand, that even though the government should set apart the money now to complete the locks it would be three years before the work could be completed. The money has not been appropriated, nor will it be in a lump sum for this work. It is a reasonable estimate therefore taking Major Handbury's figures for it, that the locks will not be completed in less than ten years, and this time will probably be extended to fifteen years. It has been

estimated that the wheat crop of the Inland Empire will not be less than 12,000,000 bushels any year, and it is conceded that lack of transportation facilities keeps the price of wheat down from five to ten cents a bushel, according to location. Taking the lesser figure as a basis for calculation and we find that five cents a bushel on 12,000,000 bushels amounts to \$600,000. This amount is lost to the farmers each year from this fact alone, or an amount each month nearly equal to the entire cost of the proposed portage road. Our legislators while elected from the counties are to look after the interests of the state. One half of the entire state of Oregon is handicapped, and asks that it be given a chance to live and grow. The members of the legislature will not have performed their duty if the cry of Eastern Oregon is passed by unheeded.

THE PORTAGE RAILWAY.

The Bill as Introduced by Senator Watkins for the Construction of the Same.

A BILL, for an act to authorize and empower the governor, secretary of state and state treasurer of the state of Oregon, and their successors in office, for, on, and in the name and behalf of the state of Oregon, to build, construct, operate and maintain a portage railway between the highest and lowest points of the navigable waters of the Columbia river at the Cascades, in Oregon, and between the highest and lowest points of the navigable waters of the Columbia river between The Dalles and Celilo, in Oregon, and to build and construct all necessary switches and approaches thereto, and to equip, run, operate and perpetually maintain the same, and to sue for and condemn private property for and for the purposes of the same, and to connect therewith, and to change and collect freights and fares thereon, and to appropriate money therefor.

Be it enacted by the Legislative Assembly of the State of Oregon:

Section 1. That the governor, secretary of state, and state treasurer of the state of Oregon, and their successors in office be, and they hereby are constituted a board of portage commissioners, with full power and authority to do and perform all the acts and things hereinafter mentioned, for, in, and on behalf of said state, and in its name, to-wit:

First. To build, construct, run, equip, operate and maintain a portage railway between the highest and lowest points of the navigable waters of the Columbia river, at the Cascades, in Oregon; and also between the highest and lowest points of the navigable waters of said river between The Dalles and Celilo, in Oregon, as in their judgment shall be sufficient to meet the demands of transportation at those points; provided, that said board shall have the right to determine which railway shall be first built.

Second. To build and construct all necessary wharves, switches and approaches to the same; to purchase and provide said roads with all necessary engines and rolling stock, and to purchase all needed, convenient and necessary supplies for the successful construction, operation and maintenance of the same.

Third. For and on behalf of the state, and in its name, to purchase all necessary land or rights of way, and for and on behalf of the state and in its name, to condemn by suit or action all necessary or needful lands or rights of way in the same manner as is provided by the laws of this state for the condemnation of lands and rights of way by other corporations for public use.

Fourth. To employ all such aid as may be necessary to build, construct, operate or maintain the same.

Fifth. To do and perform all other acts necessary or expedient for the successful construction, operation or maintenance of said roads.

Section 2. Said board shall commence to build, construct, run, operate and maintain said roads as soon as there are any available funds under the provisions of this act.

Section 3. Said board of commissioners, for the purpose of reimbursing the state, and for the purpose of running, operating and maintaining said roads, are hereby authorized and empowered to charge and collect freights and fares on said roads, to be fixed and adjusted by the board; provided, that all property, or prisoners, or troops, belonging to, or under the control of the state of Oregon, shall be transported over said road free of charge.

Section 4. It shall be the duty of said board to keep suitable books in which shall be entered a correct statement of all freights and passengers transported over said roads, or either of them; of all moneys paid out, to whom paid and for what purpose; of all moneys received and from what source; of all property aforesaid, and such books shall at all reasonable hours be open to the inspection of any person.

Section 5. Before any person employed by said board shall enter upon the discharge of any duty wherein or whereby he shall have the custody or handling of any money, he shall be duly sworn, and execute a bond to the state of Oregon, to be approved by said board, in any sum not less than two thousand dollars, conditioned to the effect that he will faithfully and honestly discharge the duties of his trust, and account for and pay over all money received by him, or coming into his possession or control.

Section 6. It shall be the duty of said board to report to the legislative assembly of this state biennially everything done or performed by them under this act.

Section 7. The freights and fares charged and collected by said board shall be used in running, operating and maintaining said roads, and the surplus shall be paid into the state treasury.

Section 8. That there be and is hereby appropriated out of the general fund of the state of Oregon the sum of sixty thousand dollars from any moneys not otherwise appropriated, for the uses and purposes aforesaid, and the secretary of state be, and he hereby is, authorized to draw his warrant or warrants upon the state treasurer for said sum, or any part thereof, when directed to do so by the board.

Section 9. Inasmuch as there is great necessity for said portage railways immediately, this bill shall be in full force and effect from and after its passage.

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BOAT RAILWAY BILL.

Present Complexion of the Bill in Congress.

WASHINGTON, Jan. 24.—The Oregon delegation to-day received a communication from William Armstrong, a member of the legislature, asking them to suggest to the legislature what course it should take in reference to the improvement at The Dalles. The letter stated that this request was made at the suggestion of the legislature. The delegation, after consultation, agreed that each man should write his own individual views. Senators Dolph and Mitchell, being in entire accord, have mailed their opinion, which is as follows:

"In our opinion there is no chance for the passage of a boat railway bill in the house so amended as to provide for a portage railroad. We do not think congress will enter upon construction of portage railroads. We do not think a portage road would be an adequate or satisfactory relief to commerce, even could congressional aid be secured for such a road. The commencement of a boat railway, or of a canal and locks, or any other permanent and adequate improvement, would be indefinitely postponed. We believe that at the next session we will be able either to secure an appropriation in a separate bill of an amount sufficient to construct and complete a boat railway, or otherwise secure a sufficient appropriation in the river and harbor bill to make a substantial commencement of the work of a boat railway. We have exerted and shall continue to exert our best energies, in connection with efforts for appropriations for other river and harbor improvements in different sections of our state to secure an appropriation for an adequate and permanent improvement at The Dalles of the Columbia. We believe a thorough investigation that the boat railway is, under all the circumstances, the proper permanent improvement. We shall feel instructed, however, in the matter by any resolution passed by the legislature on the subject, and do not feel at liberty, as the delegation is divided in opinion, to make any recommendation as to what the legislature in our opinion ought to do, further than may be indicated by the foregoing. Should, however, the legislature adopt a resolution, favoring a portage road, the contingency ought to be provided for in the event of the house refusing to consider the pending bill, or should congress refuse an appropriation for a portage road, that the delegation will not feel instructed at another session from attempting to secure an appropriation for a boat railway, both by a separate bill and by an appropriation in the river and harbor bill."

The natural accumulation of money is a great deal more rapid than the average person imagines. The legal rate of interest in New York state is 6 per cent. per annum. If \$10,000 were put at 6 per cent. interest, and if the interest were compounded semi-annually, the accumulation at the end of twenty-five years would be \$43,800. Many of the fortunes in America are the result of investments in lands and enterprises. The country is growing very rapidly, and the increase in the value of land keeps pace with the growth.—New York World.

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Notice to Fuel Consumers

MAIER & BENTON,
Have on hand a lot of

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Jewelry Made to Order.

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REMOVAL.
H. Glenn has removed his
office and the office of the
Electric Light Co. to 72
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THE DALLES.

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 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 this year.

THE VINEYARD OF OREGON.
The country near The Dalles produces splendid crops of cereals, and its fruits cannot be excelled. It is the vineyard of Oregon, its grapes equalling California's best, and its other fruits, apples, pears, prunes, cherries etc., are unsurpassed.

ITS PRODUCTS.
The salmon fisheries are the finest on the Columbia, yielding this year a revenue of \$1,500,000 which can and will be more than doubled in the near future.

The products of the beautiful Klickital 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 these corner stones she stands.

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Picture Frames Made to Order.
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Third Street, Opera Block.
Madison's Latest System,
Used in cutting garments, and a fit guaranteed each time.

Repairing and Cleaning
Neatly and Quickly Done.

FINE FARM TO RENT.

THE FARM KNOWN AS THE "MOORE Farm" situated on Three Mile creek about two and one-half miles from The Dalles, will be leased for one or more years at a low rent to any responsible tenant. This farm has upon it a good dwelling house and necessary out buildings, about two acres of orchard, about three hundred acres under cultivation, a large portion of the land will raise a good volunteer wheat crop in 1891 with ordinarily favorable weather. The farm is well watered. For terms and particulars enquire of Mrs. Sarah A. Moore or at the office of Mays, Huntington & Wilson, The Dalles, Or. SARAH A. MOORE, Executrix.



YOU NEED BUT ASK
YOUR NEIGHBOR.
THE S. B. HEADACHE AND LIVER CURE taken according to directions will keep your Blood, Liver and Kidneys in good order.
THE S. B. COUGH CURE for Colds, Croup, and Croup, in connection with the Headache Cure, is as near perfect as anything known.
THE S. B. ALPHA PAIN CURE for internal and external use, in Neuralgia, Toothache, Cramp Colic and Cholera Morbus, is unsurpassed. They are well liked wherever known. Manufactured at Dufur, Oregon. For sale by all druggists.

\$20 REWARD.
WILL BE PAID FOR ANY INFORMATION leading to the conviction of parties cutting the ropes or in any way interfering with the wires, poles or lamps of The Electric Light Co. H. GLENN, Manager