

# 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. Meiside
Treasurer	Phillip Metzchan
Supt. of Public Instruction	E. B. McElroy
Enactors	J. N. Dolph
Congressman	J. H. Mitchell
State Printer	B. Hermain
County Judge	C. N. Thornbury
Sheriff	A. L. Cates
Clerk	J. B. Crossen
Treasurer	G. W. Koch
Commissioners	Geo. Leavenworth
Assessor	Frank Kincaid
Surveyor	John E. Burnett
Superintendent of Public Schools	E. F. Sharp
Coroner	Troy Shelby
	William Michell

### HELP YOURSELVES.

The joint committee of the legislatures of Oregon and Washington met and determined to do nothing to open the Columbia. The legislature of Oregon has yielded to the subtle influences of the opponents of an open river and will adjourn without doing more than to appropriate \$60,000 for a portage road at the cascades; the influence of the large cities on Puget sound will prevent any legislative action in Washington, and the government will make no temporary improvements. The increased acreage and lack of increased transportation facilities will add greatly to the past burdens and embarrassments of the producers of Idaho, Eastern Oregon and Washington, and no relief can be had for at least two years, unless the people of the three states join hands and independently of legislative or congressional aid make the necessary improvements to open the Columbia. The present is the time to do this; the people are enthusiastic and wonderfully in earnest. Should a private corporation be formed at once and a live, well informed man, who is thoroughly acquainted with the needs of the people and who could present the matter to the people in its right light, be placed in the field no difficulty would be found in placing a million dollars of stock in these three states. To Astoria, Portland, Vancouver and The Dalles, an open river is infinitely more valuable than the Hunt, or any other system of railroads; it turns the commerce of an empire down the channel of this great river to our markets. It would create a transportation line beyond the control of any single corporation or individual; so far as the river itself is concerned it is open to any and all, and the portage roads should and could be so managed as that they too would be practically open to all. With this vast volume of commerce wrenched from the hands of the railway companies who now control it much of the strong influence always exerted upon congress and the other departments of government would be removed and the time would be hastened when portage railways would no longer be required. Let us take hold of this matter after the manner of business men and open our great Columbia by our own efforts and with our own means. Portland is most deeply interested; we look to her to set the ball rolling.

### HAIL, AND FAREWELL!

If that is the course to be persisted in by the senate, if all reasonable measures are to be thrown overboard just because the corporations now resist them, Oregon will be turned over in 1892 to the alliance, labor and grange party, as sure as the sun is to rise tomorrow morning. Without turning over his hands, without even enacting his theories, in either house, the governor will be made the political autocrat of Oregon, so far as he is capable of being such. The logical result will be to force him into the position of leader of the labor and farmer vote, and under that enforced leadership Governor Penoyer will be made United States senator from Oregon by a legislature of the most radical kind—a legislature that will storm the ramparts of corporation power, and drive it forever from its position of political power in Oregon. Does the senate wish to precipitate this course?—*Salem Capitol Journal.*

The CHRONICLE would like to know who will be the alliance candidate for the United States senate to succeed Allen. Washington, too, will bid the old parties farewell if its legislature succumbs as the Oregon legislature has done.

In the death of Professor Alexander Winchell, of the university of Michigan, the world has lost one of the ablest writers upon and teachers of the science of geology. He was the author of several works of recognized authority, and as a teacher he stood in the front rank. In the strata and various formations of the earth he found only corroborative evidence of the truth of the Biblical record of the creation, and in him both science and religion had an able and enthusiastic advocate.

The Raley bill, as amended, failed to pass in the house yesterday, beaten by three votes. This, while not unexpected, is a serious setback to the project of an open river. It is unfortunate that the house could not take a broad-gauge view of this matter; doubtless the difference of opinion regarding Washington's action had something to do with it, and the antagonism or indifference of Southern Oregon was also a factor of obstruction. It is now in order to use only the question, shall private enterprise and the manifest requirements of the situation make up in energetic action what is lacking in legislative desire to furnish needed relief.—*Astorian.*

Massachusetts is a whole population out in search of religion.

### ANOTHER SENATORIAL SUBTERFUGE.

Portland Oregonian: The house did well to reject the senate substitute for the Raley portage railway bill. The substitute promises no relief of the present situation. It appropriates \$125,000 to build a transfer boat, to run between The Dalles and the Cascades, in case congress builds portage railways about those two obstructions. This amounts to nothing. Congress will not build portage railways. If the building of a transfer boat is made contingent upon this action by congress, it will not be built. The result of the passage of this bill would be that nothing will be done. The transfer boat idea is a good one, as it would save breaking bulk twice between Celilo and the Cascades, and it ought perhaps to be made part of the portage railway scheme; but a transfer boat is of no use without a railway, and if there is to be a railway, the state must build it. To spend \$125,000 for a transfer boat in the expectation that congress will build a railway is to throw it away. To appropriate \$125,000 for that purpose, conditioned upon the building of a railway by congress, is to do nothing at all. The condition is an impossible one. Nothing will ever be accomplished in this work until all reliance upon the federal government is abandoned. What congress will do and what it will not do in improvement of waterways is made perfectly clear by precedent and practice. It will complete the canal around the Cascade, but it may be ten years about it. It may some time dig a canal about the dalles, but it will be at least fifty years about that. But congress will make no improvements that are not permanent. It will do nothing to afford present relief. If there is to be a portage railway, the state must build it. The alternatives are, a portage railway built by the state, or endurance of the present embargo upon Columbia river traffic for a generation.

This ought to be clearly understood by the friends of the portage railway scheme. It is understood well enough by those who are urging the transfer boat plan, as a substitute for portage railway. As well propose a wheel as a substitute for a cart. The transfer boat is simply a useful accessory to the railway. Time enough to build it after the railway is built. At the present juncture, the transfer boat substitute is made to serve the same purpose the city hall commission amendment was intended to serve. To speak the plain truth about it, it is another senatorial subterfuge, intended to defeat the portage railway. This will be the practical effect, if it is adopted. The same result may follow if it is rejected. The senate may refuse to pass the original bill, if the house persists in rejecting the transfer boat substitute. In this event, the people of Eastern Oregon will know just who is the jailer who turns the key on them for a new term of commercial imprisonment.

The people of Wasco County were disappointed again yesterday by the news from Salem, this time on account of the vetoing of the wagon road bills. For the first time in many years we had asked state aid for the construction of a road and the senators and representatives had granted our request. The proposed road over Tygh hill would have been of great service, not alone to the people of this county, but to all who pass through our county on the way to the Willamette Valley by the way of the Barlow road. It is sorely needed and was an entirely proper object for state aid. We believe that stinginess in the matter of good and permanent wagon roads in a state like Oregon is the opposite of true economy. We sincerely hope these bills will pass over the governor's veto.

It is reported upon our streets today that Representative McCoy opposed the passage of the Raley Bill and spoke strongly against it, giving as his reasons for so doing that it would be impossible to construct a portage road on this side the river around the dalles. We are loth to believe the report; if it is true Mr. McCoy has played false to his constituents. What will the people of Sherman county say upon his return; we venture the assertion that his reception will not be a triumphal one.

We opine the defeat of so many very important measures in the legislature which is just ending, in which the people are so directly interested, and especially so far as the transportation problem is concerned will result in downing the republican and democratic parties by the farmers' alliance at the next biennial election and elect a legislature from the producers instead of from the herd of politicians who want office at the expense of justice.

The effort to pass through the House a bill to appropriate a sum of money to build a transfer boat to ply between the Dalles and the Cascades, in case the United States shall build a portage railway, was a most shallow and shabby attempt to dodge a responsibility. It was a proposition to juggle with the question in the hope of deceiving the people of Eastern Oregon. It was altogether a proper thing that so unworthy an attempt was killed. It is useless to play or palter with this question. Nobody will be deceived. The government will not build any portage railway; a transfer boat will be of use only after the portage railway is built, and the state must build the portage railway if such a railway is to be built at all. Build the railway first, and then it will be time to talk about a transfer boat. Till then, such talk is a tricky effort to dodge the subject.—*Portland Oregonian.*

### Gen. Vallejo's Position in California.

One has to go back to the days of the famous Spanish "marches," or frontier towns built and defended in Spain's heroic age by her proudest knights, to find a fit parallel in history to the position held by Gen. Vallejo during the closing years of the Mexican rule in California. He had absolute sway for a hundred miles or more, and he "kept the border." His men rode on horseback to Monterey and to Capt. Sutter's fort on the Sacramento, bringing him news and carrying his letters. Spanish families colonized the fertile valleys under his protection, and Indians came and built in the shadows of the Sonoma mission. He owned, as he believed by unassailable title, the largest and finest ranch in the province, and he dispensed a hospitality so generous and universal that it was admired and extolled even among the old Spanish families. J. Quinn Thornton, who visited the coast in 1848, and published his experiences, says: "Governor General Vallejo owns 1,000 horses that are broken to the saddle and bridle, and 9,000 that are not broken. Broken horses readily bring \$100 apiece, but the unbroken ones can be purchased for a trivial sum." More and more in the closing years of the epoch and the days of the conquest Gen. Vallejo became the representative man of his people, and so he has received, among many of the old families, the reproachful name of a traitor to California and to his nation. The quiet intensity of this bitterness, even today, is a startling thing. I have seen men of pure blood, famous in provincial history, leave the room at the name of Vallejo.—*Charles Howard Shun in Century.*

### Columbus' Body.

Christopher Columbus died in obscurity and poverty at Valladolid, Spain, May 20, 1506. By special favor of the monks of St. Francis his body was, for a time, deposited in the vault of their church in that city, but some years later, in pursuance of his own expressed wish, the remains were translated to Hispaniola and placed in a crypt under the cathedral of San Domingo. In 1539 the body of Diego, the son of Columbus, was also buried in the crypt, and some years afterward that of Luis, the discoverer's grandson, was laid with the other two. In 1795 the Spanish part of San Domingo was ceded to the French, but before the cession permission was given for the removal of Columbus' body to Havana.

A metallic case, supposed to contain the body of the discoverer, was removed and placed in the Cathedral of Havana, and the matter rested until 1877, when a metallic casket was found in the San Domingo vault, which beyond all doubt was that of Christopher Columbus. It was inscribed both within and without with his name and titles, and proved beyond question that, through haste or carelessness, the persons who effected the removal in 1795 had carried away the body of Diego, the son of Columbus, and that the remains of the great admiral now rest beneath the Cathedral of San Domingo.—*St. Louis Globe-Democrat.*

### A Northern Hoodoo.

Slug No. 4 was a pretty good printer and a jolly fellow outside when the last form had gone down. But he was a southern man, and he couldn't save his life, get rid of the dialect of the darkey. "I don't know how it is," he used to say, "but yo' fellahs seem ter see sumpin' bery sahrprisin' about the way I talk." The boys in the same alley used to have a good deal of fun with No. 4 and his dialect, and one day they teased him so that, dropping a stickful of agate type, he turned upon the one nearest to him, and raising both hands exclaimed: "I cuss yo'! I cuss yo'! I cuss yo' till de hoodoo gits yo'!"

That was all very funny for the boys, but the strange part came three weeks later, when the one who had been "cussed" was discharged for cause. He "subbed" around for a couple of days after that, but couldn't find work again. It looked as if the hoodoo had caught him. Slug No. 4 was treated very respectfully after that. Somehow the boys didn't like that hoodoo business. It was too uncanny for them.—*New York Evening Sun.*

### Honesty.

Eugene Smith, secretary of the New York Prison association, tells a remarkable story of the answer a thief gave to the question, "Is honesty the best policy?" It was in the Elmira reformatory, where a class was undergoing instruction. A young man asked permission to answer the question. "I believe honesty is the best policy," said he, "because of a case where I knew it to work that way. See? There was two young fellows in New York and they was crooked, see? and they didn't succeed. They went to Philadelphia, and they turned over a new leaf and agreed to be square and honest. They opened a clothing store, see? and they prospered. They got everybody's confidence, and they borrowed \$100,000 to enlarge their business, and then they failed and got away with every cent of the money, which they never could have done if they hadn't been honest. See?"—*San Francisco Argonaut.*

### Remarkable Memories.

There was a Corsican boy who could rehearse 40,000 words, whether sense or nonsense, as they were dictated, and then repeat them in the reversed order without making a single mistake. A physician, about sixty years ago, could repeat the whole of "Paradise Lost" without making a single mistake, although he had not read it for twenty years. Euler, the great mathematician, when he became blind, could repeat the whole of Virgil's "Aeneid," and could remember the first line and last line of every page of the particular edition which he had been accustomed to read before he became blind.—*Spare Moments.*

### Signs of Death.

Bellows—What makes you fear your son out in Colorado is dead?  
Follows (with a sign)—He hasn't written for money for nearly a month.—*Epoch.*

### Notice to Fuel Consumers

## MAIER & BENTON,

### Fir and Hard Wood.

### CEDAR POSTS.

ORDERS FILLED PROMPTLY.

Office corner

### Third and Union Streets,

### SNIPES & KINERSLEY,

### Wholesale and Retail Druggists.

### Fine Imported, Key West and Domestic

## CIGARS.

(AGENTS FOR)



## C. E. BAYARD & CO.,

### Real Estate, Insurance, and Loan AGENCY.

Opera House Block, 3d St.

### Dissolution Notice.

NOTICE IS HEREBY GIVEN THAT THE partnership heretofore existing between J. G. Boyd, M. D., and G. D. Doane, M. D., under the firm name of Drs. Boyd & Doane, has been dissolved by mutual consent. All accounts belonging to the late firm are payable to Dr. Boyd. Those to whom we are indebted will please present their bills at once to either Dr. Boyd or Dr. Doane. G. D. BOYD, The Dalles, Or., Feb. 2, 1891. G. D. DOANE.

### Notice of Final Settlement.

NOTICE IS HEREBY GIVEN THAT THE undersigned, administratrix of the estate of John Smith, deceased, has filed her final account and the same, Tuesday, March 3d, 1891, at 2 o'clock P. M. at the county court room in Dalles City, Oregon, has been duly appointed as the time and place for hearing said final account and objections to the same, if any there be, and the final settlement thereof. This notice is published by the order of Hon. C. N. Thornbury, county judge of Wasco County, Oregon. LAURA SMITH, Administratrix of said Estate.

### Executors Notice.

NOTICE is hereby given that the undersigned have been duly appointed executors of the last will and testaments of Daniel Handley, deceased. All persons having claims against the estate of said deceased are required to present them, with the proper vouchers, within six months from this date, to the undersigned at the office of Mays, Huntington & Wilson, The Dalles, Oregon. Dated January 29, 1891.

GEORGE A. LIEBE,  
J. W. FRENCH,  
KATE HANDLEY,  
Executors.

## W. E. GARRETSON, Leading Jeweler.



### All Watch Work Warranted. Jewelry Made to Order.

138 Second St., The Dalles, Or.

# 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.

## S. L. YOUNG,

(Successor to E. BECK.)



### WATCHES, CLOCKS, Jewelry, Diamonds, SILVERWARE, & ETC.

### Watches, Clocks and Jewelry Repaired and Warranted.

165 Second St., The Dalles, Or.

-FOR-

### Carpets and Furniture,

### PRINZ & NITSCHKE,

And be Satisfied as to

### QUALITY AND PRICES.

### REMOVAL.

H. Glenn has removed his office and the office of the Electric Light Co., to 72 Washington St.

The successful merchant is the one who watches the markets and buys to the best advantage.

The most prosperous family is the one that takes advantage of low prices.

## The Dalles MERCANTILE CO.,

Successor to

### BROOKS & BEERS.

will sell you choice

### Groceries and Provisions

-OF ALL KINDS, AND-

## Hardware

AT MORE REASONABLE RATES THAN ANY OTHER PLACE IN THE CITY.

REMEMBER we deliver all purchases without charge.

390 AND 394 SECOND STREET.

## John Pashek, Merchant Tailor.

Third Street, Opera Block.

### Madison's Latest System,

Used in cutting garments, and a guaranteed each time.

### Repairing and Cleaning Neatly and Quickly Done.

### FINE FARM TO RENT

THE FARM KNOWN AS THE "MOOR FARM" situated on Three Mile creek and 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 good dwelling house and necessary out buildings, about two acres of orchard, about the 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.