

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.....Philip Metchan
Supt. of Public Instruction.....E. B. McElroy
Comptroller.....J. N. Dolph
Attorney General.....J. H. Mitchell
Congressman.....H. Hermann
State Printer.....Frank Baker

COUNTY OFFICIALS.

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

EXTRAVAGANCE IN RAILROAD MANAGEMENT.

It is a poor compliment to the management of the Union Pacific Railway Co., that 120 cars of wheat, on an average, are daily shipped from the Walla Walla country to eastern markets and the shippers of that wheat are able to pay three cents per bushel more for it than can the buyers for the Portland market. In other words, the Union Pacific exact three cents per bushel more for carrying wheat from Walla Walla to Portland, a distance of about two hundred miles, than does the Northern Pacific for carrying it nearly ten times that distance. Is it possible that the Northern Pacific are doing this business for the pleasure of taking it from the hands of the Union Pacific, or is the Union Pacific simply choking its own throat in an attempt to swallow all the profits of wheat raising? With a country, naturally tributary to this road which, with the least encouragement in the world, can give it all the freight business it can handle with double its present rolling stock, with a people to deal with who are not less intelligent, enterprising and fair than the inhabitants of other states, it makes no effort to encourage settlement within its natural territory, and is regarded by its patrons as their most powerful enemy and unmerciful master. The entire population along the portions of its road in Oregon and Washington are today aroused as never before to resist what seems to them the efforts of this corporation to drive them from their farms and their homes. Their apprehensions may be and perhaps are overdrawn in a measure, but the plain, indisputable fact nevertheless remains that its rates are disproportionate to those of other roads and that little or no profit is left to the producers when their products are marketed. So strong has become the feeling against the company that when it appears as a litigant before the courts the average jury of farmers can not be led to see any merit in its claim, and it is notorious that all that is necessary for the opposing party is to make a case sufficiently strong to go to the jury in order to prevail. So strong is the feeling that the company are capable of injustice alone, that most men deem it entirely legitimate to avail themselves of any and every opportunity to get even: to steal from the company and to aid others in stealing from it, are deemed proper means of revenge with men otherwise honest; in fact it has about as few friends among its patrons as had the secessionists in New England when Sumpter fell. This condition of affairs may be a necessary result of operating a railroad but we do not understand why it should be so any more than in the carrying on of any other large enterprise. Under the present exactions upon producers of this country there is nothing to encourage the further settlement of the country and in the absence of such settlement the business of the road can not increase; the bitter prejudice and enmity will grow until a union among the producers is cemented strong enough to enable them to open the Columbia to navigation and thus break the bonds in which this company now holds the commerce of the country.

Our friends at Hood River send up a bitter wail over the death of the Cascade county bill, and take occasion to censure Representative Johnston and some of our citizens most severely because of their opposition. We plead guilty to the charge that the people of the eastern portion of the county opposed the bill, and we presume a considerable portion of the inhabitants of the territory of the proposed new county would do the same. It was the opposition of the people of Cascade Locks combined with the general feeling in the legislature against the creation of new counties that defeated the bill. Had we of The Dalles maintained an armed neutrality, the opposition of the people of Cascade Locks would have killed the bill; and had not the sentiment of the people of The Dalles been grossly misrepresented by the Hood River advocates of the bill it is probable that no direct opposition would have been made here. We think the people of what would have been Cascade county have themselves and not Representatives Johnston and Welch, or our citizens, to thank that Cascade county is not a county.

In selecting ex-Governor Chas. Foster of Ohio for the treasury portfolio, President Harrison has reaffirmed his belief in the general principles of the Republican party. Foster in a strong advocate of a protective tariff and is a representa-

tive republican in all other respects. He is a firm, conservative financier and his appointment gives assurance that the policy of his predecessor will be closely followed.

From Pendleton and Walla Walla to Astoria the proposition to open the river by a private corporation results with strong encouragement. This is the only sure method of getting the work done within the next decade. As long as the railway companies can obstruct legislation, as they now seem to be able to do, the river will remain obstructed.

HOW TO RUN A NEWSPAPER.

CHICAGO, Feb. 11.—Judge Blodgett has on hearing in the United States District Court a litigation to determine what part of the capital stock of the Chicago Times is fraudulent. The case is a relic of the time when James J. West ran a brief but brilliant course as editor of the paper.

Among the evidence introduced today was an interesting letter written by West to one of the stockholders during West's incumbency. From this letter the following extract is taken as showing the policy of the editor:

"It is the province of a newspaper to make them fear rather than to make them love. A gooey-goody paper won't pay and never has paid. What I would like to do here is to raise hell from one end of this city to the other, and that is the best way to win friends and make them useful to us. My wife says I have no friends except those who are afraid to be my enemies."

Oregon has a few contemptible representatives of this same red-eyed style of newspaper pirates, but they only flourish where they can draw sustenance from the lower levels of humanity.

GOOD LORD DELIVER US.

Portland Oregonian.

The legislature ought to have authorized the construction of a portage railway at The Dalles. Had it enacted a proper assessment law, this railway could have been built and the state would not have felt the outlay. The next legislature could have ordered the construction of a transfer boat, which could be built in ninety days, and the problem would have been solved. But where one member was ready to urge immediate action, two or three were always at hand to fill every proposition full of obstacles. No spur to action was sharp enough to overcome the stolid resistance of inertia and hesitation, the customary disposition and inclination to postponement and delay. But the demand for this measure is not to be silenced. It will increase to a storm, will rise to a whirlwind, and will sweep all before it. A beginning of this work—a work that the people will surely insist on till they get it—ought to have been made now. Postponement of it has only thrown forward a most disturbing factor into coming elections.

THE RESULT.

A Resume of the Work Done by the Late Legislature. Portland Welcome.

Up to Friday Night the legislature had enacted 227 laws, ninety-four general laws, and 133 special laws, eighty-three of the latter being incorporation laws. Altogether 535 bills were introduced. During the last day of the session the senate acted upon fifty-nine bills and the house sixty-one. Mr. Longue's assessment and taxation bill, providing for a State Board of Equalization, was reconsidered and passed by both houses at midnight. The appropriations, which are to be raised by a general tax during the next two years, amounts to \$1,215,432.53, of which sum \$1,014,032.53 is included in the general appropriation bill. The agricultural college gets \$28,400; the state capitol for a dome, etc., \$80,000; the portage railway at the Cascades \$60,000; the state board of charities and corrections, \$10,000; the state militia \$16,000; library, \$1,000; office of attorney general \$6,000. Among the most important laws enacted are those providing for the Australian ballot system; the state board of equalization; the portage railway at the Cascades; dividing the state into two congressional districts, and others which we have not space to name. The state treasurer reports that the sum of \$90,000 will be in the 5 per cent. fund for internal improvements, March 1, 1893. Now there is but \$36,389.12. This is the fund from which the omnibus wagon-road appropriation bill (\$127,000) is to draw its sustenance.

GREAT REJOICING.

Our District Attorney Gives Portland Some Points. The Oregonian.

District Attorney Wilson, of Wasco county, registered at the Perkins yesterday morning and was seen by a reporter. The Dalles, he says, are jubilant over passage by the legislature of the bill appropriating \$60,000 for the portage railway there. There is considerable disappointment that the Raley bill providing for another at Celilo failed to pass, as it would have relieved a great many people. The measure passed, however, he says will prove an inestimable boon to the farmers there. Even if the new road does not carry much freight, it will operate to reduce the railroad tariff, which is a consumption long and grayly needed. A toll of twelve cents a bushel on wheat was more than the farmers could successfully cope with. Business at The Dalles has been pretty quiet of late, but there is a general expectation that everything will open up in the spring, and that trade will resume its wonted activity.

Victim of Accidental Shooting.

HOOD RIVER, Or., Feb. 21.—Newton, aged 13 years, the son of Dr. E. J. Thomas, was shot in the head accidentally this afternoon at 4 o'clock, dying at 7. Several boys playing on the railroad bridge had a 22-calibre gun. In scuffling for its possession the gun was discharged, the bullet striking the Thomas boy in the left temple.

To Oregon belongs the honor of being the first state or territory on the Pacific coast to have a Masonic lodge established within its borders. To Olympia the honor of establishing the first lodge of Odd Fellows, and Walla Walla comes next.

A Hint to Railroads.

The Listener saw a sight the other day which has moved him to make a protest. On the Back Bay, at the crossing of the Boston and Albany and Providence railroad tracks, a gang of men were engaged in burning up a lot of railroad ties. Evidently the ties made capital fuel, for the fire was crackling merrily. They were evidently disposed but by no means rotten. Of course the railroad would not venture to keep ties in place on the roadbed until they were rotten. The Listener has often seen ties burning on the tracks near the city, but never before so far within the city itself, and actually within a short stone's throw of the homes of the poor people who would have been only too glad to relieve the railroad corporation of every stick of their diseased ties at an hour's notice.

Did it ever occur to you, Messrs. Railroad Superintendents or Directors, or whoever is responsible for this destruction of good fuel, that your old ties would give at least a little warmth to a good many households that have had none, or next to none, through all this cruel weather? There would be no need of advertising for people to come and take the ties; every laborer among the number who work at the task of destroying them must know families who would be glad enough to get them. The railroads could actually save money by giving the wood away.—Boston Transcript.

A Vessel in Two Parts.

A vessel constructed on the shores of Lake Michigan was recently floated down to the sea in two sections. The course was through the Welland canal, down Lake Ontario and on to Montreal, which was reached in eleven days. The after section of the ship, containing the machinery, had steam in one boiler and backed at the rate of seventy revolutions per minute, steaming stern first, while the forward section followed in charge of two tugs. On arriving at Montreal the two sections were placed on greased ways in a dry dock, and when the parts came together so closely that a knife blade could not be inserted between the plates. The re-riveting was accomplished with facility in the usual way, and the vessel was floated out of the dock a complete hull, defying the eyes of any expert to tell where the junction had been made.—New York Commercial Advertiser.

London's High Death Rate.

Not for a long period has the death rate in London been so alarming as it was last week, when, owing to the fog and cold combined, it reached the high figure of 36 per 1,000. This is an increase of 5 or 6 per 1,000 on the returns for recent weeks, and how great the leap is may be judged from the fact that in recent years the rate has averaged only about 19 per 1,000. The weather has chiefly affected those with weak lungs. The registrar general shows that deaths from diseases of the respiratory organs increased by nearly 800 during the week, and reached the unusual total of 758, or nearly 800 more than the average for this time of year. The mortality is not so great in London as in Preston, where the death rate has gone up in a week from 33.2 per 1,000 to 51.6. But the average for the great towns is only 25.1, and London is on the wrong side of that figure.—London News.

Handsome Shade Trees.

Orange trees in full bearing are as numerous as ordinary shade trees in the streets of some inland Florida cities and towns. It is a common sight just now to see the sidewalks lined with trees well loaded with the golden fruit, which nobody takes the trouble to pluck. The oranges seem to be as large and fine as any which command \$3 per box in the orchards. The real reason why the fruit is neglected is that most of it is sour and often bitter. Oranges which grow wild and which are not carefully cared for by a cultivator are poor fruit, and Florida people don't think it worth while to take them off the trees. But no sight could be more attractive to northern eyes than that of the public walks shaded by the deep green foliage of the orange trees, in which the ripe fruit glistens like apples of gold.—New York Sun.

The Railway to Victoria Nyansa.

Sir Francis de Winton writes home that he hopes by May next to have sixty miles of the projected railway from Mombassa to the Victoria Nyansa completed. Of course it is only a narrow gauge railway, but it will prove of immense service in taking caravans quickly over the desert and waterless coast region. A road is also being made the whole way to the lake. Father Le Roy, a Roman Catholic missionary, in a letter written from Mombassa, states that the great drawback at Mombassa is the want of water. Wells have to be sunk to an enormous depth.—Fall Mail Gazette.

Yet They Are Friends.

They met in Wall street and shook hands. "Delightful weather, this," said one; "keen, bracing air, you know." By the way, who was that young fellow I saw in your office yesterday? "That? Oh, that was my keen bracing heir—braced me for a hundred, and was keen enough to get it, too." And yet that night at the Windsor they seemed to be as friendly as ever.—New York Times.

James Garfield, the second son of President Garfield, was recently married at Chicago to Miss Helen Newell, daughter of John Newell, president of the Lake Shore and Michigan railroad. Mr. Garfield was graduated with his brother Harry at Williams college in 1885.

Lord Salisbury is the hardest worked member of the English government. Rarely has the foreign office had so much business on hand, and Lord Salisbury has been reading and writing dispatches twelve to fourteen hours a day for weeks.

What to do with the vast quantity of silk now lying unsold at Yokohama is a topic which engages the attention of not only business men, but financiers in general. The quantity of silk thus detained is put at nearly 30,000 bales.

Notice to Fuel Consumers

MAIER & BENTON,

Have on hand a lot of

Fir and Hard Wood.

Also a lot of

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)



G. 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. J. G. BOYD, G. D. DOANE, The Dalles, Or., Feb. 2, 1891.

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 that Tuesday, March 22, 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. M. FRENCH, KATE HANDLEY, Executors.

W. E. GARRETSON, Leading Jeweler.

SOLE AGENT FOR THE



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.)



DEALER IN

WATCHES, CLOCKS,

Jewelry, Diamonds, SILVERWARE, & ETC.

Watches, Clocks and Jewelry Repaired and Warranted.

165 Second St., The Dalles, Or.

-FOR-

Carpets and Furniture,

CO TO

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 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 unusually 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.