

The Dalles Daily Chronicle.

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The Chronicle is the Only Paper in The Dalles that Receives the Associated Press Dispatches.

THE PAUL MOHR ROAD ADOPTED.

The Portland Chamber of Commerce met last Monday night and listened to an elaborate report and made long speeches and listened to others and then "resolved" by a vote of twenty to seven to adopt the Paul Mohr proposition for the dalles of the Columbia. This plan contemplates a road on the Washington side commencing at or near Columbus and having its western terminus opposite Crates' Point. The Norton line was left severely out in the cold. Engineer Bogue estimated that it would cost not less than \$641,000, which is a wide divergence from the estimate of Lieutenant Norton. Another proposed line would parallel the present U. P. line shared a similar fate. It is estimated to cost \$400,000. This is the line proposed in the Raley bill which it was said would cost a million. Still another line was talked of, the cheapest of the lot, commencing at a point opposite Celilo, on the Washington side, and ending below Three Mile rapids. The cost of this line is estimated at \$347,000. The line adopted by the Chamber of Commerce is estimated to cost \$640,000. The citizens of Portland and others are asked to take \$300,000 of the first mortgage six per cent. forty-year bonds of this Paul Mohr company. These bonds are to cover all the property of the company and the company binds itself to have the road completed within eight months from the time when it shall be notified that the full subscription has been made up. The conditions on both sides are substantially the same as those already proposed by this company and need not be repeated here. The road will undoubtedly be built sometime by somebody but we shall be agreeably surprised if it is ever built by any effort of the Portland Chamber of Commerce. If it could be built with wind that body would undoubtedly let the contract forthwith. But it takes money to build railroads, and if their generosity toward The Dalles, Portland and Astoria Navigation company is any criterion by which to judge their future conduct it will be a long time before that \$300,000 will materialize into the pocket of Paul Mohr.

While the politicians are fighting like Kilkenny cats and lying like thunder and blitzen about tariff and tin plate the government pursues the even tenor of its way opening up new markets for American products and making reciprocal treaties that are full of promise of good times. Uncle Jerry Rusk has induced the German government to rescind the order prohibiting the importation of American hog meats, and after January 1st German beet sugar will be admitted free to the United States. The former measure will open up a great market to American producers and the latter, it is hoped, will give the sugar monopoly a death blow, from which it will never recover.

Mr. Edison announces the invention of an improvement in electric railways that will do away with the cable car and the trolley. He says the car will catch its power directly from the rails and will pick up the current through two and one-half inches of mud, be entirely free from danger, cost only a third of a cable car road and perform every function cheaper and better. Besides this, Mr. Edison announces another important invention. He is building a large electric locomotive for Henry Willard, to be operated between Chicago and Milwaukee, which will also run without a trolley, and which the inventor confidently believes will supplant steam.

Owing to reciprocity arrangements with Cuba on the first of January next the duty on flour will be so reduced on shipments to that island that instead of costing, as it does at present, \$11.70 a barrel delivered in Havana, it will cost but \$6.50. This reduction is expected to produce a demand for American flour equal to the amount consumed, which is more than 15,000,000 sacks annually, and already thousands of barrels have been purchased in anticipation of the opening of the new market.

The philosophic editor of one of our exchanges has discovered that "if there had never been a woman nor a drop of liquor in the world there never would have been any trouble among the men."

found Leavens checking lumber one day not long ago, and asked Engineer Lovell who hired him. The engineer replied that he had, whereupon, according to Farley's story he (Farley) said he was superintendent of the road, and proposed to be, and did not want him (Lovell) to hire men who were not needed. The result was the discharge of Leavens, who was afterwards put to work on the incline, under Bridge Superintendent Walsh. Superintendent Farley says Leavens was discharged from that position for incompetency.

A TRIP OVER THE ROAD.
 While at the Cascades the reporter made a trip over the portage from the foot of the east incline to the foot of the west incline. Governor Penney and State Treasurer Metchan made a similar inspection and reported that they thought the work had been well done. Conversations with responsible men employed on the government works in different capacities also corroborate this idea. Being government employes they declined to figure in state business, but said confidentially that mistakes had been made, not serious ones, and that in the long run the state will find that it has obtained its money's worth.

The most serious and costly mistake appears to be in the location of the east incline. It runs over a rocky piece of shore land where it was extremely difficult to drive piles. At one place piles could not be driven and a trestle bent had to be put in and it will have to be ripped to hold it in place when the river is high and the current swift. Had the incline been located a short distance further south better ground for pile-driving would have been found and there would have been just as much water and boat room at the foot of the incline. The way the incline is located it is possible for floating ice to accumulate between it and the shore and make the safety of the incline a matter of guesswork. Superintendent Farley admitted that a serious mistake has been made here and says it is the fault of Engineer Lovell, who located the line. He says the state is out and injured \$2000 by the engineer's mistake.

THE LINE FAIRLY WELL BUILT.
 The road appears to be fairly well built and equipped. It is seven-eighths of a mile long. Forty-pound steel rails are used and the ties are hewed and were originally made for a standard gauge road. They cost the state 22 1/2 cents each. The inclines are made of six pile bents, and are double tracked. There are eleven stringers in the work, two under each rail, one between the two tracks and one on each side. The bents are away-braced with 6x8 timbers. The bent timbers are 12x12 and the stringers 7x14. For lumber laid down at the Cascades the state paid \$9.87 1/2 per 1000, which is very cheap. The west side wharf boat, 130x30 feet, will cost when finished \$6000, and the one at the east side, 100x30, \$4,000. When the water goes down 120 feet will be added to the east incline at a cost of \$200 or \$300. The rolling stock consists of a 28 1/2 ton Baldwin locomotive, and four box and twelve flat cars.

Among the things Superintendent Farley intends to add to the state's railway are these: Wharf-boat at the end, \$4,000; car house, \$2500; crib at west end incline, \$500; furniture and fixtures for office, \$150; caboose car for passengers, \$700; total, \$7850. Superintendent Farley says he has between \$8000 and \$10,000 of the appropriation left. His estimates of the cost of the road when he makes the additions referred to is:

East incline	\$9,000
West incline	7,000
Superior boat	4,000
West Wharfboat	4,000
Water supply (gravity)	1,200
Locomotive	5,800
Cars	6,000
Ties	700
Rails, bolts and washers	7,000
Lumber	6,000
Labor and salaries	6,450
Buildings	750
Total	\$60,000

On this property \$22,000 insurance has been placed. **COULD HANDLE SIX HUNDRED TONS A DAY.** Since it was opened on September 28, the portage has been handling about ninety tons of freight a day—sixty from Portland and thirty from The Dalles. With the new Baldwin locomotive in service the road can handle 600 tons daily, so the superintendent says. It arrived last Thursday and is guaranteed to pull six loaded cars up the incline. The little eight-ton engine, loaned to the state by the government, did not answer the purpose. As much as it could do was to push an empty boxcar up the incline and then the train had to be started with pinch bars. Superintendent Farley has an idea that the portage will pay for itself in three years. He estimates the monthly receipts at \$1800 and expenses at \$1000, as follows:

Superintendent's Salary, per month	\$150.00
Conductor's " " "	100.00
Engineer's " " "	100.00
Fireman's " " "	85.00
One brakeman " " "	65.00
One brakeman " " "	75.00
Wharf boat Care-taker and Sailor	70.00
One Night-watch Salary, per month	65.00
Wood, per month	125.00
Insurance, per month	40.00
Incidentals	50.00
Oil for Engine, Cars, Wharf boats, lamps	30.00
Total	\$1000.00

The subject of irrigation is receiving a share of public attention never given to it at any previous period of the nation's history. The states west of the Rocky mountains have several ably conducted journals exclusively devoted to matters connected with irrigation, and the convention lately held at Salt Lake City, with others in contemplation, will do much towards formulating some practical scheme for rendering fruitful vast tracts of land in what is known as the arid region. For the reclamation of other lands the late report of the commissioner of the general land office follows the trend of public opinion when it suggests their transfer to the direct control of the several states in which they are situated, subject to such restrictions and limitations as would insure their reclamation, and the transfer of their title from the the states, in the first instance, to actual settlers, in quantities not to exceed 160 acres to each settler.

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