

# The Dalles Daily Chronicle.

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Superintendent of Public Schools.....Troy Shelley  
Coroner.....William Michell

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

### A HARMLESS VOTE.

When the CHRONICLE first learned that Mr. Bogue was appointed to advise the Portland chamber of commerce as to the best route for a portage railroad around the Dalles we anticipated nothing different from what has happened. The simple fact that all Mr. Bogue's reputed interests lie in another direction rendered him about as fit to pass an impartial judgment on an effective measure for opening the Columbia river as Jay Gould himself. We have no desire to impeach the honesty of a gentleman we have never seen, but can anyone blame us for expecting no good advice in regard to a measure that would seriously affect the interests of the Union Pacific when we learned that report had it that the company furnished the adviser with a special car for the trip to The Dalles? The report of Mr. Bogue dismisses the line on the south side as unworthy of serious consideration, alleging that for much of the distance it would be within the "limits of the Union Pacific road, and at several points would practically parallel that line." And what if it should? Admitting that the Union Pacific have been granted a right of way 200 feet broad does it follow that they could not be compelled to surrender as much as would be needed to build another road when it could be proved that the port needed is going to be put to a greater public benefit than the Union Pacific is going to put it to? Besides the same objection applies with equal if not greater force to the line recommended by Mr. Bogue. The Paul Mohr company owns the right of way over the whole nine miles from the big eddy to a point opposite Celilo, and a portage built there would necessarily occupy, according to Mr. Bogue himself, at least half the distance of this right of way. Honors are therefore easy no matter which of these two lines should be adopted, while the Paul Mohr company, anxious to sell its elephant to the chamber of commerce says, "You have got to accept our proposition or face a lawsuit for right of way." Then as to the cost of the several lines. Leaving out the Paul Mohr line and that surveyed by Lieut. Norton, Mr. Bogue estimates the line from Big Eddy to a point opposite Celilo at \$347,000, and the line on the Oregon side from a point below Three-Mile rapids to Celilo at \$400,000, or \$53,000 more. The majority report referring to the estimated cost of the road on the Washington side says, "This estimate is made on a basis of \$18,000 per mile, cost of construction, while the same engineer for a piece of road on the Oregon side, which, we are informed, is not much if any more difficult of construction, estimates the cost at \$25,000 per mile." This is a curious admission; very. Why should a road on the Oregon side, "not more difficult of construction" than on the Washington side, be estimated at \$7,000 a mile more? If the one on this side is no more difficult of construction than the other, let the estimate be the same and this would reduce the Oregon road to \$323,000, or \$24,000 cheaper than any of the four proposed routes, and yet the chamber of commerce voted an approval of the Paul Mohr scheme that is estimated to cost \$640,000 and be built in Washington largely by Oregon money. After all, however, a vote is a harmless thing and this particular vote especially so. Portland capitalists are still too much interested in the Union Pacific to be very anxious for a formidable opposition. Portland would like an open river, that is, if somebody else would put up the money to open it. The only hope the CHRONICLE sees ahead is in the next legislature. Let Eastern Oregon make the question of an appropriation the burning question of the next campaign without respect to party and we'll get it, for all the rest of Oregon will help us.

What grave issues meet us at every turn of practical life! They had an election the other day in Roseburg, and the city split wide open on the question of a cow ordinance. Those in favor of granting the female bovine an unrestricted bill of rights were triumphant. George William Curtis, editor of *Harger's Weekly*, has announced his determination to support the republican ticket in New York this fall. Mr. Curtis

had been a prominent and influential republican up till the year 1884 when Blaine was nominated for the presidency. He was even a member of the convention in which Blaine was nominated, but he refused to support Blaine and became a leader among the faction known as mugwumps. Mr. Curtis supported Cleveland again the second time in 1888 as against Harrison and would probably do so again. He refuses, however, to support the present New York state ticket and is again fighting, practically, in the republican ranks. Mr. Curtis is not a politician and he bears a high reputation for honesty of intention, but for these reasons men of his caliber will never be popular among machine politicians.

Here is what the *Telegram* has to say about The Dalles portage road report made to the Portland Chamber of Commerce last Monday evening: They have listened to Paul Mohr and Lair Hill, who have personal and corporate interests to subservise, but they seem to have paid very little attention to one of the routes on the Oregon side. Even if they had agreed as to one of the proposed routes on the Washington side, the report as to that might have been received as having some weight and merit, but when, after all the investigation, they totally disagree, it does look as if the chamber of commerce, along with the United States senators and the government engineers, are seeing how much they can do to serve the Union Pacific Railroad company.

What the farmers can accomplish when they become solidly united for their own protection and benefit was well illustrated a short time ago at Rorden, a town on the Northern Pacific railroad. The Farmers' Alliance had built a warehouse in opposition to the Northern Pacific Elevator company, but the railroad company refused to lay a side track to the building. Then the farmers promptly refused to sell the elevator company a pound of their wheat at any price, and the side track was laid at once.

### GENERAL NEWS.

In many sections of this state artesian wells are being sunk. In most every instance the effort has been successful. With plenty of artesian water, the main and only fault that Washington has, or ever had, will have been removed.—*Waitsburg Times*.

Massachusetts, with its puritanical ideas, is confronted with the fact that crime is on the increase throughout the state. During the period in which her population has trebled the number of her prisoners has increased fifty fold; in other words, she has one prisoner to every 461 inhabitants.

A son of Robert Kirk, aged six years, was Sunday almost devoured by hogs at Vancouver. He had accompanied his brother into the yard to feed the stock, and while the elder brother went to the barn the youngster tried to catch a pig. The mother of the pig jumped at him and fastened her tusks in the back of his neck, dragging him to the ground, when the other hogs joined her and almost devoured the boy before he was rescued.

The loss of 30,000,000 bushels of wheat by the farmers of North Dakota by its exposure to cold rains is to be deplored. In some counties not over a fourth of the crop has been threshed, the greater portion of the balance standing in the field in shocks. Why the farmers took such risks can not be understood. They knew the crop was large, and that in order to get it to market more threshers and men would be required to handle it than were in the country. One county has 17,000 acres of the grain to thresh and only six machines in operation. The farmers were either careless or they lacked good sense.

**War on Sunday Newspapers.**  
PITTSBURG, Pa., Oct. 14.—The Sabatarian society has decided to inaugurate a war on the Sunday newspapers. Captain Wishart, president of the Law and Order society, will have charge of the movement, and next Saturday night will arrest all editors, reporters, compositors and pressmen found working after midnight. If the papers are published Sunday morning the carriers and newsboys will also be arrested. It is the intention also to arrest newspaper men, if they begin to work Sunday night before 12 o'clock.

**The Parnellite Manifesto.**  
DUBLIN, Oct. 13.—Freeman's *Journal* in commenting on the manifesto issued by the Parnellites, bitterly deplores their manifest intention to nurture the faction. It says: "An unending strife is the prospect they place before the country. The programme thus offered is the greatest act of cruel, senseless treachery ever perpetrated upon the Irish nation."

**Will Sue the Road.**  
PORTLAND, Oct. 14.—Suit has been brought in the United States circuit court by the farmers' Loan and Trust company, of New York, against the Oregon & Washington Railroad company to foreclose a consolidated mortgage held by the trust company so secure bonds of the road to the amount of about \$4,000,000.

Corvallis issued \$10,000 in bonds for building a city hall. The contract was let and work begun on the hall. Now it is learned the issuance of the bonds was illegal and the successful bidder will not take them. It seems that the charter simply authorizes the people to issue bonds for water works, electric light, bridge and sewerage, and with these four objects the power to float bonds stops.—*Albany Democrat*.

(Continued From First Page.)  
money.  
J. M. Huntington, ex-deputy county clerk—I used to be in the railroad business and know that you cannot build much of a road for \$80,000. I think Superintendent Farley has done a good, economical job.  
Thomas N. Joles, of Joles Bros., general merchandise—So far as I know Superintendent Farley has done good work, and the merchants generally take his part except two or three who are doing their best to oust him. It is more a political dispute than anything else. My belief is that if the road could be got into other hands it would be worked for the benefit of the railroad company. There is no complaint about the rates over the new line in Portland. We have often paid the Union Pacific from forty-five cents to \$1.35 per 100 for what the new company carries for thirty cents.

**FINISHED WITHIN THE APPROPRIATION.**  
L. E. Crowe, of Mays & Crowe, hardware—The road was economically built and we were all glad to see it finished within the appropriation. The opposition to Superintendent Farley is doubtless due to the active part he has taken in politics. All our freight is being shipped by the new line.

George A. Liebe, ex-county judge—Superintendent Farley used the state's money as economically as any one could and completed the road to the entire satisfaction of our people. Our people are awake now and will patronize the new line. The Union Pacific are getting very little freight. Now if we could only have a portage between here and Celilo with feeders to Wasco, and Grass valley we would be well off. Nothing would be of more benefit to Portland and The Dalles, Portland especially.

Will Garretson, jeweler—There is not a squarer man in the state than George J. Farley. I knew him twelve years ago, when he was foreman of the blacksmith shop of the O. R. & N. Co. I have been over the portage road, and can say without fear of contradiction that it has been well and economically built. Nineteen people out of twenty think the same way. Only the Moody faction is opposed to Superintendent Farley.

F. L. Houghton, of Blakely & Houghton, druggists—I made a trip over the road Thursday, and know it was well built. I cannot see where the state is going to lose money on the investment.

George C. Blakely—Superintendent Farley is competent. I was a member of the city council when he was and know that the trouble originated there by the principal property owners and was caused by the water question. We propose to stand by the new company, even if the Union Pacific boats carry freight for nothing.

**READJUSTMENT OF RATES.**  
B. F. Laughlin, manager of The Dalles, Portland & Astoria Navigation Company—I have never heard any one who has been over the road say other than that it was well built. I have been over it. The incline is not completed yet and cannot be until the water goes down. Superintendent Farley was recommended for the position he holds by the principal property owners and by the business men of Dalles and not by the board of trade, and I do not believe any of us have changed our opinions as to his fitness. A good many think the portage tariff is too high, but Governor Penoyer and the superintendent, have promised to readjust it upon the proper showing, which will be made when our company settles with the state for the first time, on the 15th of this month. Then we will meet with the governor and show what changes are needed. The principal trouble is too much classification. We shall ask that there be not more than four classes. It seems to be the plan of the state to make the income pay for the plant. We claim that the charges should be no more than necessary to pay the running expenses of the portage and keep up the plant. Such, I believe, was the intent of the bill. Our rates are 33 1/2 per cent less than the Union Pacific.

A. M. Williams, general merchandise—The portage road is a mighty good thing for The Dalles. We save money on freight, and are consequently able to sell goods for 20 per cent less than ever before. For example we used to sell a 100-pound sack of Liverpool salt for \$1.40, and now we sell it for \$1.10. I do not bother my head about the question of Superintendent Farley's competency, so long as I get business.

**THE FARMERS SATISFIED.**  
E. N. Chandler, manager of the Grange store—I want to see the road meet with success. The farmers are glad it is completed and say, "Stay with it." I think Superintendent Farley's work was well done.  
N. B. Sinnott, proprietor of the Umatilla House—The people think the portage road a good thing for this section. The opening of the Columbia in any way is a big thing for the settlers east of the mountains.

**WHAT THE OPPOSITION SAY.**  
Ex-Mayor Malcolm A. Moody, who is credited with being the leader of the opposition to Farley, is the son of ex-Governor Z. F. Moody. He is a banker. "I think Mr. Farley knew he was incompetent when he took the place," said Mr. Moody. "So far as politics is concerned, it does not figure in the matter at all. There was no strife last June, and there had been, Mr. Mays would not have been elected."  
State Senator Charles Hilton: "As I know nothing about engineering, I cannot pass on the question of Superintendent Farley's competency. I know that when he was in the council he voted to buy D. P. Thompson's old water works for \$50,000. By the way, we had the same works when the town burned down recently."

John Michell, editor of the *Times Mountaineer*—I can give you nothing except hearsay, as I am not a practical railroad man. My idea is that the road could have been built for less than \$60,000, according to reports received. If what Mr. Leavens has said in articles published in *The Oregonian* is true—and he says he believes that a great portion of the public fund devoted to the enterprise has been unnecessarily expended, in common parlance squandered—then a serious condition of affairs exists. The road should have been in operation some time ago. As regards Superintendent Farley, I was not aware that he had any practical engineering knowledge, until some articles to that effect were published in *The Dalles Chronicle*. I have known of him about eleven years principally as helper or blacksmith in the company's shops in this city; also as proprietor of a saddlery and harness store. I walked over the portage at the Cascades in company with a practical engineer and was shown by my places

where money was unnecessarily expended.  
M. T. Nolan, bookdealer—The portage road is a burden on the boat line. The rates are too high. The company ought to carry freight for 40 cents a ton all around. Its lowest rate is 40 cents and the highest \$1.50. I think the portage has been fairly well done. Mr. Walsh is a good workman in his own line, and Mr. Hobart has no superior. It is claimed that the superintendent is a railroad builder, but I never heard of it until he was appointed. But this is immaterial, so long as he had good men under him. I worked in the shops with him, and he was considered a second-rate blacksmith. He was never a boss blacksmith.

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