

**The Dalles Daily Chronicle.**  
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**IMPORTANCE OF WATERWAYS.**  
 THE CHRONICLE has often referred to the traffic of the great lakes to show the wonderful development of a country afforded cheap water transportation as against the high all rail routes, and applied the lessons to our own Inland Empire, with an open Columbia river, free to all craft, as the lakes are. The Oregonian, we are pleased to see from the following excerpt, is coming around to our ways of thinking. It said yesterday "few people realize the growing importance of the commerce of the great lakes, between such cities as Chicago, Milwaukee, Duluth, Detroit, Cleveland, Erie and Buffalo, despite the wonderful system of railroads traversing that section of the Union. There is a steady increase in shipping from year to year; 29,400 tons of new tonnage were built in 1884, and this increased gradually to 111,856 tons in 1891. Lake builders now have contracts to deliver in the spring forty-nine vessels, valued at \$6,909,500. This great growth in commerce is the double result of the development of the western agricultural lands and the increase of industries and population. The construction of a canal for vessels of deep draught to pass fully loaded from the lakes to the ocean and back again, would not only increase the quantity and value of lake commerce, but will place the navy in position to defend it from attack." Admitting what you say Bro., why cannot you see that the same development here would result in a greater growth of commerce, increase our industries and population; and perhaps, if a little selfishness was rubbed out, make a city of Portland.

While on the subject of saving the King of Fishes to the Columbia river, perhaps Prof. Jordan is unaware of the magnitude of appliances at hand tending to destroy the fish. S. B. Graham, of Ilwaco, who is good authority on this topic, says that during the season of 1892 there were 350 traps on the lower Columbia river. The traps cost from 350 to \$500 each, according to the depth of the water. The total amount invested in pound-net fishing on the river is something near \$350,000. There is considerable more fishing done on the river with gill-nets than with pound-nets. The gill-nets vary in length from 200 to 350 feet, and a general outfit costs from \$350 to \$400. There are about 2,000 gill-net boats on the river, and the average catch per boat this season was about 300 fish. As it requires two men for each boat, one may readily see that it was almost impossible for a fish to escape; and as for the spawn, that is literally raked to death by the lead lines of the gill-nets passing over the sands, the natural spawning beds of the salmon. The average catch per trap this season was about 600 fish, consisting of salmon which were worth \$1 each; steel-heads worth 15 cents apiece, and blue-backs worth 10 cents each.

It is humiliating to be obliged to admit that we have, in the chair of chemist, at the Oregon State Agricultural college experiment station, a man who is so ignorant of the real conditions of soil and climate in this state as to attempt to palm off upon the public a lot of antediluvian literature descriptive of our soils. And it is equally as humiliating to feel that our great, glorious, intelligent *daily* newspaper gives publicity to the stuff, to the actual detriment of a very large number of its patrons and to the disparagement of truth. He must be a numskull to attribute to the causes which he does the fruitfulness of the valley, ignoring the true sources; and when he asserts that "the main growth of Eastern Oregon is sage brush and bunchgrass," with less than half a dozen lines to follow in explanation of his wild and absurd remark, he simply makes it apparent that he is incompetent to fill the position for which our tax-paying citizens, are called upon to foot his bills, and he should be asked to step down and out, before he produces erroneous impressions concerning the soils of Oregon which may require years of hard work to eradicate.

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