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Address all communication to "THE CHRONICLE," The Dalles, Oregon.

The row in the French chamber of deputies over the Panama canal will be the means of turning a powerful search light upon the affairs of the Nicaragua canal. The American people want the canal, but they want it free from scandal. It is understood that a hot fight will be made against the proposition in congress, and that an attempt will be made to show improper scheming and gross corruption. Against this the defense will be made that British interests are intriguing against the United States, and that this fight is being directed by Englishmen. The time has not yet arrived for an expression of opinion one way or the other. The American people know practically nothing as yet of the workings of this canal enterprise. By following the debates in congress they will learn much that is now hidden, and will be better qualified a year hence to pass in judgment upon this important undertaking.

The authorities of Colorado are getting on to some of the U. P. R. tricks. A Denver dispatch says that by means of the falsification of weights by employees of the Union Pacific railway, five firms have for a long time monopolized the grain trade in Colorado. Grain is cheaper along the Missouri and Burlington and Rock Island lines than the Union Pacific, yet during August, September and October the Missouri and Burlington received only 318 carloads of grain against 1331 by the Union Pacific. A complaint has been drawn up against Otto A. Canfield, a Union Pacific clerk, charging him with forgery. It is alleged that the grain ring paid him \$50 a month to underweigh cars, and through these frauds made \$20 to \$40 a car. Other employes, some of a higher grade than clerks, are suspected of being concerned in the conspiracy.

The refusal of Judge Robinson of Olympia, to naturalize twenty-four applicants who could neither read nor write, or understand the English language, lends a new dignity and value to the citizenship of every man. Each of these applicants, in order to perfect his citizenship, must have been in the country at least five years, and yet he had not manifested interest enough in it to learn its language. He could know but little about its institutions, and evidently cared but little about them. If he knew what a vote meant he certainly was not qualified to use it. The fault was wholly his own. In this country of free schools, free thought and free speech, no man, whatever his condition, is excusable for dense ignorance of this kind.

The Telegram gives, as an illustration of the way in which freight business is being turned to the ocean carriers, the experience of a Portland hardware merchant, who ships goods to Chicago by way of San Francisco, thence around Cape Horn to New York, and from there to Chicago. He says that from Portland to Chicago the railway schedules on hardware range from \$40 to \$60 per ton, averaging about \$54. The rate from Portland to San Francisco is \$2.50, from San Francisco by water to New York \$4 and from New York by rail to Chicago \$6, making a total of \$14.50, or an average saving of \$39.50 per ton.

The News-Record publishes a list of 18,000 domestic applicants who asked a total of 5,272,043 square feet of exhibit space, in the exposition, while only 1,369,290 is available. Oregon does not appear in the list presented which, it is claimed, shows every city and town of importance, every productive interest, included in the common effort to show the people of the world the great progress the nation has made since its centennial. The names and addresses are given in each case.

Puget sound citizens are greatly elated over the prospects of the advent of the Chicago, Burlington and Quincy railroad into their section. It is thought that the connecting link will be with the Tacoma and Eastern railway, which penetrates the Nisqually valley, or the Washington and Columbia river road, which might be extended across the mountains. This road is now being built through Wyoming and Montana, and the chances are very favorable.

Silver is on the advance. Souvenir coins containing less than half an ounce of the metal are going rapidly at \$1, and the first coin dropped from the mint sold for \$10,000. This shows to what extent popular demand can create values. International bimetalism would be the means of greatly enlarging the demand for silver, and that in turn would quickly restore it to a parity with gold.

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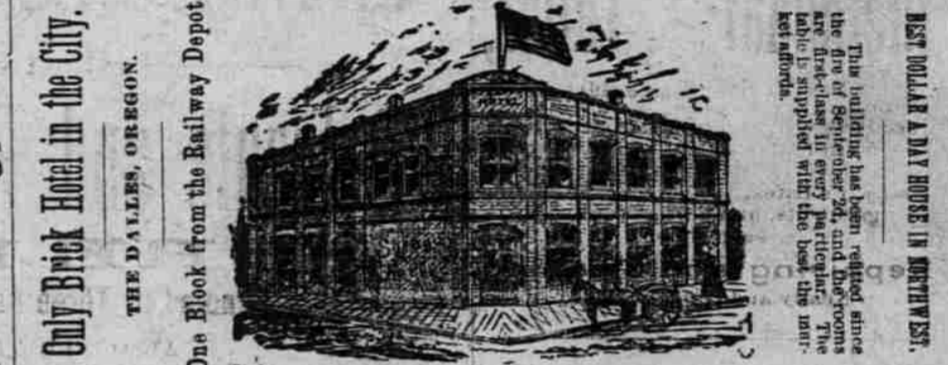
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