The Dalles Daily Chroniele.

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GREAT RAILWAY EXPLOITS.

In the multitude of stupendous undertakings connected with the Chicago fair the transportation problem has not been looked upon as anything but prosaic. Being a business matter it has not been supplied with dramatic interest. In European countries the efficiency of a nation's armament is measured in a great degree by the facility with which it can concentrate troops at a given point by means of railways. Concentration by temperation is one of the great strategic problems of modern warfare. The Chicago fair problem, happily, possesses none of the sangainary aspects invested in the transportstion of soldiers, but it is a much more stupendous undertaking. Heretofore in America great railway exploits in the way of transportation have been limited to fast trains with a small number of passengers or a temporary accommodation of a great amount of travel. The Chicago fair problem relates to travel that may continue for months and will be practically without limit as to numbers of passengers. In addition the tide will be moving both ways at once. This will invest it with an entirely novel characteristic and one which will multiply the difficulties. And, besides, people will not be content with a poor service, but will demand and expect much the same accommodations that are accorded in ordinary travel. Our Denver dispatch today intimates a relatively low rate which will tax the capacity of the roads to demonstrate the

The death of Jay Gould has brought many expressive sentiments to the surface in the newspaper world, one of the most intelligible of which, upon the lesson of a life, comes from the Oregonian. We quote one paragraph: "The lesson of Jay Gould's life is doubly plain and wholesome, when it is compared with that drawn from the career and memory of other wealthy men. There is no support in it for the crazy socia ist theory that wealth itself is a crime; that "property is theft;" that the rich man is necessarily and justly without honor. It is not because Jay Gould was rich that he lived unrespected and died unregretted. It is not even because he used his wealth selfishly, employing it neither in charity nor in industry, nor in public enterprise, nor in that private extravagance and luxury which confers an indirect benefit by employing labor. The mere miser is an object of public contempt; but not of the aggressive and acrid detestation which Jay Gould inspired. He lived and died in dishonor, not because he was rich, but because his riches were ill-gotten. He was hated because he took money from others, by means not the less immoral because the law cannot reach and punish him. He was detested because his exceptional case demonstrated the French paradox; because his property was theft. The public judgment that held him unworthy of honor was none the less true in its discrimination, between him and other men no less wealthy, than in the estimate it made of himself. Riches are not immoral in themselves. Selfish use of riches is contemptible, but not detestable. The only rich man held in just and lasting dishonor is he who gets his riches dishonorably."

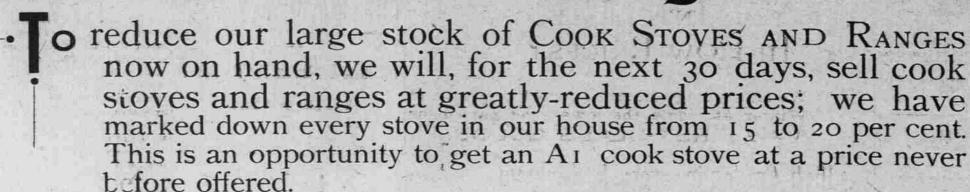
People who talk so freely about the American farmer feeding the people of Europe do not stop to consider the great competitor which has sprung up in Asia. The population of India has increased from 220,000,000 to 289,000,-000 within the span of a single generation, and is now increasing at the rate of 3,000,000 a year. These people are raising wheat far in excess of their home demands, and already their shipments are something enormous. This production will increase and the sales to Europe will grow. In the meantime S. L. YOUNG, Russia continues as a great producer of breadstuffs. The time is not remote when the American farmer must sell his wheat at home, and without a population of manufacturers, it will be pretty low in price, we imagine.

The Walla Walla Union-Journal, home organ of Senator Allen, calls upon the friends of the senator to refute the charges that are being made against him. The Union-Journal might try a hand at that itself, instead of calling upon others. To begin with it might explain why Senator Allen asked for only \$10,000 for the Columbia and Snake rivers in Eastern Washington while he \$10,000 for the Columbia and Snake was asking for \$500,000 for the Seattle ditch. The canal was so "popular" that it swallowed up the 8,000 republican majority which Gov. Ferry got three Northwest corner of Second and years ago, outside of King county.

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