

The Dalles Daily Chronicle.

OFFICIAL PAPER OF DALLES CITY AND WASCO COUNTY.

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THE PORT OF COLUMBIA:

What seems to be a new scheme of Portland to defeat an open Columbia river, has been mapped out by the Oregonian as a plan for an open river; but it will not become a popular plan by any means.

A new scheme is on foot to secure the opening of the Upper Columbia to navigation. It is proposed to apply to the legislature to create a commission having the same powers in regard to removing the obstructions at the dalles as the Port of Portland commission has in regard to improving the Lower Columbia and Willamette rivers.

The last clause in the above paragraph should be read over again. "The citizens of the counties to be included in the district to be taxed," as well as the citizens of all Oregon; have long ago realized that there is nothing to be expected from Portland, unless Portland gets the lion share from the investment; and further, that Portland has never "taken kindly" to any scheme except the Oregon Transcontinental scheme.

That was a bitter experience. It cost Portland from \$3,000,000 to \$8,000,000 "out of pocket," a blind pool as it were, to help railways and nothing else. No, the Inland Empire has learned to expect nothing from Portland in the shape of influence or anything else, to assist in opening up the Columbia river to free navigation from its source to the sea.

In the above paragraph the big daily intimates plainly that Portland is not built in a way to lend its aid toward the development of the water routes of the interior. "The scheme is not matured yet," says our Big Brother, and we would suggest that tax paying citizens will not "take kindly to the scheme" under any circumstances with Portland left out. We have had a taste of that before, and often; Portland was to take the cargoes of Inland Empire products from the foot of the state portage railway at Cascade Locks in 1891-92, after the Dalles people taxed themselves to put the freight on to the portage railway from this city. Did she do it? No! and the Dalles people were compelled to make another assessment upon themselves and complete the line. The Oregonian means what it says. Portland believes in the railways—ignores the river—don't want it improved; thinking that the railways will center business in the consolidated city for the benefit of Portland exclusively. The people of this great Columbia basin want to see the river opened, for cheaper rates of freight. We understand that Senator Willis, of Multnomah county, has a plan which may be formulated and carried out successfully.

A rough estimate of game now in Yellowstone park would include, according to the Helena Independent, 40,000 elk, 1,500 antelope, 400 buffalo, 1,000 black tailed deer, 300 mountain sheep, with plenty of bear, beaver and other varieties. The game increases every year. The troops stationed at Mammoth Hot Springs are now devoting their time to the protection of these animals, which must be more closely guarded during the winter than in the summer.

The death of Jay Gould, by which a fund of over \$700,000 was converted to the New York state treasury, has directed attention to the advantages of an inheritance tax, and our legislators when they convene at Salem next week might consider the application of a similar law in Oregon with the effect of benefiting the state's financial condition and lifting a load from the shoulders of struggling taxpayers.

The income tax has many advocates, but it is obviously more difficult of enforcement and subject to imposing inequitable burdens through concealment and false returns. The tax on inheritances is based on the theory that the right to transmit property from one generation to another is not natural nor for the best interests of the country, but should be subject to state control. The constitutionality of such a law has been repeatedly affirmed by the courts. It is applied to the inheritances of \$10,000 or over, and the rate of tax is from one per cent. upward.

These are mere details, however, which, while applied to one state with good result, might not conform to the views of the legislators of another; but this law, where in operation, is strongly indorsed, and there is no reason why it should not work as advantageously in Oregon as elsewhere.

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