Tie Dalles Daily Chroniele.
subscrition ratks

## Weokly, 1 year en month Dails. 1 zen zent montis: <br> Aderern nit oommunication AeLE,: The Dalles, Oregin.

EASTERN OREGON'S HOPE.
0 very ansious to see the state put a 400,000 for the 'Willamette falls cana and locks are in earnest, they mas
five the people of the Inland Empir credit for just at much honesty of pur
pose in the parsuit of onr plan to the Columbia river by the enactment of railway. The Columbia is one of the natural highways of this nation, and ite
mprovement opens up an empire o erritorys it is a a work for empe Unite of people are sick and topgerform, but the with walt
ing. The canal and locks at the cas
 people have agked for the temporary construction of the portage railuay pro
vided for in Mr. Ratev's bill Thi ance to us as the proposition to pur
chase the Willumette vanal $\$ 400,000$ is to the people of the valley
We are a unit on the proposition, however, of having the state own the canal upport of any meritorious act for the
benefit of any divition of Oregon, and
we expect equal fairness from others. In another column today is reproduced
an anticie from the Oregonian yesterday
whi-h might have done this region
much good hat it appeared before the supposed death of the Realey billore the the
25th. In this connection we take pleasure in copying the following from the "Eastern Orespn has made a gallant
fight for the portage railway bill, Their Corlorn hope made a hard struggle,
it was outvoted. Portland cannot he
evmpurthixing with the Inland Emp and it is donbsful if part of the Mutitno
nah delogation the wishes of their constituents when
they voted azainst the bill. It may be that the majocity did right in defeating dered yesterdny will probably not result
in ite ssecess, but still Eastern OOegor porting the bill and having excellen tion will also keep record of thase mee
who favored or opposed it, for future us when they may be ranning for office,
Unlese a person has closely followed the the feelings careferfly oregon, observed
and the farming sections, he cannothere and the farming eections, he cannot ap
preciate how mueh they longed for the
passage of this bill. Its defeat is a bit ter pill for them. The national govern
ment in so slow that its methods ar
tantalizing and irritating, and the a who are in need. In crye of the peopp and fmpetus to growth that wonld far
counterbalance the cost of construction. The semators from the Willamette valle
evidentiy failed to see the question i
that light. It canuot be expected all important and expensive legislation
is to benefit the whole state, nor should the fact that Portiand as well as East-
ern Oregon would be benefted atet as a
kelfish check. If the state is to make nny largo appropriation, there are few
improvements more worthy than this.

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refraining from pablic mention of do
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mestic matters of this kind, in Seattle
and Portland, Ths Cmbosicle
we wish might become more univergal
A dispatch from Corvallis
York, Heary Weod, of Tacoma, and C
H. Gest, of Seattle, with C. E. Bowen,
stenographer, constitusing the exper
holders of the Oregon Pacific railroa
company to examine the property
day, when they will begin their dutiea
inspection along the line.
Thare are 378 idle men in the peniten
tiary. Thil legislature mugt do some
a jote mill, or these men will remain
wore s.00,000 to pat in a jute mill bi
cosler mintiter to talk them all. It is an


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Axmany ferall Monday Evening, Feb. 6, 1893.
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