

The Dalles Daily Chronicle.

THE DALLES - OREGON

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STATE BOUNDARIES.

How Alterations Have Been Made All Over the Country.

The Changing of the Lines Has Resulted in the Loss of Large Tracts of Land to Many of the Eastern States.

Connecticut's discovery that she is some square miles larger than she supposed is not remarkable, since something of the kind has happened to perhaps every state and territory in the union, says the New York Sun. Any man who bets on state areas by the figures of thirty years ago will lose. The fathers of to-day who happen to have good memories find themselves puzzled when they hear their children reading areas out of the current school textbooks. Anyone who will take the trouble to compare the areas given in the census reports of 1890 and those in the reports previous to 1880 will find surprising differences. The census superintendents don't trouble themselves to ascertain areas. They accept what they obtain from official sources. The general land office is one source of information, and doubtless official state surveys are accepted. In 1890 the superintendent of the census used a revised set of areas and Superintendent Porter accepted the figures of that decade or followed the same authorities. The superintendents of the census adopt an arbitrary rule of regarding all regions having less than two inhabitants to the square mile as "unsettled." In most of the New England and middle Atlantic states there are no such unsettled areas. Superintendent Porter found about 4,000 square miles of the Maine woods and 1,000 square miles of the Adirondacks region unsettled. The other unsettled areas of the northeast are hardly worth considering.

The discrepancies between the settled areas reported in the census of 1870 and those reported in 1890 are rather startling. New Hampshire lost in those twenty years more than 400 square miles. Massachusetts gained in the same time nearly 250 square miles. Vermont lost nearly 1,100 square miles and Rhode Island more than 200. Connecticut gained 95 square miles. New Jersey lost more than 350 square miles and Maryland lost more than 1,200 square miles. Even poor little Delaware lost 160 square miles and in the census of 1890 she will show a still different area as the result of her recent dickering with Pennsylvania. As to the newer states, which might reasonably be expected to show changes in settled area from one decade to another, the figures given in the census reports of 1870 and in those of 1890 vary in even greater degree. Nearly all the larger states, whether old or new, show considerable losses in area since 1870. New York lost nearly 500 square miles; Pennsylvania rather more than 1,000; Virginia nearly 2,000, and North Carolina over 2,100. Florida gained nearly 1,000 square miles, probably the result of an extension of the settled area. Ohio's gain of nearly 1,000 is hardly traceable to the same source, though gains of 800 square miles in Illinois and 430 in Iowa are probably assignable to this cause.

THE RAILROAD IN PALESTINE.

Modern Civilization's Advances Into the Land of the Bible.

The present is a kind of "Columbus year" for Palestine, and in commemoration of the opening of the railroad in the holy land an extra flag might be displayed at the great Chicago exposition, writes Selah Merrill, United States consul, in Scribner.

During the month of August, 1892, tens of thousands of people for the first time in their lives saw a railroad and a train of cars. They had a revelation, and in the great city as well as in the dirtiest village of the land wonder was at its height. The excitement can hardly be realized by the inhabitants of other countries, to whom railroads, perfected by the highest engineering skill and with lavish expense, are objects as familiar and common as a daily newspaper. We forget that not very long ago, in our own country, we had only bridle-paths and scarcely a yearly post, while railways and steamboats had not even been dreamed of. Let all the world rejoice if this medieval country is experiencing a sensation which it can hardly comprehend.

The significance of this event is not that fifty-three miles of railway have been built, or that the capital and the seaport have been united by iron rails; it is that this has been done in Turkey, which has always, by all the arts of its diplomacy, and by every other means at its command, done all in its power to keep out western civilization. It is, therefore, a well aimed spear thrust in the side of this old despotic, backward-looking government, and may foretoken for it either the dawn of health or the shadows of inevitable death.

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The Dalles is the largest original wool shipping point in America, about 5,000,000 pounds being shipped last year.

ITS PRODUCTS. The salmon fisheries are the finest on the Columbia, yielding this year a revenue of thousands of dollars, which will be more than doubled in the near future.

The products of the beautiful Klickitat valley find market here, and the country south and east has this year filled the warehouses, and all available storage places to overflowing with their products.

ITS WEALTH. It is the richest city of its size on the coast and its money is scattered over and is being used to develop more farming country than is tributary to any other city in Eastern Oregon.

Its situation is unsurpassed. Its climate delightful. Its possibilities incalculable. Its resources unlimited. And on these corner stones she stands.

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Corner of Fourth and Federal Sts., The Dalles, Oregon. These Stables have on hand the finest Livery in Eastern Oregon, and can accommodate patrons with either Single or Double Rigs, closed Hacks or Carriages day or night.

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