

The Dalles Daily Chronicle.

OFFICIAL PAPER OF DALLES CITY,
AND WASCOCO COUNTY.

Entered at the Postoffice at The Dalles, Oregon,
as second-class matter.

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Weekly, 1 year, \$1.50
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Daily, 1 year, 5.00
" 6 months, 2.50
" 3 months, 1.25
" per month, .42
Address all communication to "THE CHRONICLE," The Dalles, Oregon.

WEDNESDAY, - - - APR. 26, 1893

OREGON AT THE WORLD'S FAIR.

The following is a list of the superintendents of the different departments of the world's fair commission. Anyone who has anything to exhibit should correspond with the proper officer, one of the following:
W. F. MATLOCK, department of agriculture, forestry and forest products, and live stock; Pendleton.
C. W. AYERS, department of mines, mining and metallurgy; Ashland.
DR. J. B. CARDWELL, department of horticulture, including floriculture and viticulture; Portland.
GEO. T. MYERS, department of fishing and fishing apparatus, manufactures, electrical and mechanical inventions; Portland.
MRS. M. PAYTON, Salem, (until July 1, 1893) and MRS. E. W. ALLEN, Portland, (after July 1, 1893), department of woman's work, comprising the fine arts, household economy and products thereof.
E. H. McELROY, department of education, including educational exhibits, literary, special, general, music, etc.; Salem.
GEO. W. McBRIDE, department of civil government, including state and county; Salem.

HIGH PASSENGER RATES.

It is not often that a newspaper can intelligently discuss the management of railroads, and it is very seldom that the compact formed between them is so capable of arraignment as a blunder as in the case of the transcontinental lines in making their rates to the Chicago fair. As far as arranging and preparing for the Pacific coast travel is concerned, it is no assumption to say that the course of the roads is one of stupidity. In the first place our rates should have been settled upon not later than the first of April. People from here who are undertaking such a journey and visit should know at least what they are going to do one month before starting. Failure to do this has lost to the companies the travel that they might have had at the outset, for there are many who, because they were not able to conclude that they would go in May, will not be able to get there at all.

Again, it was generally thought that the rate would have been about a one way fare for the round trip. This would have hastened the people who thought of going, in fear that the low rate would be raised if the travel was too free. The people of our cities reasoned, too, that it would be best for them to complete their visit before the travel of the eastern visitors to this coast began. This would probably be during the later months of the season. At such time they should be at home to reap what benefit was to come from that. From the country districts there is no doubt that the travel will not fairly set in until after harvest, and will be confined largely to the months of September and October.

Now, what is the situation? The rate is established high at the start, and the cars are empty, all hands waiting for a break in rates later on. Low rates now would have induced travel in the beginning when the roads needed it and could have furnished accommodation. The threat of an increase in fare later, when the eastern visitors could be relied upon to fill the cars, would have made these busy times for the roads, and our people, instead of waiting for cut rates, would have accepted reasonable ones. If there were to be any low rates they should have been at the start. This would have enabled the roads to feel of and learn the situation. They could then have dealt with it intelligently for the whole six months. They are, on the contrary, completely in the dark as to what the travel is likely to be.

Where the failure to reach an harmonious understanding is we do not know, nor is it our business to know. It may be with the roads east of the Missouri, or it may be with the southern lines, as we are informed that the Union and Northern Pacific are a unit for low rates that will make travel brisk during the whole season. We merely know that thus far the whole thing is a blunder, and it requires no expert railroader to see it. Neither the interests of the roads nor the people are being served.

We venture these remarks in the face of the truism that every man thinks that he can build a fire, edit a newspaper, or run a railroad better than those who are engaged in it as a business.

It develops that the great hurry in gold is not a matter to get excited about after all. Notwithstanding all the late heavy demands, the reserve is still above the \$100,000,000 mark, and the secretary very truthfully says "I expect there to be used and he in disposition to use it if he comes from London that gold demand is complete." The truth is that there is a quantity of gold in the United States capable of supplying extraordinary demands before any emergency would be felt. The coast with gold, and it is believed if the secretary, our banks come to the rescue with all the money in the world.

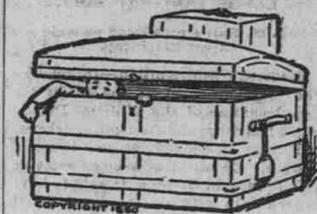
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Two philanthropic newspaper men who are office-seekers have started to walk from Washington to New Orleans, not because they had to, but merely to encourage those office-seekers who have no other prospect of getting away from the National capital.

The Senate adjourned without getting answers to these questions asked by Senators Lodge, of Massachusetts, and Butler, of South Carolina: By whose authority was the American flag hauled down in Hawaii? and, by whose authority was the flag hoisted?

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Of Des Moines, Iowa, writes under date of March 23, 1893:

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Yours,
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The poet unquestionably had reference to the
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AT CRANDALL & BURGET'S,
Selling these goods out at greatly-reduced rates.
HELI A. BRICK. UNION ST.

Lace Curtains,
Have your Lace Curtains, Shirts, Collars and Cuffs laundered by
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Satisfaction Guaranteed.

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It is the supply city for an extensive and rich agricultural and grazing country, its trade reaching as far south as Summer Lake, a distance of over two hundred miles.

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The rich grazing country along the eastern slope of the Cascades furnishes pasture for thousands of sheep, the wool from which finds market here.

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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In Every Style.
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