

### The Dalles Daily Chronicle.

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SATURDAY, - - - AUGUST 10, 1895

#### CONGRESSIONAL SEEDS.

The New York Evening Post commends the action of Secretary Morton in stopping the free distribution of seeds by congressmen; and in this we heartily concur. If there ever was a greater farce than the indiscriminate mailing of packages of seeds by the nation's lawgivers, it is the like mailing of public documents—agricultural and patent office reports—to merchants and professional men. It is safe to say that not one-half the seeds sent out by congressmen—and the mails are burdened with them every year—ever reach the soil. Nearly all the public reports are consigned to the fire or the old paper-buyer.

The whole system was inaugurated for the purpose of enabling congressmen to flatter voters. The expense to the government must be considerable, and if congressmen only knew it, the result, in the way of vote-getting, is extremely small. If some plan could be devised which would require congressmen to pay the cost of printing the so-called speeches, with which they flood the country every year, another item of expense would be cut off, and the country would be as well off. It is certain the postmasters would be relieved of a great annoyance.

Some gentlemen from Goldendale, who are in the city, speak in enthusiastic terms of the new railroad now building to Lyle—the work being pushed from Lyle up the canyon. It is claimed that the road has sufficient backing to build it without any trouble, and if such be the case, its completion will be an early result. Whether or not the road will pay after it is built, is a matter of question. During the wheat season the trains will be heavily loaded, but there will be many months in the year when business will be very light. It takes more than one community—even if it be as large and fertile as the Klickitat valley—to support a railroad, and we doubt if the investors ever realize on their capital. Good roads would be a better investment than a railroad, when it is not sure there will be traffic enough to make it pay.

The Regulator line thus far has had no cessation in its business since it began running in the early spring. It used to be said that boats would be unable to reach the Cascade canal for a month or six weeks during each year; but this is shown to be a mistake. Next season will bring a fleet of boats, and steamboating will be more lively than at any time since the days before the railroad. But the citizens' line will have to take the lead, having made itself popular, and having done a splendid service to the country along the river.

Wheat is selling in this market at 45 cents, and in Portland at 48. There was a time, not long ago, when the difference was very much greater. With the completion of the canal at the Cascades the difference will be decreased about one-half; then The Dalles will be, by long odds, the best wheat market in Oregon outside of Portland. The placing of a line of boats on the upper river, and the building of a portage about the dalles, will aid the country east of here as much as the state portage and boat line have heretofore aided us. We hope this will soon be the situation.

The city council has done a commendable act in ordering certain sidewalks throughout the city repaired. A city is judged by its outward looks, as people are by their clothes, and too much pains cannot be taken in always appearing in best attire. Some of our sidewalks are in a deplorable condition, and strangers coming to town receive a bad impression of the place. Aside from the dangerous features connected with bad streets and walks, the demands of growing civilization require they be put in good repair.

It now seems improbable that Portland will have a mechanics fair this fall. The city will be the loser, but the state outside of Portland will be the better off. The last fairs in Portland were fakes, and the people of the state would have little confidence in the one proposed. So perhaps it will be better all around for the matter to go by the board.

The reports from all quarters indicate that wherever crops were well put in, the yield is abundant, and that poorly-prepared land, over-worked land, and volunteer crops yield nothing, or next to

nothing. Oregon is generally so fruitful that farmers become careless and expect much in return for little. It is much more profitable to farm less and farm well, and when this rule is persistently followed, failure will be rare.

It seems to us Christians far more atrocious for the heathen Chinamen to murder Christians in China than it did when our Christian nation suffered heathen Chinamen to be massacred in the United States. But, in view of all the circumstances, the excess of atrocity is against us. We sincerely hope heathen China will be more prompt and vigorous in punishing the murderers than we were.

It is not often at this season of the year that the county jail is so filled. Although there still remain several months before the convening of court, there are some six or eight prisoners awaiting trial. None of these are serious offenders, and if something could happen by which the whole lot would skip the country, the county would be the gainer, and very little harm done anyone.

#### Special Meeting of the Council.

The city council met in special session last evening at the office of the recorder. Mayor Menefee and Councilmen Nolan, Eshelman, Johns, Crowe, Wood, Saltmarsh and Ross were present and took part in the deliberations.

The object of the meeting was to consider the improvement of sidewalks throughout the city and find means of compelling property owners to put in repair walks that are out of order. The marshal read a list of sidewalks and crosswalks which need repairing, after which the best way of getting them fixed was discussed by the members. On motion of Mr. Nolan, seconded by Mr. Eshelman, the side and crosswalks upon certain streets in town were declared dangerous, and it was ordered that new walks be constructed according to the city ordinances. The recorder was instructed to publish the notice of improvement as required by the charter. The cost of improvement will be assessed directly against the property benefited. As the sidewalk question was the only one before the council, when it was settled, the meeting adjourned.



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