GENTLEMEN, drop in and see E. E. Balch, Merchant Tailor, 78 Sec ond street, for SPRING and SUMMER Suits. He shows the finest line of foreign and domestic goods ever exhibited in The Dalles, at 'Frisco prices.

| Garments made |
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| The Dalles Daily Ghronicle. |
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| FRIDAY, . . . . AP |

The future of The Dalles depends
upon an open river to the sen.
When this shall be accomplished is
uncertain, but every month it is deuncertain, but every month it is de-
layed retards just so much the
growth of the enty. Nature has growth of the city. Nature has
given us the advantage of location.
Placed as this city is, at the gateway to the Inland Empire, it must,
slmost of necessity, continue the entrepot of a large section.
The Dalles has had its full mens-
ure of misfortune. It bas suffered ure of misfortune. It has suffered
from conflagrations more disastrous than have overtaken any western
town. It has seen the railroad shops move away, causing a withdrawal of
hundreds of thousands of dollars from circulating among business men. It edness and cupidity of unprogressive eitizens. It has lost by the jealmisfortunes, and more, misfortanes, anding them all, the city has grown and prospered, in favorable light with its sister The stability of our city has been
tested. No town could weather the storm The Dalles has unless it rested history gives us a guarantee that the future contains better things than
those to which we have so far thined.
There are some subjects to which be immediately directed. First, the reduction in the rate of taxation. ganized and placed upon a basis our county taxes are far too high
Unless a change is made and the indebtedness reduced and taxes lowered, we cannot hope for any gr
investment of outside capital, sides too much of the profits of business men go for taxes. be extended to all points of the country tributary to this city. This can only be done by a system of
roads far better than those we now possess. Trade must be a tracted to The Dalles, and it can only be done by building and main taining good thoroughfares,
Lastly: As we bave said before, we repeat cow, that a large share o our present prosperity is due to the
low transportation rates we enjoy through the agency of the Regula tor line of steamers. Without them lais eity would have beon at the mercy of a single railroad, and it is well known that such institutions have no mercy.

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