

The Dalles Daily Chronicle.

The only Republican Daily Newspaper in Wasco County.

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MONDAY - - - AUGUST 30, 1897

COMPENSATIONS.

The world is full of compensations, averages, offsets, counterbalances, or whatever they might be called. All human affairs are subject to them. The rich envy the poor, the poor the rich. Each would be satisfied with the other's lot, yet neither would trade. The barefooted boy looks at the bald-headed millionaire, and thinks what a glorious time he would have spending the money, if he had it, and dreams of things utterly unselfish that he would do with it, and undoubtedly derive much pleasure from doing, and the millionaire gazes at the barefooted boy and his thoughts go fleeting back to his own childhood—when he was happy. The poor man, who has to work like a slave to support himself lives to be a hundred years old before he can quit his job, while the rich man, with money to buy everything purchasable, gets old and dies at 65.

The rich are always satisfied with the lot of the poor, the poor envious of the rich. The married folks occasionally think of divorce and envy the freedom of their unmarried friends, while the unmarried envy the home life of the benedicts. The girl that dislikes ice cream gets hired every summer to sell the stuff, while the girl who "dotes" on it has to spend the summer camping where the picture of a cow is a rarity. The woman with the smallest foot pays most for her shoes, and a bald-headed man gets no reduction for a hair cut.

And so it goes. What we have

someone envies us, and what others have we desire. And so in the grand wind up of life it may be said that we all get what we do not want, and we all want what we do not get. This makes us all satisfied with each other's lot, and dissatisfied with our own; but it is the way of the world, and the result of the law of compensations which puts the nastiest worm in the nicest looking apple, and the biggest corn on the smallest toe. The fellow who gets more than his share of the champagne, gets a like quantity of the next day's headache, and the highest pinnacle to which drunkenness lifts him would, if turned upside down, but serve to sound the abysmal depths of next day's woe.

PUBLIC OWNERSHIP.

In 1894 Glasgow acquired ownership of its street car lines. As a result the hours of labor were reduced and wages were advanced. Fares were lowered about thirty-three per cent; the average fare is below two cents, and thirty-nine per cent of the fares are one cent. The service was improved. The Progressive Review of London, in its November number, 1896, said: "The tramways of Glasgow have been made the finest undertaking of the kind in the country, judged both by their capacity to serve the public, and as a purely commercial enterprise." The traffic was doubled in about two years.

Yet these improvements were made without burden to the taxpayers. As a matter of fact, the taxpayer had his direct benefit along



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with that enjoyed by the riding public. For the year ending June 1, 1896, in spite of 2 cent fares, there was a clear profit of \$213,000 above operating expenses and fixed charges, interest, taxes and depreciation.

In brief, fares are lower, wages higher, hours shorter, service better, traffic larger, and taxes lower.

What Glasgow has done, other cities can repeat, unless their people wish to confess their incapacity to grasp and work out the problems of higher government.

A man arriving at Juneau from Dawson City says the last steamer from that place carried away a pile of gold dust that measured at least a quarter of a cord, while another man writing from Dawson City says the same steamer carried three and a half tons of gold. There is considerable difference between the statements. A ton of gold is worth in round numbers \$500,000 at \$16 an ounce, which is about the average value. Three tons and a half of gold would therefore mean, at a liberal estimate, \$2,000,000. A quarter of a cord contains thirty-two cubic feet, and a cubic foot of gold weighs about 1000 pounds. By this second estimate there would be sixteen tons of gold, or \$8,000,000. The farmers export from the United States yearly \$650,000,000, and yet no one bears the American farm called a Klondike. It is the craze for sudden wealth, the getting of something for nothing that causes the rush to the gold mines, and yet the fellow who sticks to his job and only gets something for something, will in the end have the most money. The amount of agricultural produce sent from this country each year to feed and clothe the foreigner would make a pile of solid gold equaling eleven and a half cords, 1280 tons.

There is nothing so thoroughly appreciated by the ladies during the hot weather as a delicious dish of genuine ice cream. The Elite candy factory serves just that kind. Also soda, ice cream soda and milk shake. a5-tf

I WANT YOU TO UNDERSTAND THAT I'LL HAVE NOTHING BUT THE GENUINE BLACKWELL'S DURHAM!

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For further information apply to
J. N. HARNEY, Agent,
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Or W. C. ALLAWAY, Gen. Agt.,
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*6:00 P. M.		*9:30 A. M.
*8:30 A. M.	Roseburg and way stations.	*4:30 P. M.
Daily except Sundays.	(Via Woodburn for Mt. Angel, Silverton, West Seio, Brownsville, Springfield and Natron)	Daily except Sundays.
17:30 A. M.	(Corvallis and way stations.)	*5:50 P. M.
*4:30 P. M.	(McMinnville and way stations.)	*8:25 P. M.

*Daily. (Daily, except Sunday.)
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YAMHILL DIVISION.
Passenger Depot, foot of Jefferson street.

Leave for OSWEGO, daily, except Sunday, at 7:30 a. m.; 12:15, 1:45, 5:25, 6:45, *8:05 p. m. (and 11:30 p. m. on Saturday only). Arrive at Portland daily at *7:10 and 8:30 a. m.; and 1:30, *4:15, 6:35 and 7:55 p. m., (and 10 a. m., 3:15 and 5:10 p. m. on Sundays only).

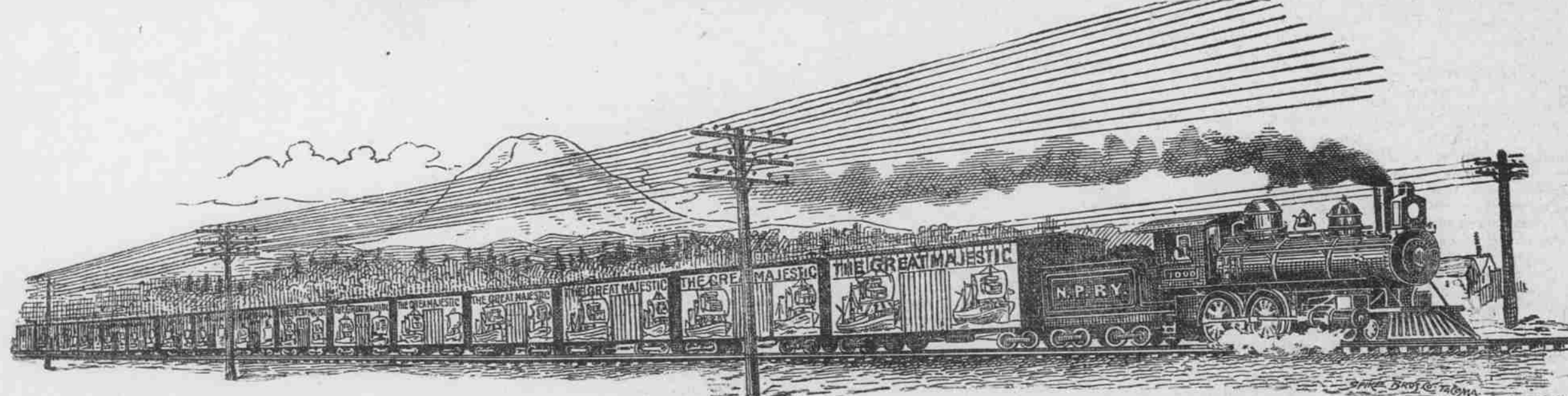
Leave for Sheridan, week days, at 4:30 p. m. Arrive at Portland, 9:30 a. m.

Leave for AIRLIE on Monday, Wednesday and Friday at 9:40 a. m. Arrive at Portland, Tuesday, Thursday and Saturday at 3:05 p. m.

*Except Sunday. **Except Saturday.
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