

The Dalles Daily Chronicle.

The only Republican Daily Newspaper on Wasco County.

EASTERN OFFICE—230 to 234 Temple Court, N. Y. City. E. KATZ, Agent.

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SATURDAY - FEBRUARY 5, 1898

A FEASIBLE PROJECT.

THE CHRONICLE notes with satisfaction that the business men of The Dalles are taking an increasing interest in matters connected with the welfare of the city. Frequent discussions are heard at the Commercial Club and elsewhere over plans to aid the material interests of The Dalles, and the result of this awakening can not help, in the course of time, from being beneficial.

One of the topics most frequently under discussion is the influence which the new railroad from Biggs into Sherman county will have upon The Dalles. While it is generally believed that the damage done to the trading interests of this city will not be so great as some alarmists predict, yet it is conceded that substantial injury will result.

There seems but little doubt now that the road will be continued on through Moro, Grass Valley, and tap the wool territory farther to the south. It has been the intention of the management of the Columbia Southern to project their line as far as funds will permit, and, in all probability, a great deal will be done the present season.

Just what effect this extension will have upon The Dalles may be a matter of difference, but all will agree that it will in no wise add to its commercial advancement unless this place be made the terminal point instead of Biggs.

The project, which has been proposed and talked about some, of building a road from The Dalles up to Deschutes, then probably up the Fulton canyon into Sherman county, connecting with the Columbia Southern at Moro or some convenient point, seems to be a meritorious one. If this road were built, and a traffic arrangement made with the Columbia Southern whereby the wool shipped from interior points should come by the new railroad to The Dalles, instead of going to Biggs, then this city would be in a position to hold the trade of the great interior country, which it now possesses.

It is just as well to take stock once in a while and see where we stand. There seems to be a well-founded opinion that the present season will see the Oregon Pacific pushing across the Cascade mountains and tapping the rich stock country of the central part of Eastern Oregon. Should this be done and no way be provided for bringing this trade to the Columbia river other than by wagon roads, it is unquestioned but that The Dalles will suffer severely in her commercial interests.

But if the Columbia Southern were built to Prineville, or to some point where the traffic of that section could be obtained, and then a line built from The Dalles to some point in Sherman county connected with the former road, The Dalles would be in a position to fear no competitors.

This plan has the commendation of some of our shrewdest business men, who are willing to place their influence and money behind it. What is needed more than anything else is spirited action. If the thing is worth doing, it is worth doing at once. It would not take much capital, and the returns would be sure. The Columbia Southern was built under circumstances enough to discourage most men, yet the undertaking was successfully completed.

We trust this matter will be persistently agitated among our business men, and THE CHRONICLE will do its

share. In this connection, we note an excellent article on this subject in the Times Mountaineer, the spirit of which we heartily indorse.

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