

THE DALLES TO TIDEWATER.

The importance of an open river is apparent to any one when the vast amount of produce shipped to and from this city every year is taken into consideration. The large figures which are bewildering, and an illustration, the facts of which are well known, may serve our purpose better. For instance, we were talking with a farmer to-day, who has been raising grain for the past seventeen years. He says his land has yielded from 20 to 40 bushels of wheat to the acre, and he has 100 acres under cultivation. The freight charged him has been 12 cents a bushel for transportation of his grain from The Dalles to Portland, or he has paid to the O. R. & N. Co. at the lowest estimate \$2.40 per car annually on every acre of land he has sown in wheat—\$240 on his 100 acres, and for the 17 years \$4,080. In other words this transportation company has charged him \$4,080 for a lease of the land for 17 years, a clear title to which he has received from the United States government. He has paid to the railroad company every year double the amount he has paid in taxes to the state, county and city. This gentleman is only one of a thousand or more farmers who have been forced to bear equal burdens, and our merchants have paid heavier charges on goods. Of course if our portion of country were not extremely wealthy it would have been impoverished long years since; but our business men and producers have managed to pay these taxes to a monopoly, and yet prosper. According to the statistics, carefully gathered for the last New Year's edition of the TIMES-MOUNTAINEER, the export of wheat in 1888 was 12,000 tons, on which was charged \$4 a ton for transportation to Portland—\$48,000. For \$1,000 two flat boats could be built in this city, which would be competent to float our wheat output to the Locks, and ten drays could haul this to the lower landing at a cost of \$6,000. From that point river boats would take the wheat either to Astoria or Portland for \$1 a ton, or \$12,000. Allowing the same price for transportation between The Dalles and the Locks and we have: For carrying grain, \$24,000; flat boats, \$1,000; cost of drays, \$6,000. Total, \$31,000, against \$48,000, leaving a balance in favor of the people of Wasco county of \$17,000 for that year alone. This multiplied by 24, the number of years this productive region has been leased to the producers, will give the enormous amount paid for the privilege of farming these lands. Aside from the grain export, in the single season of 1888 there were 5,000,000 pounds of wool handled in this city—we again take the figures from the New Year's edition of the TIMES-MOUNTAINEER referred to—fully one-half a cent a pound, or \$25,000, could have been saved on the shipment of this product alone in a single year. To be added to these figures is the amount paid for merchandise to supply the demands of the surrounding country, and our business men carry as large stocks as any in the state outside of Portland. If our people will carefully consider the enormous amount they are paying the railroad company for the privilege of farming, raising sheep and cattle, and selling goods every year, we believe that everyone will be convinced of the necessity of forming a People's Transportation Company immediately. Nature has done everything desired in the magnificent stream that flows past our doors, and if we do not possess the grit and enterprise to relieve ourselves from the grinding monopoly we should near our chains patiently and never murmur or complain.

PRINCE BISMARCK.

Bismarck has resigned the premiership of the German empire, and the portfolio has fallen to the lot of a military man. Every careful student of the growth of the empire of the German people for a number of years has seen in every movement the genius of the great statesman. He has saved the empire from foes within and without many times, and was the one man in Europe who could make a military monarchy successful and popular. With all the faults of their native land there cannot be found a more loyal people to fatherland than the Germans, who claim citizenship in every country under the sun. Although Bismarck alleges his old age as the cause of his resigning his official trust, there is no doubt that the moving cause was the late attraction towards the Socialist party of the young and inexperienced emperor. There is no man in Europe who knows as well as Prince Bismarck how much a government can indulge in this reformatory movement and still maintain its standing as an unlimited monarchy. His love of country is far above his personal ambition, and he has erected the greatest military empire since the time of the Caesars, and he did not want to be responsible for its ruin. The Socialists in Germany demand a free, constitutional government, and they will not be satisfied with anything less than this. Emperor William, with young and generous blood in his veins, may enjoy the turbulent masses into a quiet state for a time; but the storm cloud is gathering, and will break with full fury sooner or later. The German people move slowly, but surely. They are thinkers, and every act is one dictated by cool and considerate judgment. The heaven for republicanism has been working for years among the people, and the effect is discernible everywhere. It has pervaded the universities, the working classes, and in some instances the official class. True, Bismarck is in favor of the paternalism of govern-

OPPOSITION TO RAILROADS.

We are somewhat surprised that a railroad to the interior meets with opposition from some of our business men, and the old obsolete arguments against railroads in general and improved machinery are again brought to the surface. Such arguments have been demonstrated to be fallacious in numerous instances all over the country, and it is unnecessary to refute them. There can be no doubt that railroads are great factors of development, and that The Dalles with one or more branch roads into the surrounding country would double its population and wealth in a short time. We have several instances of the developing power of railroads in the northwest, in which small towns have grown to large cities in a few years. The fact is patent to every observer, and no place is better situated to reap the benefit of quick and direct means of communication than this city. Flowing past our doors is the amount of excessive freight charges that have been paid every year for the past twenty-five, could be opened by a People's Transportation company; Goldaune is anxious for railroad communication, and will meet us half way in building the road, and Gilliam and Crook counties—in which there are coal and other minerals and a wealth of cereal production—are looking towards The Dalles for an outlet. This is our golden opportunity, and if properly appreciated, within the next ten years this city will be the metropolis of the Inland Empire, and second to none east of the Cascade mountains.

ST. PATRICK, WHOSE BIRTH IS CELEBRATED MONDAY, WAS A GREAT AND COLORFUL MAN.

St. Patrick, whose birth is celebrated Monday, was a great and colorful man. Born somewhere on the Clyde, in the latter part of the fourth century, when about 15 years of age he was captured by the Picts and Scots in one of their incursions into Britain, and sold as a slave to the neighboring Irish. He escaped after a few years and fled to Britain, where he lived among his kindred. Early in life he received Christian training, and during all his years of slavery he was steadfast to his religion. Becoming acquainted with the peculiar Irish people by long years of personal association, he was especially adapted to missionary labor. After preparing himself for the work he undertook the difficult task, and was eminently successful. The chiefs and common people flocked to the standard of the cross, and Ireland became the first and foremost Christian country in northern Europe. There is so much of the life of this great man mixed with legend that no historian has attempted to write his biography in detail; but that he was imbued with the Christian-like spirit, and followed wherever he considered the path of duty led him has never been doubted. It is also an acknowledged fact that from his preaching great good resulted in civilizing the savage spirit of a barbarous people, and that the seed thus sown bore abundant fruit the history of that island will verify. From the time St. Patrick first instilled the Christian doctrine into the island until the present, the country has been fruitful in religious devotees. The peculiar temperament of the people was adapted to these influences, and no country can boast of more enthusiasm in such matters than the little island west of Britain. In choosing Patrick as the patron saint the Irish people selected one in whom was exemplified the highest virtues, and if not a native, he nevertheless devoted the best years of his life to the amelioration of the race.

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Hon. Binger Hermann has a most difficult task to perform in engineering bills through the house which have already passed the senate. Our senators have done well, but they have had a much better field in which to work than any member of the lower house. In the senate each state has equal representation, and Oregon has as many votes as New York; but this is much different in the house. Oregon has only one representative, while New York has 34, and it is easily understood how the River and Harbor bill is always the bone of contention. The west and southwest are strongly in favor of liberal appropriations for public improvements; but the east is violently opposed to any such expenditure. New York cares little for the one vote of Oregon if she can secure the co-operation of Pennsylvania and the other large states. For these reasons, if Mr. Hermann succeeds in securing the passage of the public building bill in this city and a liberal amount for the locks at the Cascades and the boat railway above this point, he will have accomplished a herculean task, and will be entitled to much more credit than either of the senators. They stand equal to their colleagues, and are not directly responsible to the people. Honor to whom honor is due, and we shall watch carefully the proceedings in the house, and shall willingly give Mr. Hermann the praise to which he is entitled.

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The new party which was formed last Friday at Eight Mile, among other planks in their platform, adopted one which declares in favor of a "revision of the tariff in such a manner as to enable producers to receive a just and reasonable compensation for their labor." We are at a loss to know what our farmer friends mean. No law of the United States can control the price of wheat in Liverpool or any other market, local or otherwise. While grain is grown on the shores of the Black sea, in India and Egypt, the price will be governed by supply and demand. Protection has done everything possible to create a home demand by building up various industries, which have created a large army of consumers and attracted labor from cultivation of the soil. Nothing more can be done by free-trade or protection.

One good effect may be expected to come from the third party movement this campaign, and that is, the old parties will be more careful how they manipulate conventions. The rule of cliques will no longer be popular, and politicians will not carry the votes of other organizations in their pockets. The third party will be a constant menace to questionable practices, and if conventions desire to hold the rank and file in line, they must make nominations suitable to the people, and not according to the dictation of leaders. We have always advocated the greatest freedom in the exercise of the elective franchise, and have never been backward in writing against the caucus and other corrupt methods of controlling and dictating the result of the ballot. Perhaps it is necessary in politics, as well as in business, to have a perfect system of operations; but this should not be of such an inflexible nature that the minority would have no rights to which the majority should pay attention. The despotism of majorities is as cruel and despicable as any other despotism, and is greatly to be feared in free governments. The bills of rights are the protection guar-

TELEGRAPHIC.

DOOM OF THE CITIES.

OAKLAND, Cal., March 14.—Religious cranks and fanatical enthusiasts have recently descended upon this city, and have created much commotion and excitement. The meeting first being announced as a pent, in which a Mrs. Woodworth held forth and brought many people under the influence of a mysterious power. She is now in Santa Rosa with her tent, but did not leave Oakland until she had made many converts, and since her departure she has been spreading her message along the principal streets, warning the unrepentant to flee from the wrath to come. Those who have been brought under the influence of her power, and who generally seem to have had their brains turned upside down. They stand on the street corners with fixed and glaring eyes, and utter strange and grotesque utterances, while they strain out melodious songs and quote alleged Scripture. These women, who are members of the Salvation Army, which was in the field before them, and still "hold the fort," but there soon developed a schism from the Woodworth teaching.

THE GERMAN CRISIS.

BERLIN, March 19.—General Von Capri, commander of the Tenth army corps, has been appointed chancellor of the empire, to succeed Bismarck. Bismarck, in his note to the emperor, tendering his resignation, alleged that old age and failing health were the reasons of his desiring to withdraw from public life. To-day's papers call attention to the fact that while taking lunch yesterday with the delegates to the lunch conference, Bismarck gave a cordial greeting to Jules Simon, the head of the French delegation, and had a long conversation with him. He has invited all the French delegates to dine with him at the Hotel de Ville. The bourgeoisie is weak in consequence of Bismarck's resignation. The *Frankfurter Zeitung* says that General Von Capri, the new chancellor, has also been appointed president of the Prussian ministry. The *Guette* also says Count Helldorf, Bismarck's minister of agriculture, will be succeeded by either Von Tadowitz, German ambassador at Constantinople, or Count von Trautoldt, German ambassador at London. Chancellor Capri will not assume the duties of his office until the emperor becomes president of the Prussian ministry, Count Eulenburg, governor of Hesse-Nassau, succeeds Von Bismarck as minister of the interior, and Count von Helldorf will be an ambassadorship. Ministers Herrfurth and Maybach have resigned. The *Tagblatt* says the emperor has dismissed Count von Waldsee, his chief of staff.

SPRING SNOWSTORMS IN THE EAST.

NEW YORK, March 19.—The heaviest snowstorm of the season began this morning. Snow fell rapidly without intermission in this city, Brooklyn and the surrounding country for ten hours.

PITTSBURGH, March 19.—The heaviest snowstorm of the season is raging. It extends over a wide area, and railroad travel is almost entirely paralyzed. Heavy drifts are reported all over the state.

BOSTON, March 19.—Dispatches from various points along the coast report a very severe snow and wind storm. Wrecks are feared.

THE LONG FURSE WILL WIN.

SAN FRANCISCO, March 19.—The strikers' agents have secured a meeting of a victory to-day when they induced all but four of the forty-six molders brought out from the east by the foundries to quit work. The non-union molders were taken in charge by representatives of the Iron Molders' Union and escorted to the latter's headquarters, where they will be taken care of. The manufacturers say they are not surprised at the imported molders leaving, and are determined to bring non-union men from the east until they fill the town with molders and break the strike. They have fifty more men about to leave Philadelphia, and when they are all started they will send for more. The manufacturers say that when they cannot secure non-union men here or in the east who are willing to work, they will close up their business, as the union men are killing the iron industry on the coast. Eight of the new comers were sent back on the evening train this afternoon, their fare being paid by the union, which expects to send away a number more to-morrow.

SACRAMENTO, March 19.—Governor W. P. Mendenhall, in a letter to-day to Corresponding Secretary Swann of the Pacific coast Eight Hour League, giving his reasons for declining to declare May 1st a legal holiday, says that the business interests, from which labor draws its support, are entitled to consideration, and to check the entire business operations of the state in order to bring about a settlement may make a public demonstration is not business.

STRIKE OF PITTSBURGH IRONWORKERS.

PITTSBURGH, March 19.—Three hundred men quit work at the Keystone rolling mill to-day, on account of a reduction of wages because of poor material. The trouble at Oliver Bros. mill, over the discharge of a man, resulted in a strike of 500, and it is alleged that all the 1800 employees will go out to-morrow.

FIVE IRON MINERS LOST.

HURLEY, Va., March 19.—A great fire is raging in the Germania mine. Five miners have perished, and all efforts to stay the flames are unsuccessful. The unfortunate men are James Thomas, John, John Thomas, Hugh Walker, Jimmy Sullivan and William Banks, all miners. The loss will reach \$100,000.

WALKER ESCAPED FROM THE MINE WITH ABOUT 400 MEN WHEN THE FIRE BROKE OUT, BUT RETURNED TO RESCUE OTHERS STILL IN THE MINE AND WAS KILLED BY THE EXPLOSION.

ARMED GUARDS ON THE LEVEE.

NEW ORLEANS, March 18.—The river situation in this immediate vicinity is not much changed, but the levees are being strengthened. A dispatch from St. Joseph, La., says that the situation at the Texas levee is becoming more favorable. In that vicinity armed guards have been placed on the levee, with instructions to shoot anybody approaching them at all.

THE ENGLISH LABOR REVOLT.

LONDON, March 18.—Fifteen thousand miners in Lancashire and many strikers of other districts have resumed work on a compromise proposed by the men. The general opinion is that the striking miners will succeed in forcing the masters to concede a 5 per cent. advance in wages and further advance of 5 per cent. on July 1. Many more miners have returned to work in Nottinghamshire and elsewhere have accepted the terms of the men.

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LIVERPOOL, March 18.—The strike of dock laborers here is collapsing. The men are showing no intention of going to arbitration. New hands to fill the places of strikers are arriving rapidly.

THE CHREVEASE WIDENING.

LAKE SUPERIOR, La., March 19.—The crevasse at Rainy Lake, which is 3000 feet wide and from ten to twelve feet deep. The water is going through with tremendous force and velocity. The water is making its last mad dash to end so as to prevent further abrasion.

HELENA, Ark., March 19.—The town of Helena, Ark., was nearly completely covered with water from White River. The river rose so fast that a conductor was compelled to move a train on the Arkansas Midland road two miles from Helena.

WELL ACQUAINTED WITH HIRAM.

"No, Hiram," said the young girl sadly; "I cannot be your wife. We are too compatible." "Compatible?" he exclaimed. "Isn't that the very reason why?" "No, not in our case. I should probably insist from motives of economy on dispensing with a servant and doing my own housework, and you would probably let me do it, Hiram."

ST. PAUL PAPERS STILL PERSIST IN CALLING THAT PART OF THE UNITED STATES THE NORTHWEST NOTWITHSTANDING THE FACT THAT THREE OF THE FINEST STATES, AND ONE RICH TERRITORY ARE BUILT UP IN THE EXTREME CORNER OF THE UNITED STATES.

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STORAGE USES OF PAPER.

Paper is now made to serve for steel and iron. When strong fiber is used it can be made into a substance so hard that it can scarcely be scratched. Railroad car wheels are made of it more durable than iron. A store in Atlanta, Ga., has been built entirely of paper. The rafters, weather boards, roof and floor are all made of thick compressed paper boards, impervious to water. On account of the paper being smooth, the heat cannot catch on fire as easily as a wooden building. It is found warm in cold and cool in hot weather. The Breston fire proof chimney has demonstrated that cooking and heating stoves, bath-tubs and pots, when made by a process that renders it fire-proof, become more lasting than iron and will not burn. Cracks in floors around the skirting board, or other parts of a room, may be neatly filled by thoroughly soaking newspaper in paste made as thick as putty and forced into the cracks with a paste knife. It will soon harden and can be painted. Black wall paper is made of compressed paper, and so colored that no one can tell them from the original wood. A paper piano has been lately exhibited in Paris. The entire case is made of compressed paper, to which is given a hard surface, a cream-white brilliant gloss, and the legs and sides are ornamented with arabesque and floral designs. The exterior, and as much of the interior as can be seen when the instrument is open, are covered with wreaths and floral designs in various colors. An Italian monk has succeeded in constructing an organ where the pipes are made of paper pulp. It has 1400 pipes of various sizes. The American Cottonseed Trust are now running a mill for making paper from the hulls remaining after all the oil has been squeezed out of the cottonseed. They are contemplating the erection of a 100 ton mill for the same purpose. These hulls have heretofore been considered worthless. It has now been discovered that the trust proposes erecting mills at different points in the cotton-raising country. Of course, this will somewhat revolutionize the paper trade. A new mill for the manufacture of paper from moss has been recently established in Sweden. The paper is made of dried moss, and the board made of it has already been shown, the latter even in sheets three quarters of an inch thick. It is as hard as wood and can be easily painted and polished. It has all the good qualities, but none of the defects of wood. The pasteboard can be used for door and window frames, and for the construction of all kinds of furniture. The ceiling of the assembly chamber at Albany, N. Y., is made of paper mache. It is as hard as wood, and appears so like marble as to deceive the most expert eye. The latest idea is to use paper instead of wood for lead pencils, by using a patented preparation by which it can be cut as easily as the softest wood.

NEW TO-DAY.

NORTHERN PACIFIC RY.

TO ALL POINTS EAST AND SOUTH.

ST. PAUL AND CHICAGO.

TOURIST SLEEPING CARS.

ELEGANT DAY COACHES.

A Continuous Line connecting with All Lines, Affording Direct and Uninterrupted Service.

THROUGH TICKETS.

J. H. LARSEN.

HAY, GRAIN AND FEED.

NOTICE FOR PUBLICATION.

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CASTORIA for Infants and Children. Castoria is well adapted to children that I recommend it as superior to any prescription known to me. H. A. ALEXANDER, M. D., 111 So. Oxford St., Brooklyn, N. Y.

FISH & BARDON, DEALERS IN Stoves, Furnaces, Ranges, GAS PIPES, PLUMBERS' GOODS, PUMPS, &c.

We are the sole agents for the Calibrated TRIUMPH RANGE and RAMONA COOK STOVE, which has no equal, and guaranteed to give entire satisfaction or money refunded.

Cor. Second and Washington streets, The Dalles.

Z. F. MOODY, General Commission and Forwarding Merchant, 301, 303 and 305 SECOND STREET, (Adjoining Railroad Depot).

Consignments Solicited!! Prompt Attention to those who favor me with their patronage. The Highest Price paid in Cash for Wheat, Barley, Etc., Etc.

I. C. NICKELSEN, Has removed from Second street to Third street. The Leading House for BOOKS, STATIONERY AND MUSIC.

All mail orders filled satisfactorily and promptly, and correspondence cheerfully answered.

WOOL EXCHANGE SALON! DAN BAKER, Proprietor. NEAR THE OLD MINT, SECOND ST.

THE DALLES, OR. The Best of Wines, Liquors and Cigars always on hand.

J. O. MACK, WHOLESALE Liquor Dealer, FRENCH'S BLOCK, Second Street, - - The Dalles.

EAST END SALOON, Near the Old Mint Building, Second St., The Dalles, Or.

Always on hand the Best Wines, Liquors, and Cigars.

COLUMBIA BREWERY, Second St., East End, AUGUST BUHLER, PROP.

THE BEST REFRIGERATED WITH THE LATEST IMPROVED MACHINERY.

Mrs. C. L. Phillips, Fashionable Milliner, 81 Third Street.

Best Keg and Bottled Beer and Porter in Eastern Oregon.

THE LATEST STYLES Bonnets, Trimmings, etc.

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VOGT BLOCK, Three doors west of the corner of Second and Federal streets.

UNION PACIFIC TICKETS ON SALE TO ALL PRINCIPAL POINTS EAST, WEST, NORTH AND SOUTH.

W. C. ALLAWAY, Ticket Agent.

LOCAL TIME TABLE. Union Pacific Railway, Pacific D.

RAILROADS FROM THE DALLES. Express No. 3 leaves 1:30 a. m. Limited Fast Mail, No. 4 leaves 7:30 a. m. Freight No. 5 leaves 12:30 p. m.

WILL sell or trade for range horses the celebrated Cleveland Bay Stallion.

GOLDEN EMPEROR 13, Bred by Robert Williamson, England. Sire, Belmont; dam, Mrs. Belmont; grand sire, Belmont; grand dam, Mrs. Belmont.

Mammoth Livery Stable, Second street, (opposite 3rd St.) The Dalles.

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