

LAW AND LAWYERS.

Our esteemed cotemporary, the East Oregonian, was severe on law and lawyers in its Monday's issue, when the editor criticized the admission of "twelve young lawyers" to "practice" by the supreme court. It is not proper to say that these attorneys were admitted to "practice," but it should have been stated that they had demonstrated a sufficient knowledge of law, after a thorough examination by the jurists constituting the highest judicial tribunal, to expound the laws before any court in the state. In this connection the word "practice" has too much of a mechanical application to be applied to any profession. It could be said with equal propriety that "twelve young theological students" were admitted to "practice" by a competent board of examiners, which would be an insult to every Christian denomination that desired real, earnest, conscientious ministers to preside over its congregation. It is not supposed that any one who has given his heart to Christ will act simply mechanically in following the dictates of his exalted calling; but that there will be exhibited those higher qualities which elevate the profession above the following of mere mathematical rules, and which bring into active operation the better qualities of heart and brain. The same can be predicated of the legal profession, which is not merely a "practice" of certain rules like the carpenter or blacksmith, but an intellectual discernment of right and wrong under the established laws—civil and criminal—of the land. He who enters a court with the idea of evading the statutes of the state for the purpose of earning a fee from a dishonest or criminal client is a "shyster" lawyer, and should be classed with hypocritical ministers, quack doctors, "dub" artists and "botch" mechanics. There is a wide difference between lawyers, and he who attempts to defend a thief, a forger, or a murderer, only to the extent that honor, honesty and conscience allows, disgraces himself and the high profession he has chosen. The laws of this country are not unjust, or in any way calculated to shield criminals; but the reason they are so seldom enforced, and that they are so easily hoodwinked, and by the sophistry of unprincipled attorneys are introduced to forget that they possess common sense and ordinary judgment. Of course, there are lawyers in the full meaning of the term; and there are those who exercise duplicity and chicanery merely to accomplish their ends; but we are sorry to see that the "shysters" are generally the more successful with the unstable populace. Notwithstanding these facts, it is nevertheless true that these great jurists who have impressed themselves upon the history of the country were men of honor and honesty, and valued their reputation more highly than to stoop to anything ignoble to gain a point before an ignorant jury. The profession is as noble as any, and he who wears the sacred robes of the clergy is entitled to no more respect than he who gives to the worst criminal his fullest defense under the law. But he who "practices" law simply to bring into proper play his powers of duplicity and sophistry must be classed with the hypocritical minister of the gospel, who uses religion for dark and damning deeds, or with the quack doctor who kills or cures according to the amount of the fee he receives, and with the dishonest man in every walk of life who seeks his own selfish ends to the impoverishment of his neighbors.

The people of Eastern Oregon are gratified to see that the Oregonian is in favor of an open river, and that it at last realizes the fact that the only manner in which an Oregon city can control the trade of the Inland Empire is by means of water communication with the interior. Ever since the Northern Pacific has had terminal facilities to the Sound it has offered extra inducements to Eastern Washington and Eastern Oregon to move freight by that route, and that company appears to be directly interested in building up the great seaport of the northwest. For this reason the people of Eastern Oregon, when state portage roads were first advocated, were not in favor of one in Washington between The Dalles and Celilo, believing that it would be directly under the control of the Northern Pacific and the Washington legislature—which is undoubtedly in favor of building the great city on Puget Sound. This road constructed on the Washington side can be subjected to many inconveniences and many obstacles. In the first place the privilege of using the banks of a navigable river for wharfage privileges in that state must be granted by the legislature, the majority of whose members are directly interested in the cities on the Sound. Aside from this, freight rates on this same portage must be regulated by Washington, and we cannot expect that body to favor a route which would be inimical to its interests. Our people are not obstructionists, but simply exercise the ordinary business foresight of business men, and believe it would be suicidal if the Washington portage were adopted by Portland capitalists.

The Dalles has suffered for some time past from what we believe to be a dishonest scheme to "boom" what is considered a worthless piece of land on the Washington bank of the river, and the TIMES-MOUNTAINEER has been the only paper in the city, for some reason, to state fully the facts in this apparently nefarious project. We fear assured that the town on the north side of the river has no facilities for commerce, manufactures or agriculture, and that those who have invested their money will receive about the same returns as if they threw their coin in the depths of the Columbia river.

The issues in the campaign in Oregon next year will be national ones, and such as are now being and have been discussed for several months past in Ohio and the other states which

OREGON PORTAGE.

A very rambling and incoherent communication was published in the ring organ last evening, attempting to prove that the Washington side was the proper place to build the portage, and it utterly fails to produce a single argument that would appeal to the reason of any thinking man. We presume it was written by some of the principal projectors of the fraudulent scheme of building up a town in the midst of the rocks and sand dunes on the Washington side of the river, opposite this city. The writer, with his eye on the rock piles on the north side of the river and the deserted shoe factory, indulges in the following twaddle and booh:

The difficulty with this enterprise, however, is that there is very little traffic between here and Portland, and what business we do have is practically confined to this city; the Union Pacific has reduced its rates from here to Portland, and will undoubtedly keep it up until our steamboats are possibly run off the route. All our eggs, unfortunately, are in one basket, and we will not get a cent of our citizens who are so short-sighted and so loath to denounce a portage railroad on the north side of the river which would take a trip east, or to some large city and discuss the situation with persons who have no bias and no local interests, they would find that no real benefit would be derived from a portage road on the south side of the river, for the simple reason that the investment would become utterly void the moment anything was done on the north side of the river. This is because whatever developments are likely to be made, either by the United States government or by some large system of railways, will happen on the north side, a portage on that side would become a part of such a system, or would become necessary to the United States government and the investment will be safe.

Unfortunately, the fellow presumes we will not say believes—that there is no possible way of reaching the country east of The Dalles except by a portage on the Washington side. If he is honest, we pity more than we blame him. The distance from The Dalles to Celilo is much less than from Rockland to Columbia, and the grading would not be nearly as expensive. This line would not only open up a large region of country contiguous to Wasco county, but would attract the trade of the Snake and Upper Columbia rivers, and our boats would have "connection with navigation east of The Dalles" more than that would if the iron rails spanned the region from Rockland to Columbia, the most barren and sterile stretch of land in the state of Washington, with no natural facilities for commerce, manufactures or agriculture.

The ship railway to be constructed has no existence except in the painting which was taken east by a "land boomer" and used as an incentive to induce investments in worthless "North Dalles" or "Grand Dalles" lots. No one can determine yet where this improvement will be made, whether on the north or south side of the river, or whether it will be made at all. As any rate, the railway will be only about a mile in length, and will undoubtedly be beneficial to The Dalles and no other point.

The assertion that any one is "kicking" against an open river, is false. All our citizens are in favor of removing the obstructions to navigation in the Columbia by the most available means and quickest methods; but do not believe in spending money to build a road on the Washington side which would be directly under the control of the legislature and the Northern Pacific, neither having the least interest in the development of Oregon. Again, that "no capitalist would invest his money in a portage on the south side of the river, for the simple reason that the investment would become utterly void the moment anything was done on the north side of the river" is simply ridiculous. Contiguous to Wasco, there are Sherman, Gilliam, Crook and Grant counties, all rich in agriculture, lumber and minerals, and none of these facilities to grow are possessed by any of that portion of Washington tributary to the north bank of the Columbia.

The animus of this letter is easily discerned. It was written by some one who is anxious to perpetuate the fraud of "Grand Dalles" upon the innocent public, and we are sorry to say we have such citizens in The Dalles. That scheme, and its painted picture of a bridge, railroads and a ship railway has injured this city immeasurably; because it is connected in the minds of the uninformed with The Dalles, and its projector has been endorsed by our board of trade. It is time that the papers of this city stamped out this nefarious land boom, and that our citizens did everything possible to make public their disapproval of the efforts made to "boom" a worthless pile of rocks and sand.

We have quoted the most pungent part of the letter that our readers in the city and country may know the kind of arguments used against the Oregon portage, and what efforts are being made to sell the barren tract of land on the north side of the river. Our cotemporary, the Sun, joins the TIMES-MOUNTAINEER in urging upon the governor the necessity of calling an extra session of the legislature for the purpose of making an appropriation for the construction of a portage road on the Oregon side of the Columbia river east of this point. If Portland or Astoria desires to control the trade of the river to the interior a railroad must be built from The Dalles to Celilo, and the Paul Mohr road must not be favored. This view of

URGENT OF AN EXTRA SESSION.

There is no portion of Oregon that is not directly interested in improving the navigation of the Columbia river, and until this can be done by the projects which the government have in contemplation, of affording temporary relief by the construction of portage roads around the obstructions. The last legislature appropriated \$50,000 for a road at the Cascades, and this is now in running order and connecting with boats on the middle and lower river. So far as this immediate vicinity is concerned the people are satisfied with what the state has done; but no benefit has been derived by points east, and will not be until the distance between this city and dead water above Celilo is spanned by iron rails. The action of the capitalists of Portland in favoring the Paul Mohr road is not the aid desired by the people east of the Cascade mountains; for it will be under the control of the Washington legislature, which have no interest in developing the resources of the great Columbia river basin and making that stream the great artery of commerce to and from the interior. In speaking of this matter, the Hood River Glacier very pointedly and pithily says:

The Portland Chamber of Commerce has decided to adopt the report of Boque and will endeavor to take \$300,000 worth of stock in the Paul Mohr road, from Columbia to the mouth of The Dalles. Portland has always gone at the opening of the Columbia with the same cheerful alacrity that a boy shows when being invited to interview the kitchen wood-pile, and in this case is literally throwing his money to the dogs. However, it will be money and she can do it as she pleases.

If the state of Oregon desires to reap the full benefit of water communication with the Inland Empire, she must help herself, and not expect aid from her northern neighbor, Washington. The immense grain crops this year have kept busy all means of transportation, river and rail, and it is very probable there will be a much larger yield next year. If an appropriation is had for a portage at the next legislature, farmers and producers east of Wasco county will be forced to wait three years before this road can be completed, and freight, sufficient in excess of it will have been received, in the meantime, to have finished the work.

These facts show the urgent necessity of immediate action, and Gov. Penney, in such an emergency, should not hesitate a moment in calling an extra session of the legislature to pass an appropriation for an Oregon portage between The Dalles and Celilo. The cost of a special session of the legislature will be a tax on the people of Oregon; but the road can be constructed two years quicker than if action be postponed until the regular meeting, and the toll received by beginning and completing the work next year will more than reimburse the state. These are matters for the governor to take into consideration, and we do not believe he can favor those interested in an open river more than by convening the legislature at an early date, and urging upon the members the importance of immediate action in favor of an Oregon portage.

TELEGRAPHIC.

The President's Message. WASHINGTON, Oct. 27.—The telegram which was sent by the president's order to Minister Egan the 23rd inst., after Egan had been notified by the admiral on the Baltimore's sailors and the report of Captain Schley's investigation, says: "You will observe the board of officers selected by Captain Schley to investigate this affair report our sailors were unarmed and gave no provocation; that the assault upon them by armed men was superior in number, and as we must conclude, animated in their bloody work by hostility to these men of the United States. You will also notice that the character of some of the wounds indicates the public police, or some of them, took part in the attack and you will also observe that other American sailors were, without apparent fault, arrested at the same time held by the authorities. The friendly efforts of a few of the police officers to give succor to our men furnish the only redeeming incident in this affair. This cruel work so injurious to the United States took place the 16th inst., and yet no expression of regret, or of the purpose to make amends for the loss of life and limb, the institution of proper proceedings for punishment of the guilty parties have been made, so far as I am advised, offered to this government. You will at once bring to the attention of the government of Chili the facts reported to you by Captain Schley, and to the attention of the public, and if necessary, make such representations to the government of Chili as you may deem proper. There are any qualifying facts in possession of the government, or any explanation to be offered of an event that has very deeply injured the people of the United States, not only by reason of the resulting death of some of our sailors, but the pitiless wounding of others, but even more so as appearing to be so unfeeling towards this government, which might put in peril the maintenance of amicable relations between the two countries."

Senator of the Day. WASHINGTON, Oct. 27.—The Chilean difficulty continues to be the sensation of the hour. The administration is receiving assurances from various parts of the country that its position is warmly endorsed by the American people without regard to political or other considerations. Here in Washington there is no abatement of interest in the outcome of the affair. At the navy department every day a new batch of news comes in connection with the difficulty is eagerly read. Many officers are more or less in earnest in securing satisfaction for their utterances support the belief that the government, so far as the navy department is concerned, is thoroughly in earnest in securing satisfaction for the murder of the Baltimore's sailors. At a meeting of the affairs discussed in a most satisfactory manner, the chief man who is noted for his hard common sense and careful conservatism, said to-day:

I have not seen an administration so determined before for a long number of years. It means business. I am not prepared to say that we will result, personally, I don't think it will, but we are going to have a fitting apology for the proceedings quoted by Minister Egan, in which the Chilean government claimed similar rights for refugees in Peru, who later were allowed to depart from that country, and acknowledge the claims of extra-territoriality. At the same time Senator Matta does not abandon altogether

the position maintained by the junta, that those refugees in the legion must, in spite of the rights of asylum which are thereby conceded, eventually be tried before a tribunal. The junta is greatly stirred up over the recent dispatches from the United States government on the question of the sailors who landed upon sailors from the Baltimore in the streets of Valparaiso, October 16. It seems the leaders are disposed to consider the matter in a serious light, but the subject is of such grave import that it requires earnest deliberation before any definite reply can be given. A letter, published in the newspapers, has created a vast amount of heated discussion. It is signed by Augustin Edwards, the well known banker, and Eduardo Matte, and vindicates Minister Egan from the continued and severe criticisms that have been passed upon his conduct of his office by various bitter adherents of the junta. The letter has caused a great deal of criticism.

Comment on the English Press.

LONDON, Oct. 27.—The demand of the United States on Chili for satisfaction, on account of the attack on American sailors in the streets of Valparaiso, receives attention in the morning and evening papers. The departure of the cruiser Boston, coincident with the demand made, is deemed upon the part of the Chilean government. The English are inclined to take up the defense of Chili, where their President Harrison's remarks that in the present condition of Chili the provisional government is hardly more responsible for the actions of the mob in Valparaiso than the Washington government, considered itself for the lynching of the Italians at New Orleans. Strong words, it says ought to make allowances for new government struggling to maintain authority. The St. James Gazette argues that the United States is not blameless in the matter. It was an insult to appoint as their representative at Valparaiso Patrick Egan, who applied the methods of the Irish league to diplomatic relations in the matter. It was surprised if Chili should ask for his recall before complying with the Americans for satisfaction. The Pall Mall Gazette says that Egan's recall seems as to be rather in a hurry in its demand for compensation. President Harrison's dictum is like the vaporing of an Old World's jingo. The English will never be better off until our detriment to their rights or dignity.

The Rebel Propaganda. SHANGHAI, Oct. 27.—The anti-foreign movement continues in Hunan province, and among the rebel chiefs are many of the viceroys, magistrates and generals. The government seems unable to prevent the spread of the uprising and its propaganda against foreigners. Following is the substance of that important document, which has been displayed on the walls of the consular office. The rebels are anxious of preventing a violation of our country, let us prepare a plan of the province, and assemble its forces. Every great district should furnish 20,000 men, every lesser district 15,000, and every small district 10,000. Let us assemble from our provinces the devil-motivated European pigs. Having power, money and men, and being brave, let us destroy the foreigner. Let us build a better house for our dwellings, churches and mission buildings than to dedicate them for the purpose of increasing our revenue. We will extinguish the fire if dangerous to the Chinese dwellings. Let us stamp on the cattle of Jesus, the heavenly pigs. Let us punish the consuls, the Chinese traitors, and let us banish the families of the guilty on the ships of the American fleet."

Further English Comment. LONDON, Oct. 28.—The Times this morning says Minister Egan's request for an explanation from the Chilean government is natural and proper, but the expression of indignation is a little premature, as the account from the American press leaves it extremely doubtful whether the paid servants of the Chilean government are guilty. Until America is able to prove this, she has no right to be angry. It is a pity that the United States should be in a threatening manner. Riots are not unknown under the benignant sway of the Washington government. Chili might justly punish the fact that Minister Egan openly enrolled himself among the partisans of the defeated pretender, adding apparently to the difficulty of reaching a settlement. She might also remind America of the New Orleans affair, for which Italy got little satisfaction. The Times concludes by asking whether, apart from the Irish, any large section of Americans approve of bluster toward a country not too kindly treated in its own right. It is weak for a self-respecting adversary to strike without the greatest reluctance.

The Dublin Outrage. DUBLIN, Oct. 27.—The National Press, the McCarthys' organ, referring to the attempt to blow up its office last night with a bomb, says: "The men who laid the infernal machine at our doors have been taught for ten months by Freeman's Journal and by the United Ireland that freedom of opinion will no longer be tolerated and that ever opposing nationalism may rightly be meted and, if necessary, murdered. They are the instruments of crime, who have been educated by their own papers to practice their own precepts of Parrellism. With the death of their creator they have descended to the practices of the nihilists and Carbonars."

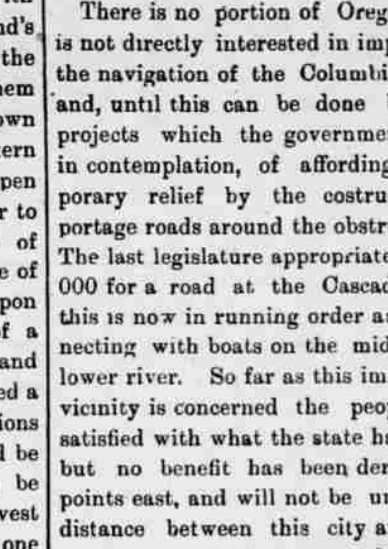
Lost in the Air. BIRMINGHAM, Ala., Oct. 29.—Early this morning a young couple were married at the state fair grounds. There was a balloon ascension this afternoon and the young couple took a trip in the balloon. The balloon shot up like a rocket. The last seen of it was high in the air, thirteen miles north of here. Nothing has since been heard of the balloon and fears are entertained for the safety of its occupants.

He Thought He Was Killed. OMAHA, Oct. 19.—An interesting incident in yesterday's news was that of a Perrellite who, while attacking the McCarthys, was knocked down and considerably hurt by a stalwart priest, who immediately proceeded to administer the consolations of religion to the prostrate and injured man at his own request. The man supposed himself to be dying, but proved to be not seriously injured.

Nothing Heard in Washington. WASHINGTON, Oct. 28.—Neither the state department nor the Japanese legation has received any advices of the reported earthquake shock in Japan to-day. The Japanese minister said tonight that the last earthquake in Japan, which resulted in a great loss of life and property, occurred about three years ago this season, and in the same locality as the one mentioned to-day.

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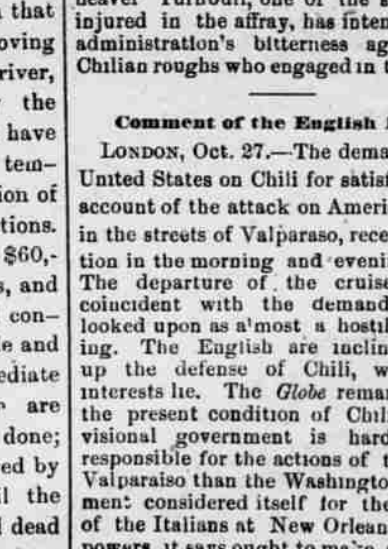
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