

FACTS VS. FANCIES.

In contradiction of the charge made by Democratic papers that the troubles at Homestead and in the Cour d'Alene, in an article published this week, we used language in import that labor and capital will always be antagonistic...

This is a weak surrender, a pitiful plea to let the wrong triumph while we live, rather than make any resistance or any fight for the right.

Because might does will overcome right, and because wealth rules with an iron hand over the innocent and virtuous, is that any reason that we should not do what we can to curb and check might in its smothering and strangling of right?

It must be remembered that we said, "until the world grows much better and wiser," etc., that this state of affairs would exist, and our highly esteemed contemporary, when it says, "because might does will overcome right, and because wealth rules with an iron hand over the innocent and virtuous," etc., simply verifies and establishes our position.

When the Telegram says by stating facts as they exist—which it acknowledges to be true—that we "weakly surrender," it simply states something which it knows not to be true.

There is an easy way to controvert the stand we have taken. Prove, first, that we are mistaken in our statement of the condition of human affairs, and then show, in a single instance, where we have ever upheld might against right, or capital as opposed to labor.

We desire nothing from the Telegram, or other Democratic exchanges, but fairness and honesty, and will not permit our language to be distorted or wrongly interpreted.

Our great difficulty with the American people is that they place too much implicit reliance on visionary hopes and conclusions. It is far better to calmly look truth in the face and acknowledge conditions as they exist, and then sternly apply the remedy.

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close identified with the Union Pacific O. R. & N. Co., and that the Union Pacific considered the boat railway to be in that company's interest. In the first place a board of engineers, consisting of Col. Mendell, Col. Craigbill and Mayor Post, carefully examined the obstructions between this city and Celilo and reported in favor of the boat railway and against the project of canal locks.

During the recent strikes it was a daily occurrence for Democratic editors to throw all the blame upon the misrule of Republican administrations, but they forgot to mention the fact that the lower branch of congress had been under the control of their party, nearly every session since 1876, and yet no effort had been made to regulate the grasping greed of capitalists.

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PORTAGE ROADS AND THE SHIP RAILWAY.

The TIMES-MOUNTAINEER has always advocated the building of the boat railway from this city to Celilo to overcome the obstructions to navigation in the Columbia since the plan was recommended by a board of government engineers, and the scheme has never met with any determined opposition until this session, when Mr. Paul Mohr, representing the Columbia Railway & Navigation company, made the attack on the senate amendment of Mr. Dolph in Washington City by misrepresentations.

Such a railway is now building across the isthmus of Chinook between Nova Scotia and New Brunswick, and it was stated in the original report of the government engineers to congress that boat-railways were not experimental.

The only evidence that Mr. Hill furnished to prove his implication that Senator Dolph was identified with railroad interests, was because he favored the boat railway. If this is conclusive, his colleague, Mr. Mitchell and Senators Allen and Squire of Washington are in the same category.

There can be but two plans of permanent removal of the impediments in the great river of the west, and these are by canal and locks around the rapids, or by a boat railway. The first has been adopted at the Cascades, and will be completed under the contract system in two or three years.

The opposition to the boat railway does not come from any portion of our neighboring commonwealth; but from a private corporation, the individual interests of whose members are not in harmony with an open Columbia river to the sea. Mr. Cannon is a citizen of Spokane; Mr. Mohr, we believe, is a resident of the same thriving city, and other members of the board of directors of the Columbia Railway & Navigation company are interested in Seattle and other cities on the sound.

The Portland Evening Telegram is a Democratic organ of the pronounced Tammany stripe, and sacrifices its conscience to the interests of its party. Last Saturday we called it to account because it laid to the charge of the Republican party the evils now existing, and said the TIMES-MOUNTAINEER was in favor of capital and oppression, for the reason that it stated that "might had overcome right [and in many instances virtue and innocence had been driven to the wall by wealth and influence]."

The letter of Mr. Hill, published in yesterday's issue, contained nearly the same arguments as the circular of Mr. Paul Mohr, which, contrary to the rules of congress, was placed on the desks of members during the discussion of the senate amendment. This charge of boat railways being an experiment was met and refuted by Senators Dolph and Mitchell at that time, and the Washington senators fully endorsed the settlements of the Oregon delegation. During that discussion Mr. Dolph quoted an article in the Nineteenth Century, which stated on this subject of ship-railways as follows:

So far as the question of novelty is concerned, everyone, of course, will take it for granted that if a search were made among the papers at the British Museum, evidence would be found that the Egyptians were in the habit of transporting vessels overland across the Isthmus of Suez, and it is indeed more than probable that they did so.

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has no politics, aside from being in harmony with the national and state authorities that can grant him protection to his life and his property interests. In the golden age of the republic, during Washington's administration, troops had to be called into the field to suppress Shay's rebellion, and this discontent among the unfortunate classes was continued to the present date.

With the river and harbor bill a law, and the locks to be completed under the contract system, The Dalles should progress as it never has in its previous history. This city is at the head of navigation, has all the advantages of water transportation, and should be the distributing center for the inland empire.

Editor Mays is a preacher, and he writes editorials as though he were preaching to the "lost sheep of the house of Israel." Hear him in his issue of July 21st, where he speaks of the opposition of his party: "As the enemies of the children of Israel were overthrown in the Red sea in essaying to crop and pursue them, so will the bootlicks and enemies of the people be destroyed politically in their attempts to down Congress and this editor. We are on Neb now and the Promise land is spread out before us where flow milk and honey for all people."

It must be recollected with considerable pride by Americans that in none of the recent riots in this country was the conflict impelled by want and misery of wage-earners. This is in marked contrast to these conflicts in Europe.

The Democratic house defeated the free silver bill, in violation of their pledges to the people. This bill was endorsed by the Republican senate, and it is pertinent to inquire who are the true friends of the interests of the wage-earners.

Serious Fire at Moscow. Moscow, Idaho, July 20.—Fire broke out at 2 o'clock this morning in A. B. Astrop's restaurant, three doors south of the postoffice, and before the owner was aware of the fact the flames had spread through the roof. They immediately spread to the adjoining buildings, many of the occupants having barely time to escape with their lives.

Found Floating in the River. LEWISTON, July 20.—Considerable excitement was created here this morning over the announcement that the steamer Annie Mason, on the way up from River, had picked up a floating team, harness and parts of a wagon, which were taken aboard. Stories are current here that the team was heard running wildly along the street, leading to the Saska river about 2 o'clock Monday morning, and this is supposed to be the same team. It ran into the river above the ferry and was drowned. As no inquiry has been made concerning the matter, it is supposed the driver perished with them. No clue is had to his identity. The load on the horses was a figure 5 on the left hip. The wagon was new.

Will Remain at Homestead. HOMESTEAD, Pa., July 20.—General George R. Snowden, commanding the troops gathered in and about Homestead, made this announcement to day: "I desire to state that the entire division of the National Guard now at Homestead will remain here intact until the present difficulties between the Carnegie company and its employees are finally adjusted. I have no qualifications to make to this announcement. Not one company of this division will be ordered home until a complete settlement is reached. Furthermore, I desire to officially announce that the First brigade has been ordered to report at once at Homestead." Mr. Snowden later General Patton was interviewed, but declined to talk for publication.

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Alice Mitchell's Trial. MEMPHIS, Tenn., July 21.—In the Alice Mitchell case to day, Lillie Johnson was cross examined at length. Her testimony of yesterday was not shaken. She said that she and Alice arranged matrimonial advertisements just for fun. Alice was very high-tempered; she wanted to have her own way, and generally had it. Frank T. Mitchell and Alice, testified at some length, but their evidence in no way differed from the

stories already told. The deposition of Dr. Comstock, of St. Louis, was then gone over again, and Judge Dobbie wanted to know where the proof of hereditary insanity came in, the mother being afflicted with pauper insanity only before or after child-birth. He wanted the hereditary tendency made clear. The case was then adjourned.

Specimen of Cases. S. H. Clifford, New Cassel, Wis., was troubled with neuralgia and rheumatism, his stomach was disordered, his liver was affected to an alarming degree, appetite fell away, and he was terribly reduced in flesh and strength. Three bottles of Electric Bitters cured him.

This is what the cherry business is reserving to the farmers of Le Sueur county, and the same would be true of any other business man had received at the cannerly and a few more were expected, though the crop is nearly all in. Farmers who raise cherries have found a good market for them at this cannerly year, and at prices that pay them well. John Spaulding, of California, had five large trees on his leg, doctors said he was incurable. One bottle of Electric Bitters and one box of Buckle's Arnica Salve cured him entirely. Sold at Snipes & Kinnersly's drug store.

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