

THE EDITORIAL ASSOCIATION

At the last annual meeting of the Editorial Association a resolution was introduced and passed that the next convention be held at The Dalles, and it is time our citizens were making preparations to entertain these guests.

The membership of the association comprises nearly every editor in Oregon, and these have great weight in influencing legislation and stimulating enterprise.

Wherever they have met they have received royal treatment, and impressed by these courtesies have returned to their homes to publish pleasant things about the places they have visited.

The Dalles is at the head of navigation on the Columbia river, and possesses commercial and manufacturing advantages superior to any city on the river.

If our business men and capitalists desire these to be known there is no more favorable opportunity than the visit of the association next month.

We should provide the means by which these editors can see the locks at the Cascades, and the great advantages which an open river would give to the inland empire; and, also, the necessity for the boat railway—also, in the interval—a stage portage road.

For these purposes our citizens should take them to the locks and the rapids above this point. These are matters in which we are directly interested, and the press of Oregon can give us great help.

If this city has sufficient enterprise to show these visitors our hopes for the future it will be largely to our advantage to give them a hearty, generous welcome.

Since the presence of troops at Homestead and in the Couer d'Alene, quiet has reigned, and private property has been respected.

The Portage Company and the Boat Railway

Editor T. M. McEwen writes in an editorial article which appeared in a recent number of the Times-Mountaineer an opinion is expressed to the effect that Paul F. Mohr and his associates, who have commenced the construction of a portage railway around the obstructions to navigation between The Dalles and Columbia, are in fact endeavoring to prevent the opening of the river in order to keep the transportation business in the hands of the present monopoly.

What are the facts? In the first place no boat railway has been put in operation in this or any other country.

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control of the Union Pacific? Remember—if you are old enough—the commencement of the locks at The Cascades in 1878, that in 1892—after sixteen years—they are still uncompleted; that that work is of a kind that engineers have been accustomed to construct for generations, and all its details are familiar, common knowledge; and that the estimates for the locks were at first much less than that made for the boat railway, and then say how long this boat railway scheme would secure control for the Union Pacific.

Thirdly, there is ample room for this experimental way on the south side of the river along the Union Pacific line, and a better opportunity to make the experiment there than on the Washington side; but to locate it on the south side would leave the Columbia Highway & Navigation Company—the Mohr company—a possession of its feet all the way down the river, and would the portage railway, whereas, to site its right of way for the boat railway would render possible all competitive enterprise on that side, there being no room there, as there is on the north side, for two roads.

Fourthly, Senator Dolph has been closely identified for years and years with the Union Pacific railway company, or the O. R. & N. Co., which is the same interest; and no one can fail to know that the Union Pacific considered the boat railway measure to be an act against its interests.

Now look at the position of the Columbia Highway & Navigation Company. It has done a large amount of work along the north bank of the river, whether your opinion that the amount is over estimated is correct or not. It has built some road and at a point where the work was very expensive. It has done a good deal of grading and rock work on the north bank of the river, and it has paid considerable sums for right of way. It pays taxes on its road just as all other railway companies do. It has acted just as other railway companies act when they are building and mean to build roads.

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