

The Daily Morning Astorian.

VOL. XXVII, NO. 20. ASTORIA, OREGON, TUESDAY, JANUARY 25, 1887. PRICE FIVE CENTS.

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OPINIONS OF SENATOR DOLPH
On Matters Affecting the Interests of the Northwest.

In beginning his speech, delivered in the senate on the 11th inst., on his resolution submitted last month, looking to the establishment of a boat railway at the Dalles of the Columbia, Senator Dolph said that if the subject of overcoming obstructions to navigation in our navigable rivers by means of boat railways was not comparatively new he should not occupy the senate upon the resolution. He hoped, by the remarks which he should submit, to call the attention of the senate to the project, in particular, of overcoming the rapids on the Columbia, by means of a boat railway, and generally to the subject of the practicability and economy of overcoming similar obstructions in other navigable waters of the United States.

Speaking of the peculiar and extraordinary situation of the people living east of the Cascades and that their only natural outlet is the pass known as the gorge of the Columbia, the speaker said: "This pass is substantially controlled by a single company, which owns a railroad upon the Oregon side of the river, a portage railroad upon the north side of the rapids, and the principal, if not all the boats engaged in navigating the upper Columbia, and thus without competition, is enabled to make and maintain its own rates of freights and fares. As a consequence of this condition of affairs the freight rates, both by river and by rail, between the interior and the seaboard are enormously high. I think it is doubtful if in any other portion of the United States the cost of transportation is so great; certainly not in any portion affording an equal amount of business for transportation lines."

In this connection a late communication from The Dalles board of trade, giving examples of the schedule of rates to way points on the railroad, was read. A carload of merchandise to any of these way points from Chicago is delivered at the way point without going through to Portland, and the freight charges thereon consist of the full through rate to Portland, plus the local freight on merchandise from Portland to the way point. Mr. Dolph said he has little faith that legislation will prove effectual in reducing, regulating and controlling freights. Water transportation, however, according both to experience and the opinion of the best informed men of the country, is an effectual means of reducing and regulating the cost of transportation.

There is no doubt, it was stated, that the Columbia river will in time be improved by the general government so as to admit of unobstructed navigation for a thousand miles from its mouth, and there is no other portion of the country where so great a benefit to the inhabitants of so extensive a region can be obtained for so small an outlay. The only questions are, how shall the river be improved, and when shall the improvements be commenced?

To quote: "The estimated cost of the improvement at the Dalles portage of the Columbia, according to the project submitted by Major Jones, is \$1,373,000. The estimated cost of the completion of the canal and locks at the Cascades is \$1,062,500—making a total for these two improvements and the work recommended by Lieut. Symons of \$5,440,000. Thus it will be seen that the Columbia river, from its mouth to Grand Rapids, a distance of 750 miles, can be made navigable by the expenditure of a sum slightly in excess of \$5,000,000, providing, of course, that boat railways are feasible. The removal of the obstructions at the Dalles should have been undertaken at the same time as the improvement at the Cascades, and prosecuted so as to be completed with the completion of that improvement. These two improvements are complements of each other. The two obstructions divide a stretch of over 500 miles of navigable river into two nearly equal parts, and the full benefit to be derived from each will not be secured until the other is completed."

Speaking with special reference to the boat railway the speaker said: "The only question, it appears to me, worthy of consideration in determining whether the work shall be undertaken at once is its practicability. If the opinions of engineers can be relied upon that is assured. But if it be admitted that it would to a certain extent be an experiment, who has a greater interest in making the experiment and testing the practicability of boat railways than the federal government? If it should prove a success the government would be able to substitute railways for canals at one-eighth of the cost of the latter, and the people would also be greatly benefitted by securing at a much earlier date the unobstructed navigation of the waterways of the country. But the project of a boat railway is not a visionary one. One of the greatest engineers in this or any other country has projected a railway from the Atlantic to the Pacific ocean on Mexican soil, by which it is proposed to take ships with their cargoes weighing 7,000 tons from one ocean, and, transporting them with speed and safety, deposit them in the other, and has organized a company to construct it. I am satisfied of the practicability of that great work, compared to which railroad for the transportation of boats, which can be navigated on the upper Columbia, around The Dalles and Celilo rapids, would be an insignificant affair."

After a statement that the cost of a boat railway at The Dalles will be about one-eighth that of a canal at the same point, it was said that here is a project put forth by competent engineers for accomplishing the same purposes at a small fraction of the first cost of a canal, and probably at not much greater cost for repairs and operation. The place proposed for trying the experiment of the cheaper plant is favorable, and it would seem that the experiment is demanded upon business principles, with the view of testing the practicability of substituting boat railways for canals as a means of overcoming such obstructions. Never in the history of this country has there been a more auspicious time for the commencement of such a work, and trying the experiment, if it be called such.—Oregonian Wash. Corr.

INFLAMMATION OF THE KIDNEYS.
Hon. Edward A. Moore, Member of Assembly from Richmond County, New York, writes: "Some two weeks ago I was taken with inflammation of the kidneys. The pain was intense. I applied as soon as possible an ALCOCK'S PAIN EXPELLER over each kidney. Wonderful to say, the pain and inflammation began to abate in three hours. In two days I was entirely cured. I always take great pleasure in recommending ALCOCK'S PAIN EXPELLER; they are certainly the best external remedy known. I used them as chest protectors and found them most efficient."

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Debate persons, and all whose systems have become debilitated, should bear in mind that Simmons Liver Regulator is not a drastic, purging medicine, does not weaken or deplete the system as other purgatives do, but acts gently. It will invigorate like a glass of wine, but is no intoxicating beverage to lead to intemperance; will promote digestion, dissipate headache, and generally tone up the system.
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Babies That are fretful, peevish, cross, or troubled with Windy Colic, Teething Pains, or Stomach Disorders, can be relieved at once by using Jackson's Baby Syrup. It contains no Opium or Morphine, hence is safe. Price 25 cents. Sold by
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Many Of the good things of this life are sorrowfully let alone on account of Dyspepsia. Acker's Dyspepsia Tablets will cure Dyspepsia, Indigestion and Constipation; sold on a positive guarantee at 25 and 50 cents, by
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—A Nasal Injector free with each bottle of Shiloh's Catarrh Remedy. Price 50 cents. Sold by W. E. Dement.
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