

The Weekly Chronicle.

OFFICIAL PAPER OF WASCO COUNTY.

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SUBSCRIPTION RATES.

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That the present industrial order may meet with sweeping changes in the future may be granted, says the Review. But no industrial change will put brains in the head of a fool or prudence in the conduct of a spendthrift.

It is mere folly for labor organizations to talk about boycotting Carnegie steel. Such a thing is too absurd to think about. To boycott the steel would necessitate boycotting nearly every dealer in hardware or implements and every user of machinery in the United States.

There is a decided dullness in the wheat market on this coast, and the general opinion among the dealers is that the price will be very low for some little time, or until reports can be obtained from other counties.

General Weaver thinks the republican party is dead. There are no degrees of deadness, since one object can not be dead than another, but there are degrees of liveliness, says the Review, and this professional candidate will find the republican corpse about the liveliest that he ever ran afoot of.

Some of the papers in eastern Washington are publishing records of big wheat yields for the season. A farm in Whitman county heads the list with a return of eighty-two bushels and eleven pounds of red chaff wheat to the acre.

The controversy between the Great Northern officials and the owners of the property on which the railroad company intended to erect their shops, and other buildings in Spokane, necessary to the repair of cars, engines, etc., is at an end.

A specimen weighing seventy-five pounds now on exhibition at the Redding bank, covered with gold visible to the naked eye, is causing great excitement among mining men in Shasta county. It was taken from the bottom of an 80-foot shaft in an old Tellurium claim, worked many years ago.

At Pullman the wheat market opened at fifty-four and fifty-seven cents, the latter price being offered for sacked wheat. Farmers generally hope for better prices soon.

The prohibitionists have placed a ticket in the field in Walla Walla county. There will be four tickets in that county this year.

A ranch near Cayuse station yielded fifteen thousand sacks of wheat and averaging about twenty bushels to the acre. The grain in that section is said to be of fine quality.

THE U. P. AT ASTORIA.

The business people of Astoria do not take very much stock in the rumors of benefits likely to be conferred upon them by the Union Pacific company. In a recent interview, Mr. Thomas Ryrie, manager of the C. H. Cooper Mercantile house, said: "The movement for opposition is heartily indorsed by this firm. In fact we have always placed the stamp of our disapproval on the treatment received by local merchants at the hands of the Union Pacific company, and in consequence during the past eighteen months all our eastern freight has come over the Northern Pacific and by the Telephone from Kalama. The smallest package we can get by the Union Pacific from San Francisco costs \$1 while the rate per 100 pounds is 75 cents. If an independent company is organized, or if arrangements are made with any other company to bring freight here, we will support it to the extent of our patronage in that line."

Concerning the report that President Hill of the Great Northern was about to come into possession of the O. R. & N. properties, a Chicago special says: "The Great Northern is practically complete to Spokane, where it connects with the Oregon Railway and Navigation company, (U. P. R. lessee). It would cost less than half as much to secure it as to build a new line to the coast. Besides a new line would not in ten years have the local traffic of the existing line. With a transfer of ownership would go the steamship lines plying to all coast and river points between San Francisco and British Columbia. It would also put the U. P. R. Co. in a position to take advantage of the Great Northern as regards trackage rights and rate making to the coast. President Hill will in any event add largely to his steamship lines between Buffalo and Duluth, running them on a schedule with his rail lines to beat any possible rail time by 12 hours between Buffalo and Portland."

On Saturday last at just five minutes of 7 a. m., the first through train of the Great Northern completed its journey at St. Paul from Spokane. Although this train pulls out of the Union depot at Spokane an hour and a half later than the Northern Pacific express, it lands its passengers in St. Paul five hours in advance of its southern rival, making a cut of nearly seven hours on their time. The train made schedule time all the way through, and the passengers expressed the satisfaction with the service, magnificent scenery and smoothness of the track. The Chicago passengers, especially, were gratified to learn that they had reached St. Paul in ample time to catch the day trains for their destination, thus avoiding a day's stopover.

The situation at Buffalo remains unchanged, but other organizations, in close accord, are liable to take a hand in the fight, and bring about further complications. A Detroit dispatch yesterday states that an attempt was made by the Michigan Central to send switchmen to Buffalo to take the places of strikers, but the conductor refused to take the train out with the men on board, so the men were taken to a hotel. Any further attempt would doubtless have resulted in a strike at Detroit. The men will be sent by way of the Grand Trunk.

The Telegram has information that the Chicago, Burlington and Quincy, is fast reaching out for a Pacific coast terminus. This road is perhaps the most aggressive in the western association. Its business last year showed a prosperous growth, and recently it borrowed \$12,000,000, to be used in extensions and betterments. Inside of the next year the Wyoming extension will be pushed as far as Helena, and will be only a short time when surveyors and engineers will be scattered along the line between Helena and Portland.

The Elks clam bake at Clatsop today will be attended by at least 5,000 people. What a great rollicking crowd that will be. What an opportunity to see humanity at its best. It is a well known fact that few people on earth know how to make life more enjoyable than do the B. P. O. E. boys and it is a settled fact that whoever attends these festivities have a good time. The local branch of the order in Astoria are the prime movers in the affair.

With yesterday's issue of the Wasco News Mr. J. M. Cummins stepped down and out. In turning the News over to Mr. Frank M. Bixby, his successor, he says: "I will watch with gratification every step of progress made by the paper upon which I have labored the past year, and will always hail with genuine delight the success and prosperity of the hospitable people among whom I have lived for that time."

STOPPED THE SHIPMENT.

Some People Never Learn Anything. Notably a Soulless Monopoly.

As a matter of fact, the steamer Regulator is appreciated here in The Dalles, better than in some other portions of the Inland Empire. The man of business would be considered too slow for anything, here; not to realize the difference between prices now, and prices before the Regulator started. Every dealer tributary, and every farmer, should realize these facts equally as well. There are some, this year in The Dalles, who have become converted to a realizing sense of the situation—persons who have involuntarily surrendered, heretofore—persons whom the railway company have presumed that they owned, body and soul; because, as shippers, they never questioned the methods as others questioned them. The policy of punishing shippers who may have broken away from the old regime, by sidetracking cars destined to them from the N. P. R., or by holding back unjust advances, or bona fide rebates, for from six to twelve or eighteen months, did its work effectually. There are men in business in The Dalles who would ship perishable goods around Cape Horn if necessary, rather than let the U. P. R. Co., have one pound of their freight. J. H. Shearer would let his wool rot in the warehouses before he would give the U. P. R. Co., a pound of it to ship. They lost by him alone this year, a cool fifteen thousand dollars. He is sending his wool direct to Boston by the all water route this year. But all this does not appear to have taught the management of the U. P. R. anything. They are this week duplicating the very same action that drove Mr. Shearer from them, and the party to this transaction is a shipper whose patronage is equally as valuable to a transportation company as that of Mr. Shearer. This gentleman started in to ship by the Regulator, this week, goods to be delivered in Portland to the Merchants Steamship Co., for the Canadian Pacific at Vancouver, B. C. The first lot left all right, then the U. P. R. Co. hatched up charges, and specifications, and issued writs, and served papers, and played thunder in general. They have stopped this shippers shipments this year, probably, as he would have it; but how about the next: and the next?

The Regulator has fixed the rates, and it is the duty of the public to stay by the Regulator.

A DEMONSTRATION AT GRANTS.

A Day to be Decorated With Festivity. Followed by a Grand Ball.

Grants, one of the Dalles young and thrifty neighbors on the east, has set apart Friday next as a day for general jollity, and reunion. The Dalles and Goldendale picked nine will meet on the diamond field to contest for a prize. The barbecue of two oxen, by one of the best caterers in the country, with condiments and sarves, will furnish a free dinner to all at one o'clock p. m. Speeches will be made by Editor John Michell, Hon. W. R. Dunbar of Goldendale, and J. B. Hosford, esq., of Moro. Various amusements will intersperse the afternoon programme, including a grand musical festival by members of the Goldendale and Dalles brass bands. The invitation, which is public, says: "The citizens of Grant extend an invitation to the ladies and gentlemen of Wasco, Sherman and Klickitat counties to their grand barbecue and ball on the above date. This entertainment, given by the citizens of Grant, will be one of the most enjoyable events ever held in the county. No expense will be spared to make everybody happy. Come one, come all. Bring your wives and little ones and your best girl. You are all welcome. Reduced rates will be given by the Union Pacific to Grant for the festival. Don't forget it—Friday, August 26, 1892. Walter M. Fraine, President of the day."

FOOD AND DAIRY COMMISSION.

Two Essentials for a Baking Powder That Will Make Perfect Bread.

The late report of the Minnesota State Food and Dairy Commission contains the result of a series of experiments made by Prof. C. W. Drew, state chemist, to determine the strength and keeping qualities of the various baking powders.

The report attaches great importance to these experiments. Baking powders that vary in strength, or that readily lose strength before use, are unreliable and will not give even results; besides, it is an indication of the use of improper ingredients in their compounding. The tests showed the strength or leavening power of the Royal very much greater than that of the others. The uniformity of strength of all the samples of Royal tested, no matter what their age, was very remarkable. Its leavening power was practically unimpaired even in the oldest specimens. The difference in the amount of leavening gas in different samples of the other brands was so great as to seriously impair their usefulness in baking. As much as 24 per cent. loss was found in samples a few months ago. All the samples of Royal examined by State Chemist Drew were reported of satisfactory strength and quality.

Dr. Drew states that the "Royal" being of greater strength than any other, and possessing better keeping qualities, it is the natural conclusion that it is the best baking powder made.

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