

The Dalles Chronicle.

VOL. II.

THE DALLES, OREGON, FRIDAY, OCTOBER 7, 1892.

NUMBER 43.

SMUGGLING THEM IN.

A Detroit, Chicago and New York Syndicate Discovered.

THE CHILIAN INDEMNITY FUND.

The Money Will Be Paid Over in New York on the 4th of October.

THE WAR AMONG ASTRONOMERS.

Prof. Holden Accused of Beating Ideas Into the Heads of Astronomers Under Him.

DETROIT, Sept. 30.—R. L. Montgomery was arrested in this city yesterday for smuggling Chinese into the country. He confessed that he belongs to a syndicate with members in New York, Chicago and Detroit, whose purpose it was to bring Chinamen to America.

Indemnity For The Sailors.

NEW YORK, Sept. 30.—The information given out at the state department that Minister Egan will be in New York on Tuesday, with \$55,000 in gold, voted by the government of Chile as an indemnity for the Baltimore sailors, has started speculation as to the manner of distribution. The families of Turnbull and Riggan, who were the only members of the crew killed, will have the largest share of the indemnity. The eighteen others who were disabled by wounds will come next in order, and each of the thirty-six men who were imprisoned will doubtless get something. A large claim for indemnity has also been presented by the merchant sailor who was subsequently imprisoned and roughly treated by the Chileans, but it is said that his share of the funds will be very small.

War on Professor Holden.

SAN JOSE, Sept. 30.—At a meeting of the chamber of commerce a resolution was adopted requesting the regents of the state university to remove Director E. S. Holden, deploring the maltreatment by him of the astronomers under him, and authorizing the appointment of a committee to appear before the legislature and request that no appropriation be made for the Lick observatory while Holden is in charge.

Still Headed for the Hills.

SAN FRANCISCO, Sept. 30.—The old chestnut about Evans and Sontag, comes from Daulton Station this time to the effect that Evans and Sontag were seen there yesterday. Mrs. Faust, wife of a section foreman, who formerly lived in Visalia and knew Evans there, positively identified Evans. Both men were heavily armed and very cautious. They were headed for the foothills. Detective Smith and party arrived at Daulton on the early morning train and will start on their trail at once. From the hills around a full view for miles can be had. This will give the fugitives a great advantage over the officers.

An Indian School.

COEUR D'ALENE AMERICAN. Fifty-one years ago congress donated 600 acres of land on the banks of the Coeur d'Alene river, and each year since has paid \$5,000 for the maintenance of an educational institution there. The following copy of a notice posted in the vicinity shows with what success:

NOTIS.

old mission, Idaho Sept 7, 1892 the voters of school district no 17 are requested to meet at the school House at Old mission Saturday sept 17 for the purpose of Electing one trustee and chairman for same school District and such other Business as may come before the meeting. A. Halpin clerk

An Old Lesson Unheeded.

Nelson Miner. The fines inflicted by the customs officials on the merchants of this district have footed up to a very considerable amount. While within its rights, the dominion government has come very near to killing the goose that laid the golden egg. Money which has been set aside for other purposes, and which would all have been spent in keeping the country moving along, has had to go in paying these fines, or taxes, or whatever they may be called. The dominion government is laboring under a great mistake if it imagines that the best way to rear and get good value out of her children is to jump on and knock the stuffing out of them during their infancy.

The Water and Rail Combine.

Speaking of the reported combination of the great Northern railway with traffic lines on the lakes, a Duluth letter to a Buffalo paper says:

Straws tell the direction of the rising wind, the wise ones adjust their bearings accordingly. Your correspondent has been chasing this combine phantom clear up the lakes to Duluth, and at last finds its substance to be about this. If we can just live on our income for the present and be content to wait for ulterior results there is a rich vein of promise opened. It assays somewhat like this. A trace of wire-silver to bind together the fragments of disconnected lines into a solid northwestern trade; a filament of copper to electrify the new-forming embryonic giant of transcontinental commerce; a base of iron to solidify the whole; and a still finer chemical process shows specks of gold dust that will sift out into the laps of Buffalo tradesmen as the increasing volume of this traffic is shifted at their dock and freight-yards for distribution to the east, northeast, and southeast. The Canadian Pacific has been generously ministering to the people of the Pacific coast states for some years, and our noble-hearted Northern Pacific would have done likewise to the people of the intermediate states but for lack of facilities on the lakes. Now this water region of exploration parties must become the highway of swift trade with the advent of these new passenger ships. It means a revival of the luxurious inland water travel of the old Mississippi steamer days. A foreign illustration of this point of intimate freight communication is France. She began building canals and highways 100 B. C. and has kept on ever since. It is the secret of her manufacturing supremacy in Europe and her marvelous recuperative capacity. There is just the same difference between a community with poor channels for commerce and one of the instances cited as between a man with a torpid liver and chronic headache and a man whose circulation is in perfect order.

The above extract is so suggestive of possible developments along the Columbia, when it is opened, a free river to the Pacific ocean, that we reproduce it as a sign pointing in the direction of the near future when solid lines of packets for through freights may be established between the Inland Empire and the outer world. A significant fact is that thirty of the finest new ships of this year have been built for the lake traffic at Superior and Erie ports exclusively. Advertising for bids to complete the Cascade canal, which may be done in ten or twelve months when once begun; may call for many new water craft on the Columbia with results here similar to those above noted.

THE ASTORIA RAILWAY.

The Same Old Snake in the Grass—Mr. Mallory Goes to Ogden.

Mr. Mallory, of Mason, Ehrman & Co., passed through The Dalles at 12 o'clock last night for the purpose of meeting people at Ogden to have a conference concerning the suspension of work on the Astoria and Portland railway. He feels confident that matters will be arranged in a few days satisfactory to Corey Bros. Mr. Mallory informed a representative of THE CHRONICLE that it is some satisfaction to the managers to ascertain definitely who the silent enemies of the project are, that have prevented the completion of financial arrangements on the part of Goss and Schofield. It is the same old snake, that has heretofore laid in the grass to frighten off timid ones by its death-rattle. They are now known. When shown the following dispatch Mr. Mallory said it was substantially all the facts in the case: "It is a fact that we have suspended work on account of the apparent inability of Messrs Goss and Schofield to pay our claim against them for the work we have already performed. We have received no money from them since we took the contract for the road and we feel unable in the light of simple business methods to continue the work without a repittance from them. Mr. Goss left for New York some time ago with the apparent intention of raising the money with which to continue the work. We filed a lien on the road on the 23d inst. for \$230,500, and immediately discharged all the laborers in our employ on the grade, and we have since been paying them off in this city. All of our construction materials are now on the line of the road, and we are ready and willing to resume work on our contract as soon as our lien is satisfied. I believe that Goss and Schofield will be able to adjust matters in a short time." Mr. Mallory expects to return by October 5th.

A Future Great City.

Goldendale Sentinel. Job Angell, a mining expert of Portland, came up Saturday and will leave in a few days for the Golden mines, about which at present there is considerable excitement. If these mines prove as valuable as many expect they will, the future great inland city of Washington will be built there, on account of the vast territory underlain with coal and ore.

THE SIX COMPANIES.

Charley Kee of Chicago Defies Their Authority as Law.

THE SUGAR TRUST INDICTED.

Flagrant Violations of The Federal Anti-Trust Law.

IT PUT A BOYCOTT ON A GROCER

Because he Refused to Retail at an Advance of One Cent per Pound in Lynn, Mass.

CHICAGO, Sept. 29.—Charley Kee, one of the most intelligent Chinamen in Chicago, this morning defied the edict of the Six Companies, and made application for a certificate of residence. The application is the first filed in this district under the Geary act.

Why Sugar is Six Cents.

BOSTON, Sept. 30.—The Daily Advertiser, showing up the workings of the sugar trust yesterday, says that the American sugar refining company, (which is the sugar trust) has been flagrantly violating the federal anti-trust law in its dealings with M. P. Longley, a Lynn grocer, who does \$200,000 worth of business every year, and whose business integrity and credit are unquestioned. The sugar trust has boycotted Longley, so that for days at a time he has been unable to supply his customers with sugar. It has done this because he proposes to retail sugar at five cents a pound instead of six, the card price, which the trust imposes on retail dealers. United States Attorney Allen assures the Advertiser if, upon examination, the evidence against the trust proves adequate, a prosecution will follow. He will examine into the case at once.

Another Whaleback.

DULUTH, Sept. 30.—The new whaleback steamer James Colgate was launched at West Superior on Saturday. She is a duplicate of the Wilson and Mather and is 300 feet long, thirty-four feet wide and twenty-four foot beam. There will be three more launches at West Superior this season, including the whaleback passenger boat for the Chicago fair.

Uncle Sam Says So.

WASHINGTON, Sept. 29.—To settle a dispute between the city and health authorities at Detroit, the surgeon-general will have additional inspectors appointed to enforce the quarantine there between the United States and Canada.

OUR DISTRICT FAIR.

Rules of the Management Suggested For Patrons and Exhibitors.

1. If you have entries to make, attend to them at once, and when your stock and articles are entered, see to it that they are in time and place for examination by the committee.
2. Take no rumors in regard to the business of the fair. If you do not know what to do inquire of those whose duty it is to tell you. One-half the disappointment and trouble at the fair is occasioned by relying on hearsay. Attend to your business yourself. If it is done wrong, you will know where the blame lies.
3. If you are a superintendent or committeeman, report at the secretary's office at six p. m. Transact your business before doing anything else. The public will be better pleased, and the business of the fair will progress with greater satisfaction.
4. Read the rules, and, by example at least, assist in enforcing them; but don't forget that mistakes will occur where thousands of people are congregated. The board endeavors to do justice to all.
5. Read the programme. If superintendents are not always ready at the hour, keep your stock and articles where you can command them at any time.

A Famous Building Burned.

DEMEER, Sept. 30.—The famous signal station building at the summit of Pike's Peak burned last night. While the building was used by the weather bureau it was the highest point of observation in the United States. This year it was utilized as a safe for passengers on the Cog road.

Diaz Declared President.

MEXICO, Oct. 1.—Diaz has been formally declared president four more years, beginning December 1st.

NEW CATTLE MARKET

What J. W. Miller Has Started in to do for the Inland Empire.

PORTLAND, CHINA AND JAPAN.

Full Details of a New Steamship Line Soon to be Announced.

THE BEEF EATERS OF THE ORIENT

One of the Finest Markets in the World for American Beef Cattle When Opened.

PORTLAND, Oct. 1.—The possibilities are that the Inland Empire will soon be connected with Asiatic ports by a steamship line via Portland. Negotiations are already on foot for the establishment of such a line, and it will be in working order just as soon as an undertaking of this magnitude can be put under way. The object of the projectors, the Telegram says, is to establish a fast passenger and freight steamship line between Portland and Japan and China. One of the parties interested in the matter is J. W. Miller, a wealthy cattle man of Oregon. He has just returned from the Orient, where he has been looking at the cattle interests of that country, with an eye to the practicability of establishing a market for the beeves and mutton of the Inland Empire. He states that in a short time the proposition will be in shape to admit of full details being given to the public. He will leave on the next steamer for China, where he will complete arrangements at that end of the line. In speaking of the matter, Mr. Miller says: "China and Japan offer one of the finest markets in the world for American cattle. They do not begin to raise the beeves and mutton necessary for home consumption. They are obliged to draw heavily from foreign markets, and at present this supply is being met by Australia. There is no reason why we should not only be a formidable competitor, but eventually drive them from the field. As soon as I return from China we will proceed immediately to put the line in operation, and intend to make one of the finest trans-Pacific steamship lines of any plying between Asiatic and American ports."

PANAMA QUARANTINE.

No Further Communication With American Ports at Present.

SAN FRANCISCO, Oct. 1.—A Panama dispatch announces the intentions of the Columbia authorities in the matter of closing communication with ports of America, since the appearance of cholera in New York. It has been extended to all vessels sailing from the Atlantic ports of the United States subsequent to the 12th. The United States mail steamship Newport which arrived at Panama from New York yesterday has been admitted. She will not sail on her homeward voyage before the 3d, as she will wait to take up all incoming passengers and freight from the Pacific coast. After her departure no more communication will be held with outside ports during the prevalence of the cholera. This is considered absolutely necessary, as there are no means of establishing quarantine in Panama. The British and French ministers protested. The Royal mail steamship Atrato, which arrived at Savanilla after the declaration was made that the port was closed to foreign vessels, was not only ordered out of port, but the order was emphasized by three volleys of bullets from a file of soldiers. The shot fell short of the vessel, perhaps very fortunately for the shooters.

Inspecting Coal Fields.

In the Buffalo Courier we find a Pittsburgh special, giving an account of the travels of a party of experts in Pennsylvania, inspecting the coal fields at various points. One of the members of the party is Mr. E. L. Hedstrom, of the leading coal firm of Buffalo, E. L. Hedstrom & Co., well known to many citizens of The Dalles. It will be remembered that he visited the coal fields at Fossil, in the spring of 1890. He is interested in fruit lands in The Dalles, being of the firm of Taylor, Hedstrom & Burns. We trust he will soon develop coal lands in our immediate vicinity soon. The special above referred to says: "Messrs. Seibert, Roberts and Hedstrom while here were the guests of Messrs. Lawrence and Dean. It was their first visit to the great Connelleville coke region and the mines along the Pittsburgh and Lake Erie, and they were greatly impressed with the magnitude of the coal fields, as well as the extent of Pittsburgh's industries. Yesterday they visited the plant of the Loyalhanna coal and coke company as the guests of C. M. Watt of Philadelphia, its general manager, who is a brother of D. M. Watt of the Pennsylvania's Monongahela division. Today they will visit the coal fields at Reynoldsville in the Allegheny Valley, on their homeward journey to Buffalo."

For sale or trade at a bargain a hotel of 28 rooms in Albina, doing a good business. No saloon connected. Near the shops with good paying boarders. Reasons for selling other business. Address. HEPNER & MENEFFRE, No. 521 Delay St., Albina, Ore. 9.17d10c.

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The Behring Sea Muddle.

NEW YORK, Oct. 1.—Dispatches from London and Ottawa quote free comments of the press upon the attitude taken by the Ottawa authorities in the matter of the seizure of Canadian sealers. The Morning Chronicle says: "The Canadian ministers find a great deal to say to Ottawa journalists regarding the dispatching to Behring sea of cruisers. It will not be out of place to remind them that in dealing with such a powerful European power as Russia it is not by any means the part of a diplomatist to say all he thinks. The first duty of a British cruiser sent to Behring sea is to rescue destitute sealers. Reprisal is not intended; if it had been, a solitary cruiser would not by any means have been chosen as the sole force sent to the sea by the British government. Lord Roseberry clearly is content to adopt the more reasonable course of awaiting explanations from St. Petersburg."

Victory For The Pilots.

NEW YORK, Oct. 1.—Hon. B. F. Tracy, secretary of the navy, has issued the following order: "All existing orders and regulations restricting the employment of pilots by commanding officers of vessels of war are hereby revoked. Commanding officers will employ pilots wherever in their judgment their employment is necessary." This is not only an order needful to the safety of the service, and will be taken as a relief to naval commanders, but is also a victory for the pilots. While personally it may induce some commanders to navigate their own ships in and out of dangerous harbors says the World, the majority will doubtless be only too glad to escape the responsibility for accidents, which are liable to happen even with expert pilots aboard.

Dufur Dispatches.

SATURDAY, Oct. 1, 1892.—The Dispatch says: Mr. M. Callahan, one of the Tygh Ridge prosperous farmers, just returned from Sherman county, and reports things awful dry, but everybody putting in a larger acreage than ever. These Sherman county men have the grit and go in them.

Mr. and Mrs. L. J. Klinger and Lon Woodcock came back Tuesday from their trip to Klamath Lake; Louie reports this his best trip for years; excellent shooting of water-fowl and larger game; some of the largest fish stories on hand that he ever had; four-horse wagon load by one man in a day, etc.

If the summer must die, it dies out in beauty and in peace. The cooler air that now come stealing in are the hints and beginnings of the season's change—and they give us some of the finest mornings and days of the year.

Singing school opened again last week and every Wednesday evening the young folks will have an opportunity to train their voices and pass a pleasant evening. Profs. Frazier and Vanderpool engineer the train.

Long strings of grain teams in sight at all hours of the day. More grain moving from the south than ever before, and much of it comes this way.

Several loads of hogs went to market Wednesday. It is a good plan for farmers to make the grain carry itself where it is most wanted.

"You'll get a thrashing soon," said the corn to the wheat. "Better get thrashed than have my ears pulled," said the wheat to the corn.

Some very fine Hungarian prunes, grown without irrigation, from the ranch of Polk Butler, Tygh Ridge.

The new hall is beginning to show up in shape, and a fine one it promises to be, the largest in the county.

Mr. J. B. Manley, of Juniper Flat, is still making use of the Tygh hill road to get his grain to market.

The harvest work being about over our mechanics are not working day and night, as last month.

A spell of pleasant weather, answering to the "Indian summer" of the eastern states.

Harvesting is pretty much all done, and the result generally satisfactory.

The big scale is getting right along, and will be a great improvement.

The Tax on Sugar.

HAVANA, Oct. 1.—At a meeting of the sugar planters association resolutions were adopted approving all the steps taken by the board of planters in their efforts to secure a reduction of the taxation on sugar, and authorizing the board to continue its efforts to this end. A dispatch from Prague, Bohemia, states that this year's crop of sugar beets is expected to be twenty per cent. less than that of 1891. Heavy rains have somewhat brightened prospects, but the prices of raw sugar are still tending higher. At all events, the exportation of sugar from Bohemia will fall considerably below that of last year. No less than 2,000,000 hundredweight of sugar required is ordered in advance. Bohemia will scarcely be able to supply foreign markets with the quantity of former years.

The Alaska Mirage.

Chicago Herald. Many stories have been written about mirages and delusions, but none have been more interesting and curious than that of the Silent City mirage, which makes its appearance near the Pacific glacier, in Alaska. The discovery of this wonderful mirage was made by the Indians, who would tell of the city which is built in the clouds. The mirage can be seen in the early part of June from 5 to 6 p. m. It rises from the side of the Pacific glacier. It first appears like a heavy mist, and soon becomes clearer, and one can distinctly see the specter city, well defined streets and trees, tall spires, huge and old-shaped buildings, which appear to be ancient mosques or cathedrals. It is a city which would seem to contain at least 25,000 or 30,000 inhabitants. As yet no one has been able to identify it, although several have claimed to recognize the place. There is no city like it in Alaska, nor in any country about it for thousands of miles.

Highest of all in Leavening Power.—Latest U. S. Gov't Report.

Royal Baking Powder

ABSOLUTELY PURE