

The Weekly Chronicle.

OFFICIAL PAPER OF WASCO COUNTY. Entered at the Postoffice at The Dalles, Oregon, as second-class matter. SUBSCRIPTION RATES. BY MAIL (POSTAGE PREPAID) IN ADVANCE. Weekly, 1 year, \$1.50. 6 months, 0.75. 3 months, 0.50. Daily, 1 year, 6.00. 6 months, 3.00. 3 months, 1.50. per " 0.50. Address all communication to "THE CHRONICLE," The Dalles, Oregon.

OUR MERCHANT MARINE.

From Washington today we have the annual report of the commissioner of navigation, in which is advanced some new ideas as to what is most needed to improve our merchant marine. Com. O'Brien expresses the opinion that the exclusion of foreign vessels from participation in our domestic and coastwise commerce, provided by the act of 1873, has alone saved our ship-building and shipping interests from ruin, and that in the absolutely protected branch of our merchant marine we have attained success in nautical affairs far surpassing those of any other nation on the globe. He says:

"While American steam navigation has been entirely driven from the trans-Atlantic trade, it survives on the Pacific ocean, first for the reason that American trans-Pacific lines are liable to sustain themselves through the association with an absolutely protected steamer line between New York and San Francisco, and the benefit of protection which arises from their association with a transcontinental railway line." The commissioner, however, calls attention to what he regards a threatening danger on the Pacific and says it is the fact that the dominion has enabled the Canadian Pacific railway to construct its line across the continent and place on the Pacific ocean a line of steamers which receives from the Canadian and British governments an annual subsidy of \$400,000 a year, which is five times the amount paid annually to American steamers carrying to and from Asia, which several times exceed in magnitude the mails carried by the Canadian lines. He regards this as an assault upon the dignity, as well as upon the commercial and shipping interests of the United States, and as a protective measure recommends the imposition of a discriminating duty upon Asiatic goods when imported into the United States from Canada.

While the tonnage of American built vessels employed in the protected domestic trade of the country has advanced, the unprotected foreign commerce branch of our merchant marine has declined. He does not regard the measures of relief already adopted as adequate to the restoration of American shipping engaged in foreign commerce. The commissioner says: "The adoption of the policy proposed by the house committee on merchant marine and fisheries for admitting foreign built vessels to both our domestic and foreign trade would inflict upon the ship-building and ship-owning interests a more severe blow than it received from confederate cruisers during the late war."

The committee designated by the treasury department last August to establish a dividing line between shearing sheepskins, the wool on which has no commercial value and may be admitted free, and those on which the wool is sufficiently long to be subject to classification and subsequently to duty, has reported that the "wool on all shearing has a commercial value, but from investigations made by this committee we are of the opinion that the wool on shearing sheepskins, which does not exceed a quarter of an inch in length on the body of the pelt, is of such little value that all should be passed free of duty; that all shearing skins where the wool exceeds a quarter of an inch in length should be subject to duty." This conclusion has been adopted as a rule of the department, and all collectors have been so notified.

A Denver dispatch says that Dr. A. J. Overbelt and Silas Hutchett, two of the electors on the Weaver ticket, refused to permit their names to be used as the head of the Cleveland democratic ticket. Their action is embarrassing in view of the fact that the Clevelandites have withdrawn their electors and substituted populist electors.

The people of Washington will see to it that John L. Wilson is re-elected to congress, for they believe that one good term deserves another. No state ever had a more faithful and industrious representative than Congressman Wilson, and having proved his eminent fitness for the position it would be a serious loss to the state to fail to re-elect him.

The discovery of valuable coal fields near Auburn, in Baker county, is reported, and preparations are being made to develop the property on a large scale. Heretofore no coal veins found in that section would pay for developing.

A Boston gang of counterfeiters has floated \$30,000 in spurious coin in that city.

DESERTED THE SHIP.

The democracy have done it. They have fallen by the wayside in Oregon; ignominiously driven to eat crow, and compelled to swallow the dregs of defeat before meeting the opposing forces. "It is the only thing for us to do," says Chairman Dan Murphy; one of that stamp of politicians whose proclamation: "I am a democrat," will henceforth be received with very considerable scepticism. But the fiat issued from the national democratic committee commanding it, and the weak kneed electors withdraw from the contest, surrendering whatever political integrity they may have had. These machine leaders will learn by next Tuesday night that the voting element of Oregon democracy is made of sterner stuff than they have reckoned, and will cast their ballots for what they consider a principle above the one idea of "anything to beat Harrison." It is an insult to be told in so many words: "Leave your ship; let the old hulk sink; get on board the Weaver craft; sacrifice your time-honored principles and endorse the Omaha platform; if Weaver can carry Oregon by such methods." Mr. Murphy may believe himself to be "as good a democrat as there is in the state of Oregon," and he may consider himself competent to speak for republicans in the third party, but he should be advised of one sure thing, that his zeal for machine politics makes the motive so transparent that it will produce nausea in many parts of the populist camp even, where honesty of purpose is paramount in the minds of the voter to low down trickery and political vagrancy.

J. F. Borkelew and Frank M. Conroy of Brooklyn, N. Y., left Ogdon last month to examine the territory of the cliff dwellers. While following a narrow trail above a gorge, Conroy's pack mule became fractions and they both went over the precipice together. Conroy lighted on a ledge of rock, wounded, near an eagle's nest and the old birds attacked him, tearing him with beak and talons, and he finally fell off the rock and was dashed to pieces below. His companion returned alone to Ogdon yesterday.

Rapid transit from the east to Spokane by fast freight over the U. P. R., has enabled an oysterman from Baltimore to establish a packing house there. They are now shipping their oysters direct from the beds at Baltimore and Long Island by the fast express, and upon arrival here are packing for distribution to city trade and surrounding points, at a saving of from twenty-four to forty-eight hours in time, and twenty to twenty-five per cent. in cost, over the old style.

Forty blocks of low lands lying along the river front in East Portland are to be filled in at an early day. The estimated cost will be \$300,000, and the work will increase the value of the property to at least \$1,000,000. The Bowers dredge will pump gravel and sand from the river upon the land and the harbor along that side will thereby be greatly improved.

The prices of tinplate are lower in Great Britain than ever before in the history of the trade. This is due to American competition and to the necessity the foreign manufacturer finds himself under of paying the tariff upon shipments to this country. The weekly tinplate report of Liverpool says that 180 mills are idle in Wales and will continue idle until the workmen assent to a reduction of wages.

The only authentic portrait of Columbus is as plentiful as the tree under which Washington tied his horse, and the original mugwump. People remark that no two pictures of Columbus look alike. Let them remember what change only a few years make in an ordinary man, and then reflect what must be the results of four centuries.

The western tariff association is dead and will wind up its affairs today. Meanwhile various schemes have been suggested for the organization of a new association, and the committee in charge of the work will meet on the 10th to consider the subject.

A ledge of tin four feet thick discovered in Idaho has been traced half a mile. Mr. Schermerhorn does not know what the percentage of tin is, but he states that sample sent to authorities on the subject have been pronounced very fine.

Robert Louis Stevenson has organized a literary club among the Samoans. The reason for the innovation is not apparent to the natives. A literary club is not good to eat.

It is the universal verdict that politics is suffering from an overdose of apathy administered at the hands of the voting public.

The theoretical and traditional wisdom of economy is again taking concrete form in connection with winter overcoats.

Since the completion of that telephone line there is a disposition on the part of New Yorkers to refer to Chicago as "our west side."

INCREASE OF WAGES.

These are the days when cold facts and figures talk for the McKinley bill, and when the calamity shriekers are finding themselves stranded here and there without an occupation. Recently some interesting statistics from the democratic Boston Herald regarding the marked increase in the manufactures of that city, as well as in the number of men employed and the yearly wages received by them, were published. Now the census office comes forward with official bulletins covering the manufacturing of sixteen cities, and showing the advance that has been made within the past decade both by the manufacturers and the workmen. The record is a cheery one:

Table with 4 columns: City, Per cap. W'g's, '80, Per cap. W'g's, '90, Incrse in '90. Rows include New York, Chicago, Milwaukee, Rochester, Buffalo, Lynn, Kansas City, Atlanta, Nashville, Denver, Cleveland, Philadelphia, Dayton, Grand Rapids, Des Moines.

Isn't it nearly time the democracy were fortifying their calamity talk with a few authentic statistics in substantiation of the oft-asserted claim that protection stifles industry and reduces wages? Here are sixteen cities wherein wages have increased since 1880. It will be a long time before the democracy will find ten cities showing a decrease.

The wheat brigade at Latah was photographed the other morning, when over 60 teams were in line waiting to unload. Representations of the warehouses, filled to overflowing, and the long train of grain laden wagons will prove effective immigration documents in eastern sections.

That the fact was not ascertained until after the wreck and loss of many lives, that the Roumania was unseaworthy, causes a suspicion that the British are not so careful about marine inspections as the Pimssols and Lloyds would have the world believe.

Sheep throughout the Inland Empire are in excellent condition. As there are but few for sale their price is advancing. There is an unlimited quantity of feed in the country and owners are well prepared for a hard winter should it come.

National Car Association.

The wheat blockade in Chicago and New York is explained in our local market quotations today by an excerpt from Mark Lane Express. Millers of Great Britain are bidding low, confident that our great surplus must go to them. There is a lack of cars for the same reasons that there is a lack of tonnage on the lakes, viz: "the elevators are filled to the eyes." In conversation with a railway traffic manager on this subject he says the only remedy against "car hoarding," which is equally as vexations in time of a blockade as the blockade itself, is to make a national association for car service, such as the Ross system on the Burlington line. Exactly the same principles could be made to apply between the members of a national association as Mr. Ross applies to the divisions of the Burlington. This would practically pool the cars of the members, but each would benefit largely by guaranteed freedom from a car famine. In this way also no line could be crippled for lack of cars unless all other lines were equally crippled. It would be the duty of the chairman to shift the cars where there is the greatest demand. This would result in an infinitely superior service to the public and the cry of favoritism between shippers in times of car shortages would be forever stopped. It is scarcely believable, but there is an excess of cars twenty-five per cent. above the needs of traffic during any year in the history of railroads. When the lines in one territory are crowded those in another may have their sidetracks full of idle cars. A national car service association would almost completely do away with this difference by finding use for the idle cars. Why the plan has not been adopted is a standing mystery among railroad men. Perhaps it is the Arkansas man's reason for not building a roof.

The kaolin deposits in the vicinity of The Dalles are attracting considerable attention East, and a firm of glass manufacturers have written several letters to that city making inquiries. We are creditably informed that within three or four miles of the city there are inexhaustible supplies of the best quality of this earthy metal. Some specimens have been assayed in San Francisco, and the result has been about 98 per cent. of pure kaolin. The glass works at Grand Dalles will be in operation early next year.

A Platist.

Review. A vote for Weaver is a vote against silver. Weaver is a flatist. His voice has always been heard in advocacy of paper money against the coin dollar. He might boom the paper mills of the country, but he would not and could not do anything for the silver miner.

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Please Report.

Subscribers will oblige THE CHRONICLE by promptly reporting if their papers are not delivered, or the delivery boys do not place them in a safe place. The distribution of the papers is one of the most perplexing questions to be solved by a newspaper. If you do not get your paper, kick. We are endeavoring to keep things straight.

Examination of Teachers.

Notice is hereby given that for the purpose of making an examination of all persons who may offer themselves as candidates for teachers of the schools of this county, the county school superintendent thereof will hold a public examination at his office in The Dalles, beginning Wednesday, November 9th, 1892, at one o'clock p. m. All teacher-eligible for state certificates, state diplomas and life diplomas must make application at the quarterly examinations. Dated this Oct. 31, 1892. TROY SHELLEY, County School Superintendent of Wasco County, Oregon.

SUMMONS.—In the Circuit Court of the State of Oregon for the County of Wasco.

T. C. Fancher, Plaintiff, vs. A. J. Wall, Defendant. To A. J. Wall, the above named defendant. In the name of the State of Oregon: You are hereby required to appear and answer the complaint filed against you in the above entitled action within ten days from the date of the service of this summons upon you, if served within this county; or if served within any other county of this state, then within twenty days from the date of the service of this summons upon you; or if served upon you by publication, then at the first day of the term of said court following the expiration of the publication hereof, and if you fail so to answer, for want thereof, the plaintiff will take judgment against you for the sum of \$200.00 and interest thereon at the rate of ten per cent per annum from the date of said judgment until paid, and the further sum of \$400.00 and interest thereon at the rate of ten per cent per annum from July 1, 1892, and the further sum of \$400.00 and interest thereon at the rate of ten per cent per annum from his costs and disbursements herein. This notice is served upon you by publication thereof pursuant to the order of Hon. W. L. Bradburn, Judge, made herein and dated October 16th, 1892. MARY E. HUNTINGTON & WILSON, ATTORNEYS FOR PLAINTIFF.

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