

The Weekly Chronicle.

OFFICIAL PAPER OF WASCOCO COUNTY.
 SUBSCRIPTION RATES.
 BY MAIL (POSTAGE PREPAID) IN ADVANCE.
 Weekly, 1 year, \$1.50
 " 6 months, .75
 " 3 months, .40
 Daily, 1 year, 6.00
 " 6 months, 3.00
 " 3 months, 1.50
 per copy, 5 cents
 Address all communications to "THE CHRONICLE," The Dalles, Oregon.

WHY WE ARE THANKFUL.

There is not a person in all the land of free America able to read President Harrison's proclamation, but whom will endorse its every word. Truly have we much for which to be thankful. Mr. Harrison says:
 "The gifts of God to our people during the past year have been so abundant and so special that the spirit of devout thanksgiving awaits not the call but only the appointment of a day, when it may have common expression. He has stayed pestilence at our doors. He has given us more love for free civil institutions, in the creation of which his directing providence is so conspicuous. He has awakened a deeper reverence for the laws. He has widened our philanthropy by a call to succor distress in other lands.

He has blessed our schools, and is bringing forward a patriotic and God-fearing generation to execute his great and benevolent designs for our country. He has given us great increase in material wealth and wide diffusion and contentment and comfort in the homes of our people. He has given his grace to the sorrowing. Now, therefore I, Benjamin Harrison, president of the United States, do call upon all our people to observe, as has been their wont, Thursday the 24th day of this month, November, as a day of thanksgiving to God for his mercies and a supplication for his continued care and grace."

This proclamation is a timely reminder that, despite all political differences and our troublous campaigns, party against party, we are still one people, with one common country, and that a glorious one. On Thursday next we shall be prepared to observe after our usual fashion our national fast day, but not by fasting. We got over that long ago and substituted feasting.

Every year brings its evidence that railway facilities are inadequate to the full transportation of the immense masses of freight which this country is capable of turning out. Every year repeats its lesson in the freight blockades and car famines, which show that the railways are unable to perform the full work they have undertaken. Yet the production of the country is but a fraction of what it would be if cheap and reliable water transportation were opened from the headwaters of the Columbia and the Mississippi to the oceans. Under such a development the transportation of the higher classes of freights to which the canals are unsuitable would yield the railways constant and profitable traffic, while the waterways would transport the large masses of cheap freights at prices which would relieve the railways of their burden. However the policy of improved waterways may be hampered by corporate greed and jealousy, it is bound to succeed. It will soon come to be recognized as a case of the public interest versus the railways. It would be wise on the part of the latter to acquiesce gracefully in the policy of improvement before the issue takes that unpleasant form.

The coming legislature has a duty to perform in that it should devise some progressive general system of road laws. It is doubtful if there is another state in the union with as deficient road laws as we have. We hail the coming of railroads and are always ready to grant them liberal subsidies. They are held to be absolutely necessary to the up-building of cities and the development of the country; but a system, a practical all-the-year-round system of wagon roads; roads that would be good winter and summer alike, would be of ten times more value to the people than any line of railroad possible.

According to the latest returns Cleveland's majority in the electoral college is only 40. This will show that Harry's (Tammany) calculations were about as square as a calculation could be made. They had given up New York, 36 votes; and believed what they said when they telegraphed to Murphy that the issue must be fought out to cast the four votes of Oregon for "anybody to beat Harrison."

The London Graphic says the admiralty has decided not to build any more guns weighing over 50 tons. It has also decided that every gun must be mounted in such a manner that it can be loaded, trained and run in and out by hand power. The guns will have a degree of elevation now unattainable, and the crews will be better protected.

The general missionary committee of the Methodist church is in session in Baltimore. Appropriations for home and foreign missionary work aggregate \$1,310,000, besides \$500,000 for the women's home and foreign missionary societies. The work of the missions is progressing most satisfactorily.

THE FOREIGN MINISTRY.

The proposal of the New York Herald that our foreign ministry be abolished and a perfected consular service be substituted therefor, while its details are not yet known, probably possesses much merit. There is something un-American and incongruous with republican simplicity in this high-priced system of having ambassadors extraordinary and ministers plenipotentiary at the courts of monarchies where they perform few duties save those social in their nature, the giving of dinners, attending fetes, entertaining American society people abroad, and the like.

The system is antiquated anyway. It originated in the days of monarchy, when a subject could not leave one country to visit another without a passport and its accompanying red tape; when ministers or diplomats were employed by one monarch to lie to and deceive another monarch as to his intentions in respect of war, and to keep a close watch on the movements of the other. The diplomat was a kind of dignified spy. Language was given him to conceal thought; the subtleties of international law afforded him ingenious diversion in the way of demanding redress for fancied injuries, the redress being in the shape of coin or territory if the diplomat's country was powerful enough to enforce the demand, and it was also his duty to intrigue and plot against the peace and security of the government to whose court he was assigned if that government was antagonistic to his own.

The whole system was a fraud, a sham, a deceit. That we should have imitated it was bad enough, but the height of the idiosyncrasy was reached some years ago when it was seriously proposed to invent some gorgeous uniform to be worn by our ministers abroad to distinguish them from the lackeys and flunkies, and the driveling American toadies who might be abroad without a uniform, such as General E. Burd Grubb wore at the court of Spain. There is little excuse for this system in these days of railways, steamships and telegraphs. The consuls do most of the work, anyway, for which the ministers extraordinary, etc., receive the pay and credit.

Any American citizen who may be unjustly treated abroad could, and generally does, apply to the nearest consul for relief, and the consul can, and generally does, take the case in hand and cable the particulars to our state department, where its merits are examined and from which our protests and ultimatums are sent. By all means perfect the consular service, for it is of some utility and has a place in the republican form of government. The "extraordinary" ornaments had best be abolished.

The P. B. Cornwall company has at last struck the coal vein it has been prospecting for within the city limits of Whatcom for nearly a year. They sank ten holes, and at the tenth attempt at a depth of 410 feet found a 15 1/2-foot vein, of which 11 1/2 feet is good steam and domestic coal. This is undoubtedly the old Bellingham bay vein, which furnished the coast with coal years ago, and which was abandoned while being worked under Bellingham bay because of a flood of water. The discovery is at the head of Walnut street in a flat country, and the vein lies nearly horizontal. Scientific men predict that coal can be found at less than 500 feet depth in this vicinity. Why cannot a company be formed to try and obtain a coal supply at or near The Dalles?

It is recalled that Benjamin Harrison's grandfather, William Henry Harrison, was elected president in 1840 by a landslide as big as the one which defeated the grandson in 1892. Then there was another ancestor who was prominently mixed up in the landslide which severed the American colonies from England, and another, further back in history, in the landslide which deposed Charles Stuart for the great commoner Cromwell in England. The Harrison family seems to run to avalanches.

William Anderson was arrested in Chicago while trying to sell for \$5 a set of 16 ivory billiard balls worth \$600, yesterday. This arrest brought out the story that the store of C. G. Akam was robbed of between 150 and 200 sets Saturday, worth in the aggregate \$15,000.

A Chicago paper denies the story of the disappearance of Jim Wall, the Australian book-maker, and says he is still there. It is reported he has been sick and has lost several thousand dollars and retired from the ring.

DIED.

At the home of her brother at Canyon Creek, Clackamas Co. Oregon, Nov. 14, 1892 Flora L. Bonney aged twelve years and 8 months youngest daughter of Eld. B. F. Bonney of Wamic, Oregon.

Born.

In The Dalles, to the wife of Capt. Ad. Keller, November 18th, a son. Just in time for the Cleveland jubilee.

Estray Notice.

Taken up on the 15th of Oct. 1892, at the point of starvation, a light red and white spotted cow with notch in upper side of left ear and brand on right hip, not discernable, and red calf, the owner may have the same by proving property and paying costs of keeping and advertising. 11.11w4t D. W. MANN, Mill Creek.

ELECTRICITY IN WAR

ELECTRICIANS WILL PLAY AN IMPORTANT PART IN BATTLE.

Electrical Appliances on Shipboard May Get Out of Order So Frequently as to Render Necessary the Presence of a Corps of Electricians.

So far as the stationary torpedoes are concerned, methods are quite well settled and the practice has been reduced to a science, one, however, which requires a good deal of electrical skill for its proper application. The automobile torpedo involves problems that are a worthy subject for the exercise of the highest electrical skill. So far as the Whitehead and similar missiles of destruction are concerned, there is not much to be done, electrically speaking, for a torpedo of that class is purely a missile discharged from a gun, but supplied with means for continuing its course to an efficient distance under water.

Inasmuch as a high initial velocity does not agree with powerful explosives, the falling off in velocity would be too marked if any long range were attempted. With dirigible torpedoes, however, the case is very different. Then one must depend on electricity for steering if not for motive power, and there is room for considerable improvement both in speed and certainty of operation, two prime essentials. But the function of the electrician is by no means ended with torpedo service, for in the equipment of any modern man-of-war the electrical apparatus plays a very important part.

The modern gun, twenty to forty feet in length, with corresponding weight, cannot be handled by man power as quickly as the exigencies of service sometimes require, and the choice lies between electricity on the one hand and hydraulic machinery or donkey engines on the other. The latter have been very freely in use; the former has made its influence felt often enough to show that it is fully up to its work. The electric motor is undoubtedly better suited to such sort of work than any other kind of mechanism.

THE SEARCH LIGHT.

Since the introduction of secondary batteries every bit of working mechanism is exposed to a formidable fire and must be protected at all hazards. Here the motor, from its very small size, offers a particularly difficult target, and besides can be ensconced behind the gun shield or even behind the gun itself, so that nothing short of a blow sufficient to disable the latter would cripple the motor, and in addition the means of communicating power to the said motor are very unobtrusive and exceedingly easy to duplicate.

It is a perfectly simple matter to supply it through half a dozen different circuits in parallel with each other, all of which would have to be shot off before the motor went even temporarily out of use. Even then an electric wire can be handled with such ease and rapidity that temporary communication would be re-established very readily although under fire, while if a steam or water pipe were shot away there would be no replacing it during action.

The search light, too, comes in for its share of attention, both as a weapon of defense and offense, and more attention should be given it than has yet been done. The destruction of a search light during a torpedo attack would be a very serious calamity, and when one remembers that torpedo boats are usually supplied with rapid fire guns, such a possibility is by no means remote.

DANGER FROM RAPID FIRING GUNS.

From a 37-millimeter revolving cannon—a size frequently used for the purpose—nearly a shot a second can be fired, and at half or three-fourths of a mile the accuracy of this weapon is so great as to render hits quite probable, and a single projectile or a fragment of a shell would stand a good chance of putting a search light out of use. All this points to a reduplication of the apparatus on a considerably more extended scale than has usually been the habit, and besides all this there is a question of communication between different parts of the ship, and especially with the conning tower, and here, as everywhere, the convenience of electricity, the readiness with which circuits can be multiplied and re-established make its use almost imperative.

In case of war the electrician will find plenty to do, both in the way of routine work and improvements, and may play a part of great importance.—Electrical World.

Hasn't been Shaved Since Appomattox. "Have a shave, sir?" said the new barber.

"What?" "Have a shave, sir?" he repeated. "No, sir; haven't shaved since 1860." The men in the chairs snickered and moved their heads to get a glance of the old gentleman as he clinched onto the bootblack's perch. The o. g. was not a bit reluctant to talk.

"No, sir; haven't shaved since 1860," he went on. "Swore I wouldn't if Lee was whipped." The old gentleman was the pioneer physician, Dr. L. M. Ridge, and he declared he would wear his long beard to the grave.—Kansas City Times.

Two of a Kind.

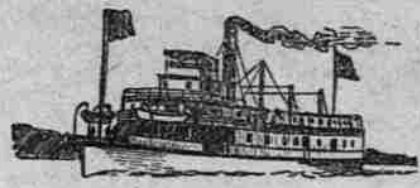
A sturdy eight-year-old with the craft of a Talleyrand, informed his mother upon his return from school that "Will Brown and another fellow got a licking at school today." And Tommy's mamma might never have been the wiser had not Tommy's sister burst into the room soon after and announced, "Oh, mamma, Tommy and Will Brown got whipped at school today."—Chicago News.

Queer Effect of the Moon.

There is a lady now living in Allegheny who suffers intense pain in the head whenever the light of the full moon falls upon her. At these times she does not venture out at night, but shuts herself up in a dark room. There are many such cases on record.

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