

# The Weekly Chronicle.

OFFICIAL PAPER OF WASCOCO COUNTY.

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## MAMMOTH AND FLOOD.

On a recent trip to Malheur county Mr. C. E. Bayard visited the hydraulic mines now in operation at old El Dorado city, and while there secured the two well-preserved samples of mastodon teeth which are on exhibition in THE CHRONICLE window today. There is only one place outside the Inland Empire, where better preserved remains are found of the mammoth, and that is Siberia, according to Howorth's "Mammoth and Flood," in which a new theory is advanced with regard to the remains of mammoths and other large animals in the soil of Siberia. All over that great plain, wherever the ground is frozen hard, are found mammoths and other animals preserved very fresh, so that the wolves and bears can feed upon their remains.

These mammoths have been found from the eastern border clear to the Obi river. They have been found under conditions which make it certain that they could not have lived unless the surroundings and climate had, at the time they existed, been entirely different from the present conditions. The remains of the plants on which they fed are also found, and southern contemporary shells are discovered with the remains, pointing to climate conditions which no longer exist.

Mr. Howorth believes that the plateau is one of the most recent features in the known physical geography of the world, and that its rapid elevation caused the tremendous change of climate which has enabled the bodies of the great beasts to be preserved intact as we find them. He says that unless these animals had been frozen immediately after they died, and remained frozen to this day, they would certainly have decayed and disappeared. A single Siberian summer sun would have destroyed them completely. It is known that further east the bones of great animals have been found 17,000 feet above the sea under conditions which Falconer declared to be absolutely incompatible with their mode of life. The relics cause profound reflection, at all events, wherever found.

Another new party was organized in Memphis, Tenn., Saturday, styled the industrial legion of the United States, by prominent leaders of the people's party, who are also prominent in the farmers alliance. The object of the legion is to carry out politically the measures embodied in the principles of the Omaha platform of the people's party, together with free speech, a free ballot and a fair count. The industrial legion is composed of three classes. The first class is to consist of the male members over twenty-one years to be known as the senior class. The second will be the junior class, which will consist of the male members under twenty-one and over fourteen, who shall be educated and trained to become members of the people's party. The third class will be known as the woman's aid corps, which is intended as an auxiliary to the senior legion. The legion is modeled much after the Grand Army, and partakes of the secret organization character, while the meetings may be secret or open, at the option of the members. The founders of the legion are prominent leaders of the seven great industrial organizations composing the people's party, together with the foremost people's party members.

The Pendleton gentlemen who have taken hold of that Columbia river island enterprise deserves much credit. The East Oregonian believes they will make a success, and if they do their example will be worth thousands of dollars to the people. They propose to grow, figuratively speaking, two or more blades of grass where none have grown before. This is much better work, and deserving of more reward, than capturing land through deception and deceit, or hungering after office in order that a private snap may be secured, or soliciting victims to borrow money at ruinous rates of interest. It would be a blessing if others would embark in similar industrial enterprises instead of struggling to succeed by tearing down.

Walla Walla celebrated its third of a century anniversary last week. The village had first been called Walla Walla, then Steptoeville, then Waitatpu, when, on November 17th, 1859, the county commissioners in answer to a petition and a protest, the former asking that a town be laid out to be known as Waitatpu, the latter that it be called Walla Walla, laid out the town calling it Walla Walla, designating it as the county seat, and describing its boundaries.

It looks now as if the arrangement with Justice Field has been broken, and he will hold his seat on the bench until after Mr. Cleveland's inauguration.

## IMPORTANCE OF WATERWAYS.

THE CHRONICLE has often referred to the traffic of the great lakes to show the wonderful development of a country afforded cheap water transportation as against the high all rail routes, and applied the lessons to our own Inland Empire, with an open Columbia river, free to all craft, as the lakes are. The Oregonian, we are pleased to see from the following excerpt, is coming around to our ways of thinking. It said yesterday "few people realize the growing importance of the commerce of the great lakes, between such cities as Chicago, Milwaukee, Duluth, Detroit, Cleveland, Erie and Buffalo, despite the wonderful system of railroads traversing that section of the Union. There is a steady increase in shipping from year to year; 29,400 tons of new tonnage were built in 1884, and this increased gradually to 111,856 tons in 1891. Lake builders now have contracts to deliver in the spring forty-nine vessels, valued at \$6,909,500. This great growth in commerce is the double result of the development of the western agricultural lands and the increase of industries and population. The construction of a canal for vessels of deep draught to pass fully loaded from the lakes to the ocean and back again, would not only increase the quantity and value of lake commerce, but will place the navy in position to defend it from attack." Admitting what you say Bro., why cannot you see that the same development here would result in a greater growth of commerce, increase our industries and population; and perhaps, if a little selfishness was rubbed out, make a city of Portland.

While on the subject of saving the King of Fishes to the Columbia river, perhaps Prof. Jordan is unaware of the magnitude of appliances at hand tending to destroy the fish. S. B. Graham, of Ilwaco, who is good authority on this topic, says that during the season of 1892 there were 350 traps on the lower Columbia river. The traps cost from \$50 to \$500 each, according to the depth of the water. The total amount invested in pound-net fishing on the river is something near \$350,000. There is considerable more fishing done on the river with gill-nets than with pound-nets. The gill-nets vary in length from 200 to 350 feet, and a general outfit costs from \$350 to \$400. There are about 2,000 gill-net boats on the river, and the average catch per boat this season was about 300 fish. As it requires two men for each boat, one may readily see that it was almost impossible for a fish to escape; and as for the spawn, that is literally raked to death by the lead lines of the gill-nets passing over the sands, the natural spawning beds of the salmon. The average catch per trap this season was about 600 fish, consisting of salmon which were worth \$1 each; steel-heads worth 15 cents apiece, and blue-backs worth 10 cents each.

It is humiliating to be obliged to admit that we have, in the chair of chemist, at the Oregon State Agricultural college experiment station, a man who is so ignorant of the real conditions of soil and climate in this state as to attempt to palm off upon the public a lot of antediluvian literature descriptive of our soils. And it is equally as humiliating to feel that our great, glorious, intelligent daily newspaper gives publicity to the stuff, to the actual detriment of a very large number of its patrons and to the disparagement of truth. He must be a numbskull to attribute to the causes which he does the fruitfulness of the valley, ignoring the true sources; and when he asserts that "the main growth of Eastern Oregon is sage brush and bunchgrass," with less than half a dozen lines to follow in explanation of his wild and absurd remark, he simply makes it apparent that he is incompetent to fill the position for which our tax-paying citizens, are called upon to foot his bills, and he should be asked to step down and out, before he produces erroneous impressions concerning the soils of Oregon which may require years of hard work to eradicate.

Geo. P. Rowell & Co., are wasting their postage stamps on THE CHRONICLE. THE CHRONICLE is the representative daily and weekly of 20,000 people in the Inland Empire, and is with Postmaster Gen. Wannamaker "or any other man," as against any shyster advertising firm who want all there is in the business on their side of the ledger. Printers Ink is nothing more nor less than an advertising dodge, a scheme of Geo. P. Rowell, and should pay single postage or quit. Such publications as Printers Ink, if allowed to go by weight, will lead to quarterly payments as of old by every newspaper in the United States, and the Press of America should frown it down.

Cholera we are told, is waiting to make a grand rush across our borders in the spring. It is well to remember suggests the Oregonian, that the best safeguard against it is an intelligent, well-fed, clean, self-respecting people. Pauperism, neglect, filth, overcrowding and low diet are its chief allies. An intelligent economic and sanitary system is the best preventive against epidemic diseases that has ever yet been devised. Quarantine becomes necessary because this system is not in general use among mankind.

## RAILWAY TRAFFIC NEXT YEAR.

Unless one of two events occur next year the passenger traffic of American railroads will be something enormous incident to the Columbian exposition. These two drawbacks are first, the possibility of cholera becoming epidemic, and second, the likelihood of a great strike among railway employees for higher wages at a time when not to comply with their demand will seriously cripple the railroads and damage the fair. Otherwise the railroads should do such a volume of passenger business as will enable the companies to pay fat and comfortable dividends to their stockholders. From this the Financial News expects at any time to see a great boom in American railway shares.

The general public is not so much interested in stock speculation in this connection as in having the railways regulate their rates to some reasonable figure. The fare will not be the most expensive item in the cost of a visit to the exposition, but low rates tend to draw larger crowds, where higher rates discourage attendance. If a low rate be made by all the railroads, whereby the people living in the extreme ends of the country may go to Chicago and return at a moderate price, the fare will be deluged with visitors and the aggregate returns to the roads will be greater than if comparatively few people went at a higher rate. It remains to be seen whether the railroad companies will act with judgment in this respect. The vast bulk of their business must come from the people of this country. The influx of foreign travel will be relatively small.

After having secured their handsome returns the western roads might advantageously invest it by the building of new branches and spurs. Excepting the work of the Great Northern in extending its main line to the Pacific, railroad construction in the northwest has not been very vigorously pushed during the past two years. Any number of wealthy mining and agricultural districts in the Inland Empire are but awaiting means of transportation to develop their latent resources. Central Oregon and Washington are among them. Given cheap rates and promise of railway extension into these districts with the profits accruing, and the people of the Pacific northwest will attend the fair in a body.

The mining claim which the notorious Matt Graham sailed so artistically that a British company has eagerly wasted over \$1,000,000 upon it in Idaho, has at last been abandoned as absolutely worthless. Not a single pay streak could be found; nothing but barren country rock, through which four thousand feet of shafts and tunnels have been driven by the hopeful miners. The splendid mining and milling machinery, the original cost of which ran away up into the hundreds of thousands, and the transportation of which, into that almost inaccessible country, cost a generous fortune, has all been abandoned, and the superintendent will now proceed to England and report to the victimized company, who will then decide what to do with their expensive outfit. The Silver mountain swindle, while it greatly benefited Matt Graham, resulted disastrously for Idaho, as capitalists will in future be wary of investing money in rich but undeveloped mines of that state.

Snow in the Cascades is reported to be two feet deep at the Great Northern tunnel, and a foot deep on the Wenatchee summit. The snowfall in that region is heavier now than has been known at this time for many seasons.

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## Monthly Meteorological Report.

Weather bureau, department of agriculture, Station, The Dalles, Oregon, for the month of October, 1892.

DATE	Wind	Therm. (Max)	" (Min)	" (Mean)	Barom.	Rel. Hum.	Precip.	Evap.
1	SE	64	36	52	30.00	70	0.00	0.00
2	SE	68	30	46	29.98	65	0.00	0.00
3	SE	64	32	47	29.97	60	0.00	0.00
4	SE	64	31	47	29.96	60	0.00	0.00
5	SE	66	29	52	29.95	60	0.00	0.00
6	SE	59	27	45	29.94	60	0.00	0.00
7	SE	63	29	46	29.93	60	0.00	0.00
8	SE	61	29	45	29.92	60	0.00	0.00
9	SE	61	28	44	29.91	60	0.00	0.00
10	SE	57	26	41	29.90	60	0.00	0.00
11	SE	52	24	38	29.89	60	0.00	0.00
12	SE	52	24	38	29.88	60	0.00	0.00
13	SE	49	21	35	29.87	60	0.00	0.00
14	SE	46	19	32	29.86	60	0.00	0.00
15	SE	47	16	31	29.85	60	0.00	0.00
16	SE	45	16	30	29.84	60	0.00	0.00
17	SE	47	17	32	29.83	60	0.00	0.00
18	SE	54	16	35	29.82	60	0.00	0.00
19	SE	48	16	32	29.81	60	0.00	0.00
20	SE	53	14	33	29.80	60	0.00	0.00
21	SE	49	14	31	29.79	60	0.00	0.00
22	SE	50	14	32	29.78	60	0.00	0.00
23	SE	50	14	32	29.77	60	0.00	0.00
24	SE	49	14	31	29.76	60	0.00	0.00
25	SE	51	16	33	29.75	60	0.00	0.00
26	SE	48	16	32	29.74	60	0.00	0.00
27	SE	47	16	31	29.73	60	0.00	0.00
28	SE	47	16	31	29.72	60	0.00	0.00
29	SE	47	16	31	29.71	60	0.00	0.00
30	SE	49	16	32	29.70	60	0.00	0.00
31	SE	52	16	34	29.69	60	0.00	0.00

Mean barometer 29.964; highest barometer 30.505 (date 25th); lowest barometer 29.690 (date 14th).  
 Mean temperature 53.2; highest temperature, 82 on 30, lowest temperature, 32, on 34.  
 Greatest daily range of temperature, 35 on 34.  
 Least daily range of temperature, 12 on 10th.

MEAN TEMPERATURE FOR THIS MONTH IN  
 1872.....1877.....50.3 1882.....46.0 1887.....50.5  
 1873.....1878.....48.0 1883.....48.0 1888.....55.0  
 1874.....1879.....44.5 1884.....50.5 1889.....55.4  
 1875.....61.5 1880.....54.0 1885.....54.0 1890.....55.1  
 1876.....57.0 1881.....44.5 1886.....51.0 1891.....54.3  
 Total excess in temperature during the month for 18 years, 1.67° F.

Total excess in temperature since January 1st, 00.00.  
 Prevailing direction of wind, west.  
 Total precipitation, .90; number of days on which .01 inch or more of precipitation fell, ten.

TOTAL PRECIPITATION FOR THIS MONTH IN  
 1872.....1878.....1.53 1882.....0.46 1888.....0.95  
 1874.....1879.....0.88 1884.....1.27 1889.....0.59  
 1875.....4.80 1880.....0.32 1885.....0.28 1890.....1.16  
 1876.....2.37 1881.....2.62 1886.....0.70 1891.....1.74  
 1877.....1.46 1882.....2.30 1887.....0.15 1892.....0.90

Total deficiency in precipitation during month, for 18 years, 0.44 inches.  
 Total deficiency in precipitation since January 1st, 4.10 for 18 years.

Number of cloudless days, 22; partly cloudy days, 3; Cloudy days 6.  
 Date of frost (light) 16th.  
 Barometer reduced to sea level. T indicates trace of precipitation.  
 SAMUEL L. BROOKS,  
 Voluntary Signal Corps Observer.

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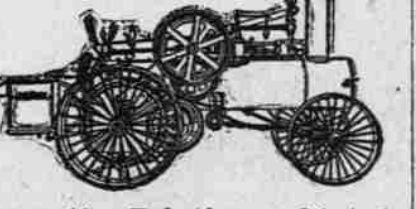
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