

The Weekly Chronicle.

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STATE OFFICIALS.

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 Congressmen J. H. Mitchell, J. N. McLean
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 Commissioners J. A. Brown, F. H. Wakefield
 Assessor E. F. Sharp
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 Superintendent of Public Schools W. H. Butts
 Coroner W. H. Butts

THE TAX QUESTION.

That notes and personal property are not generally given in to the assessor, and consequently pay no taxes cannot be disputed. So far no scheme has been proposed to overcome this inequity probably because our legislators overlook it or do not care to hurt the feelings of those who own them. The theory of American taxation is correct enough, but the practice has divided the people into two classes, the tax payers and the tax dodgers. The tax paying class, as a rule, is composed of people owning from a few hundred to thirty or forty thousand dollars. Above the latter sum the taxes amount to so much that the tax-payers just can't bear to pay it. Real estate is of course visible and cannot escape only in so far as it can be done by giving it low values, but notes, accounts and property of that kind are easily hidden, and so do not pay their proportion of taxes. On this item alone a few years ago, Umatilla county returned more than two-thirds as much as Multnomah. The remedy is simple and should be applied. Let the legislature pass an act making such contracts non-collectable until they are stamped by the tax collector, showing that the taxes had been paid. A man should pay tax according to his ability to do so, but under the present system this is far from being the rule. The tax dodger should be brought up to the rack, and made to pay just the same as everybody else. Such a law as we have suggested would go a long way towards accomplishing this result.

ARMORED VESSELS FAILURES.

The war between Japan and China is the first in which the fighting qualities of the modern armored warship have been tested. The tests perhaps have not been complete, yet so far as made are not very satisfactory. The big armored vessel, one of the best in the Chinese navy, armed with 12-inch guns and covered with heavy armor, went down before the Japanese guns more quickly than the old wooden vessels would have done under the same circumstances. The Japanese guns ploughed her full of holes as easily as a zigzag tests a watermelon. It is true that she may not have been well handled; but the fact that her steel sides could not resist the impact of the steel balls cannot be denied.

The only thing accomplished then seems to be that each nation, in order to maintain a navy, will be put to enormous expense to be on a footing with other nations, and then their vessels are no more formidable than the old Constitution, the Essex, or that old type of wooden cruiser.

In view of the manner in which the Chen Yuen was sent to the bottom, the enormous premiums offered by our government for extra speed denotes a wise head in charge of the navy, one who understands that the only safety in one of these big armored vessels is in flight.

CITIZEN OR EMPLOYEE.

The United States courts are finding some entirely new offenses. Tuesday John and Lloyd Hammer, tramps, boarded a Southern Pacific brake-beam at the town of Roseville, California, and when Conductor Motter made a rush at them to put them off, he fell and the tramps jumped on him and gave him a beating, for which they were very properly arrested. Being taken before a United States commissioner, he bound them over to appear before the grand jury, not for assault and battery on the person of Motter, but for "assaulting an employee of the Southern Pacific Railroad Company." Has it really come to this that the citizen has become so small that his being beaten is so trifling an offense, that the outrage to his person is lost, merged in the more serious offense of having beaten an employee of a railroad company? Have the courts gotten so tender of corporations that the rights of the citizen as such, are of less importance than the rights of the corporation that employs him have in him? The offense is no longer against the citizen of the government but against the employees of a corporation. These are queer times and there is going to be some troublesome ones before they change for the better.

The shipment of fruit is one of the most important questions before our fruit growers, and the perfecting of some plan by which the least commissions

will have to be paid, and the best markets reached is of the utmost importance. Last year the very unfortunate shipments made through the Earl Fruit Co., on the suggestion of S. A. Clarke, demonstrated the necessity of getting a square deal. Plums that went to Chicago in that outfit were retailed and some of them bought by Dalles people at the world's fair, at 20 cents per pound, and yet they paid the grower less than a cent. Before they reached the consumer they had increased in value 1900 per cent. To avoid this is the object of the Oregon Fruit Union, which Mr. Brown represents. The only way to get the fruit shipping business on a satisfactory basis is to keep experimenting until the result is accomplished. The plan of the Oregon Fruit Union should be tried, and if that is not a success, try something else.

LET ALL OBEY.

Since the soldiers were called in to quiet the troubles in Chicago, and Judge Grosscup's grand jury has indicted Debs and others of the American Railway Union, we have heard nothing further about that same grand jury indicting the board of railway managers. It was held out to the strikers that there would be no favoritism shown, that the employer as well as the employee should be made to obey the law. The strikers were promised a fair deal. Have they had it? Most assuredly not. While Mr. Debs and others are under bonds awaiting trial for conspiring to injure Pullman and the railroad companies, the Southern Pacific Railroad Co., boldly advertises the fact that the boycott it had declared against the Santa Fe was off. If the boycott is unlawful for Debs and his followers, why is it not also unlawful for the Southern Pacific railroad? If Debs is to be punished for interrupting interstate commerce, why is not Mr. Crocker of the Southern Pacific also indicted? The interstate commerce law was enacted to protect the people against exorbitant charges, but in that direction it is and always has been an utter failure. The railroad companies pay no attention to the law only when they can invoke it to get some benefit from it. The United States courts pay no attention to it, and do not undertake to enforce it unless their masters, the railroad companies demand it in their own interests. We have read in some of the leading dailies, editorials deprecating the action of the country press in making the assertion that there is one law for the corporations and another for the people. That such sentiments were misleading and stirred the people to dissatisfaction. This is true, and this is what was intended.

The liberty of the people, the equality of citizens and corporations before the law is the foundation on which the fabric of our government rests, and that destroyed, anarchy would follow. The country press represents the people, and fights the people's battles. Unfortunately the big dailies are almost all on the side of the corporations. They are there for the same reason the United States senators are there, because they are few in number, have large circulations and are for sale in a compact body. The country newspaper today is the bulwark of American liberty. The country editor may lack brilliancy, but he is at least honest. He is a laborer, one of the common people, and their interests and his are common.

The assertion that there are two kinds of law, one for the people and one for the corporations, will continue to be made, because it is true. That the American Railway Union leaders are prosecuted on the charge of boycotting and the board of railroad managers are not, though admitting their guilt, is the proof of it. We believe in the law and in its strict enforcement, but as at present construed by our courts the laws are obligatory only on the masses. The safety of the republic is threatened by it, for history tells us that whenever any class has gotten above the reach of the law, that the common people pulled it down into reaching distance. History will repeat itself.

A tender-hearted crank, writing to the Oregonian, objects to ministers going hunting, killing birds and destroying life. Like most cranks, he lets his theories run away with him. In the first place, it is a safe bet that the whole lot of ministers who will go on that terrible death-dealing trip the said crank speaks about will not kill anything, unless it is one of his party. The crank should not enter complaint until the offense is committed.

The fact that the Union and Central Pacific railroads owe large sums to the government, may eventually result in the government taking charge of and operating the line. Of course the plan is rather contrary to the American ideas of government, but at the same time the matter is being agitated in congress, as the only solution possible under the circumstances. These roads will not pay their debts and the government does not seem either willing or able to make them do so.

The war between China and Japan has already accomplished some good. The last steamer from China had the smallest number of Chinese "merchants" brought by any of the ships of that line in years. If the war would thin them out, and at the same time keep them at home it will prove of inestimable benefit to the Pacific coast.

JUG-HANDLE JUSTICE.

Under the above title the San Francisco Examiner prints the very sensible editorial on the interstate commerce and anti-trust laws which we give below, as it covers the entire situation:

"The leaders of the railroad strikers throughout the country have been and are being prosecuted for conspiracies in restraint of trade, under the interstate commerce and anti-trust laws. The railroad corporations have sent their attorneys into court to assist the government in this work."

"The laws under which these men are being prosecuted were passed to protect the people against conspiracies on the part of railroad companies and the millionaires of the manufacturing trusts. Nobody dreamed at the time of their enactment that they would or could be used in the interest of corporations and capitalists against their workmen. But that could have been approved if the statutes had been consistently enforced against the rich culprits they were meant to restrain. It is notorious, however, that the government has been as lax in enforcing them against the rich, for whom they were intended, as it has been swift to turn them against the poor, whom their framers never had in mind. The railroads which have employed their attorneys in prosecuting strikers for violations of the interstate commerce anti-trust laws have been and are openly and flagrantly, and shamelessly violating those statutes at their own convenience, and nothing has been done toward bringing them to justice."

"The interstate commerce act provides that all charges for transportation shall be reasonable and just; that no common carrier engaged in interstate commerce shall discriminate between patrons directly or indirectly, by any special rate, rebate, drawback or other device; that every such carrier shall afford all reasonable facilities for the interchange of traffic with other lines; that their shall be no greater charge for transportation for a shorter than a longer distance over the same line and in the same direction; that all pooling of freights shall be unlawful, and each day of such pooling shall constitute a separate offense; that common carriers shall keep full freight and passenger tariffs for public inspection, and various other things of a similar nature. The railroads utterly ignore this law, except when it suits their purposes to obey it. Only yesterday the news was published, as a matter quite in ordinary course, that the Southern Pacific has issued a notice in Chicago informing other lines that the boycott against the Santa Fe, which has been in effect for six months, was off. This boycott was a glaring violation of the interstate commerce law, but Attorney-General Olney apparently never heard of it."

"The anti-trust law was passed in 1890, under the Harrison administration, for the avowed purpose of suppressing such huge combinations of capital as the sugar, whiskey, and Standard oil trusts. Attorney-General Miller, President Harrison's law partner, first tried the formidable weapon on an association of bobbin manufacturers in New Hampshire. A grand jury rejected his evidence, and then he began proceedings against the whiskey trust on indictments so defective that the federal courts threw them out with contempt. The second of these indictments, according to Judge Ricks, 'did not charge the commission of a crime under the statute, or under any statute of the United States,' and he added that it was 'significant in what it omits to charge.' When the house of representatives asked the attorney-general what he had done about the great antitrust trust, Mr. Miller replied that he had no information about the existence of such a combination, although one of his associates in the cabinet was said to have cleaned up \$1,300,000 from the deal."

"Under the present administration the course of affairs has been similar. Attorney-General Olney began a mild attack some time ago upon an association of druggists in St. Louis, but the sugar trust, the steel rail trust and all the other gigantic combinations against which the law was particularly directed have been untouched."

"That is why, in viewing the remarkable efficiency of the new anti-conspiracy laws against strikers, many citizens whose sympathies are all with the strict enforcement of law believe that labor is not getting a fair show. When Haver-meyer, Huntington and Egan are in the dock the public will view with equanimity and punishment that may be legally visited upon Debs and Howard."

Rev. Wallace of Portland recently roasted a couple of theatrical people, from his pulpit, the parties being Mrs. Potter and Mr. Kyrie Bellows, and the offense which acted as a red flag on the bellicose preacher was the presentation of what he considers an immoral play. One is forced to believe from the published stories of the incident that the Rev. Wallace was posing for notoriety, instead of preaching for the good of his fellow-men. These are sensational days, and the pulpit is maintaining a good average in that line.

THE MARKETS.

FRUIT, August 4th.—There have been no changes in the merchandise market the past week, but business has been good and large quantities of supplies

have been sold and forwarded to interior points.

In the produce market there is a healthy condition. Eggs are firm and scarce; dealers are paying from 11 to 14 cents per dozen, and complain that they can't get what they want; poultry is slow sale, owing to the fact that offerings are in excess of demand. Vegetables and green fruits are in abundance and the market is weak.

There is some movement in wool, but few sales, as both buyer and dealer realize the action of congress will materially affect the price, the wool market has degenerated into a guessing contest. Last week the senate and house seemed drifting apart the price advanced sharply, touching 10 cents per pound. As the chances of some kind of an agreement become better the price has gone down until the price may be put at 8½ cents, though yesterday one lot brought 9½ cents.

The wheat market is quiet, prices for the new crop not yet being established, the opening of the O. R. & N. for freight traffic removes one element of annoyance, and lightens the heart of the wheat grower. The prospects for an extra large crop in the United States are not so good. Southern California reports a total failure, while the recent hot wave in the middle states will have some effect though the wheat harvest was nearly over.

WHEAT—35 to 38c per bu.
 RAILWAY—Prices are up to 30 to 80c cents per 100 lbs.

OATS—The oat market is light at 60 to 80 cents per 100 lbs.

MILLET—

Flour—Diamond brand at \$2.50 per

bag, per ton and \$2.70 per bu. retail.

HAY—Timothy hay ranges in price

from \$12.00 per ton, according to

quality and condition. Wheat hay is

in full stock on a limited demand at

\$8.00 to \$10.00 per ton.

POTATOES—4½¢ per 100 lbs.

BUTTER—Fresh roll butter at 35 to 45

cents per roll.

EGGS—Good fresh eggs sell at 13½ to

14¢.

POULTRY—Good fowls are quoted at

\$1.50 to \$2.50 per dozen, turkeys 8 cents

per lb.

BEAF & MUTTON—Beef cattle are in

better demand at \$2.00 per 100

weight gross to \$2.25 for extra good.

Mutton is now quoted at \$2.00 to \$2.25

per head. Pork offerings are light

and prices are nominal gross

weight and 3¼ to 4½ cents dressed.

STAPLE GROCERIES.

COFFEE—Costa Rica, is quoted at 24c

per lb. by the sack. Salvador, 23½c.

ARBUCKLES, 25c.

SPERM—Golden C. in bbls or sack,

\$4.75; Extra C, \$4.00; Dry granulated

\$6.50. D. G. in 30 lb boxes, \$2.75. Ex

C, \$2.25. GC \$2.00.

RICE—Japan rice, 6½¢; Island,

rice, 7¢.

BEANS—Small whites, 4½¢; Pink,

4½¢ per 100 lbs.

SYRUP—\$2.50 to \$3.00 a keg.

SALT—Liverpool, 50lb sk, 65¢; 100lb

sk, \$1.00; 200lb sk, \$2.00. Stock salt,

\$1.00 per ton.

SULPHUR—2 cents per pound.

HIDES AND FURS.

HIDES—Are quoted as follows: Dry,

2½¢ lb; green, 1½¢.

SHEEP PELTS—25 to 50 ea. Deer skins,

20c lb for winter and 30c for summer.

Dressed, light \$1.10, heavy 75c lb. Bear

skins, \$8.00 to \$12.00; beaver, \$3.50 lb.

Other, 45¢; fisher, 45¢ to 50¢; silver gray

fox, \$10.00 to \$25.00; red fox, \$1.25; grey fox

\$2.50 to \$3.00; martin, \$1.00 to \$1.25; mink

\$3.00 to \$5.00; coon, 50¢; coyote, 50¢ to 75¢.

GRAIN BAGS—7½¢ to 7½¢ each.



A Little Daughter

Of a Church of England minister cured of a distressing rash, by Ayer's Sarsaparilla. Mr. RICHARD BERRY, the well-known Druggist, 207 McGill st., Montreal, P. Q., says:

"I have sold Ayer's Family Medicine for 40 years, and have heard nothing but good said of them. I know of many

Wonderful Cures

performed by Ayer's Sarsaparilla, one in particular being that of a little daughter of a Church of England minister. The child was literally covered from head to foot with a red and exceedingly troublesome rash, from which she had suffered for two or three years, in spite of the best medical treatment available. Her father was in great distress about the case, and, at my recommendation, at last began to administer Ayer's Sarsaparilla, two bottles of which effected a complete cure, much to her relief and her father's delight. I am sure, were he here to-day, he would testify in the strongest terms as to the merits of

Ayer's Sarsaparilla

Prepared by Dr. J. C. Ayer & Co., Lowell, Mass.

Cures others, will cure you

Feed wheat for sale cheap at Wasco Warehouse.

New York Weekly Tribune

—AND—

Dalles Weekly Chronicle

One Year,

ONLY \$1.75.

FIRST CLASS

JOB PRINTING

CAN BE HAD AT THE

CHRONICLE OFFICE

Reasonably Ruinous Rates.

SHERIFF'S SALE.

Pursuant to the command of a writ of execution issued out of the Circuit Court of the State of Oregon for Wasco County, in a suit therein pending wherein L. L. McArthur is plaintiff and John Adams and C. E. Haight are defendants, dated August 21, 1894, commanding me to sell all the right, title and interest of said defendants and each of them in and to the south-east quarter of section nine, township two south, of range thirteen east, W. M., to satisfy the sum of \$22.50 and interest thereon (from June 24th, 1894, at the rate of ten per cent per annum) and the further sum of \$30.00 attorney's fees and the sum of \$24.25 costs and disbursements, due to said plaintiff from said defendant John Adams, at the rate of ten per cent per annum, from said June 24th, 1894, and said sum of attorney's fees, due from the defendant John Adams to the defendant C. E. Haight, I will, on Saturday the 8th day of September, 1894, at the hour of 2 o'clock in the afternoon, at the courthouse door in Dalles City, Oregon, sell all of said above described real property at public sale to the highest bidder for cash in hand.

T. J. DRIVER, Sheriff of Wasco County, Or.

SHERIFF'S SALE

By virtue of an execution issued out of the Circuit Court of the State of Oregon for Wasco County, in a suit therein pending wherein E. L. Smith is plaintiff and M. V. Harrison, Sophia M. Harrison, James W. Smith, John Kloverman, E. E. Lucas, doing business under the name of E. E. Lucas & Co., John C. Miller, Emanuel Miller and James B. Wall, partners doing business under the firm name of John C. Miller & Co., John Murphy, Adam Grant, J. D. Grant and J. T. Ford, partners doing business under the firm name of Murphy, Grant & Co., Garretson, Woodruff, Ford Company, a corporation; C. M. Henderson & Co., a corporation; A. E. Bennett and E. A. Hartman are defendants, on the 21st day of July, 1894, I will sell at Public Auction to the highest bidder for cash in hand, at the Court House door in Dalles City, Oregon, on the 1st day of September, 1894, at the hour of 2 o'clock in the afternoon of said day, all of the right, title and interest of each and all of the above named defendants in and to the following described real property lying and situate in Wasco County, Oregon, to-wit:

All of lot one, two, three, four, twenty-five, twenty-six, twenty-seven and twenty-eight in block four of Wasco Addition to the town of Hood River; also lots one and two of block four in Wasco Addition to the town of Hood River; also block two and lot one in block four in the town of Parkland.

T. J. DRIVER, Sheriff of Wasco County, Or.

272834

A. A. Brown,

Keeps a full assortment of

Staple and Fancy Groceries,

and Provisions.

which he offers at Low Figures.

SPECIAL PRICES

to Cash Buyers.

Highest Cash Prices for Eggs and

other Produce.

170 SECOND STREET.

PIONEER HERD



POLAND CHINA HOGS

FOR SALE.

Thirty-five head for 1894, sired by Center Free Trade, son of the Great Free Trade hog of Ohio, sold for \$800, the highest price ever sold in the United States, assisted by son Tecumseh Chip Jr 21889, sold for \$200.

Owing to the hard times, my pigs for the next three months, my pigs for \$20 each, or \$35 per pair. Will box and deliver at nearest station free.

Come and see them or write.

No business done on Sundays.

EDWARD JUDY, Centerville, Wash.

Wasco Warehouse Co.,

Receives Goods on Storage, and Forwards same to their destination.

Receives Consignments

For Sale on Commission

Rates Reasonable.

—MARK GOODS—

W. W. Co.

THE DALLES, OR.

Notice to Creditors.

Notice is hereby given that the undersigned has by the County Court of the State of Oregon for Wasco County, in probate, been appointed administrator of the estate of August Deidson deceased. All persons having claims against said estate are hereby required to present them, with proper vouchers, to me at the law office of Condon & Condon, The Dalles, Oregon, within six months from the date of this notice.

Dated July 28, 1894.

HANS LAKE, Administrator.