

The Weekly Chronicle.

COUNTY OFFICIALS. County Judge, Robt. Mays; Sheriff, T. J. Driver; Clerk, A. M. Kelsey; Treasurer, C. L. Phillips; Commissioners, A. S. Blowers, D. S. Kinsey, W. H. Whipple; Assessor, W. J. Becht; Surveyor, C. L. Phillips; Superintendent of Public Schools, C. L. Gilbert; C. R. Conner.

STATE OFFICIALS. Governor, W. P. Lord; Secretary of State, H. R. Kincaid; Treasurer, Phillip Metcham; Supt. of Public Instruction, G. M. Irwin; Attorney-General, C. M. Johnson; Senators, G. W. McBride, J. H. Mitchell, G. L. Herndon; Congressmen, W. R. Ellis, W. H. Meeds; State Printer, W. H. Meeds.

PASSING THE TARIFF.

Democratic senators in caucus have decided to offer no opposition to immediate consideration by the senate of the tariff bill, and have issued a statement in which they recognize that the business interests of the country require as speedy a disposition of the question as is consistent with an intelligent consideration of the measure.

It is a wise conclusion. Uncertainty as to pending tariff legislation obstructs business and interferes with industry. The pending tariff question is responsible in part for the present gold drain to Europe. Anxious to evade the provisions of the new tariff, importers are rushing foreign merchandise into the country. A recent treasury statement shows that imports of merchandise for April reached the unparalleled total of \$101,305,131. Although exports were \$6,000,000 larger than during the same month last year, the net result is an excess of imports over exports of \$23,570,431, as against an excess of exports in April last year of \$12,500,000.

The conviction that tariff agitation hurts business and industry is shared by all parties. The Republican national platform of 1896 recognized this truth when it declared that the country wanted a speedy, business-like, American solution of the tariff, and then it wanted rest. The Democracy admits that it dare not accept the responsibility for filibustering or tedious opposition to the Dingley bill.

It is apparent that the Republican party will be permitted to write its policies into legislation with slight obstruction and little delay. It seems willing to face the responsibility, and the opposition in congress is just as willing to give it free rein. This is what the country wants. The Republican party has promised a line of legislation which, it guarantees, will restore prosperity. In four years the soundness or the unsoundness of these policies can be made plain to the country. The Republican party has declared that the trouble lies with the tariff, and that when it has revised the tariff, the country will be prosperous on the single gold standard. The country wants prosperity, and it wants the test proposed by the Republicans, and, as conceded by the Democratic senatorial caucus, the sooner the test can be applied, consistent with decent regard for the rights of open discussion on the floor of congress, the better will it be.

SOME FEET.

The Ladies Home Journal is usually artistic, but its June number combines poetry with art on its cover. The female figure ornamenting the cover page is poetical only in that it has such metrical feet. The falling drapery fortunately conceals the larger portion of those pedestals, but still there is enough exposed to show that the model was born in Chicago. The posing of the figure is phenomenally ungraceful, the position reminding one of the would-be-senator, Corbett, for the left leg is a dactyl and the right a pterodactyl, being several inches the longer, while the waist line runs diagonally around the slouchy figure from the articulation of the left hip to that of the right shoulder. Bad as the balance of the figure is, the feet are so exorciatingly and infernally ugly that it is only by an effort that the gaze may be diverted from them to the balance of the figure.

Bulwer Lytton, in "A Strange Story," describes the incantations of Margrave and the circle of lamps that had to be kept burning, and he

puts the climax to the realistic and horrid scene by making an immense foot advance over between the lamps. That foot wasn't an inch by the side of the Chicago tootsies the artist has placed under that female figure on the front page of the Home Journal. They look as though they belonged to the Goddess of Liberty on Bledsoe island.

TWO CONTEMPT CASES.

The trial of Sugar King Havemeyer, in Washington, D. C., is a fine illustration of the working of our judiciary system. Havemeyer was arrested for contempt in refusing to answer questions put to him by the senate committee concerning the sugar trust. This alleged contempt was committed in 1894 three years ago, and is now only brought to trial. Why has this delay occurred? There is but one answer—"through the wealth and consequent 'pull' of the defendant." Yet after three years the proceedings are only a farce, and it can be read between the lines that Havemeyer is to be discharged. The judge has refused to admit the senate journals in evidence, and the original stenographic reports have been "lost." So that between the "unfortunate losing" of the court notes and the ruling of the judge there is absolutely no evidence that can be produced against his majesty of the sugar king.

We have a very distinct recollection of another contempt case, that occurred in Chicago about the same time that Havemeyer was snapping his fingers at the senate committee. It was that of Eugene V. Debs. Now we have no particular liking for Debs, but we do have the utmost veneration for justice, and the principle that all men are equal before the law. Debs was the leader of a lot of working men. He was guilty of contempt, and he was promptly tried without any legal quibbling, and as promptly sent to jail. Why? Because he did not have great wealth, and consequently did not have the pull.

It is one of those cases in which it is plainly shown that there is at least two interpretations of the law in this country; one in favor of the rich, another invariable against the poor. Since civilization began this has been, in a measure, true, but never to such an extent as at present, and it is one of the rocks upon which the good ship of state is sooner or later to wreck. With power to cause legislation in favor of their class and pull to influence the courts in the interpretation of the laws, the aggressiveness of a certain class becomes daily more bold, and its contempt for the masses greater.

This will continue until the people get tired unto sickness of it, when there will be an uprising that will make certain judges wish they had never been born, and that will strip the Havemeyers and the Rockefeller, the Collis P. Huntington and the Spreckels of lives and millions. History shows that wealthy classes become arrogant, and unmindful of the rights of the toilers. The classes are numerically as 1 to 1000, and the result of a conflict between them can be easily foreseen.

And yet in the face of history the classes will not take warning of the danger that lies around them. Their ships float easily upon the placid waters of the sea, upborne by the tide of humanity; but there is going to be a vast wreckage when that sea is swept by a storm. Corrupt legislators and dishonest judges, both the creation of the Havemeyer class, will stir up the storm.

WEEKLY MARKET LETTER.

The past week has added materially to the previously strong position of wheat values, viewed from the position of supplies and demand. The crop prospect as a whole retrograded, but more particularly in California, where drought and hot winds have caused a reduction in expected yield of at least 25 per cent, as compared with last year. Foreign crop prospects are much poorer, especially in France, where the estimated yield is 75,000,000 bushels smaller than last year, and conservative grain-dealers predict large importations during the coming crop year. Values have been firmly held, and, while no

material advance has occurred, the market has gained in strength, and receives better support than during the previous week.

IT WAS NOT CONTEMPT.

We suggested yesterday that Mr. Havemeyer, who was being tried in Washington for contempt of court, would be cleared, and that because he had money, and therefore influence. The dispatches this morning announce that this was done. They announce, also, that Mr. Havemeyer said, "The decision is perfectly satisfactory to me, and to every other decent man in the district." He may be right, and it may be possible that every decent man in the District of Columbia feels as he does about it. The population of Washington City is composed of pap-suckers, time-servers and "pull"-worshippers. Wealth and Pull are the idols before which these invertebrates grovel, and the decent men of the country at large cannot be measured by the decent things composing the peon population of our national capital. Havemeyer snapped his fingers at the court, and the courts say that owing to his wealth, his social and financial position and his great political influence, he had a right to snap said fingers at said court as aforesaid.

Well, after all, it is only a question of time until we shall all be on the same level with Havemeyer, for our courts are rapidly approaching that stage where the people have no confidence in them, and when they will pay no attention to their commands. Between a system of judicial anarchy and just plain, simple, every-day anarchy, the latter is preferable, because general judicial anarchy simply says there is no law to punish or control the rich; simple anarchy says there is no law for anybody. We do not like either, but if choice has to be made, the masses will soon decide in favor of the latter.

If there is no law to punish Havemeyer for contempt, there should be no law to punish Debs for contempt. The invidious distinction has caused almost a universal "contempt of court," and we hazard the opinion that if Debs were to be tried tomorrow, now that Havemeyer has been set free, the American people would not permit him to go to jail. They would mob the court first. The load has made the public back sore, and when once that public starts to buck it off, it will be time for some judges to hunt tall timber.

A successful French writer undertakes to show his countrymen the harm that has come to them through international exhibitions. He gives the foremost place among these ills to American progress. He alleges, and doubtless believes, that Americans have attended previous exhibitions merely to learn, and that they did learn. Then they went home and applied their information. Even the comprehensive branch of industry and trade, embracing what are known as articles de Paris, has been trampled upon. Americans, he says, are producing in the same field, and their imports from France have greatly fallen off. In addition to these considerations he has artistic objections to the arrangements for the exhibition of 1900, and he combines his griefs in depreciation of that project.

The tariff debate has begun, but no one can tell when it will end. The silver men have seemingly united upon a plan of action, which is calculated to hinder the passage of the bill, it being neither more nor less than an indorsement of the Lubin idea, of giving a bounty on exported agricultural products. The amendment proposed by Senator Cannon of Utah is to pay a bounty of 10 cents per bushel on wheat, 50 cents per barrel on wheat flour, 5 cents a bushel on corn, 1 cent per pound on cotton, 2 cents on hops, and 2 cents on tobacco. They do not expect this amendment to pass, but will use it to delay and defeat the Dingley bill, and for that purpose only.

The managers of the Utah Pioneer Jubilee claim that President McKinley will visit Salt Lake during the jubilee, and that he is already plan-

ning the trip. We doubt this very much. Like his predecessor, the president "has a congress on his hands." There is going to be a little jubilee in Washington between this and August, and the program has not yet been printed. Besides, the action of Senator Cannon of Utah in tacking the Lubin amendment onto the tariff bill, is not going to make the president feel hilariously friendly towards Utah.

A few days ago the town was overrun with wool buyers and drummers, but now there is hardly one in the city. They all seemed to get the Heppner fever at once, and departed for that town. In a short time the wool buyers will be back and then a price will be made for wool. It looks as though each of them was waiting for the others to make the move, and all are waiting the action of the senate on the tariff bill.

Turkey's indemnity demands shrink with a steadiness which shows that she never expected to get her original figure. There is a strong probability that she will never get anything in the shape of money out of Greece, and very little in the way of territory. She has won some prestige, however, at a very small expenditure in either money or blood, and even if she should get no other compensation she would have no right to complain.

Each day teaches the American people a fresh lesson on the importance of Arbor Day and timber culture. Down in Texas week before last six men were hung from a single bough. Such incidents are alarming indications of the depletion of timber. Texas furnishes a profitable field for tree culture, and the demand is constantly increasing.—Astorian.

Congressman Cochran of Missouri has introduced in the house a resolution for an amendment to the constitution permitting an income tax to be levied, the supreme court of the United States having decided the last income tax law passed by congress unconstitutional.

A FIGHT TO THE END.

Southern Pacific Again Cuts Its Special Train Rates.

The black flag of uncompromising hostilities has evidently been hoisted by the Southern Pacific in its rate war on the O. R. & N., summer steamship travel between Portland and San Francisco, and a third cut was announced late last evening and ordered to be put in effect June 11. It is:

First class, sleeper included, \$10 00; Second class, sleeper included, 7 50.

In order, however, to secure these fighting rates, passengers wishing to go south or come to Portland will have to pay full rate of \$30 first class and \$15 second class, as evidence of good faith that they are going through to destination. Each ticket will be provided with a rebate coupon, and at the end of his or her journey, the traveler will get a rebate of \$10 on a first-class ticket, and \$7.50 on a second-class ticket. This the Southern Pacific is compelled to do in order to protect its intermediate passenger business, the local rates of which will not be affected by the rate war at the terminal points. It appears that the Interstate commerce commission has no voice in this matter, for the fact that San Francisco and Portland are railroad points affected by water competition, and where a railroad company is supposed to be at liberty to meet the rates of a water rival. In this instance, however, the cutting of rates was inaugurated by the Southern Pacific, and not by the O. R. & N.

No information could be obtained last evening showing that the O. R. & N. had met this third cut rate of the Southern Pacific, and the information coming so late, it is fair to presume that no changes were made; but it is safe to gamble on the proposition that the O. R. & N. people will meet the cut today, and go their friends, the enemy, one better.—Oregonian.

A Bad Wreck.

At about 4 o'clock Thursday morning at American Falls, on the Oregon Short Line, there was a bad accident, resulting in the death of one passenger and eight or nine hoboes.

The west-bound passenger that passed here this morning was on the main track waiting for freight train No. 22 to pull in. The freight was loaded with lumber, and coming down the grade into the station the brakes would not hold, and there was a runaway. The engineer of the freight gave a danger signal, and the passenger train started to back out of the way. It had attained a speed of six or seven miles an hour when the freight dashed into it, running sixty miles an hour. The passenger train was

not damaged, nor any one on it hurt. One passenger who was on the platform and saw there was going to be a collision, jumped off at the depot, and when the crash came the freight cars left the track, demolished the depot, and killed the passenger who had just got off the train.

The engineer and fireman of the freight each received broken limbs in the crash, but stayed at their posts. A gang of hoboes, eight or nine in number, were on the freight and all were killed.

Graduating Exercises.

Following is the program of the graduating exercises of The Dalles High School tomorrow night at the Vogt Grand:

- School Anniversary Anthem, High School Chorus; Class History, Frances H. Fouts; "Whom Does the World Owe a Living?", Victor E. G. Schmidt; Solo—"I Have a Little Doll, Dear", Trudie Rowland; "Looking Forward", Beulah Beatrice Sterling; "Music and Its Influence", Ethel H. Deming; Song—"River of Time", High School Quartet; "If Washington Should Retain", Arthur G. Stabling; "The Love of Our Native Land", Male Eleanore Elton; Piano Duet—"Tancred", Clara Nickelsen and Florence Hilton; "Wasco County in 1897", Georgia L. Bonney; "Days of Youth are Days of Pleasure", Mixed Quartet; "Problems American Has Solved", Carleton Earl Sanders; Class Prophecy, Harriet A. Marden; "Morning Chorus", Louisa Quartet and Duet Obligate; Presentation of Diploma, Dr. O. D. Doane, Chairman Board of Directors; "Hark! They Come", High School Chorus.

Speaking has been left optional with each member of the class, and the following have withdrawn in order to give more time to those who take part: "Money", Emma E. Bonney; "The Growth of Education in Oregon", Elva May Creighton; "Religion, a Criterion of a Nation's Progress", Orson Dutton Taylor; "Great Men in Life and in Death", Retta Olive Taylor.

Letter From Mr. Ferris. We received this morning the following letter from Mr. James Ferris, who recently went from this place to Yakima. Mr. Ferris is 84 years old, and his letter shows that he is still a keen observer, and that his mind is still vigorous. The letter is dated at Yakima City, May 26th, and is as follows:

DEAR FRIENDS:—I write a few lines to let you know I am in Yakima City at John Ferris'. I am well as when I left The Dalles. Was eight days coming from The Dalles, camped out seven nights, and got to John's the eighth day, stood the trip well and am enjoying myself well with John's children. He is away shearing sheep, leaving the second day after I got here. He has quite a crew and have all the shearing they can do. Times are dull here and money scarce. There is nothing of importance here. Last November the river was very high. It took two bridges away and one man drowned hard to save several others. I am trying to get the paper that has the matter in. If I can find it, I will send it to you. I got several papers from you, for which I thank you very kindly, but they came to the wrong office. They came to North Yakima and my address is Yakima City, Wash. The offices are about four miles apart. Yakima City is where I am. I send you where John is and you can see what a crowd he has. We have good weather now. Strawberries are getting good. I know nothing to interest you. Hoping to hear from you soon, directly, Yakima City, Wash. Yours truly, JAMES FERRIS.

Advertised Letters.

Following is the list of letters remaining in the postoffice at The Dalles un-called for May 29, 1897. Persons calling for the same will give date on which they were advertised:

- Fisher, J D; Jones, Chas (5); Leist, R C; Pratt, B F; Press, A; Redden, Lillie; Riddell, Mrs Ajja; Smith, Wm R; Smiley, Thom (2); Staples, C E; Sopping, Geo P; Wood, Harry; Wilde, John W; James, Jessie; Kilpatrick, Frank; Manley, A B; Pressen, Mrs A; Ralphson, R; Rothery, B M; Smith, D C; Sims, J A; Shawney, J W; Satterwhite, Mrs E; Wilson, Jas D; Whitehead, Fred G; Waller, Alvir F; Wallis, W A; J. A. Crossen, P. M.

There was a lively runaway about 12:30 this afternoon, the team being that of E. J. Collins & Co. What frightened the horses, we did not learn, but they came up second street like a Kansas cyclone, and sticking to the middle of the road like a gold Democrat. There was some bread and several axes in the wagon when the race began, but these were thrown out promiscuously as the wagon hit the street crossings. In front of Fred Fisher's the runaways ran into a four-horse team, knocking two of the horses down, and falling themselves. The tongue was broken from the four-horse wagon, but that was all the damage done.

Flowers for Decorating.

All persons desiring to assist in furnishing flowers for decorating our heroes graves on Memorial Day, are invited to send their offerings to Fraternity hall on next Monday morning between the hours of 10 and 12. Per order

MARY S. MYERS, Secretary.

Cash in Your Checks.

All county warrants registered prior to Dec. 1, 1892, will be paid at my office. Interest ceases after May 7, 1897.

C. L. PHILLIPS, County Treasurer. Yellow washing powder will make your clothes the same color. Avoid this by using Soap Foam. It's pure white. a2-3m

BICYCLES AND BOOKS.

Effect of the Wheel on the Demand for Literature.

New York Booksellers Say Their Business Has Been Seriously Affected by the Bicycle Epidemic.

Among the many trades that complain of the havoc that has been wrought among them by the craze for bicycling is that of the bookseller, who says that, at present at least, people would rather wheel than read. The Publishers' Weekly treats of the matter editorially in rather a despairing vein, though it sees some light ahead, and meanwhile advises the weeping bookseller to add bicycles to his stock. It says:

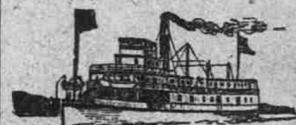
"Do bicycles hurt books?" was the momentous question recently put by the New York Times to a number of booksellers in New York city, and the weight of opinion seemed to be in the affirmative. Not only the book trade, but all other trades that have been interviewed on the subject claim to suffer from the bicycling epidemic. Though much of this wailing is, perhaps, exaggerated, it is not altogether based on imagination. It does not, for instance, seem unreasonable to assume, when confronted with the report that nearly \$2,000,000 are invested in the manufacture of bicycles in and near New York city alone, and that nearly 200,000 persons in the same locality are already addicted to 'wheeling, that the 'wheel does affect retail trades in general, and noticeably the book trade, which depends upon sedentary rather than perambulatory habits.

"However, there seems to be some hope left. One of the booksellers interviewed, himself an enthusiastic wheelman, is of the opinion that the present effect of bicycling on the book trade must be only temporary. His theory is that the increase of wheeling means at the same time an increase of vigor and good health among the people. Once the first and present phase of wheeling is over, this renewed vigor will exhibit itself in a practical manner, as the people once more return to their libraries and books in better health and better prepared to enjoy them. Like all fads, bicycling will reach a climax and then the reaction will set in. How nearly that climax has been reached it would be rash to say; but the indications are that it is not yet in sight. The manufacturers of bicycles have not yet touched bottom, so far as prices are concerned, and until they do, there will still be millions to pass through the craze which for the time being is demoralizing the equilibrium of trade.

"We note in this connection the proposal of a bookseller that the book trade add bicycles and their concomitants to its stock. Dry goods stores, the department stores generally, says our friend, besides a number of miscellaneous stores—among the latter are mentioned even several drug stores in New York city—already do a thriving business in bicycles. If the bookseller is for the moment denied the privilege of furnishing his fellows with 'lamps to their feet', why, he claims, should he not keep lamps for their 'wheels', and so bind them to the habit of buying at a book store? The Prophet Nahum, thousands of years ago, lamented 'that the city is full of the noise of the wheels.' And the world still moves! Why, then, should booksellers mope and be unhappy? Let them take Launce's advice, and help to 'set the world on wheels.' At this fine de siècle 'everything does!' 'Caps and bells' will be 'relled in' by the inexorable decrees of fashion, but of the making of many books there will be no end—nor of the selling of them, either."—Literary Digest.

Regulator Line

The Dalles, Portland and Astoria Navigation Co.



Sirs, Regulator & Dalles City

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DOWN THE VALLEY Are you going OR TO EASTERN OREGON?

If so, save money and enjoy a beautiful trip on the Columbia. The west-bound train arrives at The Dalles in ample time for passengers to take the steamer, arriving in Portland in time for the outgoing Southern and Northern trains; East-bound passengers arriving in The Dalles in time to take the East-bound train. For further information apply to

J. N. HARNEY, Agent, Oak Street Dock, Portland, Oregon. Or W. C. ALLAWAY, Gen. Agt., The Dalles, Oregon.

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