# The Weekly Chronicle.

	COUNTY	OFFIC	IALS.	
Clerk			T. J. Dr	ivi
Assessor Surveyor Superinten	dent of Pu	blic Schoo	W. H. Whi	pp ion ber

### STATE OFFICIALS.

Sovernor Becretary of State	W. P. Lord H R Kineaid Phillip Metschan
Bupt, of Public Instruction. Attorney-General	G. M. Irwin C. M. Idlemon (G. W. McBride
Congressmen.	B Hermann W. R. Ellis
State Printer	W. H. Leeds

A SOLID FRONT.

non, O., chairman of the Ohio Rein Washington for a few days.

in recent times. Both sides will have the latter. the best speaking talent, both local Backed by the law, the minebe canvassed thoroughly.

chosen.

Mr. Wannamaker says: "What a wonderful thing it will be if Providence opens up to us in Alaska \$250,-000,000 of gold, and thus settles the money question." Mr. Wannamaker's mind has gone to sleep. Suppose five times the amount stated should be yielded by Alaska, what proportion of it would we keep? While the Clondyke has furnished the world \$2,000,000, this country has exported fourteen times that much. The gold produced does not stay with us, but is divided with the people of the world. The sum enty cents, or among the people of North America \$2.50 each. With a per capita circulation of \$25 it will take \$25,000,000 a year to provide For the increase of population in the United States.

There are about a dozen steamers advertised to leave Seattle for Alaska before September, and there will be from San Francisco, Portland and other points probably five or six more, or say twenty in all. These will average 250 each, or 5000 men, who will be dumped on to the cheerless shores of Alaska, with only a few weeks at most intervening before winter sets in, Those who went the first of August took chance enough, but those who go the first of September are taking none; they are running up against a dead certainty. It is quite probable that the steamers now rushing as fast as steam can drive them for Alaska, will continue to do a profitable business this winter, bringing home those who failed to get through.

The New York Sun prints some figures to show the magnitude of the pension payments. It prints tables showing the receipts from customs and from internal revenue for the past five years, also the amounts paid for pensions. It has taken, in round numbers, all the money collected meet the pension payments, which year. These figures are worth studying in connection with the proposi-

cents on the ounce in the New York letter or spirit. There is no penalty market, and selling at 55% cents. At attached for violating its spirit and Johnson at Parkins' barber shop.

The teriff laws should have 'Phone 119.

only one that is reasonable, and that tries, and the employer failing in of the world has, no doubt, caused does not mean anything. its depreciation, but the world does not want it, the slump will continue until it ceases to be a precious metal. If it is not used as money, there is no other use it can be put to that will keep the metal from being a drug on the market.

EVOLUTION OR REVOLUTION.

There is no material change in the situation among the striking H. M. Dougherty of Mount Ver- coal-miners. So far the operators have refused to concede anything publican state central committee, is except that they will quit robbing their employes by the use of dishon-"We've got a fight on our hands est scales. It will not be long bein Ohio this year," said he to a New fore there will be developments. York Tribune correspondent, "but I The surplus stock of coal is being have no fear as to the result. The used up, and the ability of the strik-Republicans will elect their state ers to support themselves in idleness ticket and a majority of the legisla- grows daily less. What the result ture, and Senator Hanna will be may be no man may guess, but it chosen to succeed himself. There is will be one of two things, conces no dissension in the Republican sions on the part of the operators ranks, and the party will present a that will permit the miners to live, solid front against the opposition or an outbreak caused by despera-At the same time the campaign will tion and despair. Every good citibe about as hot and exciting as any zen hopes for the former and dreads

and imported, and every county will owners have steadily applied the The thumb-screws to labor, forcing wages Democrats profess to be sanguine of lower and lower, unheeding the cries victory, but I do not imagine that of anguish of the victim. Capital many of them really expect to win." and labor are so intimately connected Mr. Dougherty is in Washington that neither can prosper without the to consult with Senator Hanna and other, and it is sorrowful indeed to other Buckeye leaders regarding the find them arrayed against each other. composition of the executive com- It is passing strange that capital can- It occurred Late Saturday Night Near mittee, which has not yet been not understand this; more than strange that it denies to labor its fair share of the mutual employment, and denies to it all the profits arising from beneficent legislation.

> has become imbued with anarchistic ideas. Let it beware the day when try not only with alarm, but it may one, for thousands of nec well awaken terror. Labor seeing went up in that smoke. its earnings grow steadily smaller, the Money king is the law; behind and he lost it all. The stubble was the Wasco ran in and anchored near behind it, but will overthrow it.

> sued to its legitimate end means serfdom. It will be stopped before it reaches that stage, either by wise legislation or by violence. Contin- the wind been blowing south, it is likely the risk of finishing the trip on the ued we must expect serfdom or anarchy, and Americans do not take kindly to slavery. We will have evolution or revolution, for the evil has grown to such proportions that it must be corrected. The manner of its correction rests with the employ ers of labor. Under our laws as they exist at present, at least, every curred. Bergevin Bros. lost by the fire whom he pleases at wages fixed by himself. On the other hand the The crop lost was insured for \$1560 in laborer has the right to work or re- the Norwich Union, Lee Moorhouse havfuse to work for such wages as may ing written the policy. This does not near cover the loss.—East Oregonian.

But beyond this there is another matter. Our national legislature has steamer Regulator next Saturday evenenacted a law, the avowed object of ing, leaving here at 9 p. m. and returnwhich is to enable American manu- ing at 12. The profits arising from this facturers to compete with the cheap excursion will go into the fund for the from either of these two sources to labor of the world and pay Ameri cans living wages. The nation is amount to about \$140,000,000 a not yet through rejoicing at the cursion will be furnished by the band. enactment of the law. It was con- Tickets 50 cents. ceived in justice, and was passed for the benefit of all the people. Labor tion now made to farther increase is entitled to its share, and capital is to March 11, 1893, will be paid at my pension expenditures by about \$40,—
not entitled to all. It takes it, but office. Interest ceases after Aug 5, C. L. Phillips, it takes it in defiance of the law. The Thursday silver took a decided law is good, but there are no means tumble, falling one and one quarter provided for enforcing either its carpets taken up, heaten and re laid, or

a silver dollar is 43 cents. There another clause providing that labor are many explanations given of this must be paid a given per cent more sudden fall, but there seems to be than like occupations in other coun-

> Congress adjourned some time had been made. The only object men employed at good wages, were easy unawares. When the Mary found we in this is to permit the congressman bosses, and the money was ready every were gaining so rapidly the officers and thousands of copies of his alleged speeches congress will not consent to for she carried sail as well as steam.

the Clondyke, says that the dangers officials, prospectors or adventurers. are greatly exaggerated, and that there are no hardships to speak of. not begin until one gets ashore with a ton of plunder.

BIG GRAIN FIRE.

Adams .- The Loss Severe.

Late Saturday night Pendleton people were startled by a big light in the east- that the little steamer of that day had to ern horizon. It was supposed to be a hunt some small harber along the rocky wheat fire, and the supposition proved shores, and lie there until the storm correct. Up near Adams there was a absted. I have known a steamer to lie Anarchy is a dreadful thing in blaze that ought to prove a warning to for twenty-four hours before it was safe whatever shape it comes, and capital farmers in future as to the business wis- to resume the voyage. While thus waitdom of wheat insurance.

o'clock, and was fanned to fearful fory tinual watch and guard had to be kept. labor shall take to heart the same by a wind and dust storm that raged I remember one trip, when one of the lesson. Money has ascended the slong the Wild Horse. Parties who wit- oldest pioneers at The Dalles - Mr. throne and is the American king. nessed the fire from a distance of three Laughlin and his daughter, now Mrs. Little wonder is it that like other miles say that a sheet of flame, seem- Lord-took passage. They had never ingly a mile wide, advanced rapidly been west of the Cascades, and intended kings it takes as true the legal fiction toward the northeast, its roar and to visit Portland and have a steamboat that "the king can do no wrong." craskle being plainly heard, and the ride, never having had one. But before Charles II was taught differently by odor of burning wheat perceptible to the Wasco reached Crate's Point the Cromwell, and Robespierre, Danton the nostrils. When a "setting" was wind rose, white caps flew, and the boat and Murat taught the same lesson in higher and higher still, and mingled way. Father and daughter both became stated divided among the people of France. Every patriotic citizen with huge volumes of black smoke. It very sea sick. The perpendicular wall must view the situation in this coun- was a fascinating eight and yet a sad of rock on the shore was lashed by a

> chant at Adams, suffered much by the quiver with the continued shocks. We while the earnings of capital grow fire. Just southeast of the town a quar- had to keep up headway until we reached steadily larger, protests by strikes, ter section of fine wheat belonging to one of the little coves to be found be-The protests go unheeded. Behind Mr. Lieuallen had just been harvested tween Mosier's and Hood river, where the law the people. But are they? heavy and bursed fiercely. The field shore. We were twenty miles from The was dotted with straw stacks and piles Dalles, and the only road was a rude Up to this time, yes; but there is a of wheat in sacks, and these were re- trail along the shore, brushy and rocky point beyond which they will not be lentlessly consumed. Out of about 6000 by turns, and very rough to travel in the The policy of the corporation pur- morning eave smoking piles throughout Laughlin had all they wanted of steamthe field.

> > strip of summer-fallow across the path savage wilderness, with all the chances of the fire, stopped its progress. Had of savage men besides, rather than take the flames would not have stopped until steamer Wasco. They had learned that they reached the Umatilla, after licking no place was like home, and home they up miles of rich grain fields and a dozen | went, afoot and alone. The danger from threshing outfits.

It is reported that the fire is supposed to have occurred from sparks dropped by Mosgrove's steam threshing outfit in Bergevin Bros.' field near by. These, no doubt, smoldered and were fanned Marsh also lost some wheat. The chief loss falls on Mr. Lieuallen, however.

The ladies of St. Peters church will give a moonlight excursion on the new church, and being a worthy cause, should be liberally patronized by the the wheel had no control of the boat. people of The Dalles. Music for the ex-

County Treasurer.

Do you want your windows cleaned,

PIONEER STEAMBOATING. of the First Vessels

to send to his admiring constituents heard to growl about work or treatment. excited and commenced firing up and launched; the owners were F. G. Imans, But in spite of their efforts the Wasco speech, at the expense of the govern- Capt. McFarland and son, Neil McFar- went by them, and the shricking of ment. Congress should take pity on land. Capt. McFarland was a whole- steam whistles was drowned by the GOOD SERVICE. LOWEST RATES a long-suffering public and stop this souled man, who made severy man with practice. There is no reason why him feel good. I made many trips up alongside, and all the throats on board the public should be dosed with and down the Columbia with the fast the Wasco grew hoarse with the strain sailing steamer Wasco, says Mr. Elgin, It then took from early morning until late at night to go from the Cascades to boat. We passed them before reaching Josquin Miller, writing from on The Dalles. She carried from five to board the steamer Mexico at Victo- twenty passengers. They were Hudia, B. C., tells all about the trip to son's Bay company men, government afresh and passed us again. This made

STEAMBOATING UNDER PIRE. In the fall of 1855, when boats went That there is no dauger of food run- up and down the river, they had to keep ning short, and advises everybody to could. The Indians would secrete themcome on." Joaquin having started selves in the rocks along the river, befrom San Francisco, Imagines he has low the Klickitat and White Salmon, made a part of the trip, and having and would fire into passing boats. I traveled 1000 miles, thinks he is approaching the mines. He will find of the bullets on the pilot house and things different when he tackles that other parts of the boat made captains portion of the road between Dyea careful, and passengers would hide their and lake Bennett, for the trip does beads in the safest place they could find. None of us cared to stand on deck to take observations when passing one of tuose rocky points, known as Indian fortresses. The beautiful scenery along the river had not sufficient attraction to induce sight-seeing under those difficul-

The waters were often so turbulent ing the turn of events there was danger The fire occurred between 10 and 11 of a night attack from savages, and conwould roll entirely over the little Wasco. James T. Lieuallen, formerly a mer- making the timbers and the boat to bushels of wheat naught was left next best of werther. But Mr. and Miss boating, and resolved to leave the boat The veering of the wind, and a long and make their way back through the hostile Indians was great, but it did not

STEAMBOAT RACING ON THE MIDDLE RIVER. With the McFaziands, father and son, at the wheel and engine, I always felt safe, except once when they were bound into flames when the wind storm oc- to beat the Mary in a trip from the Cascades to The Dalles. The two boats lay employer has the right to employ part of a 160-acre field, and Charles at the Upper Cascades, and the captain of the Mary had been bragging of his intention to beat the Wasco to The Dalles. He had gone to the length of promising his passengers a free ride if they came into The Dalles after the Wasco did. It was generally known that the two boats were to race from the Cascades to The

We left our landing just above the falls, a few minutes before the Mary did, with thirty passengers on board. When we pushed out we found that the two tiller ropes had been cut and the man at This happened just above the falls, and the unmanageable boat was drifting down to the edge of the rapids without means to handle her. There was cause for alarm and all hands were anxious. We had no yawl boat to carry a line to the shore, and there was only one pole that would reach bottom. The wind came down stream strongly, and made our situation more perilous. After some hard work we got near enough to shore Wasco, and jeering us with "When will you be at The Dalles?"

MIP AND TUCK, BUT TUCK ARRAD. In half an hour we had our rudder Mr. James H. Elgin recalls to mind ropes all right, and when the Mary was is that the world's markets are over- this should not be allowed to carry early experiences of steamboating on the three miles or so up the river we made stocked with it. The demonetiza- on the business, for if protection Columbia that are amusing as well as our second start. And now for the race. tion of silver by the leading nations does not mean protection for all, it interesting, and illustrate how matters The Wasco was fired up fiercely; the were managed in early times. In Au- cook was down splitting wood; our pasgust, 1855, he was assisting in building sengers were aroused by the trick that the steamer Wasco, the third that was endangered their lives, and all were built above the Cascades. The Fashion, ready to lend a hand. Half an hour ago, but still the Congressional Rec- built in 1851, was first, but was taken showed we were gaining ground and ord is published, and, the worst of below to work the lower river. The closing the long gap. The passengers it is, is filled with speeches that were Mary was next, built in 1853, by the were much excited, and their excitement never made, but which the authors Bradfords, who, he says, were as brave ran so high that men went wild-at are given leave to print as if they as enterprising and not afraid to face the least so a stranger would have thought if tomahawk of the savage. They kept he could have dropped in on the same who is supposed to have made them Saturday night. No man was ever passengers on board her became equally In August, 1855, the Wasco was heating their boiler to the danger point. wildest yells imaginable. We ran close put on, the yells we gave being accompanied by groans unutterable from the Are you going passengers and crew of the opposing Wind river mountain, a distance of twelve miles. Then the Mary fired up Neal McFarland hotter than his boiler. He ordered the old darkey cook to bring the resin barrel, and into the furnace it went. Then came the soap-fat barrel, and in it went. Things were getting hot and hotter. The old darkey was hunting his paptry for fat things. while we were running by the Mary. Even the side of bacon went into the fire. But by this time the Mary was far behind, and fortunately for us they felt so discouraged that they gave up the trial and went along at a steady speed. Fortunately for us, I say, because we had strained matters, and could not have kept up our pace. Already a rivet had started, and escaping steam hissed out a flerer warning of danger. When the rivet-head jumped off, the

assengers concluded to walk att and give the steam a fair chance. Neal McFarland stood up to his work, and watched the steam hissing from many a seam, but he was not scared by a little sound. GREAT It was only when it was evident that the Mary had given up the race that he came down to ordinary steam; but he was not sorry when it was possible to do so. He was a man destitute of fear; even on the battlefield he had proved superior to it.

The next boat built was the Hassa'o, which was considered a very fine bost, and was launched in July, 1856. Almost every year thereafter until the railroad went down the river, a new boat was built for the middle river.

THE WEST POSTAGICSALLROAD. The first car track over the portage was made in 1851. It was two feet wide, with four-inch fin scantling for rails. The cars were hauled by mules, had wooden wheels made of fir planks, and with wooden axles. In fact, there was no iron in the construction of either steamer Bell ran from Portland to the Lower Casendes, to connect with the portage railroad, and the steamer Marv ran above to The Dalles. A staunchbuilt schooner took the freight from the Bell to the middle landing, when the wind was up stream, which was usually the case for six months, from October to April. When the wind was down stream the Cascado-Indians were employed to tow the schooner. Any number of them were usually obtainsble at short notice. The railroad terminus was below the big eddy, where the Hadson Bay men had always hauled ont their boats. The place was known to old navigators as Cleptchman's rock. With a fair wind the schooner would sail up in a few hours, but with wind and weather unfavorable one or two days were required to cordell up to the landing, requiring the services of thirty to forty Indians. That was why freight was \$80 a ton from Portland to The Dalles in early days.-From an old copy of the Oregonian.

The Institute Closed.

The teachers' institute closed vesterlay a most successful meeting and today most of those who attended returned to their homes delighted at having had the opportunity to attend it. Notwithstanding the petulance of our newspaper brother out at Dufur, the teachers from that neighborhood are well satisfied and consider the \$2.50 contributed well spent. The county superintendent realizing the expense incurred in attending the institute, and the inability of some to attend, has never thought of revoking certificates for non-attendance, believing that all who could do so, would be present. From most of those not attending. letters were received explaining their reasons for remaining away, and expressing regret [therefor. Superintendent Gilbert simply took upon himself the labor of a four weeks' institute for the benefit of the teachers, receiving no recompense therefor other than his salary. The Dufur Dispatch seems to think this a crime, but it will find none to agree with it.

There is nothing so thoroughly appreciated by the ladies during the hot weato get a line out and make fast. While ther as a delicious dish of genuine ice in this predicament Capt. Dan Baugh- cream. The Elite candy factory serves man passed us with all hands on board just that kind. Also sods, ice cream about all hands on board just that kind. Also sods, ice cream about

Regulator Line

The Dalles, Portland and Astoria Navigation Co.'



strs. Regulator & Dalles City

FREIGHT AND PASSENGER LINE

The Dalles, Hood River, Cascade Locks and Port-land daily, except Sunday.

DOWN THE VALLEY

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 Book, Portland, Oregon,

Or W. C. ALLAWAY, Gen. Agt., The Dalles, Oregon

TWO Transcontinental ROUTES!

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OCEAN STEAMERS Leave Portland Every Pive Days for

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TIME CARD.

No. 4, to Spokane and Great Northern arrives at 6 p. m., leaves at 6:05 p. m. No. 2, to Pendiaton, Sakar City and Union Pacific; arrives at 1:16 a. m., departs at 1:20 a. m.

No 3, from Spokane and Great Northern, arrives at 8:30 a. m., departs at 8:35 a. m. No. 1, from Baker City and Union Pacific, arrives at 8:35 a. m., departs at 4:00 a. m.

Nos. 23 and 24, moving east of The Dalles, will earry passengers. No. 23 grrives at 6:30 p. m., erry passengers. N oparts at 12:45 p. m. Passengers for Hoppner will take train leavin here at 6:05 to 12.

## Sheriff's Sale.

Notice is hereby given that by virtue of an execution and order of sale issued out of the Circuit Coart of the State of Oregon on the 6th day of July, 1807, upon a judgment and decree in said Court made and rendered on the 24th day of May, 1807, in favor of James like, plaintiff, and sgainst William A. Miller and Lydia S. Miller, defendants, Idid on the 6th day of July, 1807, duly levy upon and will sell, at the front door of the county courthouse in Dailes City, Wasco county, Or., on Monday, the 16th day of August. 1807, at the hour of 2 o'clock p. m. of said day, at public auction, to the highest bidder, for cash in hand, all of the real estate described in said succution, to the highest bidder, for cash in hand, all of the real estate described in said succution, to the highest bidder, for cash in hand, all of the real estate described in said succution, to the highest bidder, for cash in hand, all of the real estate described as follows, to wit: Commencing at a point thirty feet east and ninety-two and twanty-hundseths rods south of the northwest corner of John A. Simms' Donation Land Claim in township one. (1) north of range thirteen (13), east of the Williamette Meridian, Wasco County, Oregon; thence south sixteen rods one foot, thence east ten rods, thence north sixteen rods to the place of beginning, containing one acre and a fraction of land, or so much thereof as may be necessary to satisfy the sums due under said writ, to wit, the sam of 200, with interest thereon at the rate of ten per cent per annum, since September 24, 1894, to the sums one under said wit, to will ine said of \$200, with interest thereon at the rate of ten per cent per annum, since September 24, 1894, to the date of said sale, and also the further sum of \$50 as a reasonable attorney's fee, and the fur-ther sum of \$10, accraing costs and expenses of

aid sale.
Dated the 9th day of July, 1897.
T. J. DRIVER,
iyl4-i Sheriff of Wasco County, Oregon.

### Administrator's Notice.

Notice is hereby given that the undersigned has been appointed administrator of the estate of Silas W. Davis, late of Wasco County, and now deceased. All persons having claims against said estate or against the estate of Corum and Davis of Wapinitia, Oregon, of which said firm said deceased was a partner, will present the same, duly verified, to me at The Dalles, Oregon or to my attorneys, Dutur & Menefee, of Dalles City, Wasco County, Gregon, within six months from the date hereof.

Dated at Dalles City, Oregon, this 22d day of fenefee, of Dalles City, was as the hereof, within six months from the date hereof. Dated at Dalles City, Oregon, this 22d day of

B. F. LAUGHLIN, Administrator of the estate of Silas W. Davis,

### Notice.

TREASURY DEPARTMENT,

"WASHINGTON, D. C., June 5, 1897.

Notice is hereby given to all persons who may have claims against "The Dalles National Bank" of the city of The Dalles, Oregon, that the same must be presented to H. S. Wilson, receiver, with the legal proof thereof, within three mouths from this date, or they may be disallowed. jun16-wam-i