

The Weekly Chronicle.

THE DALLES, OREGON

PERSONAL MENTION.

Monday's Daily. Mr. Donthit, of the Mountaineer, visited Portland today. Mrs. C. J. Reed of Portland and her two children are visiting Mrs. Lang and her daughters. Mrs. Nancy Blakeney has been spending a few days with her sons in this city. She will return to Mosier tomorrow. Mrs. J. B. Hanna of Boyd was a visitor at the Chronicle office today. Mrs. Hanna is a daughter of J. H. Moore, who died at her home at Boyd last week. Tuesday's Daily. Mr. Dom. Zan of Portland was in the city yesterday. Captain Sherman was in the city last night, coming up on the Regulator. Mrs. Henry Fowler is in the city from Portland visiting relatives. Mrs. J. T. Peters was a passenger from Portland on the Regulator last night. Mr. M. H. Nickelsen and daughter Maggie came up from Hood River last night. Mr. C. F. Overbaugh, who was formerly a Dallesite, was in the city last night meeting old friends. Among the Portland visitors yesterday we noted the many and august form of the Oregonian's old standby, Jerry Caldwell. Webster Holmes, one of Salem's brightest young attorneys, came up on the boat last night to attend to some legal business. Mrs. W. H. Moody and two children left this morning for Salem. Mr. Moody will join them later, and they will spend Thanksgiving with his parents.

JOHNSON'S YOUTH.

How the President Began Life in a South Carolina Tailor's Shop. Three-quarters of a century ago in the little village of Laurens, in the state of South Carolina, there lived and labored at the tailor's trade a young man who was destined to play an important part in the affairs of the nation. Of humble origin, and having had practically no educational advantages, he had in his character the elements of true manhood and by force of brain power and ability attained the highest position of honor and trust in the republic. Andrew Johnson left his home in North Carolina by reason of trouble with his employer, and went to the then ultra-exclusive and aristocratic village of Laurens. He had no influential family connections, and was as poor as the traditional church mouse, his worldly possessions consisting only of the clothes he wore. To one acquainted with the social conditions of the ante-bellum south, the difficulties incident to obtaining recognition by a man handicapped as Johnson was can readily be imagined. The sterling worth of the young tailor, however, made itself felt, and demanded the admiration and respect soon accorded him even by those who were wont to consider one not to the manner born deserving of but condescending notice. Soon after reaching Laurens Johnson secured a position in a tailoring establishment, and this he held with perfect satisfaction to his employers until his return to his North Carolina home. He was a painstaking laborer, and took commendable pride in doing his work as perfectly as possible. A coat cut, fitted and made by Johnson is still in existence. It was made for Col. Henry C. Young, a prominent lawyer and politician of upper California, and is now treasured by his descendants as one of their most precious possessions. The fact that the coat is still in a good state of preservation may possibly be taken as an evidence of the excellency and durability of the work. Johnson's stay at Laurens, brief as it was, marked a very important epoch in his life. It was there that he met his first love, Miss Sarah Word, a charming young woman of education and refinement, who saw in the modest and retiring young journeyman tailor a man of character and strength and promise. Johnson's regard for Miss Word was reciprocated, and the young people entered into an engagement to marry. They were thrown constantly into each other's society, and the future president of the United States once assisted his fiancée in laying, stuffing and quilting a quilt. This quilt is now owned by Mrs. J. F. Bolt, of Laurens, granddaughter of Miss Word, who subsequently married William Hance. On either side of the quilt are Miss Word's initials, "S. W.," which were made, stuffed and quilted by Johnson, unassisted. The enthusiastic young lover was very desirous of placing his own initials beside those of his sweetheart, but this Miss Word would not permit. The quilt was on exhibition at the Atlantic exposition last fall and attracted much attention.—National Magazine.

Why the Niece of William IV. Was Called to the Throne.

Several newspapers, in explaining to their readers how Queen Victoria came to succeed William IV., say it was because she was his niece. That is the truth, but only half the truth, for William IV. had nephews and other nieces. George III.'s first, second, third and fourth sons were respectively the prince of Wales, afterwards George IV., who died childless in 1830; Frederick, duke of York, who died in 1827, also without children; William, duke of Clarence, who died, William IV., June 20, 1837, without lawful issue, and Edward, duke of Kent and Strathearn, and earl of Dublin, who died January 23, 1820, aged 53, leaving as the sole issue of his marriage with Princess Victoria of Leiningen a baby daughter, now Queen Victoria. The queen succeeded William IV., not simply because she was his niece, but because she was the only child of the brother next to him in the order of succession. Had Queen Victoria had a brother, she would in all probability not have been a personage of historical celebrity, save in the contingency of succeeding him. Her rights were those that devolved on her from her father. At the time she succeeded to the throne her uncles—the dukes of Cumberland, of Sussex and Cambridge—were living, younger brothers of her father and junior to him in the line of succession in the order named. The duke of Cumberland (who became king of Hanover on the death of William IV.) was a man of such despotic temper and principles that all England cherished the Princess Victoria as standing between it and his succession to the throne. He had lawful issue, as had the duke of Cambridge. The duke of Sussex, a most estimable man, married twice, but these unions being repugnant to the provisions of the royal marriage act, his children were barred from the line of succession. From the revolution of 1688 rose the Jacobite party, made up of those who supported the cause of James II., his sons and descendants. The picturesque modern Jacobites do not recognize Queen Victoria, despite the fact that her succession is due to her Stuart blood, for she is a direct descendant of Elizabeth, daughter of James I., to whose heirs the title to the throne devolved by the act of settlement on the death of Anne.—Boston Transcript.

Disinfecting Streets.

The streets of Brussels are now sprinkled with a diluted disinfectant, and it is believed in Belgium that its use thus far prevented an outbreak in that community of a disease now epidemic among the cattle of Holland. The disinfectant is contained in a little cylindrical reservoir, which is attached to the ordinary watering apparatus.

The Quarrelsome Scorpion.

The scorpion is the most quarrelsome creature in the world. Two placed in the same box will always sting each other to death.—Cincinnati Enquirer.

SAN DIEGO OARSWOMEN.

Four Girls Make a Record for Saving Twenty Lives.

In February, 1891, four girls of San Diego, Cal., formed a boat club, and borrowing a butcher's bumboat started merrily off to race with the well equipped rowing clubs that practice all the summer through upon the sapphire crescent that curves toward Coronado's golden beach.

At first people smiled a little at the idea of four young girls going in for the muscular exercise, but now that these young women have made a record by saving 20 lives the Zlacs club is recognized everywhere in southern California. The name means nothing, but the girlish whim of the oarswomen, Zulette Lamb and Lena Polhemus with her two sisters, Agnes and Carrie, for it is formed of the first letters of their Christian names, but the club has come to stand for something on the coast and its members wear decorations more honorable than medals for race winning.

After the club was formed a rigid set of rules and regulations were framed and constitution adopted. Every candidate for membership was required to pass a severe physical examination, in which a swimming contest was a conspicuous feature. Other clauses were unique, and one of the "shall nots" has necessitated a revision of the membership roll, as it prohibits marriage or matrimonial intentions among the crew.

The San Diego Rowing club, one of the leading organizations of the coast, tendered the Zlacs the use of a six-oar single-screw barge, in which they became very proficient, racing against time on Ladies' day, July 5, 1894, and breaking all previous coast records. On that day the Zlacs also distinguished themselves by saving four of the crew of the yawl Teaser, which capsized during the regatta. The club records show that since then more than 20 persons have been rescued from drowning by the Zlacs, and it is a notable fact that there never has been the slightest accident to mar the other side of the ledger. The Zlacs after a time decided to build their own barge. The splendid eight-oared racing barge Zlacs was launched August 3, 1896. It cost \$600 complete, and was all paid for by the girls, none of whom is wealthy.

On August 7 the Zlacs raced the Nereid crew of eight, beating them over a mile course by one boat's length, and on September 13 a second victory was recorded against a picked crew from all the clubs, the prize being a splendid French mirror now in use in the Zlacs clubhouse. On March 25 of this year occurred the great race between the Zlacs and Columbias for the pennant of the United States coast defense vessel Monterey and the championship of the coast. Both crews rowed six-oar barges over a course of 6,000 yards straight down the bay. The presence in the harbor of six of Uncle Sam's big war ships, commanded by Rear Admiral Beardslee, and a whole battalion full of gallant naval officers, lent an added interest to the occasion.—Chicago Journal.

VICTORIA'S REGAL RIGHT.

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German Miners Superstitious.

Probably the most superstitious class of men in the world, barring the sailors, are miners—those who delve in the bowels of the earth for coal or minerals. In Germany the mines are believed to be the abiding places of queer little old men not over two feet high, who ape in dress the ordinary miners. They vary in character; some are good, some are bad. In Wales the miners are haunted by goblin miners, known as knockers. They make strange noises, and the tapping of their picks can be heard in ore bodies not yet reached by the human workmen. The dreaded Ladder Dwarf is a malignant hunchback of frightful appearance, who kicks out the rungs of ladders in mines just before an accident occurs. Superstition extends even to the vegetables sometimes found growing in mines, such growths having talismanic virtues. In Sardinia an ancient lead mine has been completely abandoned on account of a prevailing dread among the miners of a small and venomous spider inhabiting it.—Chicago Chronicle.

Fight for Their Wives.

A Zulu youth cannot marry a girl until he has whipped all her brothers and given her father a fall, if demanded, in addition. This makes a courtship more exciting than chocolate caramels and gumdrops; but the Zulu maiden who has four brothers weighing 180 pounds each and measuring 50 inches around the waist generally dies an old maid, while the girl whose brothers are weak and sickly and whose parent has broken his leg at a primary is overrun with proposals. It is a queer custom, and if it were in vogue in this country a girl who is an only child and a half-orphan on her father's side would be at a premium.—Chicago Journal.

THE CHRONICLE always gives the latest news.

TO MINIMIZE LOSS.

New Rules of the Road for Ships Under Way.

The Leading Nations of the World to Be Governed on the Regulations—Greater Safety to Be Insured.

The new rules of the road at sea have just gone into effect among the leading countries of the world, and there is little doubt that their strict enforcement will greatly enhance the safety of the mariner and the charges placed within his keeping. The already great and rapidly-increasing intercourse between nation and nation demands that every precaution against the dangers of the sea and every safeguard possible for the safety of human life shall be provided. The spoken languages of the world may continue to be many, but necessity commands that the unspoken language of the deep shall be one. That language must needs be as universal as the needs of man for commerce and intercourse with his fellow man.

Away back at the beginning of the present century a system of signaling for vessels by means of flags was devised for the British merchant service, and 50 years later at least ten systems were in vogue. The result was a Babel of bunting, and all the systems were rendered ineffective, for the reason that those using one were unable to decipher the others. So it has been with rules of the road on the deep, and the bottom of every sea, lake and river is dotted with crumbling wrecks and moldering skeletons as the result of fatal misunderstanding. In 1855 it was realized that an international code of signals was an imperative necessity, and a year later one was adopted. Since that time ships of all nations have been enabled to converse one with the other, irrespective of the language spoken by their crews, and great good has resulted to all concerned.

When the question of means of communication was being considered, the more important question of a universal rule of navigation was neglected, and it was not until 1889 that the Washington marine conference was held. After a series of discussions, which lasted until the last day of 1890, the new rules were adopted.

The new rules are strict in their provisions, and will be rigidly enforced. The regulations regarding the carrying of lights on vessels at night are very concise, and no excuses that they were being trimmed, that the night was moonlight, that it was only a short time after sunset, will be taken. Provision is made for all classes of vessels to carry lights after dark, and even the smallest craft must exhibit a lantern with red and green slides when approaching another vessel. Even row-boats are required to carry a light. A system of lights will show whether a vessel is towing and the character of her tow, whether she is disabled, whether she is laying or picking up cable, and a thousand and one other things of use in avoiding collisions.

Signals for fogs are the subject of a lengthy article in the new rules, and they differ considerably from the old rules. Two additional rules are introduced, arranging for two prolonged blasts to be given by steam vessels under way but not moving through the water; and, second, for a long blast, followed by two short blasts, to be given by vessels towed and towing, vessels not under command, vessels not able to maneuver as required by these new rules, and vessels at work on telegraph cable.

The steering rules for sailing vessels, the overtaking rule and the rule for sound signals for vessels in sight of one another are very complete and do not show wide or strongly-pronounced divergence from the old rules.

The merit of the rules lies largely in the fact of their international recognition.—Baltimore Sun.

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