

The Weekly Chronicle.

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BRIGHT FUTURE FOR OUR NAVY

The report of the secretary of the navy, for the first time in our history, is bound to attract more attention than that of any other cabinet officer.

The people will be interested in the authoritative and official story of the great naval engagements of the war and in the administrative reforms recommended by Secretary Long.

The three large cruisers will have a displacement of 12,000 tons each and will be expected to develop the highest practical speed and the greatest radius of action.

The three sheathed and coppered protected cruisers are to have a displacement of 6,000 tons each. The estimated cost exclusive of armor and armament, is \$2,150,000 each.

These fifteen vessels are in addition to the three battleships, Maine, Missouri, and Ohio, the four monitors, and the twenty torpedo-boat destroyers ordered by the last congress.

If the recommendations of the secretary of the navy are adopted, as every consideration demands that it should be, we shall have in the near future fifteen first-class battleships, one second-class battleship, and twenty-six armored and protected cruisers.

The appointment of Mr. Whitelaw Reid to the British Ambassadorship is probable. In view of some recent appointments and their consequences perhaps it would be as well for Mr. Reid to visit us for a time with the view of becoming thoroughly saturated with American public opinion.

one of the second class, two armored cruisers, twelve protected cruisers and three unprotected cruisers. The program outlined by Secretary Long will give us a navy well up toward the standard of France, and, adequately supplemented in subsequent years, will put us third in the list of the naval powers of the world.

HISTORY REPEATING ITSELF.

Seventy-five years ago identically the same arguments now being urged against annexation of the Philippines were pressed with great force in the halls of congress against American occupation of the Columbia river country.

The "Oregon question" made its first appearance in congress in 1820. On December 19th of that year, Floyd, of Virginia, procured the appointment of a commission, composed of himself, Metcalf of Kentucky, and Swearingen of Virginia, to inquire into the expediency of occupying the valley of the Columbia.

Tracy of New York ridiculed the proposition. He had conversed, he said, with persons who had been at the mouth of the Columbia, and they agreed that the country was an inhospitable wilderness. The entrance to the Columbia was dangerous; the climate was bleak and inhospitable—so humid and with so feeble a sun that the grains could scarcely be raised.

Wood of New York agreed with his colleague. Such a settlement, he said, must result either in a colony, which would be of no advantage to the government, or an independent state, which would take to itself the commerce of the Pacific.

There was much talk about the Rocky mountains forming a natural boundary, beyond which it would be inexpedient to advance. Baylies of Massachusetts replied to that with the prophetic wisdom of a seer. "Gentlemen," he said, "are talking of natural boundaries. Sir, our natural boundary is the Pacific ocean. The swelling tide of our population must and will roll on until that mighty ocean interposes its waters and limits our territorial empire. Then, with two oceans washing our shores, the commercial wealth of the world is ours, and the imagination can hardly conceive the grandeur and the power that await us."

Breckinridge of Kentucky followed in a speech which, with slight adaptation, would serve admirably for the present opponents of expansion. The bill under consideration, he said proposed a military government, and this he denounced as unconstitutional. He also denied the right of congress to colonize. Occupation of the Oregon country would embroil us in foreign wars.

Congress thought the opponents of expansion had the better of the argument, for on January 27, 1823, it voted, 100 to 61, against taking up the bill to establish a military government on the Columbia.

But the Oregon question would not down. It came up again and again, and the time came when the friends of Oregon triumphed, and a great party went before the country and won on the slogan of "54-40 or fight." We did not get 54-40, and we did not fight, but we did get Oregon up to the 49th line of latitude, and we have never ceased regretting that fortune did not also throw British Columbia into the Union.—Spokesman-Review.

The appointment of Mr. Whitelaw Reid to the British Ambassadorship is probable. In view of some recent appointments and their consequences perhaps it would be as well for Mr. Reid to visit us for a time with the view of becoming thoroughly saturated with American public opinion.

THE SERVICES OF JUDGE DAY.

It has been said that in every emergency in this country the men for the occasion are soon found. They may be comparatively obscure before, and such is usually the case, but by some discernment of the people, or those whom they invest with authority, the right leaders are singled out for every serious crisis. Such was the case in the civil war. Grant seemed to be a phenomenon, but he had the qualities needed, not only to win a succession of great campaigns, but to wipe out the armies opposed to him. He was a clerk in a small town when the war broke out. In the present year of great events for the United States, involving new and difficult questions, Judge William R. Day, late secretary of state, and now chairman of the peace commission in Paris, has made a record, proving that a man of singularly high ability in statesmanship has been discovered. The services he has rendered the people have won their admiring appreciation and he will be a historical figure in the annals of the conflict with Spain.

It was not until he had been at the head of affairs for more than two months that President McKinley asked Judge Day to assume the labors of assistant secretary of state. The judge had been selected to make a special investigation in Cuba, but the president felt the need in the cabinet of his calm and judicial qualities, along with his vigorous power of concentration and clear insight. It is needless to mention the date when Judge Day was officially installed as secretary of state. He had been such virtually long before the destruction of the Maine. It was he who handled the episode of the De Lome letter, the correspondence on the Maine, and the incidents of the intense strain preceding the war. After hostilities began there were delicate relations with the European powers to handle. The protocol is a monument to Judge Day's acumen, and his work in negotiating the treaty has been of the same strikingly high order. He has made no mistakes. Every American demand has been conceded. There are no awkward complications. With the skill of a perfect pilot Judge Day has conducted his labors without a jar or an error.

President McKinley was criticised for calling this "country lawyer" to the head of the cabinet, but the result not only shows that he made the best choice, but that he has in a rare degree the power of judging the capacities of men. Judge Day is not a seeker of office. He resigned the position of United States judge to look after his private practice. He resigned the position of secretary of state when the defeat of Spain was assured. It will be observed that from first to last he has conducted his duties without friction. He is always cool, discreet, courteous, comprehensive in grasp, clear in preception, and calmly master of the situation. He has had weighty dealings with the Spanish ministers, the French intermediaries, and the ambassadors of Europe, and in every case has fully asserted the rights and dignity of the country, yet without giving cause for offense. Though unschooled in diplomacy, he has been more than a match for the subtlest diplomatists of the time. Judge Day is a highly trained lawyer, as his father was before him, but his conspicuous success in a stormy period is largely due to the genius of common sense, to the tested mettle of strong, though unobtrusive, character, and to earnest patriotism.

Speaker Reed is too big a man, intellectually as well as physically, to do anything which would be likely to prevent the growth of the expansion idea in the house.

If Admiral Dewey had not held fast to all he laid his hands on our opportunities for expansion toward the rising sun would have vanished into a pale pink mist.

Wood for Sale. Oak and pine, leave orders at Richardsons blacksmith shop on Third street. 9-173mo H. H. FLEMING.

To Rent. A house on Federal street, between Fourth and Fifth. Apply at this office.

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PERSONAL MENTION.

Wm. Draper is a visitor from Wasco today.

E. B. Dufur was a homing passenger last night.

E. C. Fitz Patrick, of Tygh Valley, is in The Dalles today.

E. Jacobsen came up from Portland on last evening's train.

W. H. Wilson left for Portland this morning in a business trip.

Prof. R. K. Allard, of the Hood River schools, is in the city today.

Miss Besie French returned from Portland on last evening's boat.

E. F. Thayer, purser of the Lurlins, spent yesterday here, returning to Portland this morning.

C. B. Dufur, of Antelope, came up from Portland last night, whither he went to visit his family.

Among our Antelope visitors who returned home this morning were H. C. Rooper, Z. Taylor and W. Crow.

S. S. Jones, agent for the Southern Pacific route, spent yesterday in the city, returning to Portland this morning.

W. W. Pattison, is in from Wamlit today, making a very pleasant and substantial call at THE CHRONICLE OFFICE.

Chaplain and Mrs. Logarth Lozier arrived on the boat last evening and are guests at the home of Mrs. D. M. French.

Frank Peabody and A. J. Brigham were Dufurites who came up from Portland last night and left for home this morning.

Mr. and Mrs. J. S. Fish returned last night from Oregon City. Mr. Fish's mother is still very ill, with little hope of her recovery.

Jos. Supple, the Portland contractor who built the hull of the Regulator, is in the city today on business with the D. P. & A. N. Co.

H. D. Parkins came up on the late train last night, returning from Brownsville. He looks as smiling as though he might have been the groom instead of the best man at the wedding.

Hamilton Campbell, who for some time past has been employed by the O. R. & N. Co. at Meacham, returned to this city last evening where he will remain with the company here.

Mr. C. L. Gilbert went to Portland this morning, accompanied by his son, Clarence, whom he is taking to a specialist in that city that he may have his ears examined, his hearing having been falling for some time.

W. E. Morris, of Portland, is in the city on business.

Mrs. E. J. Clough will leave tonight for a visit with relatives in Kansas.

V. E. Schilling, of Portland, city passenger agent for the O. R. & N., is in the city today.

G. W. Phelps came down from Heppner yesterday to attend the Elks' memorial, and will return tonight.

Chaplain and Mrs. Hogarth Lozier left this morning for Portland, where he is to give four entertainments this week.

Charles Colby and wife, formerly of Burnt Ranch, but who have bought property near Prineville, left this city Saturday for the latter place.

H. L. Vorse came up from Portland Saturday evening to take charge of the Oregon Telephone office at this place. F. D. Hensley having resigned.

Rev. C. R. Thoburn, chancellor of the consolidated university in Portland, returned to that city today. While in The Dalles he was the guest of Mr. and Mrs. J. H. Cross.

Mr. S. French and Frank French returned last evening from Portland. Mrs. French remained with Dr. Gertrude, who is reported as much improved, and in a fair way to recover.

D. E. Brooks is up from Lyle, today.

Hugh Goulay will leave tomorrow for a short trip to McMinnville.

Peter Limeroth, of Tygh Ridge, is in town today and made a call at this office.

Hon. C. J. Curtis, of the Astoria Herald, is a business visitor in The Dalles today.

Mr. and Mrs. D. P. Ketchum were passengers on the boat this morning for Portland.

Miss Hattie Fisher arrived in the city last night and will spend the winter with her sister, Mrs. Banghman.

Mrs. Frank Forester, who arrived in the city yesterday to visit her husband, will probably remain until after his trial in February.

Mr. M. M. Peck, father of Mrs. B. A. Gifford, came up from Portland last night and will spend the winter with his daughter.

Mr. F. L. Barnett came down from Wasco on the morning train and spent the day transacting business here. He will return home tonight.

Fred. W. Wilson and J. F. Hampshire left on the morning train for Portland, where they will act as ushers at the Sommerville-Knowles wedding tomorrow.

John C. Knapp and Kent Cohn, representing Hi Henry's minstrels, are in the city today. If press reports amount to anything as criterions of the standard of a company, this is a first-class show.

C. L. Gilbert returned last night from Portland. Mr. Gilbert had no sooner reached Portland than Superintendent Ackerman bid him away to an educational meeting at Butteville, which he says was first-class. Clarence will remain in Portland for a short time having his ears doctored.

MARRIED.

In this city, Saturday afternoon, Dec. 3d, at the residence of Mrs. Robbins, on Union Street, Frank Heater and Mildred Linweff, Justice of Peace Bayard officiating.

Buckien's Arnica Salve.

The best salve in the world for cuts, bruises, sores, ulcers, salt rheum, fever sores, tetter, chapped hands, chilblains, corns, and all skin eruptions, and positively cures piles, or no pay required. It is guaranteed to give perfect satisfaction, or money refunded. Price 25 cents per box. For sale by Blakeley and Houghton, druggists.

To Cure a Cold in One Day. Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. 25c.

One Minute Cough Cure, cures. That is what it was made for.



THE EXCELLENCE OF SYRUP OF FIGS is due not only to the originality and simplicity of the combination, but also to the care and skill with which it is manufactured by scientific processes known to the CALIFORNIA FIG SYRUP Co. only, and we wish to impress upon all the importance of purchasing the true and original remedy. As the genuine Syrup of Figs is manufactured by the CALIFORNIA FIG SYRUP Co. only, a knowledge of that fact will assist one in avoiding the worthless imitations manufactured by other parties. The high standing of the CALIFORNIA FIG SYRUP Co. with the medical profession, and the satisfaction which the genuine Syrup of Figs has given to millions of families, makes the name of the Company a guaranty of the excellence of its remedy. It is far in advance of all other laxatives, as it acts on the kidneys, liver and bowels without irritating or weakening them, and it does not gripe nor nauseate. In order to get its beneficial effects, please remember the name of the Company— CALIFORNIA FIG SYRUP CO. SAN FRANCISCO, CAL. LOUISVILLE, KY. NEW YORK, N. Y.

WHAT THEY SAY.

The singing by Prof. J. S. Landers at the educational meeting on last Friday and Saturday was greatly enjoyed by all who were so fortunate as to attend.—Antelope Herald.

A. W. Dennis returned yesterday from a visit to Eastern Oregon. Mr. Dennis spent several days in the vicinity of The Dalles, with a prospect of locating in the near future. He reports business in splendid condition in that part of Oregon's domain.—Salem Statesman.

During the past two weeks snow has been piling up in the mountains to a considerable depth. This miners welcome, even though stockmen are not particularly anxious to see it.—Bine Mountain Eagle.

John Burns, an extensive fruit dealer, of Lacrosse, Wis., went East last night, having completed the purchase of 18 carloads of apples in the Columbia river valley. He said that hereafter he would handle Oregon fruit exclusively in preference to California. He is delighted with the quality of Oregon fruit, and had no idea that such good fruit was raised here. He said that he would come to Oregon next season in time to ship the first strawberries, and stay until the last apple in green. The only fault Mr. Burns finds with Oregon fruit is in the packing—it lacks uniformity in size. As soon as Oregon apples are packed as evenly as are those from California, there will be a big increase in prices and profits. Eastern markets want only first-class fruit, and it will not pay to ship any other kind.—Oregonian.

The Dalles Club is getting a team into shape which will make a good showing in the try for the Feidenheimer trophy. The club has shown the best all-around improvement of any in the association during the past year, and its bowlers now rank with the best. There was a time when the Portland bowlers looked upon a team from The Dalles as "an easy thing," but that time has passed, and not a few bowlers are prophesying that The Dalles will be the first club to take the cup out of the city. It is very certain that both Multnomah and the Road Club fear The Dalles as much as they fear each other. It was announced some time ago that Astoria would have the next chance at the trophy, it being understood that it was in its regular turn, but the records show that The Dalles made a try on July 9th, and Astoria on July 24. Consequently the former is entitled to the first chance.—Oregonian.

A Justifiable Kick.

EDITOR CHRONICLE: The remarks made at different times recently by THE CHRONICLE referring to the festive town cow, have been timely and to the point, notwithstanding, there are those who are so deaf they will not hear, and so dull they will not take a hint unless it is strongly emphasized with a No. 10. The aforesaid town cow is still an unmitigated nuisance, and if her owner or the city duds won't take care of her, and persist in allowing her to subsist upon the lawns and shrubbery of others at all times of day or night, they should not be surprised or aggrieved to awake some morning and find one or more of their favorite and favored petters—not into the city pound, neither turned into a pillar of salt; but into a rich deposit of lead. If the city won't protect us we must protect ourselves. A KICKER.

Through Tickets. CHICAGO WASHINGTON PHILADELPHIA NEW YORK BOSTON AND ALL POINTS EAST AND SOUTH. For information, time cards, maps and tickets, call on or write to W. C. ALLAWAY, Agent, The Dalles, Oregon.

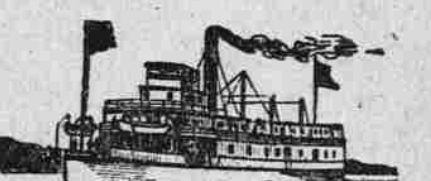
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Srs. Regulator & Dalles City

FREIGHT AND PASSENGER LINE BETWEEN The Dalles, Hood River, Cascade Locks and Portland daily, except Sunday.

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.

EAST and SOUTH via The Shasta Route

Southern Pacific Comp'y. Trains leave and are due to arrive at Portland.

Table with columns: LEAVE, OVERLAND EXPRESS, SALT LAKE CITY, DENVER, PORTLAND, ASTORIA, SEASIDE, ASTORIA, PORTLAND, SEASIDE, SALT LAKE CITY, OVERLAND EXPRESS. Includes times and days of departure.

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Direct connection at San Francisco with Ocel (Central and Oriental) and Pacific mail steamship lines for JAPAN and CHINA. Selling dates on application. Rates and tickets to Eastern points and Europe. Also JAPAN, CHINA, HONOLULU and AUSTRALIA, can be obtained from J. B. KIRKLAND, Ticket Agent.

Through Ticket Office, 134 Third street, where through tickets to all points in the Eastern States, Canada and Europe can be obtained at lowest rates from J. B. KIRKLAND, Ticket Agent.

All above trains arrive at and depart from Grand Central Station, Fifth and Irving streets YAMHILL DIVISION. Passenger Depot, foot of Jefferson street. Leave for OSWEGO, daily, except Sunday, at 7:20 a. m., 12:30, 1:55, 5:15, 6:25, 8:35 p. m. (and 11:30 p. m. on Saturday only, and 9:50 a. m. and 2:30 p. m. on Sundays only). Arrive at Portland daily at 6:40 and 8:30 a. m. and 1:25, 4:45, 6:20 and 7:55 p. m., (and 10:35 a. m., 3:15 5:10 p. m. on Sundays only).

Leave for Sheridan, week days, at 4:30 p. m. Arrive at Portland, 9:30 a. m. Leave for AIRLIE on Monday, Wednesday and Friday at 9:30 a. m. Arrive at Portland, Tuesday, Thursday and Saturday at 9:30 p. m. *Except Sunday. **Except Saturday.

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