

The Weekly Chronicle.

Advertising Rates.

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Over two inches and under four inches	1.00
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DAILY AND WEEKLY	
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THE FIRST AMERICAN EXPANSIONIST.

There was a beautiful dash of incongruity in the spectacle of William J. Bryan as an orator on the occasion of a Washington birthday anniversary celebration in the national capital, but it was entirely characteristic. In 1897 Bryan made a speech in favor of throwing the mints of the country wide open to silver on the birthday anniversary of Jefferson, the man who, on his own authority, closed all the mints of the country to silver. In 1898 Bryan made a speech in favor of the bogus dollar at an anniversary of the battle of New Orleans, held to commemorate the memory of a robust champion of the honest dollar, who, if Bryan had been active in Jackson's days, Jackson would have been strongly tempted to hang, as he did Ambrister and Arbutnot in Florida during the Seminole war. This year when Bryan spoke at the exercises in the national capital on February 22nd, the memory of the first of American expansionist was celebrated by the noisiest and most persistent of American anti-expansionists.

Earlier even than Hamilton or Jefferson, Washington was an expansionist. Long before the war of independence, Washington saw the necessity of uniting the region West of the Alleghenies to the Eastern states by wagon roads and waterways. When he went on that historic embassy in 1733 to warn the French to get out of the Ohio valley he saw the military importance of the site on which Pittsburg now stands, and began his studies of the best way to connect the rivers flowing into the Mississippi with those running to the Atlantic. This was when the whole region east of the Alleghenies belonged to England, and sixteen years before Daniel Boone got his first glimpse of Kentucky. He had social interest in the Western country before the French and Indian war, and his confidence in the future of the trans-Allegheny locality led him to be among the first of investors in its lands. He formed projects for connecting the Potomac with the Youghogheny river by a high road over the mountains, and thus establish close connection between the Ohio and Mississippi and the Atlantic seaboard.

At a time when the Eastern states were either jealous or apathetic in their attitude toward the West, Washington saw the importance of keeping interests of the Western settlers closely united with those of the older part of the country. With a clear vision regarding the necessity of knitting the West to the East by bonds of social and pecuniary interest than was possessed by any other man of his day, and thus to head off the secession and separatist movements which he foresaw would arise in the West if the needs of that section in the way of communication with the outer world were neglected by the East, he urged congress to, in his own words in one of his letters to a congressman in 1777, "extend the navigation of the Eastern waters, to open them to the Ohio, and to bind the Western people to us by a chain which can never be broken." As president a few years later, he advanced the same ideas in messages to congress and in letters to influential men West and East. He was the first of great Americans to cross the Alleghenies; he saw more of the Eastern side of the Mississippi valley than any other American statesman of his day; he grasped the necessity of extending the settlements to the Mississippi earlier and in a clearer way than any other man of his time, and he, as president, did more than any other man of his period to defeat the plots—British, French, Spanish and American—which were concocted in the years between 1784 and 1795 to separate the Western settlements from the rest of the

country. Washington was the first and the greatest of American expansionists.—Globe-Democrat.

MAKING CUBA AMERICAN.

It is apparent that the Cubans generally are eager for the departure of the American troops and for an opportunity to form a government of their own with power to raise money by taxation and the use of the public credit. But they must not be too urgent or impetuous about this matter. They must keep in mind the exact terms of the pledge adopted by congress. The resolution runs thus: "The United States hereby disclaims any disposition or intention to exercise sovereignty, jurisdiction, or control over said island, except for the pacification thereof, and asserts its determination when that is accomplished to leave the control of the island to its people." Before we withdraw there must be unquestioned pacification and a government ordained by the whole people of the island, not by one province, or two, but by the whole six. The pressure brought to bear through the Cuban press to hurry our departure is already more strenuous than circumstances warrant, or than is consistent with our national policy.

The Cubans do not see one of the most serious troubles ahead, and that is the danger of quarreling among themselves on both provincial and racial lines. A large Spanish element remains in Cuba. It is used to authority and well acquainted with the weak as well as the strong characteristics of the Cubans. It will count for as much as possible in the future of the island, influencing the government and retarding its Americanization. Then the different provinces are not harmonious. Santiago is much displeased over the order to send a part of its revenue to Havana. Foreign property must be protected, and it will be a nice question to decide when our responsibility in that regard can end. Cuba must first be pacified. Then its people, all of them, can select their government. We are as much pledged to this consummation as we are to withdraw. That Cuba in time will be Americanized is certain, no matter what government it selects. American business energy will find there a permanent and legitimate field, and will be properly protected.—Globe-Democrat.

OPEN RIVER TO THE SEA.

The state needs a railway commission, and it needs an open river to the sea. When these are had, the railway problem will cease to exist in this state. The construction by the general government of a short portage road at Celilo on the Columbia river, and the improvement of the lower Snake river would open a competitive highway from the heart of the Inland Empire to the sea. The products of Eastern Washington and Northern Idaho could then be loaded on steamboats which would descend the Snake and the Columbia to Celilo. There the cargoes would be transferred to other steamers lying at the lower end of the portage road, and these in turn would bear them to sea-going craft on the lower Columbia.

This would bring down freight rates in a jiffy, and the railroads would have no appeal to the legislature or the courts. The railroads would meet the river cut and go on handling the tonnage of the interior; and we may be sure they would be glad to do the business, even though rates were lowered forty or fifty per cent.

With an open river to the sea and the lower freight rates which that would bring, the agricultural interests of this section would be as prosperous as are now the mining interests. Five or six cents would be added to the price of every bushel of grain grown in this section; and taking one year with another, five cents on a bushel of wheat marks the difference between a dangerously close margin of profit, and a profit which would make better times for every worker in Eastern Washington.—Review.

The government very wisely gives Dewey everything that he asks. The reason the government does this is because it knows he will not ask for

anything except what he needs. The public does not know exactly what were the "political reasons" he had in mind, when he wanted the Oregon to be hurried to him, but the Oregon is steaming in his direction all the same, and the people are pleased. In one important particular Dewey is like Grant. Grant asked the government for very little, but that little was needed when he asked for it, and it was always promptly furnished. The government and the people have unlimited confidence in Dewey.

The public at large, it is not too much to say, does not share in the partisanship at the bottom of the unseemly controversy between Schley and Sampson. They feel that both admirals did grand service in the war against Spain, and that, as Schley once put it, "there was glory enough for both." What they desire is that both shall be honored. Some criticism has been made of the administration because of the advance of Sampson above Schley, but it is by no means an unprecedented thing to advance one officer of the navy or army over a senior in rank, when the emergencies of the case seem to warrant such a proceeding, and that the president believed Sampson was the right man for the chief command of the naval operations against the Spanish fleet and the Cuban ports held by Spain must be conceded. The trouble first took definite shape, so as to be dangerous, with the proposition to revive the grade of admiral, for the benefit of Rear Admiral Dewey, whose important work in the Philippine islands was deemed worthy of a reward no less. Friends of both the other rear admirals thereupon demanded that the other disused grade of vice admiral should be revived, and both parties wanted it for their favorites. It even went so far that the deserved and desired promotion of Admiral Dewey was endangered. In fact, the matter of reviving the higher grade was "hung up." It is to be hoped with the obstructions cleared away it may now be pushed through speedily, as the people desire it should be.—Astorian.

Spain has nothing to gain by giving aid and comfort to the Filipinos. A small fraction of renegade Americans started out a month or two ago to help Aguinaldo, but the frequency with which adversity hits that conspirator recently has terrified his friends on this side of the water into silence. Fate is against Aguinaldo, and Spain can well afford to be guided by the example of his American admirers and quit giving him any moral support. His days in the land are numbered.

WILL THE DALLES TAKE PART?

How We May Entertain Our Editorial Guests in July.

On July 4th about 500 editors, from every state in the union, accompanied by their wives and daughters, will arrive in Portland, where great preparations are being made to receive them, and, during their stay of about two weeks, to entertain them in a manner that will impress them with the geniality of western people, and the wonderful resources of our state.

When in Colorado last year, not a stone was left unturned to advertise to the fullest extent every city, town, mining district, summer resort, and particularly the grandeur of the scenery of that state, and for months after the editors returned home every paper was filled with Denver, and Colorado in general.

Oregon now has the opportunity to have just such an advertisement, if she will accept it in its fullest sense. Our visitors should not go away with the impression that Portland comprises the whole of Oregon, and they will not if plans are carried out as intended, it having been arranged to give excursions up and down the river and to the different seaside resorts.

Many places along the railroad are appointing committees to meet our visitors at the state line, some of them taking musicians with them that the trip may be made pleasant, and as they reach the different towns, souvenirs and pamphlets regarding the resources of that section will be distributed so that they may have literature to refer to in writing up their trip.

The question now arises, what will The Dalles do to introduce itself, and to give them some idea of one of the principal cities on the coast as regard the amount of business done here and the different products shipped from her doors? An excursion is to be given up the river, but it is not likely they will

come through to The Dalles, as the trip could not be made in a day, and we have not the facilities for entertaining them over night; neither could we arrange to drive them over the city nor through the country. Perhaps it would not be policy to undertake the latter any way, when we consider the condition of our roads.

It has been suggested that the Commercial Club extend an invitation to the editors to stop off in this city for an hour or so as they pass through on their way to Portland. The train could be drawn up in front of the club and the guests conducted to the rooms, where perhaps strawberries and cream and such fruits as are ripe could be served. At the same time pamphlets could be distributed regarding our city and the wonderful farming and fruit lands near here, besides giving statistics of the salmon industry, wool and wheat shipped from here, etc.

A splendid idea would be to erect a large arch of wool over the track, or in some prominent place, which would not fail to attract attention.

Let us consider this subject in its true light and the benefit to be derived thereby, and make our plans in due season. Such an entertainment would require but a slight expense. Shall we take part with the other cities in welcoming our guests?

PERSONAL MENTION.

Monday's Daily.

Miss Helen Lytle returned to her home at Wasco last night.

Charles Johnson came down from Moro yesterday on a business trip.

J. G. Woodworth, general freight agent of the O. R. & N., was in the city last evening.

W. O. Hadley returned to Moro last night, leaving Mrs. Hadley to visit with relatives.

H. Smith, representing the American Biscuit Company, is in the city interviewing merchants in his line.

Rev. Cephas Clapp, who preached at the Congregational church yesterday morning, returned to Portland on the afternoon train.

Miss Anna Stubling returned yesterday to her duties at the business college in Portland, after spending a day or two with her parents.

Messrs. Geo. A. Young and A. S. Roberts will leave tonight for Pendleton to attend the wool growers' convention, which, from all indications, will be a great success.

Wm. Bridgefarmer, who for some time past has been in the employ of Collins & Co., has purchased one of his father's farms at Hartland and moved on to it with his family.

Tuesday's Daily.

J. R. McConnell came in from Dufur today.

John Knight is a visitor in the city from Pendleton.

Ed Michell left on the boat this morning for Stevenson.

J. A. Little, of Antelope, is spending a day or two in The Dalles.

Wm. Robinson came over from Goldendale on the stage today.

W. S. Geary, the piano tuner, is in the city plying his vocation.

J. F. Cook is in the city from Portland. He is engaged in placing an acetylene gas light plant in the saloon of Dan Baker, in the East End.

W. C. Kerron, in charge of the patrol force of the Oregon Telephone Co., is in the city today with a force of men making repairs along their lines in this vicinity.

Presiding Elder Warner arrived home this morning. He was delighted to find such beautiful weather. Last Sunday in reaching a charge near Fossil, where he was to preach, he said it was with difficulty he got through the snow drifts.

John Fender, an energetic resident of White Salmon, is in the city today on business. He is accompanied by his wife, who will return home tomorrow. Mr. Fender will remain a few days being delightedly entertained by the dentist.

Best of All

To cleanse the system in a gentle and truly beneficial manner, when the springtime comes, use the true and perfect remedy, Syrup of Figs. Buy the genuine. Manufactured by the California Fig Syrup Co. only, and for sale by all druggists, at 50 cents per bottle.

We are authorized to guarantee every bottle of Chamberlain's Cough Remedy and if not satisfactory to refund the money to the purchaser. There is no better medicine made for La Grippe, colds or whooping cough. Price 25 and 50 cents per bottle. Try it. Bjakeley & Houghton, druggists.

Cash in Your Checks. All county warrants registered prior to May 1st, 1895, will be paid at my office. Interest ceases after Feb. 27, 1899. C. L. PHILLIPS, County Treasurer.

Fawn colored hats with dark brown band and bindings, in the popular Fedora style, are very appropriate for business wear. A. M. Williams & Co. are selling this style in a \$2.50 quality at the special price of \$1.50, this week. Should you prefer a dark brown, or a tan, or black Fedora, you will find them at the same reduction.

STALLION FOR SALE. One Clydesdale stallion for sale. Can be seen at Ward's ranch, near Dufur. For terms apply to Ward Bros., Dufur Or. 123-1mw. Ask your grocer for Clarke & Falk's pure concentrated flavoring extracts. If

Heroes of the War with Spain

Thousands of them, are suffering from lingering diseases induced by life in poisonous southern camps, the result of changes of climate, or of imperfect nutrition caused by improper and badly cooked food. Sleeping on the ground has doubtless developed rheumatism in hundreds who were predisposed to the disease. In such cases the Boys of '98 may take a lesson from the experience of the



Heroes of the Civil War.

Hundreds of the Boys of '63 have testified to the efficacy of Dr. Williams' Pink Pills for Pale People in driving out malaria, rheumatism and other diseases contracted during their days of hardship and privation in the army. These pills are the best tonic in the world.

As an illustration, of Mr. Sterling, Ill., is a veteran of the Civil war, having served in the 3rd Pennsylvania Volunteers. He went to the war a vigorous farmer's boy and came back broken in health, a victim of sciatic rheumatism. Most of the time he was unfit for manual labor of any kind, and his sufferings were at all times intense. He says: "Nothing seemed to give me permanent relief until three years ago, when my attention was called to some of the wonderful cures effected by Dr. Williams' Pink Pills for Pale People. I had not taken more than half a box when I noticed an improvement in my condition, and I kept on improving steadily. To me I owe my restoration to health. They are a grand remedy."—Mt. Sterling Democrat-Message.

At all druggists, or sent postpaid, on receipt of price, 50 cts. per box, by the Dr. Williams Medicine Co., Box V, Schenectady, N. Y.

Regulator Line The Dalles, Portland and Astoria Navigation Co.



Strs. Regulator & Dalles City Daily (except Sunday) between The Dalles, Hood River, Cascade Locks, Vancouver and Portland.

Touching at way points on both sides of the Columbia river. Both of the above steamers have been rebuilt, and are in excellent shape for the season of 1899. The Regulator Line will endeavor to give its patrons the best service possible. For Comfort, Economy and Pleasure, travel by the steamers of The Regulator Line.

The above steamers leave Portland and Dalles at 7 a. m., and arrive at destination in ample time for outgoing trains. Portland Office, Oak St. Dock. The Dalles Office, Court street.

W. C. Alloway, General Agent.

O. R. & N. CO

DEPART FOR	TIME SCHEDULE FROM DALLES	ARRIVE FROM
Fast Mail 11:30 p. m.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	Fast Mail, 8:15 p. m.
Spokane Flyer 5:40 p. m.	Walla Walla, Spokane, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East.	Spokane Flyer, 5:00 a. m.
8 p. m.	FROM PORTLAND, Ocean Steamships, For San Francisco, January 22, and every five days thereafter.	4 p. m.
8 p. m. Ex. Sunday	Columbia Rv. Steamers, To ASTORIA and WAY Landings.	4 p. m. Ex. Sunday
6 a. m. Ex. Sunday	WILLAMETTE RIVER, Oregon City, Newberg, Salem & Way Land's.	4:30 p. m. Ex. Sunday
7 a. m. Tues, Thurs, and Sat.	WILLAMETTE and VAN HILL RIVERS, Oregon City, Dayton, and Way-Landings.	3:30 p. m. Mon, Wed., and Fri.
6 a. m. Tues, Thurs, and Sat.	WILLAMETTE RIVER, Portland to Coffville, and Way-Landings.	4:30 p. m. Tue, Thu, and Sat.
10 p. m. Only except Saturday.	SHAKE RIVER, Riparia to Lewiston.	LEAVE LEWISTON, daily except Friday.

Parties desiring to go to Heppner should take No. 4, leaving The Dalles at 5:30 p. m., making direct connections at Heppner Junction. Returning making direct connection at Heppner Junction with No. 1, arriving at The Dalles at 6:15 p. m.

No. 22, through freight, east bound, does not carry passengers; arrives 2:50 a. m., departs 3:50 a. m.

No. 21, local freight, carries passengers, east bound; arrives 4:30 p. m., departs 4:45 p. m.

No. 20, west bound through freight, does not carry passengers; arrives 8:15 p. m., departs 9:30 p. m.

No. 23, west bound local freight, carries passengers; arrives 5:15 p. m., departs 8:30 a. m.

For full particulars call on O. R. & N. Co.'s agent The Dalles, or address W. H. HURLBURN, Gen. Pass. Agt., Portland, Or.

NOTICE OF PUBLICATION.

U. S. LAND OFFICE, VANCOUVER, WASH., JANUARY 1899. Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before W. B. Hays, United States Commissioner for District of Washington, at his office in Goldendale, Washington, on Friday, March 10th, 1899, viz:

Homestead Entry No. 768, for the fraction 1/4 of SW 1/4 section third, township 36 north, of range thirteen East, W. M. and S. E. 1/4, section twenty-five, township three north of range twelve east, W. M. He names the following witnesses to prove his continuous residence upon, and cultivation of said land, viz: Stephen Marlett, Porter Hardison, Robert L. Henson, Lyle P. O. Washington, Gabriel Hanson, of Hartland P. O., Washington.

W. R. DUNBAR, Register.

DISSOLUTION NOTICE.

Notice is hereby given that the partnership heretofore existing between W. L. Ward, J. V. Ward, F. H. Ward and J. C. Ward, doing a general mercantile business at Dufur, Oregon, under the firm name of Ward & Sons, is this day dissolved by mutual consent, W. L. Ward and J. V. Ward retaining, J. V. Ward, F. H. Ward and J. C. Ward will continue the business at Dufur under the firm name of Ward Bros. and will collect all outstanding accounts and pay a. bills against the old firm. All parties knowing themselves indebted to said firm are notified to make an early settlement, either by cash or note. Dufur, Ore., Feb. 18, 1899.

W. L. WARD, J. V. WARD, F. H. WARD, J. C. WARD.

Guardian's Sale.

Notice is hereby given that the undersigned guardian of the person and estate of Francis C. Fox, an insane person, will on the 6th day of March, 1899, at the hour of 2 o'clock in the afternoon of said day, at the front door of the county court house in Juleburg City, Wasco county, Oregon, sell to the highest bidder for cash, the following described real property, situated and being in Wasco county, Oregon: The S. 1/4 of the N. 1/4, the S. 1/4 of N. 1/4, the N. 1/4 of S. 1/4, and the N. 1/4 of S. 1/4 of section 5, T. 2 N., R. 22 E., W. M. Said property will be sold subject to confirmation. SARAH L. FOX, Guardian.

A Beautiful Skin.

Ladies, if you desire a transparent, clear and fresh complexion use Dr. Bourdon's French Aromatic Complexion Water. This effect a simple magical, possessing the wizard touch in producing and preserving a beautiful transparency and pellucid clearness of complexion, and the highest degree of firmness, brilliancy, soft and smooth skin where the reverse exists. Even the coarsest and most repulsive skin, marred by freckles, moths, blackheads, pimples, vulgar roughness, yellow and muddy skin are permanently removed, and a deliciously clear and refined complexion assured. Price per small box, 50 cents; large box, \$1.00. Price per small box, 50 cents; large box, \$1.00. Price per small box, 50 cents; large box, \$1.00. Price per small box, 50 cents; large box, \$1.00. Write for free circular.

The Parisian Drug Co.,

131 Montgomery St., San Francisco, Cal.

Santa Fe Route

Offers travelers choice of the following routes east. They are all famous for their scenic attraction. O. R. & N. view Ogden and Denver. Shasta Route view Sacramento, Ogden and Denver. Shasta Route view Sacramento, Los Angeles and Albuquerque. A daily line of through PULLMAN PALACE and TOURIST SLEEPER, from San Francisco and Los Angeles to Chicago. This is

The Short Line

from southern California To the East.

Apply to the agents of the O. R. & N. Co. or the undersigned, for folders and descriptive literature. J. J. DEVEREUX, Gen. Agt. Worcester, Bldg. Portland, Or.

Government Lands

With fine timber and running water in Hood River Valley, suitable for homestead and timber entries. We locate individuals of colonies on these lands. Large mining industries now being located here; also town and other lands for sale. Some of these Government lands are the choicest Apple land of the Famous Hood River Valley. W. R. WINANS, Land Locator, Hood River, Wasco Co., Oregon.