

The Weekly Chronicle.

Advertising Rates.

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THE REAL CAUSE.

A reader writes to the Review asking the real cause of the war now in progress between England and South Africa, and is answered thusly:

The real cause of the trouble is the friction which inevitably sets in when a people like the Boers—slow, unprogressive, unenlightened, suspicious, clannish and intolerant—are brought in general contact with a vigorous, daring, enlightened and progressive people like the British.

Necessarily the Boers and the English must rub elbows in South Africa. The Transvaal and the Orange Free State are nearly surrounded by British territory. A large portion of the residents of the British colonies of Cape Colony and Natal are Boers or Afrikaners, and a very large portion of the inhabitants of the Transvaal and Orange Free State are English.

The British or Uitlanders really outnumber the Boers in the Transvaal. They have built the railroads, opened the mines and erected cities. They own the chief property interests, and they pay the bulk of the taxes. Here, then, we have the extraordinary spectacle of a majority of the people of a country owning a majority of the property of that country, and paying a majority of the taxes to the government of that country, shut out from all participation in the affairs of that government.

Not only that, but the English in the Transvaal have been refused rights and privileges which are freely accorded to the Afrikaners in the neighboring British possessions.

The British cause was set forth in a single sentence by A. J. Balfour, first lord of the treasury, in a speech delivered October 11th at Haddington:

"Now that war, with all its consequences, all its loss of life, all its destruction of property, is upon us, we can say we never asked anything but justice, never desired anything but freedom; all we longed for was that equality under the Transvaal republic toward men of our race and speech which we freely gave to men of the Dutch race and speech in the neighboring colonies."

England has gone into this war with reluctance. That war was not premeditated on her part is proved by the circumstance that the struggle finds her unprepared in South Africa. And history will record that while England was still striving to secure a peaceful solution of the controversy the Transvaal government dispatched an arrogant ultimatum demanding impossible actions from the British government, and coupled the note with direct threats of immediate war. England replied to that with the only answer compatible with national dignity, and the Boers declared war.

Agnaldo will scan the election news from the United States four weeks hence with a good deal of interest. A victory for his friends, the Democrats in Ohio, Maryland, Kentucky, Nebraska, Iowa and the other states which vote this year would nerve the rebel chief to make some fierce fights against the Americans. It might, in fact, make him believe that he would yet have a chance to burn Manila and massacre all its white inhabitants. Oha's army, backed up by the Republican party of the United States, has baffled Agnaldo in his schemes of rapine and blood thus far, but a victory for John McLean and for Bryan's ticket in Nebraska would lead him to think that his friends were coming into power and that his day of triumph was near.

BOERS, BRITISH AND LIBERTY

When the Dutch settled at the Cape of Good Hope in 1652 Manhattan Island was still in Dutch possession, though before the century was out the English were masters in New York. It was not until 1814 that

Holland formally ceded Cape Colony to England. Population at the Cape previous to the cession was composed of Dutch, French Huguenots and English, and the friction between Dutch and English had long been troublesome. But eventually the English title to Cape Colony was as good as to its New York colony.

Boer discontent with British rule became acute in 1834 when slavery at the Cape was abolished. That led to the first Boer migration. Those who base the problem in South Africa on abstract principles of human freedom will observe that the Boers were violently opposed to the emancipation of their black slaves, with compensation, and that a large number went north to set up for themselves in territory where they forcibly dispossessed the native inhabitants. They settled Natal, left it on account of British claims of sovereignty, and founded in succession the Orange Free State and the Transvaal Republic. The British claims followed them and have seldom been disputed by absolute official action.

It was with the assistance of British arms that the Boers pushed back the savages and kept them in subjection, but Boers fought the British when full annexation was attempted. Mr. Gladstone yielded much in 1881 and 1884, but not all. By the convention of 1881 the Gladstone government admitted the existence of the Transvaal Republic, subject to British suzerainty. It was stipulated that the British crown should appoint a British resident, with veto power over the internal policy toward the Kaffirs; that the British government should control and conduct the entire Transvaal foreign policy, and reserve the right to move troops over Transvaal territory in time of war. The Boers showed so hostile a spirit over these restrictions that in 1884 Gladstone gave way in everything except this one clause: "The South African Republic will conclude no treaty or engagement with any state or nation other than the Orange Free State, nor with any tribe to the eastward or westward of the republic, until the same has been approved by her Majesty the Queen."

The claim of suzerainty was retained to this extent, by no means inconsiderable. The Boers secretly planned to get a seaport of their own and to secure a majority of the white inhabitants in South Africa for Boer sovereignty and confederation.

History gives no support to the theory that the Boers, in any special or general sense, are the champions of freedom. They resisted the abolition of slavery and have denied to immigrants the privileges extended in other republics. It is said that the Outlanders now constitute a majority of the Transvaal population, own half the land, nine-tenths of the property and pay nine-tenths of the taxes. They are practically disfranchised, with every prospect that should their numbers increase the Boers now in power would fortify their rule by devising new barriers to popular suffrage. A Boer votes at sixteen, while the son of an Outlander is beset with impediments that place the ballot almost beyond his reach. What remains of the suzerainty after Gladstone's yielding policy is now repudiated by the Boers. They hope for a general rising in the British colonies in South Africa and for confederated Boer sovereignty in that end of the continent. The imagined Boer contest for human liberty vanishes when the facts are impartially examined in the light of history.—Globe-Democrat.

IRELAND IMPROVING.

While Sir Thomas Lipton was waiting for a breeze during the recent successive days of calm he expressed his views of Ireland, and among other things said that emigration from that country had fallen off greatly during the past few years, says the Spokesman-Review.

A little over half a century ago, or in 1845, the population of Ireland, according to Mr. Pim, president of the Statistical Society of Ireland, was 8,295,061. In 1898 it was 4,543,782. The cause of this enormous decrease was emigration. Mr. Pim shows that between May, 1851, and

December, 1888, 3,754,899 Irish people left their native shores. About 1,240,000 emigrated in the decade preceding 1851, during which occurred the great famine.

The Irish emigration of the seventeenth century was principally to France. That of the nineteenth century has been almost exclusively to the United States. In 1876 and 1877 there was a slight increase in the island's population, but for the twenty-one years following the emigration exceeded the births.

Mr. Pim says that since 1895 there has been a perceptible increase in the population, and Sir Thomas Lipton confirms his views and attributes the decrease in emigration to the United States to the fact that the conditions of life in Ireland have become more favorable, especially for those classes from which the greater portion of emigrants were drawn. In other words there are greater inducements for the Irishman to stay at home than ever before.

According to Sir Thomas, the changes through which the Irish feel less inclined to leave the Emerald Isle are brought about by three causes. They are the favorable working of the land acts; the establishment of co-operative creameries in all parts of the country; the establishment of better local government.

The government under the later land acts has been purchasing land for the last ten years which is rented directly to the farmer at a reduction of from 35 to 50 per cent below former rates. The rents are fixed by commissioners appointed for that purpose, who adjust them according to local conditions and under terms that enable the tenant within a certain number of years to become absolute owner of the land.

Such a policy has begun to make the people more contented. It is resulting in doing away with some of the evils of absentee landlordism, and with an opportunity to own the soil and build up a permanent home the Irishman is filled with more hope than for many years heretofore.

The establishment of co-operative creameries, however, has been one of the strongest influences in checking emigration. The manufacture of butter has advanced to a marvelous degree of perfection and is likely to become the great industry of the people. The value of the annual product has increased to such an extent that the revenue from this industry for last year was \$3,000,000 greater than for the previous year.

With a release from the pinching poverty from which the Irish have suffered for so many years, with prosperity in pastoral industries, with improvement in municipal government whereby the people may enjoy a larger share of the responsibilities, with a reduction in rents and an opportunity to acquire and hold a home, it may be that the Irish question will settle itself naturally without political conflicts, and that the people may again enjoy that prosperity and contentment which was theirs before the years of oppression began.

Wanted.

A small band of sheep, between 4000 and 5000, on shares or rent. Inquire of F. LANG, Columbia Hotel, Oct 24 28 & w

Good Work Horses for Sale. I will be at Saltmarsh's stockyards with 15 head of work horses by the 18th of October. EMIL STROBER, Oct 12-18

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

Advertisement for \$2.45 Gold Plated watches. Includes an image of a watch and text describing the quality and price.

ANTELOPE'S SCHOOL.

Taught by Three Dalles Young Ladies and in a Flourishing Condition.

The Antelope public school opened last Monday, and is in a flourishing condition, judging from the reports given by those who have recently returned from there. The town and school district No. 30 are to be congratulated on their new four-room school building just finished. The board of directors, T. G. Coudon, J. M. Hamilton and H. C. Rooper, with Frank Irwin for clerk, have done well to complete the building so satisfactorily in so short a time.

Last year there were but two teachers, and the total enrollment for the year was 98. This year there will be three teachers and the number of pupils will be greater. Miss Julia Hill is employed as principal and will have charge of the sixth, seventh, eighth and ninth grades.

The state course of study will be used, even to the first year's work in the High school as outlined therein. Miss Hill is a graduate of The Dalles High school and has taken a four years' course at the university of Oregon. She has had considerable experience in graded school work and aside from thorough scholarship possesses tact, energy and discipline. Manual training is a special feature of her work.

Miss A. May Seehler, of The Dalles, who was assistant teacher there last year, will teach in the intermediate department, composed of the third, fourth and fifth grades. Miss Seehler has taught twenty-eight months, is a graduate of The Dalles High school and has had one year's work at Eugene. She is especially strong in mathematics, and in her quiet, unassuming way will make a success of her work, both in and out of the school room.

Miss Jessie Spink, of The Dalles, will teach the primary room, made up of the first and second grades. She has a ripe experience of forty-eight months, mostly in graded school work, having taught in The Dalles, Moro, Grass Valley and Monkland. Miss Spink also is a graduate of The Dalles High school and holds a state diploma. She has already proven herself a useful teacher.

We congratulate Antelope on securing the present corps of teachers and we understand these estimable young ladies agree not to marry before next spring.

A BREEZY PERFORMANCE.

But Enjoyed by All Who Appreciate Vaudeville.

If any went to the Vogt last night expecting to hear anything but vaudeville, they were disappointed, for so it was advertised and so presented to one of the largest audiences we have seen in the Vogt for a long while. More enthusiasm was also displayed than Dalles audiences usually show.

When the curtain first rose one received the impression that the performance was to be what might be termed a "rip-shorter"—a jangled mess of tumbling, yelling, shrill-voiced girls and loud-mouthed men; but as it proceeded each feature began to take on merit, until many very clever, clean and withal pleasing specialties were given. Such as would banish the bice, make one forget all sorrow or annoyance and laugh until their sides ached. It is to be regretted that vaudeville is taking the place of good wholesome plays with a plot worth following; but such a show as last night's, where nothing objectionable is introduced, but everything is pleasing, is better than a dose of medicine and will surely prolong life and make us all happier.

Some especially clever dancing was introduced, and the cake walk as a finale was splendid. Each actor seems to be an artist in his line, whether Irish, Dutch, American or what not; while the girls, from the giddier ones to the old maid, were good, barring a shrillness of voice which was anything but pleasing in the first act, where the leading lady was most prominent. She is, however, a cute little actress. The company must have done well in a financial way, judging from the audience which greeted them.

A DALLES WEDDING.

Mary Driver and Jan Kennedy Married at High Noon Yesterday.

At high noon Sunday a very happy but quiet wedding took place at the residence of Mr. and Mrs. T. J. Driver, on Third street, when Recorder N. H. Gates united in marriage their eldest daughter, Mary Allartish Driver, and James Kennedy, of Wanic.

At the close of the ceremony when congratulations had been offered, a wedding dinner was served, which was not lacking in quantity nor quality, being bounteous and most tempting. The remainder of the afternoon was spent in a pleasant manner, the following beside the immediate family being present: Mrs. Otis Patterson, Mrs. O. S. Wand and children, Chas. Twineham, T. Batty, J. Straus.

Mr. and Mrs. Kennedy left on the afternoon train for a trip to Portland, Astoria and Salem, and upon their return will make their home at Wanic, where Mr. Kennedy is a very prosperous farmer, and an enterprising business man, having graduated from the Portland Business College in the same class with her who is now his wife. She is a young lady of splendid education and fine character, well suited to make a helpmate of whom the groom is justly proud.

The Chronicle joins in congratulations.

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INDEPENDENCE PASSENGER. Express train Daily (except Sunday).

DAILY. IDEAL, except SUNDAY. DINING CARS ON OGDEN ROUTE. PULLMAN BUFFET SLEEPERS AND SECOND-CLASS SLEEPING CARS.

Direct connection at San Francisco with Oceanic and Oriental and Pacific mail steamship lines for JAPAN and CHINA. Selling dates on at pilotage.

Rates and tickets to Eastern ports and Europe. Also JAPAN, CHINA, HONOLULU and AUSTRALIA.

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PASSENGER DIVISION. Passenger Depot, foot of Jefferson street.

Leave for Portland, week days, at 4:30 p.m. Arrive at Portland, 9:30 a.m.

Leave for ASTORIA on Monday, Wednesday and Friday at 8:30 a.m. Arrive at Portland, Tuesday, Thursday and Saturday, at 3:00 p.m.

*Except Sunday. **Except Saturday.

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Through Ticket Office, 154 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, or N. WHEALDON.

The Dalles, Portland and Astoria Navigation Co.

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.

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Portland Office. The Dalles Office. Oak St. Lock. Court Street.

W. C. Alloway, General Agent.

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O.R.&N.

Part Mail 11:30 p.m. Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.

Express Flyer 8:00 p.m. Walls, Walla, Spokane, Missoula, St. Paul, Duluth, Milwaukee, Chicago and East.

8 p.m. FROM PORTLAND. Green Mountains. For San Francisco—January 22, and every 7 days thereafter.

8 p.m. Ex-Sunday Columbia Rv. Steamers To Astoria and Way Landings.

8 p.m. Ex-Sunday WILLAMETTE RIVER. Oregon City, Newberg, Salem & Way Land's.

7 a.m. Tues, Thurs, and Sat. WILLAMETTE and VAN WICK RIVERS. Oregon City, Dayton, and Way Landings.

8 a.m. Tues, Thurs, and Sat. WILLAMETTE RIVER. Portland to Corvallis, Tye, Thur and Sat.

LV Riparian daily. SPANISH RIVER. Riparian to Lewiston. Leave Lewiston daily.

Parties desiring to go to Newport should take No. 4, leaving The Dalles at 3:30 p.m. making direct connections at Eugene station.

No. 22, through freight, east bound, does not carry passengers; arrives 2:00 a.m., departs 2:30 a.m.

No. 24, local freight, carries passengers, east bound; arrives 4:00 p.m., departs 4:30 p.m.

No. 25, west bound through freight, does not carry passengers; arrives 5:30 p.m., departs 6:00 p.m.

No. 26, west bound local freight, carries passengers; arrives 5:15 p.m., departs 5:45 a.m.

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

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