

The Weekly Chronicle.

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PROSPERITY TALKS.

In the republican national platform adopted four years ago it was declared that "Every consideration of public safety and individual interest demands that the government shall be rescued from the hands of those who have shown themselves incapable of conducting it without disaster at home and dishonor abroad, and shall be restored to the party which for thirty years administered it with unequalled success and prosperity." Such was the republican promise in 1896. It has been fulfilled. The new republican platform refers to the redemption of the pledge in a "prosperity more general and more abundant than we have ever known," to "splendid triumphs in business and commerce" and "an unsurpassed record of achievement." All these expressions are justified. The facts and figures are before the people. The results of prosperity and successful government are as plainly visible on every hand as were the signs of business decline and distress that made the previous administration a national nightmare.

Fourteen millions of voters can look back over the road by which prosperity came. The democratic platform of 1896 asserted that business would continue to decline until the mints were opened to free silver and a flood of 45c dollars poured out. The Chicago platform was reaffirmed at Kansas City, old ratio and all. But never before was such an unutterable foolishness offered to the voters of the United States a second time. They will be asked to discredit what they see and know, to dash aside prosperity for something untried but recommended to be better, to put back the reins of government into the hands of the party of incompetence and calamity. When the human mind prefers decay to thrift, idleness to activity, loss to advancement, anxiety to contentment, debt to a surplus, and misery to good times, it may consent to take the advice of the democratic party in preparing for political action this year. The greatest prosperity the country has ever seen will be good enough for the majority.

CLERGYMEN FOR EXPANSION.

The opponents of expansion are assuming that the conscience of the nation is against retention of the Philippines; that the whole course of President McKinley's administration on that question is dictated by sordid commercialism. Thus the Kansas City platform asserts that "the greedy commercialism which dictates the Philippine policy of the republican administration attempts to justify it with the plea that it will pay;" and Carl Schurz exclaims, "Why don't they dare to discuss the moral aspect of the imperialistic policy if they feel themselves in the right?"

If it were true that the moral sense of the supporters of expansion had been strangled by their greed for commerce, it would follow that the pulpit would be thundering against it, says the Review. It is not, and an extensive canvass just made by the New York Herald shows that a large majority of the ministers who were consulted were for expansion. Through its correspondents, the Herald submitted the question to fifty men in each of fifteen large cities—ten men in each of five groups—namely, business men, clergymen, lawyers, physicians, and laboring men. One hundred and sixteen clergymen were interviewed. Thirty-two were opposed to expansion, sixty were for it, and twenty-four (chiefly Roman Catholic) were non-committal. Clergymen were interviewed in Atlanta, Baltimore, Boston, Chicago, Denver, Galveston, Memphis, Milwaukee, New Orleans, New York, Philadelphia, San Francisco, Savannah, St. Louis, and

St. Paul, reflecting the moral view of the question in every section of the Union.

All told the Herald obtained the views of 726 persons; 324 were for expansion, 333 were opposed, and 69 were non-committal. Of the business men, 94 were for and 61 against; lawyers, 54 for, 73 against; physicians, 74 for, 43 against; clergy, 60 for, 32 against; and laboring men, 34 for and 111 against. Apparently, the laboring men of the country are strong against expansion, fearing that their labor would be brought in conflict with the cheap labor of the islands, and apparently losing sight of the fact that at this moment the Philippines are free to enter the United States, and always have been, as also are the teeming millions of India. But they don't come. However, the opposition of the workmen is based on grounds of expediency. It is when the clergymen are consulted that we obtain the opinions based on moral grounds and the sentiment is strong for the retention of the islands.

The misfortune suffered by the United States' crack battle-ship, the Oregon, will give sorrow to the country. Its journey half way around the world during the Spanish war and its service in the battle of Santiago has given it a prominent place in history. Probably it was, at the time when it figured in those events, the most effective war vessel possessed by any country in the world. The United States has several vessels of the type of the Oregon, and some of them are more modern in their design or equipment. We have no ship, however, which has a greater name, and the damage which it has suffered will be a cause of sincere regret all over the country. There is a chance that the Oregon will still be able to do good work in the war in China if the services of any American naval vessels is needed.—Globe Democrat.

A statement made—and still unchallenged—at the Republican National Convention in Philadelphia, that \$4,000,000,000 have been paid by Americans to foreign shipowners during the past thirty-five years, and that during the next twenty-five years \$5,000,000,000 more will be paid if there is no change in our shipping laws, fully justified the platform demand for remedial legislation. Nine-tenths of our foreign carrying trade is now done by foreign ships. This means the payment of \$200,000,000 a year to foreign shipowners for doing American carrying.

The three most important declarations of the republican national platform to the people of Oregon and the Pacific coast are these: (1) "We renew our faith in the policy of protection to American labor;" (2) "The national defense and naval efficiency of this country, moreover, supply a compelling reason for legislation which will enable us to recover our former place among the trade-carrying fleets of the world;" and (3) "We favor the construction, ownership, control, and protection of an isthmian canal by the government of the United States."

Admiral Dewey says he would not accept the second place on the Kansas City ticket. He will be glad not to have first place when he reads the platform.

What Is It?

Friday last W. J. Perry exhibited at this office several heads of wheat that were literally covered with a very small green bug, which some farmers have pronounced to be the Hessian fly. We are not up on bugology, and so do not feel prepared to speak authoritatively upon the name or nature of the insect which has put in an appearance in various localities in this county. In this instance the grain did not appear to be injured, yet it seems hardly possible for a field to escape damage where so many of the bugs have established a habitation. We have heard farmers deny that the insect is the real Eastern Hessian fly, yet these same gentlemen have been unable to name the pest. One thing is sure, the infinitesimal insect is here in abundance, and time alone will tell whether its presence has worked injury to the grain or not.—Davenport Times.

For Rent.

A five-room cottage on Alford street, with bath room and patent closet, at \$10 a month. Apply to Levi Christman, 2311

DELEND A EST CATHAY.

For several weeks past public attention has been attracted to China, and South Africa and other portions of the globe have sunk into insignificance. The fate of the foreign legations in Peking, the Boxer revolution in the Celestial empire and the conflict of Buddhism, Confucianism and Taoism in the far East against Christianity and Christian civilization has claimed the attention of the world. Whether the capital of the Chinese empire has become a slaughter pen for the foreigners residing there, and whether the women and children, who are under the protection of the legations, have suffered a fate worse than death at the hands of fanatical and devil-worshipping Asiatics, are questions in which the civilized world feels the greatest anxiety, and which cause the most harrowing suspense.

Terrible, outrageous wrongs have been committed within the Chinese empire, and these demand the speediest redress by the nations of the world. The flag of almost every European country and of the American republic has been grossly insulted, and subjects of England, Germany and France and citizens of America have been butchered by Chinamen, and it makes little difference whether these were loyal to the reigning empress or allied to the revolutionary forces of Prince Tuan, known as Boxers. A great many of these unfortunate victims were Christian missionaries; but this is no excuse or palliation for the crimes which have blotted the pages of Chinese history for the past few months. If there is to be any discrimination—and we do not say there should be—regarding religion, in the protection that civilized nations guarantee their citizens or subjects, the Christian should receive the greater consideration; for, whether we be atheists, deists, Mohammedans or Buddhists, the fact stands out boldly that in the march of modern civilization the Christian missionary has been, without an exception, the forerunner of the school house, the factory and the railroad. It was so in Australia, New Zealand, Africa and the East and West Indies. Aside from this incontrovertible fact, China has made solemn treaties with each of the nations against which her subjects are warring, and in these she has guaranteed protection to the foreigners seeking her shores.

It is true that China boasts of a civilization as old as the Pyramids, and it may be a fact that the Chinese were what they are now when the shepherd kings ruled over Egypt, before Noah planted his vineyard on the slopes of Ararat, or long before Moses tended the flocks of his father-in-law, Jethro, or any of the old Biblical worthies lived; yet, as a rule, she has blocked the wheels of progress in every era of her eventful history. Chinese have reaped some advantages from the teachings of Confucius, Buddha and Mahomet; but as a race they have clung tenaciously to their old customs and superstitions. The imprisoned emperor, with Li Hung Chang, represents today a small minority who are in favor of modern advancement; but the millions sympathize with the reigning empress and Prince Tuan, the commander of the Boxers, who are in favor of old China, with the filth of its cities, the terrible subjection of its people and its horrible devil-worship.

China's fate is sealed. It must follow the destiny of other unprogressive peoples. The nations of Europe and our own country are aroused, and no halt will be called. The blood of Americans, Englishmen, Germans and Frenchmen crieth from the ground for vengeance, and a terrible reckoning will be had. It may be that Russia, more closely allied by the Tartar ancestry of its people, will be the foremost among the avengers; but, if so, the great White Czar will be the instrument of providence in cleansing this plague-spot from the map of Asia. Perhaps a constitutional government is not adapted to the best interests of these Mongolian hordes, and the autocratic rule of St. Petersburg may be the wiser and the better for the people.

China must batter down her wall of seclusion. She must give way to railroads, telegraphs, churches and

school houses, and the logic of history will place her fate similar to that of the Druids of Britain, and the Aztecs of Mexico.

This is a commercial age, and the United States is now a world-power, similar to Great Britain and other nations. In the breaking up of China, we must watch carefully that we have equal privileges with others, and with our fleet and army at Manila we are in a position to demand this. No doubt due consideration will be paid to this in the final outcome; but this is the vital point that we must guard.

A GRAND SUCCESS

And an Event Never to be Forgotten by Those Who Were So Fortunate As to Be There.

Such was the first annual excursion given by the Young Men's Christian Association of this city. The steamer Dalles City had her full limit of passengers, and as she swung out into the current of our own beautiful Columbia, with the Dalles band playing selections that were full of harmony, it did seem that the excursionists were to be favored with one of the best times they had ever had, and ere enough we were not disappointed. After making a few way landings between The Dalles and Cascade Locks, we made fine time to Portland, arriving there at 4 p. m., giving us three hours time in Portland, which was improved to the best ability of the different passengers. Some went to the city park; some witnessed the boat racing, while others inspected the show windows, and some took a look at Portland from the heights and the Oregonian building.

Leaving Portland at 6:55, on good, comfortable coaches, we arrived in Astoria at 10:30 p. m., where we were met by the reception committee of forty members. Headed by Mayor Bergman and Herman Wise, we were marshaled into line and headed for the 4th of July headquarters on Commercial street. Arriving there we were assigned to the rooms that had been provided for us beforehand, and in a little while the majority of our people were sleeping the sleep of the just.

The 4th of July committee at Astoria are to be congratulated for their enterprise, honesty and philanthropy. Nothing was too good for the boys and girls with a red badge. We found no graft anywhere; everything was very reasonable. And the Astoria people did all they agreed to, (and a great deal more). The rain early in the morning gave us a chance to peep out from under umbrellas at the ships lying in the harbor, and especially at the cruiser Philadelphia, which, to all land lubbers, was a great ship, with her six-inch and six-pounder guns standing out in deadly menace to Uncle Sam's evil doers.

At 11 o'clock the parade was formed, the place of honor being accorded to the visitors from The Dalles by placing the D. C. & A. C. band at the head of the procession. The mayor and officers of the Philadelphia and Fort Stevens came next, followed by members of the G. A. R., marines from the cruiser, artillery from Fort Stevens, O. N. R., floats of various kinds, Astoria military band of eighteen pieces, social and fraternal orders, etc. This, like everything else, was a grand success. After the parade we adjourned to the opera house, where we listened to more than an ordinary program. And so it went all day. A vast series of entertainments, either on the Philadelphia or at other places, until evening when came fireworks of beautiful designs, many balloons, etc.

A fine time was had on the way home. The evening on the Dalles City is one that will be remembered as a star of social times, listening to the inspiring strains from our own band (the peer of the state), taking in the beautiful scenery at intervals, again watching the love-sick swain and his prospective bride, and again laughing at some timely joke, or at the antics of the would-be cake walker, until the beautiful twilight of the west had arrived, when we gathered in the cabin and listened to funny stories told by the Mark Twain of the company; then to quadrangms, passing of the thimble, etc., until home was in sight, when "Home Sweet Home" and national airs were sung by all present, winding up with a concert by the band.

EXCURSIONISTS.

Advertised Letters.

Following is the list of letters remaining in the postoffice at The Dalles un-called for July 7, 1900. Persons calling for the same will give date on which they were advertised:

- LADIES.  
 Hamilton, Mrs W C Lewis, Mrs John W Hughes, Myra Meyer, Mrs Bertha Wall, Mrs C M  
 GENTLEMEN.  
 Allen, H V  
 Bonner, Mr  
 Hanson, Max  
 Humphrey, Lon  
 Jarvis, L C  
 Maggeth, Gottardo  
 Staton, John  
 Tenney, Rev W A  
 Watters, J E  
 Belecho, C H  
 Clark Fred N  
 Hubbard, M D  
 Hoyt, John  
 Martin, Alex F  
 Pickens, Lon  
 Skinner, Nathan  
 Watters, J E  
 H. H. RIDDELL, P. M.

Clark & Falk's drug stock is new, fresh and complete.

**CASTORIA**  
 For Infants and Children.  
 The Kind You Have Always Bought Bears the Signature of  
**Wm. H. H. H. H. H.**  
 In Use For Over Thirty Years  
**CASTORIA**  
 THE CENTAUR COMPANY, NEW YORK CITY.

900 DROPS  
**CASTORIA**  
 A Vegetable Preparation for Assimilating the Food and Regulating the Stomachs and Bowels of  
**INFANTS & CHILDREN**  
 Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC.  
 Recipe of Old Dr. SAMUEL PITCHER  
 Peppermint Seed -  
 Licorice -  
 Sassafras -  
 Symplocaria -  
 Castor Oil -  
 Steeped in Water  
 A Perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and LOSS OF SLEEP.  
 Fac Simile Signature of  
**Wm. H. H. H. H.**  
 NEW YORK.  
 16 months old  
 35 Doses - 35 CENTS  
 EXACT COPY OF WRAPPER.

**Good News to Good Dressers...**  
 I extend a cordial invitation to all to inspect the samples of Woolens from the CROWN TAILORING CO., Chicago's famous Custom Tailors.  
 Suits to Measure, \$8.75 up.  
 Fit, workmanship and entire satisfaction guaranteed.  
**JOHN PASHEK, Merchant Tailor, Agent.**

**Retiring from Business.**  
 Closing out my Entire Stock Regardless of Cost.  
 Dry Goods, Clothing, Boots and Shoes, at much less than wholesale prices. Will sell in bulk or in lots, or any way to suit purchasers.  
 Entire stock must be closed out before thirty days.  
 All goods will be sacrificed except Thompson's Glove-fitting Corsets and Batterick Patterns. Your prices will be mine. Call early and secure bargains.  
**J. P. McINERNY,**  
 Corner Second and Court Sts.

**Before you** place any orders for a tombstone or for curbing, fencing or other cemetery work, call on Louis Comini. I will not only give you all the information you need but I will quote you prices you cannot beat anywhere. Let no one bluff you. It will take only a few minutes to call and see me. If you have a neighbor who ever did business with me consult him as to the price and quality of my work and abide by the result. : : : **Louis Comini**

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 Steamers of the Regulator Line will run as per the following schedule, the Company reserving the right to change schedule without notice.

| Str. Regulator.   | Ship your Freight via Regulator Line.  | Str. Dalles City.   |
|---|--|---|
| DOWN<br>Lv. Dalles at 7 A. M.<br>Tuesday<br>Thursday<br>Saturday<br>Arr. Portland at 4:30 P. M. | UP<br>Lv. Portland at 7 A. M.<br>Monday<br>Wednesday<br>Friday<br>Arr. Dalles at 5 P. M. | DOWN<br>Lv. Dalles at 7 A. M.<br>Monday<br>Wednesday<br>Friday<br>Arr. Portland at 4:30 P. M. |

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