

The Weekly Chronicle.

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OREGON WANT NONE OF HIM.

Our esteemed contemporary, the Baker City Republican, has dropped into the habit lately of viewing the necessities of this great commonwealth of ours from various points of view and urging the necessity of liberal appropriations from congress for measures that are absolutely necessary for the development of our resources. Then, as if by natural sequence, the coming senatorial contest is introduced and a pen picture is given of the only kind of senator that will be able to urge these necessary appropriations from a reluctant congress and then by a dexterous twist of the pen the living image of Ex-Senator Corbett stands revealed.

After performing one of these feats of editorial legerdemain last Thursday the Republican seems to have realized for a moment that somebody in the crowd was making faces at the image it had conjured up and it gave vent to the following little side-speech:

"There are those who oppose this election because he (Mr. Corbett) is a man of wealth. In fact that is the only objection we have heard raised," and then the Republican very justly roasted the Bryanites and populists for their "silly mania that the successful men shall not be eligible for office."

But where has the Republican been all these years if it never heard an objection against Mr. Corbett save that he is a man of wealth? Has the Republican never heard of the legislative hold-up of 1897? Is it not a matter of common report, we had almost said of common knowledge and belief, that this "man of wealth" furnished the sack that Jonathan Bourne used to such advantage for defeating the will of the majority of the legislature and accomplishing a most revolutionary and unrepudiated proceeding? Does the Republican not know that Mr. Corbett was himself a candidate for the senatorship, a candidate, by the way, who would not be thought of in a thousand years were it not that he is a man of wealth, and that to defeat Mitchell every populist in the lower house, by the open, twice-published confession U'Ren of Clackamas, who was one of them, was bought off from taking the oath of office and assisting in organizing the house, and that the active agent in accomplishing this work was a man who was, at the time, practically a pauper? Is it not a fact that the headquarters of this practical pauper was an extensive building filled with every luxury that could tickle the palate and debase the senses, as well as with a harem of cyprians from the purlieus of Portland for the gratification of the grosser beasts?

Does the Republican believe that it could find a score of men in Oregon who are in any measure acquainted with the history of the legislative hold-up who could be got to testify that they do not believe that it was Corbett's money that was used in this and other ways to debase the legislature? It is the solemn and honest belief of the editor of THE CHRONICLE that this man Corbett has done more to corrupt the politics of this state than any man living, save, possibly and always, Senator Simon. And this is the man a clamorous republican faction would fust on the people of Oregon for senator. May a merciful heaven forbid!

Prosperity turns aside for a moment to glance once more at Kansas, says the Sun. Here is Jerry Simpson selling his Medicine Lodge farm in the southern part of the state, quitting the bucolic life of vote seeking among the populists and going into business, actual business, in Kansas City. And what is more, he has bought a three-fifths interest, purchased the real shares of stock, in

the Union Livestock Company. Jerry has become a corporation all by himself! Let him not be guilty of the awful crime of trying to make all the money he can, which, according to the farmer, but oppression for the middleman and the corporation. The next thing Kansas populists know Jerry may try to break into the republican party.

This question of the passage of a shipping subsidy bill, says the New York Sun, is not a question whether the country shall undertake the task of increasing the business of a few shipbuilders and making them rich. It is not a question of benefiting the seacoast at the expense of the rest of the country and of adding to the wealth and business of a few seaports. It is a question of developing trade that is of the most far-reaching consequences. This matter reaches deep into the interior and affects directly the farmer thousands of miles inland and workingmen in every part of the country. A hundred industries are concerned in various ways. There is a vital relation between the farmer of the Central West, the iron ore miner of the North, the lumberman North and South and the restoration of the American flag to the commerce of the ocean.

The hand of destiny points toward the sea. Let the flag go up, not on ships bought and brought from other countries, but on ships made here from truck to keelson. Let the hammers ring and let every rivet driven home proclaim the fallacy of the free ship policy and make stanch and right the truer policy of the restoration of our merchant marine by wise and prompt legislation.

If THE CHRONICLE had any thought of supporting Mr. Corbett, of Portland, for the United States senate, it would hardly dare say so, under the circumstances. The reader will ask, "Why?" This paper has been reliably informed, and firmly believes, that there has been a general canvass of this state by Mr. Corbett's agents, the principal purpose being the purchase of newspaper thunder in the interest of Mr. Corbett. THE CHRONICLE cannot be bought, and proposes to be above suspicion by keeping clear of any sort of support of Mr. Corbett. Besides, he is totally unfit for the United States senate, but is an easy mark for the bosses, hence the opening of the bar!

When Oregon had only one senator, we heard an awful roar about it from Mr. Simon's friends, but this does not seem to apply when Mr. Simon has "axes to grind." He remains in Portland and will stay there till the first of the year, while Oregon is represented faithfully by Senator McBride, in the higher branch of congress. It is well for the people to be acquainted with these facts.

Submarine Boat Lecture.

New York, Dec. 10.—J. P. Holland, inventor of the submarine boat, gave before a large gathering of students and friends of Manhattan College last night the introductory lecture to a course in naval architecture, which is being established in that institution. [Speaking of the submerged boat, he felt sure that its day had come. Six of his submarine boats had been ordered by the government, and though inadequate in number for the protection of the long coast line, they would, however, promptly and efficiently deal with any attacking fleet. Other nations were also equipping their navies with this naval arm. Besides its utility in defense and attack, Mr. Holland affirmed that the submarine boat was eminently fitted for passenger traffic. For trans-oceanic travel, however, it would be a commercial failure, but for short passages it would be invaluable. The next seas that run between Dover and Calais or between Holyhead and Dublin would no longer be the bugbear of tourists, for the boat would keep steadily on its waves that rage at the surface.]

GOING EAST.

If you intend to take a trip East, ask your ticket agent to route you via The Great Wabash, a modern and up-to-date railroad in every particular.

Through trains from Chicago, Kansas City, Omaha or St. Louis to New York and New England points. All trains run via Niagara Falls and every through train has free reclining chair cars, sleeping and dining cars.

Stop over allowed on all tickets at Niagara Falls.
ROSE C. CLISE,
Pacific Coast Pass. Agt.,
Los Angeles, Calif.
C. S. CRANE, G. P. A., St. Louis, Mo.

SHIP SUBSIDY MENDACITY.

If the ship subsidy bill is as bad as some of our democratic contemporaries are trying to make it, surely it is not necessary to lie about it in order to make it appear worse. An article in a Baker City paper, credited to the Salt Lake Herald, after characterizing the bill as "the most gigantic steal that has ever been masked in the guise of paternal legislation" adds that:

"The total cost to the people of the United States in the payment of subsidies during the life of the measure has been estimated at more than \$1,500,000,000."

"Estimated" by whom, we should like to know? The "estimate" would have been just as correct if ten more ciphers had been added to the right of it. The bill distinctly provides that the aggregate amount of the subsidy shall not, in any one year, exceed \$9,000,000, and as it provides that subsidized vessels shall carry the United States mails free of charge, as against a present annual cost to the government of a million and a half dollars, the net annual amount of the subsidy would never exceed \$7,500,000. The "estimate" of the Salt Lake paper is therefore correct only on the supposition that the bill, when it becomes a law, shall have an existence of exactly 200 years!

The Herald estimates, presumably on its own hook, that the Standard Oil Company alone will reap a round million from the ship subsidy "steal." Possibly, for it must be admitted that the Standard Oil Company generally gets there with both feet, but in that case the company will either have to build the number of new vessels necessary to earn the million dollars of subsidy or change the present form of their vessels, which are simply huge oil tanks, and in the latter case they would be required, besides, to build new tonnage equivalent to at least 25 per cent of their present tonnage, the end and aim of the bill, whatever its wisdom, being the increase of the number of ocean going vessels that carry the American flag.

Another Hold-Up.

We had another hold-up last night and, unless some radical measures are taken, we shall have them right along, for the town is full of hobos and it is not safe for any one to be alone on the streets after dark.

Fred Stewart, a young man representing the Merchants' Supply House, of Portland, is rooming while here in the Chapman block. He went to the Umatilla House last night to see a gentleman friend, and finding that the friend had retired for the night, Mr. Stewart returned to his room, traveling east on First street to Washington. It was nearly midnight, and as he passed the club rooms two men sprang out from behind the big wooden pillars. One of them shoved a pistol in his face and ordered him to hold up his hands, while the other relieved him of \$45, all the money he had on his person.

Mr. Stewart describes one of the men as rather tall, with black whiskers, whether false or real he could not tell. The other was of medium height and wore a black mustache. Both wore large, white cow-boy hats and loggers' boots, laced in front.

No trace of the robbers has been found.

"Gumption."

Alexander Blackburn, of Lowell, Mass., lectured at the Members' Course entertainment in Association hall last night and delighted a large audience. Mr. Blackburn is a fluent talker and is master of a vein of humor which supplied the audience with pleasure enough to make them attentive during the thoughtful talk with which it is interspersed. His subject was "Gumption."

—Journal, Providence, R. I.

At the Calvary Baptist church December 19th.

Wants Supplied.

Should you want city real estate of any kind, Eastern Oregon farm, timber or pasture lands, reliable mining stocks, safe investments on real property, reliable fire insurance companies, your collections and conveyancing attended to promptly, your property rented and carefully looked after, a trustworthy firm with which to do business, address Hudson & Brownhill, The Dalles, Or.

Card of Thanks.

I desire very earnestly to thank my good neighbors and many friends for their kindness and good treatment towards me during my illness, and especially to Dr. Hugh Logan, whose treatment has been so successful.

MARTIN JAKESHA.

Twenty-five per cent off on all capes and jackets at The Fair.

The Sewer Question Again.

THE DALLES, Dec. 10, 1900.

TO THE EDITOR:

A communication signed "X" in your paper again opens the sewer question. First, "X" says that the system adopted by the council and beaten by the taxpayers would probably be the cheapest and best. Now, Mr. Editor, all thinking men know that we need sewers; but why should this city adopt a plan of sewerage where the fall, according to "X," is but three inches to the hundred feet, (see plans at recorder's office) when nature has provided an abundant fall from bluff to river.

Again, "X" says it would be expensive to go under the railroad at various points. I will cite "X" to the fact that the scouring mill went under the railroad track a whole street at an expense of not more than \$28, exclusive of the pipe, and I believe that the same can be done at most other points when necessary to cross. Laying a drain down Mill creek (if the privilege can be got without expense) I believe would cost more and would be carrying all of our eggs to market in one basket, whereas by the present system we divide the risk.

As to the payment of cost, I say let all pay that attach, or expect to, as a sewer if good for one is good for all.

Reception to Professor Meakin.

Prof. John P. Meakin, head camp lecturer of the Woodmen of the World, arrived in our city last Saturday evening, and spent Sunday with our local Woodmen, who gave him a reception at the Umatilla House last night, after which the party went to Fraternal hall and spent a couple of hours with the professor, listening to a short address, a sweet song and his favorite poems. The following Woodmen were present: Prof. John Meakin, Timothy Brownhill, John Filloon, J. F. Huston, F. H. Wattle, W. A. Bell, C. L. Phillips, James Snipes, C. H. Brown, Chas. F. Stephens, James Taylor, Hans Hansen, Chas. Alek, J. L. Harper, Dr. J. A. Geisendorffer, J. H. Harper, J. B. Golt, Wm. Harper, Louie Comini, O. McNeal, B. Marchie, G. F. Gunther, A. A. Urquhart, H. L. Kuck, D. C. Wigle, S. L. Young, H. D. Parkins, Geo. Howlett, W. H. Patison, Jas. H. Blakeney, Bert Bagley, John Pashek.

Southern California.

Notable among the pleasures afforded by the Shasta Route is the winter trip to Southern California and Arizona. Renewed acquaintance with this section will ever develop fresh points of interest added sources of enjoyment, under its sunny skies, in the variety of its industries, in its prolific vegetation and among its numberless resorts of mountain, shore, valley and plain.

The two daily Shasta trains from Portland to California have been recently equipped with the most approved pattern of standard and tourist sleeping cars, but the low rates of fare will still continue in effect.

Illustrated guides to the winter resorts of California and Arizona may be had on application to

C. H. MARKHAM, G. P. A.,
Portland, Oregon.

A Village Blacksmith Saved His Little Son's Life.

Mr. H. H. Black, the well-known blacksmith at Grahamsville, Sullivan Co., N. Y., says: "Our little son, five years old, has always been subject to croup, and so bad have the attacks been that we have feared many times that he would die. We have had the doctor and used many medicines, but Chamberlain's Cough Remedy is now our sole reliance. It seems to dissolve the tough mucus and by giving frequent doses when the croupy symptoms appear we have found that the dreaded croup is cured before it gets settled." There is no danger in giving this remedy for it contains no opium or other injurious drug and may be given as confidently to a babe as to an adult. For sale by Blakeley, the druggist.

Catarrh Cannot Be Cured.

with local applications, as they cannot reach the seat of the disease. Catarrh is a blood or constitutional disease, and in order to cure it you must take internal remedies. Hall's Catarrh Cure is taken internally, and acts directly on the blood and mucous surfaces. Hall's Catarrh Cure is not a quick medicine. It was prescribed by one of the best physicians in this country for years, and is a regular prescription. It is composed of the best tonics known, combined with the best blood purifiers, acting directly on the mucous surfaces. The perfect combination of the two ingredients in what produces such wonderful results in curing Catarrh. Send for testimonials, free.

F. J. CHESNEY & Co., Props., Toledo O.
Sold by druggists, price 75c.
Hall's Family Pills are the best. 12

Working Night and Day.

The busiest and mightiest little thing that ever was made is Dr. King's New Life Pills. Every pill is a sugar-coated globe of health, that changes weakness into strength, listlessness into energy, brain-fag into mental power. They're wonderful in building up the health, only 25 cents per box. Sold by Blakeley, the druggist. 3

Don't Rub It In.

Just wet the affected part freely with Mysterious Pain Cure, a Scotch remedy, and the pain is gone. Sold by Clarke & Falk.

900 DROPS

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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 **DR. SAMUEL PITCHER**

Pumpkin Seed -
Aloes -
Rhubarb -
Sulphur -
Ginger -
Cinnamon -
Licorice -
Mint -
Peppermint -
Sage -
Tamarind -
Wormwood -
Zinc -

A perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and **LOSS OF SLEEP.**

Facsimile Signature of
Dr. H. H. H. H.
NEW YORK.

At 6 months old
35 Doses - 35 CENTS

EXACT COPY OF WRAPPER.

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For Infants and Children

The Kind You Have Always Bought Bears the Signature of

Dr. H. H. H. H.

In Use For Over Thirty Years

CASTORIA

THE CENTAUR COMPANY, NEW YORK CITY.

PEOPLE COMING AND GOING.

Saturday's Daily.

Mrs. A. Curtis, who has been visiting her daughter, Mrs. W. A. Kirby, returned today to her home in La Grande.

Mrs. Chas. Hilton and daughter, Miss Florence, who have been visiting here for a few days, returned on this morning's boat to their home in Portland.

Hon. F. N. Jones and his bride arrived here today on the noon train and will make their home in The Dalles for the winter, at the M. A. Moody residence on Second street.

Mr. and Mrs. E. C. Brigham, who have been here for several months while Mr. Brigham was attending to his business of wool buying, will leave for their home in the East next Monday.

Henry Lorenzen left yesterday on a visit to his mother at the old home on the island of Koeh, province of Schleswig, which he left twenty-two years ago. He expects to be gone about three months.

Mr. Henry Galick returned a few days ago from a four months' visit among friends in New York state. He returns well and hearty and reports having had a very pleasant time. He had not been back there for forty-three years, and yet he found several old school companions and relatives that did all in their power to make his visit a pleasant one.

Monday's Daily.

W. A. Bell, a prineville attorney, is in the city attending to legal business.

George A. Young, the sheep king of the Lake Okechobee country, is in the city.

Mrs. L. Adams and son, Harold, of Portland, are guests of Mrs. C. F. Stephens.

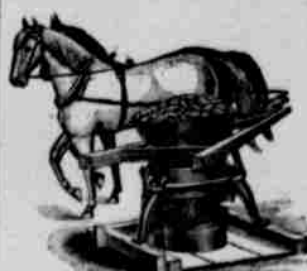
Four of the Driver brothers, S. D., E. M., S. B. and A. B. Driver are in town today from Wamie.

Phil Metschan, ex-secretary of state, was in town yesterday from Portland and proceeded on the road today on the noon train. He was accompanied by J. S. Cooper, the banker of Independence.

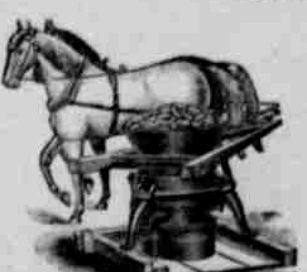
A. M. Stringer, the retiring partner of The Dalles Distillery Company, left this afternoon for San Francisco where he will consult physicians regarding his health and afterwards travel south to have the benefit of a dry and warm climate wherein to spend the winter.

Subscribe for THE CHRONICLE

A BIG SALE OF STAR FEED MILLS.



For the next thirty days we are going to offer the greatest bargain in Grinding Machinery ever offered in the State of Oregon. We want every farmer to have a Star Feed Mill, because it will help to pay your taxes; it will save you time; it will make your old horse faster; it will please your wife to get cracked grain for her chickens; and this is a sure way of getting it at a sacrifice. For we are positively going to close out the mill now on hand at ACTUAL COST. A change in the business compels us to do this, and now is the time for you to reap the benefit. For further particulars inquire or write to



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The Dalles, Oregon.