

The Weekly Chronicle.

Advertising Rates.

Per inch.	
Over one inch and under two inches.	1.50
Over two inches and under three inches.	2.00
Over three inches and under four inches.	2.50
Over four inches and under five inches.	3.00
Over five inches and under six inches.	3.50
Over six inches and under seven inches.	4.00
Over seven inches and under eight inches.	4.50
Over eight inches and under nine inches.	5.00
Over nine inches and under ten inches.	5.50
Over ten inches and under eleven inches.	6.00
Over eleven inches and under twelve inches.	6.50
Over twelve inches and under thirteen inches.	7.00
Over thirteen inches and under fourteen inches.	7.50
Over fourteen inches and under fifteen inches.	8.00
Over fifteen inches and under sixteen inches.	8.50
Over sixteen inches and under seventeen inches.	9.00
Over seventeen inches and under eighteen inches.	9.50
Over eighteen inches and under nineteen inches.	10.00
Over nineteen inches and under twenty inches.	10.50
Over twenty inches and under twenty-one inches.	11.00
Over twenty-one inches and under twenty-two inches.	11.50
Over twenty-two inches and under twenty-three inches.	12.00
Over twenty-three inches and under twenty-four inches.	12.50
Over twenty-four inches and under twenty-five inches.	13.00
Over twenty-five inches and under twenty-six inches.	13.50
Over twenty-six inches and under twenty-seven inches.	14.00
Over twenty-seven inches and under twenty-eight inches.	14.50
Over twenty-eight inches and under twenty-nine inches.	15.00
Over twenty-nine inches and under thirty inches.	15.50
Over thirty inches and under thirty-one inches.	16.00
Over thirty-one inches and under thirty-two inches.	16.50
Over thirty-two inches and under thirty-three inches.	17.00
Over thirty-three inches and under thirty-four inches.	17.50
Over thirty-four inches and under thirty-five inches.	18.00
Over thirty-five inches and under thirty-six inches.	18.50
Over thirty-six inches and under thirty-seven inches.	19.00
Over thirty-seven inches and under thirty-eight inches.	19.50
Over thirty-eight inches and under thirty-nine inches.	20.00
Over thirty-nine inches and under forty inches.	20.50
Over forty inches and under forty-one inches.	21.00
Over forty-one inches and under forty-two inches.	21.50
Over forty-two inches and under forty-three inches.	22.00
Over forty-three inches and under forty-four inches.	22.50
Over forty-four inches and under forty-five inches.	23.00
Over forty-five inches and under forty-six inches.	23.50
Over forty-six inches and under forty-seven inches.	24.00
Over forty-seven inches and under forty-eight inches.	24.50
Over forty-eight inches and under forty-nine inches.	25.00
Over forty-nine inches and under fifty inches.	25.50
Over fifty inches and under fifty-one inches.	26.00
Over fifty-one inches and under fifty-two inches.	26.50
Over fifty-two inches and under fifty-three inches.	27.00
Over fifty-three inches and under fifty-four inches.	27.50
Over fifty-four inches and under fifty-five inches.	28.00
Over fifty-five inches and under fifty-six inches.	28.50
Over fifty-six inches and under fifty-seven inches.	29.00
Over fifty-seven inches and under fifty-eight inches.	29.50
Over fifty-eight inches and under fifty-nine inches.	30.00
Over fifty-nine inches and under sixty inches.	30.50
Over sixty inches and under sixty-one inches.	31.00
Over sixty-one inches and under sixty-two inches.	31.50
Over sixty-two inches and under sixty-three inches.	32.00
Over sixty-three inches and under sixty-four inches.	32.50
Over sixty-four inches and under sixty-five inches.	33.00
Over sixty-five inches and under sixty-six inches.	33.50
Over sixty-six inches and under sixty-seven inches.	34.00
Over sixty-seven inches and under sixty-eight inches.	34.50
Over sixty-eight inches and under sixty-nine inches.	35.00
Over sixty-nine inches and under seventy inches.	35.50
Over seventy inches and under seventy-one inches.	36.00
Over seventy-one inches and under seventy-two inches.	36.50
Over seventy-two inches and under seventy-three inches.	37.00
Over seventy-three inches and under seventy-four inches.	37.50
Over seventy-four inches and under seventy-five inches.	38.00
Over seventy-five inches and under seventy-six inches.	38.50
Over seventy-six inches and under seventy-seven inches.	39.00
Over seventy-seven inches and under seventy-eight inches.	39.50
Over seventy-eight inches and under seventy-nine inches.	40.00
Over seventy-nine inches and under eighty inches.	40.50
Over eighty inches and under eighty-one inches.	41.00
Over eighty-one inches and under eighty-two inches.	41.50
Over eighty-two inches and under eighty-three inches.	42.00
Over eighty-three inches and under eighty-four inches.	42.50
Over eighty-four inches and under eighty-five inches.	43.00
Over eighty-five inches and under eighty-six inches.	43.50
Over eighty-six inches and under eighty-seven inches.	44.00
Over eighty-seven inches and under eighty-eight inches.	44.50
Over eighty-eight inches and under eighty-nine inches.	45.00
Over eighty-nine inches and under ninety inches.	45.50
Over ninety inches and under ninety-one inches.	46.00
Over ninety-one inches and under ninety-two inches.	46.50
Over ninety-two inches and under ninety-three inches.	47.00
Over ninety-three inches and under ninety-four inches.	47.50
Over ninety-four inches and under ninety-five inches.	48.00
Over ninety-five inches and under ninety-six inches.	48.50
Over ninety-six inches and under ninety-seven inches.	49.00
Over ninety-seven inches and under ninety-eight inches.	49.50
Over ninety-eight inches and under ninety-nine inches.	50.00
Over ninety-nine inches and under one hundred inches.	50.50

SHIP SUBSIDY BILL.

The authors and supporters of the ship subsidy bill in congress have the right to a respectful and candid hearing at the hands of the American people, and especially at the hands of republicans and protectionists, when they avow that their main object in the formation and advocacy of the bill is to promote and establish an industry whose condition for nearly thirty years has been a disgrace to one of the greatest maritime and exporting countries in the world. Opposition to the bill is to be expected and special and persistent opposition from those who know least about its provisions.

We are in no wise surprised at this, for we remember that nearly every great industry in the country today, that owes its existence to the great principle that lies at the base of the ship subsidy bill, met with precisely similar opposition until success made further opposition ridiculous. In the near future we shall present our readers with a synopsis of the bill itself. Today we present them with some of the grounds upon which the bill is justified by its promoters and supporters.

The first and foremost is the confessedly humiliating condition of the United States as a great maritime nation. With the largest exportations of any country in the world and imports amounting last year to \$840,000,000, our share of the carrying trade last year, to and from Europe, under the American flag, was only 2 1/2 per cent of our exports and imports, and that to and from the world was only a fraction over 9 per cent. We paid foreign nations, principally Great Britain and Germany, \$500,000 a day for transporting our foreign commerce.

When war broke out between this country and Spain we were compelled to hunt the seas over for transports and colliers, and purchase or charter forty ships from foreign nations. Had the war been with some great maritime power, like Great Britain or France, and neutrality enforced as it would have been, it is appalling to contemplate what would have been the result. As it was, our producers, especially, paid heavy penalties in the form of increased freight rates.

Our coast-wise trade is amply protected and is therefore abundantly prosperous, while our foreign carrying trade, it is urged, is left to fight the battle with the whole world unaided. Our ships, it is said, cost 25 per cent more to build and 40 per cent more than foreign ships to operate, while they are compelled to compete, unprotected, with those of other nations that are protected by subsidies in the form of mail contracts, direct bounties, subventions and retainers to the extent of over \$26,000,000 annually. As a natural result our tonnage, registered for the foreign trade, has steadily decreased since 1868 when American vessels carried 33.1 per cent of all our exports and imports, decreasing to 23 per cent in 1879; to 14.3 per cent in 1889, and to 9 per cent in 1899.

We have been building in our ship yards, the last twenty years, possibly one merchant ship a year for the foreign carrying trade. The commissioner of navigation reports that during the last ten years we have constructed in American ship yards about 10,000 of tonnage a year, which would be the carrying capacity of about one low-power ship in these modern times.

These are some of the reasons urged by the promoters of the ship subsidy bill for its passage. They reveal conditions sufficiently humiliating to demand immediate attention and honest and persistent efforts for their amelioration.

Senator Simon is still in Portland, when he ought to be attending to the interests of his constituents at

the national capital. What keeps him there? Fixing things to pull old man Corbett's leg once more? Laying plans to defeat his colleague, Senator McBride, for re-election? Very likely. He's a sweet youth, is Joseph, and he is not staying in Portland simply for his health. By the way, report has it that Joe's excuse is that his brother Sam is sick abed. And Sam, it is said, was never in better condition in his life, and jokingly says that he never knew till now how kind a brother Joe is and how much interested he is in his health. It is predicted that Sam is likely to keep "sick abed" till the legislature convenes. Has not the legislature that elected this miserable little ward healer a right to be proud of themselves?

Who will be senator is a question often asked, and as often unanswered. We do not know who will be the successful man, but this we do know, that several gentlemen in this state would not object to the honor, and amongst others is H. W. Corbett, who is working like a beaver for it. We do not see why he should want it, nor do we see any good reason why the people should want him. We want a man with some vigor of youth about him and not one who is to a great extent old and physically incapacitated. If we want an aged gentleman, let us have Hon. Geo. H. Williams, the peer of any man in Oregon.—Shaniko Leader.

The Enterprise Chieftain has made the important discovery that John H. Mitchell is the man that is responsible for the Multnomah county law assessment and all the troubles that have flowed from it. Leastwise the Wallowa paper insists that the "Mitchell republicans" are the cuprits and Mitchell is their father. And the Oregonian stoops so low as to publish this silly rot! We should like to know how much the Corbett gang are paying the Chieftain idiot for giving him an opportunity of making an ass of himself.

Of the manufacturing world there is nothing to say except that the manufacturing world is busy. As this is all the manufacturing world cares to have said about itself, there is nothing further to say. All under protection and sound money, too!—Philadelphia Inquirer.

Jim Hill is mildly opposed to the ship subsidy bill, and Jim, as every body knows, is a philanthropist. Before taking Jim at his word, however, we should like to know what card he has up his sleeve.

Explanation.

The paragraph in last Wednesday's CHRONICLE regarding the two Woodmen orders in this city was in answer to several questions given by different people. Some thought the two orders were the same, while they are not. The question was asked a member of the M. W. A. if they had the reserve fund plan and he answered that he thought not. He evidently did not know much about his order. No offense was intended by the writer, nor by any member of Woodcraft of the Woodmen of the World. They are not "jealous" of any order under the shining heavens, nor are they unfraternal enough to misrepresent things to an applicant in order to increase their membership.

Woodcraft, perfected Woodcraft, Woodmen of the World, endeavorers to practice as well as teach that life is worth the living and the motto of "love thy neighbor as thyself" is used and practiced by all true fraters. Now this will again be stated: There is no feeling of jealousy between the Woodmen of the World and the Modern Woodmen, as was hinted at in yesterday's CHRONICLE. The Woodmen of the World will welcome any man who makes proper application, and ask him to study their plan of fraternal protection. Then if he chooses to go elsewhere well and good. They have a most excellent order and invite any one having the future welfare of his family at heart to investigate the order for himself and not depend on hearsay. There is no need to "scrap" with any order that is doing good in the world and is bettering humanity by alleviating want and distress, and who has as the object the protection of the home. The W. O. W. extends a fraternal hand to all such orders.

A NIGHBORN.

DeWitt's Little Early Risers are dainty little pills, but they never fail to cleanse the liver, remove obstructions and invigorate the system. Sold by Clarke & Falk's P. O. Pharmacy.

The most effective little liver pills made are DeWitt's Little Early Risers. They never gripe. Sold by Clarke & Falk's P. O. Pharmacy.

SHIP SUBSIDY "ANTIS."

Some sort of ship subsidy bill will undoubtedly be passed either by the Fifty-sixth congress at its last or the Fifty-seventh at its first session, says the New York Press. It may not be that now before the houses, vastly improved as that measure has been out of its original speed premium shape. Warned by the experience of the St. Louis convention in declaring for the aborting and logical but impracticable revival of discriminating navigation laws, the body which met at Philadelphia committed itself only to "legislation which will enable us to recover our former place among the trade carrying fleets of the world."

This legislation is matter of party policy and not necessarily party principle, and party faith would not be broken by a failure to enact it. It will be passed because there is no other possible way of reviving our shipping, and it is unbusinesslike, wasteful and extravagant to allow our shipping to languish further.

This truth is nowhere so plainly demonstrated as in an examination of the arguments against such a measure. Not one, so far as we have been able to observe, fits existing conditions. Each is beside the point, is aimed in the air. For instance, the New York "Times," stretches its limbs and rubbing its eyes after a nap in the Catskills, mumbles drowsily the old formula of "Free Ships." Let the American who wants to freight goods be permitted to buy his freighter abroad is its time-honored recommendation. But if the American bought his ship abroad he would have to have a subsidy to man it at home. It is not the cost of building that keeps American vessels out of the foreign trade. Thanks to protection and domestic competition, the price of an American ship is no longer so largely in excess of that of a foreign ship as to make the difference between profit and loss in the shipping trade. The increased investment owing to the employment of American yards by shipowners will not, to meet its interest charge, call for an appreciable portion of the subsidy. It is not the cost of making, but the cost of running a ship at the American wage rate that counts. It is that which gives a foreigner the advantage of at least one Atlantic voyage a year. The "Free Ship" shibboleth is as anachronistic a survival of good old colony times, economically, as was "God save King George!" of good old colony times, politically.

So the smug, self-contained, observation of the Boston Evening Record as "to the time and period of our lead in the abundance and cheapness of fuel and steel" being the "least logical" of all "occasions for the passage of a ship subsidy bill," is for the same reason merely insane. We are not to subsidize shipbuilders, but shipowners. It is wages and not material which supply the prohibitive obstacle to their pursuit of foreign trade which the subsidy would overcome.

The great increase in shipbuilding is taken by other journals, notably the Evening Post, as an argument against the bill. But this not merely misses the mark. It rebounds in boomerang fashion. There is no increase worthy of mention, as we have before demonstrated from the commissioners' reports, save in the protected shipping trade. Cuyahoga Creek, not the Delaware, is the Clyde of America. The fresh water town of Cleveland has taken the palm from generations of Philadelphia shipwrights. Our great steel tonnage is being laid down 500 miles from the ocean. It is there and in the increased coasting trade to Hawaii and Porto Rico that nine-tenths of our unsubsidized increase of shipping is found. The other one-tenth is due to the expectations of the subsidy. The big Pacific freighters were ordered as soon as the twelve-knot amendment went into the bill.

No one, we fancy, today gives much heed to the parrot cries of "steal" at this appropriation of public money. Every one interested in the subject knows by this time that no nation's commerce has been developed except by such a "steal." This is the single industry which universal

experience has indicated as the proper recipient of a bounty. Germany may subsidize beet sugar, Japan cotton manufacturers, Canada beef cattle, but all countries, except the United States, subsidize ships. In consequence international commerce has grown in the last century 1,233 per cent, while international population has grown 135 per cent. If one cannot indict a people, how can one indict a world? The Philadelphia Ledger is, however, a conspicuous example of the journals which attempt it in relation to the ship subsidy bill. It can see nothing in it but "a gift of the great sum of \$9,000,000 to a few shipbuilders and shipowners out of the pockets of the people." The \$200,000,000 of foreign freights which this sum will reclaim to the "pockets of the people" is beyond its line of vision. This is the saddest case among the ship subsidy "antis."

A policy against which every shaft aimed falls with such foolish flattery to the ground is certain of adoption through the intrinsic cogency of its merits.

A Plea for Home Industry.

THE DALLES, Dec. 11, 1900.

MR. EDITOR:—As most people of our community know, there is a movement on foot in this city to place a lever under one of our two only home industries, with the undoubted calculation of its complete overthrow. We have reference to the intended opening of competitive opposition by the long distance telephone company against our home company of Messrs. Seufert & Condon.

Considering the failings of our citizens in the past and the consequences, as also the apparent signs of some of our citizens to persist in such folly in the present case, we deem it our duty to sound a note of warning. It seems the more people cry against trusts and monopolies the more eagerly they will sell their chances of the future for a few shillings or a mere promise, with a wicked indifference or a devilish delight in throttling their own fellow citizen, who had faith and enterprise enough to respond to the cry for home industries. If the individual citizen cannot be satisfied under reasonable conditions, he must eventually be satisfied under the control of trusts and corporations that will own him body and soul.

X. Y. Z.

A Plea for Lighted Streets.

TO THE EDITOR:—Give me space to make the following suggestion:

There is no question, and there can be none, that thieves and burglars and highway men thrive best in the darkness. The best policemen on earth could not prevent this class of gentry from operating in a town as large as The Dalles as long as they have that most effective auxiliary of crime, darkened streets. And lighted streets we cannot have, it would appear, notwithstanding that the city treasury is so full of money that the council recently invested \$4500 of the surplus in Wheeler county warrants, and notwithstanding, further, that the city has a gross monthly income of some seventy or eighty dollars from monies similarly invested. In view of these things, and others that might be named, I move, Mr. Editor, that the city council be petitioned to fire the entire police force and devote the money saved thereby to furnishing public lights for the city. I shall sign the petition and guarantee to procure a score of other names.

BUSINESS.

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. MARRHAM, G. P. A., Portland, Oregon.

Now is the time when croup and lung troubles prove rapidly fatal. The only harmless remedy that produces immediate results is one Minute Cough Cure. It is very pleasant to take and can be relied upon to quickly cure coughs, colds and all lung diseases. It will prevent consumption. Sold by Clarke & Falk's P. O. Pharmacy.

For Sale.

Eastern Oregon Timothy hay, \$15 per ton, f. o. b. The Dalles. Eastern Oregon wild hay, \$13.50 in car lots. McCULLY & GAYLOR, LA Grande, Or.

Money to Loan.

Five hundred dollars to loan on real estate. No commission. Apply at this office.

CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of *Chas. H. Fletcher* and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS Bears the Signature of

Chas. H. Fletcher
The Kind You Have Always Bought
In Use For Over 30 Years.

THE CENTAUR COMPANY, 37 MURRAY STREET, NEW YORK CITY.

PEOPLE COMING AND GOING.

Wednesday's Daily.

W. A. Wallis is registered at the Umatilla House from Moro.

Deputy Sheriff E. B. Wood was in town today from Mosier.

Marshal Driver returned today from a business trip to Portland.

State Senator J. N. Williamson has returned from Prineville and will remain here till the legislature convenes.

Thursday's Daily.

Attorney N. B. Brooks, of Goldendale, is in the city.

Sheriff W. C. Bergen was in town last night from Goldendale.

C. E. Jones, a merchant from Wasco, is registered at the Umatilla House.

C. H. Swett was in town today from Boyd and made this office a pleasant call.

Miss Nettie McNeal and Miss Daisie Alloway were passengers on the boat this morning for Portland.

MARRIED.

This afternoon, December 13th, at the residence of Mr. and Mrs. L. L. McCartney, of Thompson's Addition, Mr. A. M. Roon, of Mosier, to Mrs. Helen M. Surles, of Independence, Oregon.

Notice of Dissolution.

Notice is hereby given that the partnership heretofore existing between J. E. Adeox and Theodore H. Liebe, under the firm name and style of J. E. Adeox & Company, is this day dissolved by mutual consent, J. E. Adeox retiring from said firm. Theodore H. Liebe will continue the business of said firm under the name and style of J. E. Adeox & Company, and is authorized to receive and receipt for all monies due said firm, and all claims against said firm should be presented to him for payment. Dated this 10th day of December, 1900.

J. E. ADOX,
THEO. H. LIEBE.

If you have dandruff, your hair is falling out. Use Coconut Cream. For sale at Frazer's barber shop. 69-101

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

Subscribes for THE CHRONICLE.

Chicken Lice Conqueror.

USE Carbolineum: Avenarius. The most efficient Wood Preserver. Paint also a Radical Remedy against Chicken Lice. Its application to the side walls of poultry houses will permanently exterminate all lice. Results—healthy chickens, plenty of eggs. Write for circular and price. Mention this paper.

Jos. T. Peters & Co., THE DALLES, OREGON.

T. A. Van Norden



Keeps constantly on hand a large and full line of all that is best in Watches, Jewelry, Clocks, Spectacles, Field Glasses, Silverware, etc. at prices that defy competition. Mail orders attended to with promptness and dispatch. Engraving neatly done.

WM. MICHELL, Undertaker and Embalmer

Cor. Third and Washington Sts. All orders attended to promptly. Long distance phone 433. Local 102.

J. F. MOORE, MOORE & GAVIN, ATTORNEYS AT LAW

Rooms 39 and 40, over U. S. Land Office

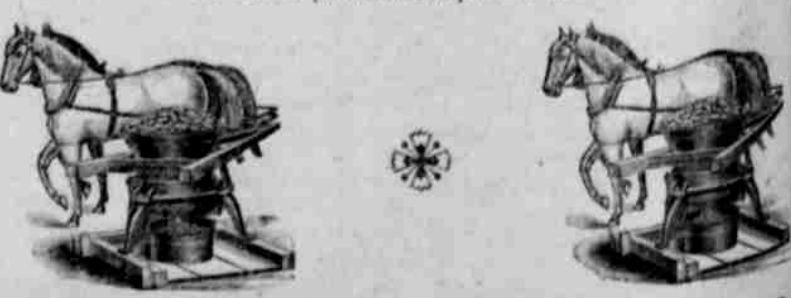
D. G. REIKENDORFFER, Physician and Surgeon

Special attention given to surgery. et. 328 Rooms 21 and 22. Visit Dalles

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 mills 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



HUDSON & BROWNHILL, The Dalles, Oregon.