

# The Dalles Daily Chronicle.

THE DALLES, OREGON.  
Entered at the Postoffice at The Dalles, Oregon,  
as second-class matter.

## STATE OFFICIALS.

Governor.....S. Penoyer  
Secretary of State.....G. W. McBride  
Treasurer.....Phillip Metcalf  
Supl. of Public Instruction.....E. B. McElroy  
Judges.....J. N. Dolph  
.....J. H. Mitchell  
Congressman.....H. Hermann  
State Printer.....Frank Baker

## COUNTY OFFICIALS.

County Judge.....C. N. Thornbury  
Sheriff.....D. L. Cates  
Clerk.....J. B. Crossen  
Treasurer.....Geo. Rich  
Commissioners.....H. A. Leavens  
.....Frank Kincaid  
.....John E. Barnett  
Assessor.....E. F. Sharp  
Superintendent of Public Schools.....Troy Sheller  
Coroner.....William Michel

## MORE LIGHT WANTED.

The Dalles Chronicle, arguing for free coinage of silver asks: "What is a dollar, anyway?" And the remark is added: "We confess we cannot understand why 25.8 grains of gold should make a dollar, and would like to have the Oregonian rise up and explain." This is quite as easily answered as some other questions. For example: What is a yard, anyway? Why should thirty-six inches make a yard? Why not thirty inches or twenty inches? Again, The Dalles paper says: "We would like to know who is the authority that determines the amount of gold necessary to make a dollar, and how he got his authority?" Just so. We are equally curious to know who is the authority that determines the number of ounces in a pound, and how he got his authority. Likewise, the authority that determines the number of cubic inches in a bushel, and where that authority came from. And who was it that had authority to say that the hour should consist of sixty minutes, and that the exact measure of the year should be 365 days, 5 hours, 48 minutes, 48 seconds? In all seriousness, doesn't this seem even more arbitrary, absurd and unauthorized than that the old amount of 25.8 grains of gold should make one dollar?

The Oregonian is disingenuous and fails to answer the question at all unless it is in negotiation of its own position on the silver question. It knows that the matters referred to above are entirely different from that of determining the amount of gold in a dollar. In each of the cases mentioned, a given and definite quantity is simply sub-divided for convenience. In the case of the dollar it is simply an arbitrary arrangement concerning an indefinite quantity. But admitting, for the sake of the argument, that the putting of 25.8 grains of gold has been agreed upon by consent or fixed by custom, and how will the silver dollar show up? If the dollar's weight has been established by custom or consent at 25.8 grains, has not the silver dollar's weight been also fixed at 412.5? If it has, why should it be changed? Is there any more reason why another grain should be added to the silver dollar, its weight being determined, than there is for legislating 2000 cubic inches into a cubic foot, 20 ounces to the pound, the missing minutes and seconds into the year to make it even legal days? If the relative weights of gold and silver have been determined why should the silver dollar be increased in weight, any more than the bushel should be increased in size.

Secretary of State McBride has consented to allow his name to remain as one of the portage railroad commissioners, and Mr. M. A. Moody has withdrawn. It is difficult to arrive at a conclusion as to the fate of the bill, as it is impossible to see deeper into a legislator's head than his hat. While on the face of affairs the bill seems liable to pass, there is a feeling among a large number of the legislators, that the state should not go into the railroad business. What effect this will have remains to be seen, but it is not consistent with the idea advanced by these same members that the state should go into the canal and locks business. If one is wrong the other is wrong, and if there is to be no state railroads there should be no state canals.

Some crank papers say that Portland is opposed to an open river, or in other words, inimical to the prosperity of the entire state, should take a lesson from the veteran D. C. Ireland, who says in his Astoria Express: "It is all sheer nonsense to talk of Portland being hostile to the interests of Astoria. It is not true. Instead of driving trade to the sound, Portland is today more prosperous than all the cities of Puget sound put together, from Olympia to Townsend. The surface indications in Portland are those of plenty. Money is abundant, and instead of holding onto it with a deathlike grip, it comes out for any respectable purpose. The Portland capitalists are as open hearted as the hand of Providence, and he wishes the whole state success. We could name a thousand of them here, if space permitted, who have within our hearing the past four days expressed the most kindly feeling for Astoria. They are not afraid that any city on the face of the earth will ever outgrow Portland. They have all the pluck needful to keep their city at the head of the procession."

Secretary McBride has consented to allow his name to remain as one of the portage railroad commissioners, and a telegram from Mr. Moody to a friend here states that he has asked to have his name withdrawn. There is little doubt but that the bill will now pass and receive the governor's signature.

The legislative committee to whom was referred all wagon-road bills has recommended the appropriation of \$5000 for constructing the road over Tygh mountain and it is probable the bill will pass as amended.

Life without industry is guilt.

## FORFEITED RAILROAD LAND.

Instructions From the Commissioner of the Land Office.

Register Apperson, of the land office at Oregon City, has received some further instructions from the general land office of the United States in regard to the forfeited lands of the Northern Pacific Railroad Company. The portion of the limit established under the grant to the Oregon & California Company is the land lying south of the base line, Willamette meridian, to section 7 south and east of the road, to the end of the thirty-mile limit, to where it crosses the land of the Northern Pacific grant. This land lies in the belt of country bounded by the base line, the Oregon & California track, to a point near Silverton, and thence east to the end of the limit. Most of the land in this section is now settled upon, but many pieces of it are valuable and are unoccupied, settlers thinking it belonged to the railroad companies. The diagram referred to in the commissioner's letter can be seen by parties interested upon application at the land office at Oregon City.

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
WASHINGTON, D. C., Jan. 19, 1891.

Register and Receiver, Oregon City, Oregon.—Sir: By an act of congress approved September 29, 1890, the grant by act of July 2, 1864, for that portion of the main line of the Northern Pacific railroad lying between Wallula, Washington and Portland, Oregon, was declared forfeited, the same having been unconstructed at that date, and the lands within the limits of the withdrawal therefor, which took effect August 3, 1870, were, under the terms of the act, resumed and restored to the public domain, with the following exceptions, viz: The lands lying within the limits of the company's grant by resolution of May 31, 1870, the road under which has been constructed, and the rights of way and riparian rights in the lands described in section 5 of the act, as having been attempted to be conveyed to the city of Portland by the Northern Pacific Railroad Company and the Central Trust Company, of New York, by deed of conveyance dated August 8, 1886, said rights having been confirmed to the city by said section 5.

On the enclosed diagram the area included within the yellow lines, or limits, between Portland and the eastern boundary of your district, is the forfeited portion of the grant within your jurisdiction. The brown limit shown thereon is the limit of that portion of the grant by resolution of May 31, 1870, aforesaid, the road under which has been constructed, and no lands lying within said limit are affected by the forfeiture.

A portion of the limit established under the grant to the Oregon & California railroad company by act of July 25, 1866, falls within the forfeited area, but this department has always held that, as the Northern Pacific was the prior grant, the lands embraced within the legislative withdrawal thereunder were excluded from that to the Oregon & California company. It has been urged that, as the Northern Pacific road never definitely located opposite these lands, they could not be treated as granted lands; but the secretary of the interior, on December 4, 1890, decided that there was a grant through that portion of the line. The restoration will not, therefore, be affected by the Oregon & California grant.

I also enclose, for your information and guidance, copies of the instructions under the forfeiture act, which were prepared with the approval of the secretary of the interior, and have to call your attention particularly to that portion thereof relating to the second section, and defining who are entitled to a second homestead entry under its provisions.

In order to carry the restoration into effect, you will, at once, cause to be published, in some newspaper of general circulation in your district, a notice that the sections of land designated by odd numbers, lying within the forfeited limits laid down on the diagram aforesaid, and will be opened to entry upon a day fixed by you, not less than thirty days from the date of the notice, and that all persons who were actual settlers in good faith upon any of the restored lands on September 29, 1890, the date of the approval of the forfeiture act, and who are otherwise qualified, will have a preference right of entry under the homestead law, to be exercised within six months after such approval.

There are pending in this office, on appeal from your action rejecting them for the reason that the lands were not, at the time they were presented, subject to disposal, a few applications for portions of the forfeited and restored lands.

That the complications arising from the former practice of this office in suspending such applications may be adjusted, and that the provisions of the forfeiture act in relation to actual settlers may be executed without delay, I have, with the approval of the honorable secretary of the interior, to direct that in the notice of restoration under the forfeiture, there be inserted a notice to prior applicants for such lands that their applications confer upon them no right, and that, upon the date set by you and stated in the notice, all the land included in the forfeiture will be open to entry under the provisions of the forfeiture act, without regard to such applications, which shall be held to be rejected by said notice.

To the end, however, that all such applicants may have opportunity to present new applications under the forfeiture act, upon the restoration of the lands to entry, you will at once notify all parties shown by your records to have pending application for such lands of the rejection thereof and of the restoration.

It is presumed your records will show all such applications, but in the event they do not, you will so advise this office that a list may be prepared for your information.

You will promptly forward a copy of the newspaper containing the notice of restoration for the information of this office.

The receiver, as disbursing officer, will pay the cost of the publication, and should forward a copy of the notice with the proof of publication and his voucher for the disbursement.

Respectfully,  
W. M. STONE,  
Acting Commissioner.

The man who lost his money is in a position to denounce prize-fighting and its attendant immortality.

## Monthly Meteorological Report.

United States signal service. Station, The Dalles, Oregon, for the month of January, 1891.

DATE.	Temp.	Wind.	Bar.	Rel. Hum.	Clouds.	Rain.
1	34	38	31	88		.08
2	37	40	34	19		
3	41	45	36	20		
4	38	43	34			
5	41	48	35			
6	39	46	32			
7	38	41	30			
8	32	35	28			
9	34	35	32			
10	32	33	29			
11	35	37	32			
12	31	36	27			
13	31	31	27			
14	30	37	24			
15	33	39	27	.03		
16	35	42	27	T		
17	36	43	30	.19		
18	43	52	33			
19	45	55	35			
20	37	48	27			
21	35	44	26			
22	32	40	25			
23	40	46	34			
24	42	45	39	.40		
25	42	46	37	T		
26	48	53	42	.19		
27	42	46	37	T		
28	36	40	36	.04		
29	40	40	32			
30	46	54	40			
31	40	45	34			

Mean barometer, 30.288; highest barometer, 30.742, on 11th at 6 P. M.; lowest barometer 29.735, on 31, at 9 P. M.  
Mean temperature 37.48; highest temperature, 55, on 25th; lowest temperature, 29, on 13th.  
Greatest daily range of temperature, 26, on the 19th.  
Least daily range of temperature, 5, on the 11th.

MEAN TEMPERATURE FOR THIS MONTH IN  
1871.....1876.....1881.....1886.....1890.....25.00  
1872.....1877.....1882.....1887.....1891.....29.00  
1873.....1878.....1883.....1888.....1892.....15.00  
1874.....1879.....1884.....1889.....1893.....30.50  
1875.....1880.....1885.....1890.....1894.....18.00

Total excess in temperature during the month, 9.14.  
Prevailing direction of wind, very changeable.  
Total precipitation, 1.13; number of days on which .01 inch or more of precipitation fell, 9.

TOTAL PRECIPITATION (IN INCHES AND HUNDRETHS) FOR THIS MONTH IN  
1875.....4.17.....1879.....1.42.....1883.....4.83.....1887.....4.01  
1876.....2.76.....1880.....2.04.....1884.....1.33.....1888.....3.36  
1877.....0.78.....1881.....6.37.....1885.....1.10.....1889.....2.97  
1878.....2.96.....1882.....1.48.....1886.....5.45.....1890.....2.97  
1891.....1.13

Total deficiency in precipitation during month, 1.71.  
Number of cloudless days, 6; partly cloudy days, 9; cloudy days, 16.  
NOTE.—Barometer reduced to sea level.

SAMUEL L. BROOKS,  
Voluntary Signal Corps Observer.

## A COMMERCE DESTROYER.

Cruiser No. 12 Without a Parallel in the World.

NEW YORK, Jan. 31.—In his speech which Secretary Tracy was prevented from delivering at the Board of Trade dinner by the sudden death of Mr. Windom, he intended to say:

In protected cruiser 12 we have a ship which is a commerce-destroyer and nothing else. No. 12 is a vessel of a distinctive type, having no parallel in the world. She is required to have a sustained speed in the open sea of twenty-one knots, and it is expected that she will reach twenty-two. She will carry more than 2000 tons of coal, which at ten knots an hour will give her an endurance of 103 days or 25,520 knots. She could steam out of the harbor of New York, go around the world and return to her home port without recaling. A protective deck, four inches in thickness will protect her vitals against any except heavy guns, while she has a battery sufficiently powerful to enable her to sink any of the fast Atlantic liners that would be armed for self-protection in time of war. In this ship the battery is sacrificed to speed and coal endurance. It is her mission to run and not to fight. Under no circumstances would she engage a man of war, but she will limit her efforts entirely to the destruction of commerce. Six such ships would sweep from the seas the commerce of any enemy as at present protected.

Pictures at the Smithsonian.  
Among the hundreds of painting in the Smithsonian's wonderful collection, for which the regents would not take a million dollars, even if they had power to sell it, are many illustrations of the superstitious dances and sacrifices of the red skins. There are also several paintings which show the Indians, "criminating" for the ball in a game of lacrosse, "ball down" in a manner so like the modern football match as to cause wonder if the North American savages were, after all, the originators of that fierce form of amusement.

We are informed, that the society is about to be organized, on the quiet, whose aim it will be to rid this city of Chinese. They claim, that their presence is the cause of so many poor white men being out of employment and going around begging. Too many who beg in the winter however, are such who hit the bottle too many licks in the summer. We notice, that most of our delinquent subscribers who can't pay us, are men afflicted in that way, and can't get cured. —Walla Walla Journal.

## YOU NEED BUT ASK



THE S.B. HEADACHE AND LIVER CURE taken according to directions will keep your Blood, Liver and Kidneys in good order.  
THE S.B. CROUP CURE for Colds, Coughs and Croup, in connection with the Headache Cure, is as near perfect as anything known.  
THE S.B. ALFALFA CURE for internal and external use, in Neuralgia, Toothache, Cramp Colic and Cholera Morbus, is unsurpassed. They are well liked wherever known. Manufactured at Dufur, Oregon. For sale by all druggists.

## DISSOLUTION NOTICE.

The firm existing under the firm name of Brooks & Beers is this day dissolved by mutual consent by the retiring of Mr. S. L. Brooks. The business will be carried on by Messrs. G. F. Beers, and R. E. Williams under the firm name of "The Dalles Mercantile Co." The new firm will pay all liabilities and collect all debts.

SAMUEL L. BROOKS,  
G. F. BEERS.

January 1, 1891.  
Having retired from the above firm, I desire to return my thanks to the public for generous and friendly patronage and to ask for the new firm a continuance of the same. SAM'L L. BROOKS.

## Notice to Fuel Consumers

MAIER & BENTON,

Have on hand a lot of

Fir and  
Hard Wood.

Also a lot of

CEDAR POSTS.

ORDERS FILLED PROMPTLY.

Office corner

Third and Union Streets.

SNIPES & KINERSLY,

Wholesale and Retail Druggists.

Fine Imported, Key West and Domestic

CIGARS.

(AGENTS FOR)



C. E. BAYARD & CO.,

Real Estate,  
Insurance,  
and Loan

AGENCY.

Opera House Block, 3d St.

-FOR-

Carpets and Furniture,

CO TO

PRINZ & NITSCHKE,

And be Satisfied as to

QUALITY AND PRICES.

W. E. GARRETSON,  
Leading Jeweler.

SOLE AGENT FOR THE



All Watch Work Warranted.

Jewelry Made to Order.

138 Second St., The Dalles, Or.

REMOVAL.

H. Glenn has removed his office and the office of the Electric Light Co. to 72 Washington St.

# THE DALLES.

The Gate City of the Inland Empire is situated at the head of navigation on the Middle Columbia, and is a thriving, prosperous city.

ITS TERRITORY.

It is the supply city for an extensive and rich agricultural and grazing country, its trade reaching as far south as Summer Lake, a distance of over two hundred miles.

THE LARGEST WOOL MARKET.

The rich grazing country along the eastern slope of the the Cascades furnishes pasture for thousands of sheep, the wool from which finds market here.

The Dalles is the largest original wool shipping point in America, about 5,000,000 pounds being shipped this year.

THE VINEYARD OF OREGON.

The country near The Dalles produces splendid crops of cereals, and its fruits cannot be excelled. It is the vineyard of Oregon, its grapes equalling California's best, and its other fruits, apples, pears, prunes, cherries etc., are unsurpassed.

ITS PRODUCTS.

The salmon fisheries are the finest on the Columbia, yielding this year a revenue of \$1,500,000 which can and will be more than doubled in the near future.

The products of the beautiful Klickital valley find market here, and the country south and east has this year filled the warehouses, and all available storage places to overflowing with their products.

ITS WEALTH

It is the richest city of its size on the coast, and its money is scattered over and is being used to develop, more farming country than is tributary to any other city in Eastern Oregon.

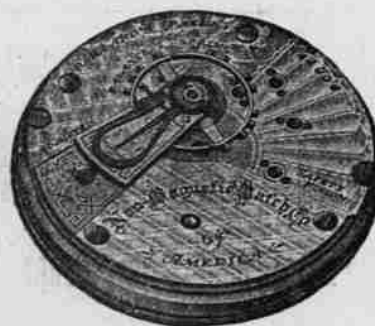
Its situation is unsurpassed! Its climate delightful! Its possibilities incalculable! Its resources unlimited! And on these corner stones she stands.

—For the Best Brands and Purest Quality of Wines and Liquors, go to:—

J. O. MACK,  
Wholesale: Liquor: Dealer,

171 SECOND STREET, THE DALLES, OREGON.

S. L. YOUNG,  
(Successor to E. BECK.)



WATCHES, CLOCKS,  
Jewelry, Diamonds,  
SILVERWARE, & ETC.

Watches, Clocks and Jewelry  
Repaired and Warranted.

165 Second St., The Dalles, Or.

John Pashek,  
Merchant Tailor.

Third Street, Opera Block.

Madison's Latest System,  
Used in cutting garments, and a fit guaranteed each time.

Repairing and Cleaning  
Neatly and Quickly Done.

The successful merchant is the one who watches the markets and buys to the best advantage.

The most prosperous family is the one that takes advantage of low prices.

The Dalles

MERCANTILE CO.,

Successor to

BROOKS & BEERS.

will sell you choice

Groceries and Provisions

—OF ALL KINDS, AND—

Hardware

AT MORE REASONABLE RATES  
THAN ANY OTHER PLACE  
IN THE CITY.

REMEMBER we deliver all purchases without charge.  
390 AND 394 SECOND STREET.

FINE FARM TO RENT.

THE FARM KNOWN AS THE "MOORE Farm" situated on Three Mile creek about two and one-half miles from The Dalles, will be leased for one or more years at a low rent to any responsible tenant. This farm has upon it a good dwelling house and necessary out buildings, about two acres of orchard, about three hundred acres under cultivation, a large portion of the land will raise a good volunteer wheat crop in 1891 with ordinarily favorable weather. The farm is well watered. For terms and particulars enquire of Mrs. Sarah A. Moore or at the office of Mays, Huntington & Wilson, The Dalles, Or. SARAH A. MOORE, Executrix.