

### The Dalles Daily Chronicle.

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

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Supt. of Public Instruction J. N. Delp  
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Commissioners Geo. Rich  
H. A. Levens  
Frank Kincaid  
Assessor John E. Barnett  
Surveyor E. F. Sharp  
Superintendent of Public Schools Troy Shelley  
Coroner William Mitchell

The Chronicle is the Only Paper in The Dalles that Receives the Associated Press Dispatches.

From a Centralia paper handed us by Mr. Leslie Butler we learn of a very sad accident that occurred at Centralia, Wash., the other day, which resulted in the loss of three lives. The cover of a well was removed and a man named Benny Perry volunteered to go down by a ladder and measure the depth of water. After Perry had made the measurement he commenced to ascend the ladder again when he was seen to keel over into the water. A man named Patrick Byrnes rapidly rushed down the ladder and grasped the floating body but in a moment he too, fell over head foremost. Then a third man named Sonny Ford made a dash to rescue the two men. He had barely grasped the bodies and called for help when he too fell over into the water. Then a fourth man named Myron Dobson sprang to the rescue. He had barely time to reach the bodies when he too fell over. Then a fifth man named Theodore Hass descended the ladder. He had barely succeeded in catching hold of Ford when he was forced to come to the surface for breath. Then a man named Coenen took his place and with a rake fished Ford to the surface, but he had to come to the top for air while he still held on to the rake, thus keeping Ford from being drowned. Not till then was the cry of "foul air" raised. A rope was put around the body of attorney Murdoch and he went down and fastened another rope around Ford. Both were brought to the surface. Others then went down in a similar manner each returning in a few minutes pale as a ghost. The other three bodies were at length recovered and every known means of bringing them to life was resorted to but in vain. Ford alone was restored to life.

Monday next the three cities at the mouth of the Willamette will vote on the question of consolidation—whether they shall remain three cities or be fused into one. As the time approaches the contest thickens and as far as the newspapers are concerned the consolidationists have the most to say; but there is little doubt that the ward politicians and their strikers are getting in their work. This class of gentry never resort to newspapers to effect their purpose. They rely more on money and free whiskey. Their appeal is not to the understanding but to passions and appetite. Political bosses who draw the snug little sum of \$108,000 a year from the income of two toll bridges neither of which cost that amount can afford to spend money freely to retain a franchise endangered by consolidation. We have seen no arguments against consolidation that were worth a moment's consideration when viewed in the light of the advantages to be derived from it and we sincerely hope the measure may succeed.

We have an impression that there is a whole lot of good sense and truth in the following remarks of the *Inter Ocean*.  
"Send in your bills, gentlemen. Uncle Sam has the gold and silver and greenbacks, as good as either, to pay with, and plenty more where they were coined. The white about a few millions of gold going to Europe comes from weak heads and people easily scared, or from politicians anxious to find some cause for complaint against the administration of public affairs."

The Salem *Capital Journal* is sick of reading newspaper articles on tariff and calls for "some brief facts concerning duck raising." That's an excellent piece of advice for web-foot editors. They should encourage industries that are indigenous to the soil. There's millions in duck raising down there. Brethren of the Willamette Valley press, let us have some editorials on duck-raising.

Lieutenant Norton representing the wealthy English syndicate which purchased the Fossil coal mines was in the city last evening. He had while here some conversation with Pendleton citizens regarding the railroad which the syndicate contemplates constructing from Fossil to The Dalles. It is thought possible the road may be extended in this direction.—*East Oregonian*.

Some people of East Oregon, says the Baker City *Blade*, are considerably worried because they won't have a chance next year to vote for Binger Herman for congress. Since all of Eastern Oregon and the counties along the Columbia will have no voice in electing a successor to Mr. Herman, it is quite likely that his political enemies will be able to down him in the convention.—*East Oregonian*.

Don't attempt to be funny when serious business is in hand. It shows a lack of sense.  
A man whose soul is harrowed is not necessarily a cultured individual.

### Railroad Meeting at Dufur.

DUFUR, Or., May 26, 1891.  
Mr. Editor: We had quite a lively little railroad meeting at this place last evening. Our people were called out by the announcement that Mr. R. H. Norton of The Dalles and Fossil railroad project was among us for the purpose of presenting to our citizens a profile of the survey which has just been completed. He represents a very favorable route, and an easy grade.

Our people took a lively interest in his remarks, as we all feel that a road over the route mentioned, is a matter that will benefit us as a neighborhood, and will increase very materially the agricultural interests of Wasco county. We believe it was the spirit of the meeting that any move that would open up the interior of our county, and bring us into direct railroad communication with the rest of the world, would receive their hearty support and would in a measure satisfy those for the disappointment which they so deeply felt over the defeat of the Tygh wagon road.

We hope, Mr. Editor, that the people of The Dalles will not so far neglect, and forget their own interests, as to allow this road to be built by outside capital, (which it will be if left alone, and when so built a branch road will be built to connect by the Barlow mountain road with Portland), and thus she will lose control of the only support that she has left from the surrounding country. If there she sleeps on golden opportunities she sleeps the plethoric sleep of death.

### A Big Canal.

The new canal now being constructed between Lakes Huron and Superior will allow the passage of vessels drawing 19 feet of water. The lock will be 800 feet between the gates, 100 feet wide, 44 feet deep, and contain when full nearly 23,500,000 gallons of water. Its capacity will be about twice that of the present canal, which was constructed in 1870, and six times that of the first lock built there in 1855. The cost of the improvement is estimated at about \$5,000,000. The finishing of the work will permit a vast expansion of the commerce between Superior and the other lakes, which amounted to 7,516,000 tons in 1889, and is estimated to have taken from the railroads within the last few years the carrying of 200,000,000 bushels of wheat, 5,000,000 tons of coal, iron ore and copper and many thousands of tons of other Northwestern products. This estimate is a mistake, as without the canal there would have been no such amount of business to be done by the railroads. Still there can be no doubt that the completion of the enlarged canal within the next two years will make the competition with the rail carrying companies keener than ever, and probably it will oblige them to concede further reductions in rates to meet the offerings by water carriers during the summer months of the year.

### Will Put on Boats.

General Manager C. B. Wright, of the O. & W. T., lines, while talking with a *Union-Journal* man on Saturday relative to the work around to be commenced by the state of Oregon in the construction of a portage railroad about the Cascades, and in answer to questions said that he believed the proposed portage railroad would undoubtedly result in considerable good to the people of the Inland Empire, directly to the grain producer, but through him will also benefit all classes. Mr. Wright also felt that this would supply his road a Portland outlet, without the great expense of constructing another railroad down the Columbia to Portland at present. He said: "If the state commissioners of Oregon succeed in constructing a portage railroad, I shall extend my road from Hunt's Junction to the Columbia—a distance of about two miles—and shall put on a line of steamboats and barges." In this way the O. and W. T., will be able to not only transport grain to Tacoma by rail, but also to Portland or the sea at Astoria by boat and rail.

Three hundred and four men are on the way from Baker City to the new Seven Devils' mining district in Idaho. Each of them except one says he is going to start a saloon. The exception, who disdains wealth, but loves hard work, says he is going to start a newspaper.—*Astorian*.

Walking the plank is not the same as making a board walk.

### THE VOET GRAND.

SNIPES & KINERSLEY, Managers.

### ABBIE CARRINGTON

Grand Opera.  
FOR TWO PERFORMANCES ONLY!

Friday, May 29th  
IN BALFE'S

The Rose of Castile.

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"FAUST."

Elegantly Costumed.  
Strong Cast of Principals.  
Beautiful Music.  
SEATS NOW ON SALE.

PRICES: 50 cents, \$1.00 and \$1.50.

### Steam Ferry.

R. O. EVANS is now running a steam ferry between Ferry and Hood River and White Salmon. Charges reasonable. R. O. Evans, Prop.

### A UNIQUE WOMAN'S CLUB.

Composed of Wives and Mothers—It Discusses Practical Questions.  
The "Bride, Wife and Mothers' club," composed of young matrons and mothers, meets on Wednesday afternoons at the famous Working Girls' club house in Thirty eighth street, and it is in a sense an outgrowth of this very prolific club. Some of the members of the girls' society graduated into wifehood, and, forfeiting thus the privileges of the girls' club, they entreated Miss Dodge to organize a special branch for wives. Once the organization was formed and its officers elected, the members invited in their friends and relatives, until now there is a society of about thirty members, with Mrs. James M. Cunningham as president and Mrs. Benjamin Morrison as treasurer.

Here are some of the subjects: "Choosing and Furnishing a Home," "Best and Easiest Way of Keeping House," "House Cleaning and its Aid," "How to Dress, Amuse and Train Children," "How to Make a Home Pleasant for Both Husband and Children," and "How to Be Neighborly Without Being Gossipy." A woman physician has been hired to talk on "Babies and Their Needs," "Emergencies and How to Meet Them," "The Medicine Box and its Uses." A trained nurse has given practical lessons in the care of the sick, the making of beds for invalids, the bandaging of simple wounds that are not serious enough to need the doctor's attention, and the preparation of food for the sick. A professional cook has instructed them in the mysteries of her art, from marketing to the desert. A dressmaker has taught them how to cut children's clothes, and at the last meeting a kindergarten teacher was showing them simple ways of amusing the little ones.

This club is in no sense a charity, but, on the contrary, is self supporting, self governing and co-operative, and meets the expenses of all its professional teachers; and the best thing about it I have not told yet. It is not a papa-rub-the-cradle-for-mama's-gone-to-her-club affair at all, for mamma takes the baby with her, and a committee of ladies take charge of it for her in one of the big sunny rooms of the club house while she gives her entire attention to the discussion of the day.

Miss Dodge helped organize the club, but she is neither an officer nor a member, and says the only reason she is allowed to come at all is because she makes herself useful. It is she who thinks to put the practical questions that the mothers themselves haven't quite courage to ask to the teacher: "What would you do with a child that kicks and screams?" "Do you believe in breaking a child's will?" and "How do you manage a child when he won't eat his breakfast?" and perhaps it may interest mothers not fortunate enough to belong to such a nice club to hear what the sweet faced teacher said.

"When a child kicks and screams," she answered, "because he can't have the looking glass, I should go away and leave him alone to kick his ugliness out. He wants you to punish him, to war with him, to fuss over him. He is full of fight, and wants some one to fight with him. Leave him entirely alone, and he won't kick long with no one to see him. Then when he is all over it punish him for acting so, but don't punish him in the time of it, and, above all, never give him the looking glass or anything else he is kicking for. I do not believe in breaking a child's will, and I do not believe it is ever done. Mothers that succeed after a battle royal in making a child give up, haven't broken his will at all, when he yields, but just exhausted him physically, and he gives up because he is tired out. I believe when a child gets into such a condition he is insane for the time, and not at all responsible for what he does. I would treat him as I would a balky horse. You put dirt in the horse's ear, and he is so engaged in getting it out he forgets all about his determination not to go on, and trots along. If it is, for instance, a toy that the great battle is over, because the child refuses to pick it up, take him away from it, give him something else to do until he forgets it, and then ask him to come and help you pick up the room for paper, or pick up the garbage man, and must pick up all the toys, and he will pick it up without thinking much about it. But remember, do not pick it up yourself if it stays there two days, or you spoil the child."—*New York Sun*.

More About Aluminum.  
An indifferent observer might be led to think that such is the case. Many people have apparently persuaded themselves that the man of the Twentieth century will not only discard every other motive power but that of electricity for all the purposes of life, but that one material likewise will serve him for every use—that his buildings, engines, ships, vehicles and utensils, if not his clothing, will all be of aluminum. But it will be found, as in many similar cases, that the popular estimate of the capabilities of the metal is formed without strict inquiry as to its limitations.

That its great utility is not to be disputed, but thus far aluminum bronze, consisting of ninety parts copper and ten parts aluminum, has been found of more practical value relative to its cost, and it has been further ascertained that a very slight addition of copper greatly increases the tensile strength of the alloy, with but trifling increase of the weight.

Meanwhile, we are almost daily informed of new methods of extracting aluminum from clay, at such reduced expense that if the calculations of the inventors are realized, it ought speedily to become a cheap and common instead of a rare and costly metal. It is still quoted at about \$1.50 per pound, but a leading producer of aluminum recently made public a very close and detailed estimate, showing that even in the present state of the art, the actual first cost of the metal, if the business were conducted on a sufficiently large scale, might be brought as low as twenty cents per pound.—*Mechanical News*.

Improved Bicycle Treadle.  
A bicycle treadle has been designed to lighten the labor of running a machine, and especially to facilitate the work of hill climbing. The treadle increases the leverage on the crank arms on the downward stroke, a point which the bicyclist will not be slow to appreciate. The operator is also by this arrangement enabled to press downward with greater force upon the forward outer footrest, the leverage being increased by the distance from the crank spindle to the outer footrest bar. By this improvement the rider can more easily overcome a dead center, and should the pedal be accidentally dropped its increased length facilitates its recovery.—*New York Commercial Advertiser*.

On His Date.  
A man in Covington, Ky., has just paid a fine of fifteen dollars for firing a small cannon on the 7th of April in honor of the anniversary of George Washington. He had forgotten the date, but the court held that a prudent man would have chucked it down on the washbasin door and burned his powder at the proper time.—*Detroit Free Press*.

### S. L. YOUNG,

(Successor to E. BECK.)



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Stage Leaves The Dalles every morning at 7:30 and Goldendale at 7:30. All freight must be left at R. B. Hood's office the evening before.

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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.

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We are NOW OPENING a full line of Black and Colored Henrietta Cloths, Sateens, Ginghams and Calico, and a large stock of Plain, Embroidered and Plaided Swiss and Nansooks in Black and White, for Ladies' and Misses' wear.

—ALSO A FULL LINE OF— Men's and Boy's Spring and Summer Clothing, Neckwear and Hosiery. Over Shirts, Underwear, Etc.

A Splendid Line of Felt and Straw Hats. We also call your attention to our line of Ladies' and Children's Shoes and to the big line of Men's and Boy's Boots and Slippers, and plenty of other Goods to be sold at prices to suit the times.

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Country Produce Bought and Sold. Goods delivered Free to any part of the City.

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We have ordered Blanks for Filings Entries and the purchase of Railroad Lands under the recent Forfeiture Act, which we will have, and advise the public at the earliest date when such entries can be made. Look for advertisement in this paper.

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\$500 Reward! We will pay the above reward for any case of Liver Complaint, Dyspepsia, Sick Headache, Indigestion, Constipation or Constiveness we cannot cure with West's Vegetable Liver Pills, when the directions are strictly complied with. They are purely vegetable, and never fail to give satisfaction. Sugar Coated. Large boxes containing 30 Pills, 25 cents. Beware of counterfeits and imitations. The genuine manufactured only by THE JOHN C. WEST COMPANY, CHICAGO, ILLINOIS.

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