

The Dalles Daily Chronicle.

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

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

OLD TIME TACTICS.

The City of Frankfort which, report has it, the Union Pacific bought the other day and tied up, in order to prevent her making connections with our new steamer on the lower river, was patched up out of the "Traveler" one of the oldest boats on the Lower Columbia which was sold some time ago for \$4500. Paquet & Smith built a new hull for her at a cost of \$2225 and the old machinery was repaired and placed in it. The whole outfit cost less than \$7000 and if the owners have succeeded in catching the Union Pacific into paying a good round sum for her we shall be so far gratified. The story of the City of Frankfort reminds us of another, well known in these parts to all the older settlers. The little Gold Dust about ten years ago was a bitter thorn in the side of the O. R. & N. Co. The utmost value one could place on the boat was not to exceed \$3000. Yet it is stated on perfectly reliable authority that the owner, Captain Spencer, a year after she was withdrawn from competition, was still drawing the snug sum of \$500 a month from the company for his service in putting her out of the way. About the same time another little boat called the Elvina was on the middle river. She was worth, not to exceed \$2500, yet to get rid of her the company agreed to pay her owners for tying her up for one year, the sum of \$200 a month and at the end of the year another contract was made, on condition that she should be taken below the Cascades, by which the owners received the sum of \$1800 or \$150 a month for twelve months. We mention these facts that the people who are not already familiar with them may know what friendship we may naturally expect from the Union Pacific when our new boat is put upon the river.

A SCOURING MILL NEEDED.

Our wool-growers are discussing the advisability of establishing a scouring mill at this point. Not long since Mr. Shearer had the matter under consideration and made estimates on the cost of putting in a plant at his place on the Deschutes. Valuable as such an enterprise would be at that point it would be still more valuable if located here. It is well-known that more wool is handled at The Dalles from actual wool-growers than at any other point in the United States. Some classes of wool shrink as high as 80 per cent. The average we believe is somewhere about 60 per cent. at least. To large shippers the cost of freight to Boston on so much waste matter is very considerable. The freight on wool last year from this point to Boston was two and a quarter cents per pound. To a man who has fifty or a hundred thousand pounds of wool the saving of sixty per cent of his freight bill is an important item. To our large buyers and shippers it is still more important. The cost of a scouring plant is of trifling importance when compared with the saving to be effected and there is no doubt in the world that such a plant would be a profitable paying investment.

A DEAD-LOCK.

The situation of the wool market at this place is somewhat peculiar. The buyers and sellers have locked horns and neither are disposed to yield. The wool-men think that outside quotations warrant better prices than the buyers are disposed to offer, and the former are free in expressing the opinion that the latter have conspired to "bear" the market. Whether this is so or not we have no means of knowing, but we do know that several of the largest wool growers, at present in the city, express themselves freely when they say that if the dead-lock is not broken within the next two or three days, they will return to their homes and wait for events. Wool-men, as a rule, are not particularly crowded for money as they can borrow all they need for their present necessities on their stored clips. If the buyers are, as alleged, playing a fine game we hope the wool-growers will stand by their colors to the last moment, and we know some of them will.

PORTLAND TO THE RESCUE.

The Goldendale Sentinel intimates that Klickitat county is making arrangements to ship her wheat "up the river to some outlet to the sea." This means, most likely, shipping by the Northern Pacific to the Sound. Klickitat county is a great agricultural county and capable

of immense development. Portland might have every pound of her freight if we had an open river. The Columbia river is the natural outlet for Klickitat county and an open river would practically control its trade, but if Portland sits supinely and allows that fine territory to make other connections she will soon discover that she has lost her trade forever. The cities on the Sound are looking out for the trade of Klickitat county and past experience shows they are willing to make sacrifices to get it.

THE PORTAGE RAILROAD.

How Easily a Plain, Simple Matter Can Be Muddled, or How Not to Do It. Portland Oregonian.

PENDLETON, May, 30.—TO THE EDITOR.—For many years past people in eastern Oregon and Washington have been groaning under the burdensome tax imposed upon them by railroad monopolies for transporting their surplus products to the seaboard. Their obvious means of relief from this is by water transportation along the line of the Columbia river; but there are natural obstructions in this river which must be removed or surmounted before this relief can be obtained. These are of such a character that the cost of their removal is far beyond the capacity of our new and undeveloped states to pay. The general government has been appealed to in this emergency, and for the removal of the first serious obstructions, that at the Cascades of the Columbia, has responded with appropriations that in the aggregate amount to the considerable sum of \$1,877,000. These appropriations have been spread over a period of fifteen years, and made in such insignificant amounts, considering the work to be done and its importance to the communities to be relieved as to merit just ridicule as a business undertaking, and to materially increase the cost of the work. On this sum the interest at 4 per cent. would amount to \$75,000 per year, which no one gets any benefit from. The government officers in charge of this work have time and again in their reports represented these facts to congress, but it has produced no change in the policy of that body. It is now estimated that \$1,700,000 will be required to complete this work, and that if this amount be rendered available at once boats can pass this obstruction within three years.

The state of Oregon growing weary in long waiting, provided at the last session of its legislature for a temporary relief in the shape of a portage railroad around this same obstruction at the Cascades. It authorized a commission, to consist of the governor, secretary of state and state treasurer, to construct and operate this road. These gentlemen at once entered upon the duties imposed upon them by the law, and in consultation with the engineer officer in charge of the government work at the Cascades, came to a satisfactory understanding as to the conditions under which the road should be constructed and operated over the government grounds at that place. The matter went forward to Washington, was approved by the chief of engineers, and forwarded to the office of the secretary of war. The acting secretary raised a point as to the legality of the recommendation of the engineer in charge that a certain portion of this road be built at the expense of the United States, in consideration of certain benefits in the way of cheaper freight rates to be derived from the portage system, and to attend to the government work, and to keep more clearly defined the question of United States and state authority within the government reservation. This point, on being referred to the attorney-general, was returned with his opinion that the state should build this piece of road also. The portage commissioners at once notified the engineer officer, who telegraphed to the chief of engineers that they accept the opinion of the attorney-general, and the matter is all satisfactory as it was before, with the exception that the expense of the work to the state will be increased by about \$8000. It apparently takes the state board of portage commissioners and the officer in charge of the government work about five minutes to come to an understanding on all points in connection with the crossing of this road over the government ground at the Cascades, while the politicians and government legal luminaries in Washington are spending weeks raising points and showing how not to do it. To the uninitiated in the subtle and mysterious ways of Washington red-tapeism it would seem that the proper persons to manage this little business are the state board and the government engineer in charge of the work, their action being subject to the approval of the secretary of war. The board is certainly competent to look after the interests of the state, and from what I have seen and know of the government engineer I have no reason to doubt that he will take care of the interests of the work in his charge. It is evident that both he and the board are determined that the portage railroad shall be built, and do not propose that any difference between them shall delay its commencement. The necessity for so much telegraphing across the continent about a simple matter of this kind is not apparent to those who look at it as a straightforward business proposition. Should it become mixed with politics, then there will be a muddle. EAST OREGONIAN.

Blaine, they say, has "lost his mind." Convey our compliments to the statesman that finds it. The mental endowment is a rich one.—Astorian.

The stock-holders of the Eastern Oregon Co-operative Association closed their labors by re-electing the old board of directors.

Ralph Gibbons announces himself as a candidate for **CITY MARSHAL**

Steam Ferry.

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

\$20 REWARD. WILL BE PAID FOR ANY INFORMATION leading to the conviction of parties cutting wires, poles or lamps of THE ELECTRIC LIGHT CO. H. GLENN, Manager

JUST A LITTLE KNOWLEDGE.

The Possession of It Does Not Pay Very Well in the Long Run.

"It doesn't pay to know just a little about things," said one of those men who are always after "general information." "Judging from experience I thoroughly agree with the gentleman who said, 'A little knowledge is a dangerous thing.' For example, I have never been able to eat an egg with thorough relish—though exceedingly fond of them for their flavor—since I learned that the little spot on one side of the yolk, toward the butt end, is the germ of the chicken. You may cook an egg in what fashion you please, but whether it is boiled, poached or fried, you will find that germ always conspicuous, when once you know it is there, and you cannot eat the egg until you have carefully removed it. It would add considerably to my happiness if I could believe today what I was taught in the nursery, that the white of an egg makes the bones of the subsequent fowl and the yolk the flesh, instead of knowing, as I do, that both are merely the food for the consumption of which the germ is developed.

"But that is only a very minor instance. My slight knowledge of pathological anatomy, amounting to the merest smattering, is a source of continual distress to me. Though an abstemious man, on the whole, I cannot indulge in a glass of any alcoholic beverage without realizing that I am subjecting my system to the action of a 'heart stimulant' which accelerates the pulsations of that organ injuriously. The slightest sensation of any sort about my chest causes me to imagine, despite myself, that the tubercular bacilli are beginning to get in their deadly work upon my pulmonary system.

"Presumably it is only a trifling intercostal rheumatism, but I am none the less uneasy. A similar feeling in the small of my back makes me think of Bright's disease. Supposing that I swallow an orange seed by accident, it occurs to me at once that there is a chance for its getting into a certain useless sac attached to the stomach, where, if it does, it will occasion inflammation that is necessarily fatal before long. I know that my intestines are a prey to certain vermicular parasites, as are those of every one else; but they do not occasion me so much annoyance as the possibility, always existing, that painful concretions of lime may be forming in my bladder or my liver.

"A superficial knowledge of physiology takes much of the poetry out of existence and removes a large part of the gilding from the sublunary gingerbread, as one might say. Having acquired it, a man realizes rather painfully that he is largely an elevated animal after all, though hitherto he has imagined himself chiefly mind.

"Supposing that one's partner in the german is a thin girl, he cannot help figuring her out as an articulated skeleton and setting an estimated price upon her as a 'preparation' in that guise. This does not apply, however, when she is an acknowledged heiress.

"Imagination is always opposed to facts, and by as much as the latter are calculated to dispel agreeable illusions; they are destructive of happiness. Therefore I am inclined to think that however desirable knowledge may be respecting things with which one has no personal and intimate concern, it is most comfortable to know a very little about one's self and one's environment. 'Drink deep or taste not the Pierian spring.'—Washington Star.

Two German Words That Mean Much. German barbers in New York have a curious system of signs and mysterious words by which they indicate to each other the tendency of customers to give large tips, small tips or none at all. If a new barber in a large shop gets a generous customer in his chair, a fellow workman who has shaved the generous customer before mutters in his ear, "Brunz"—that is, "He tips." "Brunz" is a distinctively German product, and fill recently was never heard outside of continental barber shops. Its greatest merit is that it means nothing to persons who are not barbers, for it has no indorsement from the German dictionaries, and does not even enjoy the questionable authority of student slang.

German barbers in New York designate a man who gives no gratuities as a "muff." Like "bronz," "muff" is no word at all, and was invented by wily continental barbers for the needs of the shop only. The amount of the tip to be expected is revealed by the old journey-men to the new ones by various contortions of the fingers and by low German monosyllables of no apparent relevancy.—Montreal Star.

Stones Are Composed of Shells. The tripoli, used for polishing our tableware, is composed entirely of the silicious shells of infusoria. The earthy part with which our houses are colored is nothing but the remains of different species of these animals. Even the hardest rocks—the flints—show, when examined under the microscope, that they, too, are composed of the skeletons of infusoria. I once examined a thin section of a flint formerly used by the great hunter, Daniel Boone. This flint was composed of the shells of infusoria. The gun, an old flintlock rifle, from which this flint was taken, is still preserved at Frankfort, Ky.

Even many of the precious stones, such as the carnelian, owe their beautiful colors to the presence of fossil infusoria.—Macon Telegraph.

In the Train. "That fellow over there must feel uncomfortable." "Why?" "He tried to shut the window for the girl in front of him, but couldn't do it. After he gave it up the girl tried and succeeded."—Boston Herald.

When acid is dropped on an article of wearing apparel pour ammonia immediately upon the spot to neutralize the effect of the acid; then apply chloroform and the original color will in almost every case return.

S. L. YOUNG,

(Successor to E. BECK.)



—DEALER IN—

WATCHES, CLOCKS, JEWELRY, DIAMONDS, SILVERWARE, ETC.

Watches, Clocks and Jewelry Repaired and Warranted.

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CIGARS

 of the Best Brands manufactured, and orders from all parts of the country filled on the shortest notice.

The reputation of THE DALLES CIGAR has become firmly established, and the demand for the home manufactured article is increasing every day.

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QUALITY AND PRICES.

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Livery, Feed and Sale STABLE.

Horses Bought and Sold on Commission and Money Advanced on Horses left For Sale.

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The Dalles and Goldendale Stage Line.

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.

R. B. HOOD, Proprietor.

COLUMBIA Candy :-: Factory,

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Manufacturer of the finest French and Home Made

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Tropical Fruits, Nuts, Cigars and Tobacco.

Can furnish any of these goods at Wholesale or Retail

FRESH + OYSTERS In Every Style.

104 Second Street, The Dalles, Or.

John Pashek, Merchant Tailor.

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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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Successors to BROOKS & BEERS, Dealers in

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HAY, GRAIN AND PRODUCE

Of all Kinds at Lowest Market Rates.

Free Delivery to Boat and Curs and all parts of the City. 390 and 394 Second Street

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 Shoes and Slippers, and plenty of other Goods to be sold at prices to suit the times.

H. SOLOMON,

Next Door to The Dalles National Bank.

NEW FIRM! NEW STORE!

Roseoe & Gibbons,

—DEALERS IN—

CHOICE : STAPLE : AND : FANCY : GROCERIES,

 Canned Goods, Preserves, Pickles, Etc.

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

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Has Opened a

Lunch Counter,

In Connection With his Fruit Stand and Will Serve

Hot Coffee, Ham Sandwich, Pigs' Feet, and Fresh Oysters.

Convenient to the Passenger Depot.

On Second St., near corner of Madison.

Also a Branch Bakery, California

Orange Cider, and the Best Apple Cider.

If you want a good lunch, give me a call. Open all Night

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Each scholar can bring in her own dress and is taught to cut, baste and finish complete.

They are also taught to cut the seamless waist, dartless basque, French bias darts and most every form of sleeve.

In the dressmaking department I keep only competent help.

Dress Cutting a Specialty.

Phil Willig,

124 UNION ST., THE DALLES, OR.

Keeps on hand a full line of MEN'S AND YOUTH'S

Ready - Made Clothing.

Pants and Suits

MADE TO ORDER On Reasonable Terms.

Call and see my Goods before purchasing elsewhere.

REMOVAL.

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

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Filings, Contests,

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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.

Thornbury & Hudson.

\$500 Reward! We will pay the above reward for any case of Liver Complaint, Dyspepsia, Sick Headache, Indigestion, Constipation or Costiveness 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 50 Pills, 25 cents. Beware of counterfeits and imitations. The genuine manufactured only by THE JOHN C. WEST COMPANY, CHICAGO, ILLINOIS.

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