

PROUD OF HIS WORK.

An Old Scotch Professor Who Took Pride in His Labor as a Mechanic. Dr. B. W. Richardson, of London, in an address to workmen at the congress of the Sanitary Institute of Great Britain, declared that "Work, manual work—and that, too, of a resolute kind—is absolutely necessary for every man."

He spoke also of the importance of doing one's work, not merely to get it done, but with a feeling of pride in doing it well. In this connection he said: "I was invited not many years ago to lecture at St. Andrew's university and to listen in the evening to a lecture by another man, like myself, an outsider. I was not personally acquainted with this other man, but I knew that he filled an important judicial office in Scotland, and was considered one of the most able and learned, as well as one of the wittyest, men in the country."

He chose for his subject "Self Culture," and for an hour held us in a perfect dream of pleasure. For my own part I could not realize that the hour had fled. The lecture ended at 7 o'clock, and at 8 I found myself seated at dinner by the side of the lecturer at the house of one of the university professors. In the course of the dinner I made some reference to the hall in which the exercises of the day had been held—how good it was for sound and what a fine structure to look upon.

"And did you like the way in which the stones were laid inside?" asked my new friend.

"Immensely," I replied. "The man who laid those stones was an artist who must have thought that his work would live through the ages."

"Well, that is pleasant to hear," he said, "for the walls are my ain doing." He had the Scotch accent when he was in earnest.

"Fortunate man," I replied, "to have the means to build so fine a place," for I thought, naturally enough, that being a rich man he had built this hall at his own expense and presented it to the university.

"Fortunate, truly," he answered, "but not in that sense. What I mean is that I laid every one of those stones with my ain hand. I was a working mason, and the builder of the hall gave me the job of laying the inside stone work, and I never had any job in my life in which I took so much pride and so much pleasure."

That workman still lives, and is one of the heads of the university. While he was working with his hands he was working also with his brain. He took his degree, went to the bar, and now he is a man honored throughout the country.

But I refer to him here only as the mason at his work, proud of his labor. That man had the idea of the paradise. It sweetened his work; it made it great. We applauded his brilliant lecture, but those silent, beautiful stones before him, which echoed our applause, must, I think, have been to him one cheer more, and a big one.

Changes in New York.

"Only fancy," said a stately and charming representative of one of New York's oldest families at a dinner, "when I was a young girl in New York I knew personally every one who kept a carriage." This seemed almost incredible, as the speaker did not seem much past middle age herself, although, of course, the time to which she referred had to be left politely to surmise. "And now," she went on, "most of my intimates do not keep horses at all; in fact I may say that nowadays I do not know any of the people who do keep carriages. Quite an inverse ratio, is it not?" she concluded with a laugh and a sigh. When one considers the vast size of New York and the countless number of handsome equipages that crowd Fifth Avenue and Central Park, it seems odd that one individual could have noted personally so many changes in the conditions of the citizens of this great metropolis.—New York Tribune.

Minnesota's Wonderful Climate.

"Curious winter phenomena we have here," remarked the St. Paulite to the visitor from St. Louis. "You notice that icicle, up there on the cornice of that eight-story building? Should say it was ten feet long. Well, this very morning one just like that dropped as Sam Bones was passing, and the point struck him square on the top of the head. It went through him like a shot and pinned him to the sidewalk, bolt upright and stiff as a statue."

"Kill him?"

"Hardly. As soon as the icicle melted he walked off all right enough. See?"

"An extraordinary escape, truly—perhaps an isolated case. But I should think he would be liable to take cold from the draught through the hole in his body."

"Not at all! You see, the winter climate here is so dry that—"

"Bosh!"—Nature's Realm.

Success.

It is a great mistake to imagine that success without effort will ever make a man or a woman happy. What we cease to strive for ceases to be a success, and gradually becomes more and more worthless. Suppose the same wages to be paid for nothing that are now rendered for skill and energy and persevering work, or the same applause to be showered on the mere trifler that is now given to the public benefactor, could they possibly kindle the same joy in the heart of the receiver that they do now? They would mean nothing, stand for nothing and shortly would be nothing.—New York Ledger.

Boylke Answers.

"What comes next to man in the scale of being?" inquired an examiner. "His shirt," was the reply. Asked to give the distinction, if any, between a fort and a fortress, a boy nicely defined them: "A fort is a place to put men in, and a fortress is a place to put women in." On being asked what the chief end of man was, another boy, without any hesitation, said, "The end what's got his head on."—Cassell's Journal.

RAILWAY LITERATURE.

THE GUIDE BOOKS THAT ARE PUBLISHED BY RAILROADS.

Vast Sums Are Spent in Hiring Capable Writers and Exceptional Artists to Reproduce Scenery for Costly Volumes to Advertise the Line.

The greatest rivalry among railroad men is in the getting out of guide books. Several years ago a rich southern railroad published a luxuriously gotten up book as handsome as almost any example of a rich edition of Shakespeare that men and women display upon a parlor center-table. It was thought then that the limit of enterprise and expenditure had been reached, and that there never would be anything finer bearing the imprint of a general passenger office.

But that elegant volume is almost forgotten now. Its defects were that its pictures were ready made, and represented a low grade of art, while the letter press, or reading matter, was the work of the general passenger agent—a clever man but not a professional writer. Today no such pictures and no such writing is accepted for a representative guide book.

A school of artists has grown up to meet the demand for such work, and they are salaried by the big printing and bank note engraving companies that get out these books. They produce careful, artistic and clever pictures, and manage to give them the appearance of the choicest pictures in the magazine.

As a matter of fact, the latest guide books are imitations of the magazine in every particular except that they include no advertising pages. But the more wealthy railroads will not employ these professional guide book illustrators. They secure high class artists who are too independent to sign their names to what they do, but provide the best work of which they are capable, because they are better paid for it than for any other work that they do.

BIG PRICES PAID FOR WORK.

Men who study such matters are able to recognize the personality of the artists in their methods of drawing, and such persons often see a painting or a study of a picturesque place in one of the art galleries or at an art sale at the same time that they receive a copy of some guide book illustrating other beauty spots in the same region in a set of drawings by the very same artist, who has been whirled hither and thither in that part of the country in a special car at the expense of the railroad company that monopolizes the traffic.

In that same car with the artist goes the general passenger agent, but he no longer writes the matter in the book. He has secured the services of some well known literary man of the second or third class to describe the region with his pen for a higher rate of remuneration than the writer could get for any other work. Two thousand dollars is paid for the illustrations in a single guide book, and in all probability no first class book of the kind has been written for less than \$500.

These books have been poured from the presses of the best printers in the country in editions of from 5,000 to 10,000 copies, and have cost the railroads from five to twenty cents a copy. Some are designed to appear like novels, some like stories of adventure and some like books of travel. Their titles are such as are likely to prove attractive to large bodies of citizens.

Not to quote any one of them, but to show what sort of bait they throw to the public, they may be said to be named in some such way as these: "Where to Camp Out," "Where to Go This Summer," "Three Days and a Thousand Trout," "Hunting the Mountain Goat," "Pure Air and Balsam Pines," "Country Board," "Cheaper Than Staying Home." One enterprising western railroad man has issued a little book on etchings, exquisitely printed, and made to close up into a large envelope tied with a satin bow knot.

SOME NOTABLE PECULIARITIES.

Some of the very best map making that has been done in this country has grown out of the competition in guide books. Just at present the rage is for bird's-eye-views, however, and these are cleverly made to show every hill and stream and village and patch of forest in vast areas of country. They all omit every indication of marsh land, and all are printed with green ink, in order to produce the most astonishing effects of universal greenery, shade and coolness.

It is a noticeable characteristic of all them that they show only one railroad, never any more. No guide book published exhibits Chicago as accessible by more than one railroad, and enormous tracts like North Dakota and Utah are made to appear to depend upon a single line of rails for their means of internal traffic. In such maps railroads seem to reach a degree of perfection that is not noticed by those who travel most upon them.

For instance, they are always straight, direct lines from point to point, precisely like the great highway that Nicholas marked down upon the map of Russia with a pencil and a ruler in order to show his engineers how he would connect Moscow with St. Petersburg. Not even the Rocky mountains are able to hinder the absolutely straightforward course of any railroad. On the maps the line of the tracks goes straight along past the mountains as if they were mere ruts in a wheat field. The reading matter in the guide books shows that each railroad avoids mosquitoes and malarial regions with the same success.

Where there are no mosquitoes the writers say so, and where they are as thick as peas in a pod the most dignified silence is maintained with regard to them. But there one sees how greatly competition has elevated this class of literature, for only a few years ago these books were as unreliable as the old fashioned circus posters. They do not lie today. The next thing will be that they will tell the truth.—New York Sun.



How to Judge Character by Finger Nails.

Very pale nails indicate much infirmity of the flesh and liability to persecution by neighbors and friends. Nails growing into the flesh at the points or sides are indicative of luxurious tastes. White marks on the nails bespeak misfortune. Pale or lead colored nails betoken melancholy. Broad nails belong to those of gentle, timid, bashful natures. Lovers of knowledge and liberal sentiments have round nails. People with narrow nails are ambitious and quarrelsome. Small nails belong to small minded, obstinate and conceited people, while choleric, martial men have red and spotted nails.

How to Test Gilt.

Apply bichloride of copper, which makes a brown spot on alloy, but produces no effect on a surface of gold.

How to Remove Clinkers from Stoves.

Put half a peck of oyster shells on top of a bright fire. Repeat when clinkers show signs of forming.

How to Wash Colored Calicoes.

After washing and rinsing the garments dip them in a pail of rain water in which five cents worth of sugar of lead has been dissolved. Wring out promptly.

How to Relieve a Fainting Person.

If the face is pale lay the patient flat on the back and raise the feet a little. If the face is red raise the patient to a sitting or easy reclining posture. The pale face indicates that there is too little blood in the head; the red that there is too much. It is necessary also to be careful that a "black or blue" face is not mistaken for a pale one, for this dark hue indicates venous congestion, and in such a case the patient should be raised.

How to Protect Trees from Insects.

A paste of one part powdered chloride of lime and a half part of some fatty matter placed in a narrow band around the trunk will prevent insects from creeping up the trees. Even rats, mice, cockroaches and crickets flee from it.

How a Woman Should Exercise.

A woman who has paid great attention to this important subject says water and air are the best tonics and beautifiers. For bathing purposes she recommends long mittens made from Turkish toweling. At night the mittens should be put in a washbowl of water in which a little fine salt has been dissolved. On rising in the morning wring out the mittens, put them on and rub the whole body briskly. Dry on a towel, not too coarse, and dress quickly. Then go out of doors, if only for five minutes. Walking is the best exercise. If you cannot walk half a mile at first, walk a quarter; keep on stretching the distance until you can walk three or four miles without fatigue. Fresh air will put a good color in the face, and when the health is good and the blood circulates freely the nerves will be all right.

How a Pension is Obtained.

Printed instructions and forms can be obtained free by applying to the commissioner of pensions, Washington. The company and regiment in which the claimant served, the name of the commanding officer, and dates of enlistment and discharge must be set forth in the application. In navy cases similar information must be given in regard to the vessel upon which the claimant served. Declaration must be made before a court of record, and his identity shown by the testimony of two credible witnesses. The nature of the evidence required to sustain the claim will be indicated to the claimant upon the filing of his declaration at Washington.

How to Keep Meat Fresh in Summer.

Meat can be kept very nicely for a week or two by covering it with sour milk or buttermilk and placing it in a cool cellar. The bone or fat need not be removed. Rinse well before using.

How to Remove Paint Stains.

When the stains are dry they should be softened with butter and lard, and are then easily removed by turpentine and soap. Benzine, alcohol or turpentine will readily remove fresh paint stains, and chloroform will remove stains after everything else fails. Common turpentine often leaves a stain of its own on silk. This can be taken out by alcohol applied with a sponge.

How to Find the Contents of a Corn Crib.

Multiply the number of cubic feet by 44 and point off one decimal place. The result will be the answer in bushels.

How to Write on the Train.

This is one of those simple things which few people know of. If you are in a Pullman car, get a pillow from the porter, put it on your lap and place your writing materials on it. The elasticity of the pillow will insure smoothness. Where a pillow cannot be obtained use your coat.

How to Lacquer Brass.

When brasses of any kind become stained and worn they can readily be lacquered in the following way: Get one ounce tumeric (ground) and two drachms each of saffron and Spanish arnatto; mix them in a bottle with a pint of rectified spirits of wine. Place the mixture in a moderate heat for two or three days. Then strain and add two ounces of good seedlac, roughly powdered; shake until the lac is dissolved. Again strain and it is fit for use. If a deep orange lacquer is required add more arnatto, if a bright yellow decrease the quantity. Warm the brass (after cleaning it) and apply the lacquer with a brush; warm until thoroughly dry and it is done.

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is here and has come to stay. It hopes to win its way to public favor by energy, industry and merit; and to this end we ask that you give it a fair trial, and if satisfied with its course a generous support.

The Daily four pages of six columns each, will be issued every evening, except Sunday, and will be delivered in the city, or sent by mail for the moderate sum of fifty cents a month.

Its Objects will be to advertise the resources of the city, and adjacent country, to assist in developing our industries, in extending and opening up new channels for our trade, in securing an open river, and in helping THE DALLES to take her proper position as the

Leading City of Eastern Oregon. The paper, both daily and weekly, will be independent in politics, and in its criticism of political matters, as in its handling of local affairs, it will be JUST, FAIR AND IMPARTIAL.

We will endeavor to give all the local news, and we ask that your criticism of our object and course, be formed from the contents of the paper, and not from rash assertions of outside parties.

THE WEEKLY, sent to any address for \$1.50 per year. It will contain from four to six eight column pages, and we shall endeavor to make it the equal of the best. Ask your Postmaster for a copy, or address THE CHRONICLE PUB. CO. Office, N. W. Cor. Washington and Second Sts.

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 last year.

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.