

### The Dalles Daily Chronicle.

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**STATE OFFICIALS.**  
 Governor.....S. Penoyer  
 Secretary of State.....G. W. McBride  
 Supt. of Public Instruction.....Philip Metcahan  
 Senators.....B. Hermann, J. N. Dolph  
 Congressmen.....J. H. Mitchell, B. Hermann  
 State Printer.....Frank Baker

**COUNTY OFFICIALS.**  
 County Judge.....C. N. Thornbury  
 Sheriff.....D. L. Cates  
 Clerk.....J. B. Croesen  
 Treasurer.....Geo. Ruch  
 Commissioners.....H. A. Leavens, Frank Kincaid  
 Assessor.....John E. Barnett  
 Surveyor.....E. F. Sharp  
 Superintendent of Public Schools.....Troy Shelley  
 Coroner.....William Mitchell

#### A BILL THAT MEETS A PRESSING NEED.

A postal fractional currency is provided for in Senator Kyle's bill No. 2531, now before the committee on post-offices and post-roads in the United States Senate. It provides that on and after Jan. 1, 1893, the issue by the post-office department of postal notes shall cease, and in their stead shall be issued a postal fractional currency in denominations of 5, 10, 25, 50 and 75c. This currency is to be furnished to all postmasters in such sums as the postmaster general shall deem proper, having due regard for the amount of business transacted. It shall be legal tender for sums less than \$1, and shall be redeemable at any postoffice in the United States to the amount of \$1, at any money order post-office of the fourth class, to the amount of \$5, and in any postoffice of the first, second or third class to an amount not exceeding \$10 in any one payment. Such postal fractional currency is to be furnished to the public on payment therefor at its face value in lawful money of the United States without other cost or charges. In this way fractional currency could be distributed in any part of the country where most needed. We trust that this bill will be enacted, for it is one of the great conveniences that people living in the country must have. It is a better and simpler measure than the fractional silver certificates which the house provided for in 1888, which was killed in the senate finance committee by the then secretary of the treasury, Charles S. Fairchild.

Outcry against gerrymandering is not honest from either party. In Massachusetts 178,000 republicans elect ten congressmen, while 150,000 democrats elect but two. On the other hand, 100,000 republican voters in New York city never have a representative in congress. The truth is, both parties will gerrymander when they have it in their power, the only difference being that possibly the democrats can generally do the business up in neater shape.

As a proof that there is undoubtedly a lingering sense of decency in the democratic party, many of the best journals of that faith denounce Hill and his methods as menacing to the liberties of a free people.

Eugene Guard, (Dem.) Miller, Geer, et al are not in the congressional contest with Hermann. The wily Binger holds the top hand and will secure the prize at Portland next week.

**English and American Appetites.**  
 A New York woman who has been passing some months with English relatives, comprising several different families, says that from her observation the English appetite is constructed upon different plans from that of the American. Four meals a day sounds very satisfying, but she admits she often went to bed hungry. Breakfast is bread and jam and butter, with a bit of cold meat or bacon and eggs. Dinner at 2 is a soup, a joint, a sweet and a pastry. At 5 o'clock is tea with biscuits—our crackers. At 8 is supper, which is frugal.

The portions are small, and though the meals occupy considerable time one may rise from any hungry and longing to be filled. "This nibbling seemed quite satisfactory to the others," concluded the speaker, "but I sighed many times for a well stocked American board. We consume considerably more at our three meals than I was offered anywhere at the four."

**A Custom Eight Hundred Years Old.**  
 Tuesday evening the bells of all the parish churches of Brussels rang merry peals to celebrate the anniversary of the return home from the Holy Land of the survivors of the Brusselsers who took part in the first crusade. They had left in 1095 with Godfrey of Bouillon, whom they left there, and for six years no news had been received of them. They were given up for lost, and more than one of the forsaken wives was thinking of giving a successor to the absent one, when on Jan. 19, 1101, at dusk, the arrival was announced of a troop of men-of-arms at the Trouenberg gate. Great was the joy in many houses, and the long waited for husbands were welcomed with the best of suppers, to which they did such ample honor that when bed time came they were unable to move from their chairs, and their valiant wives had to carry them to bed. Until 1781 the council of Brabant held no meeting on that day.—Belgian News.

### Hermann Defends Himself Against Penoyer.

The following extract from a private letter to well known gentleman of this city was not written for publication, but seeing that it contains a clear, and, to us, most satisfactory statement of Mr. Hermann's position with regard to appropriations for the Columbia river, we have asked permission to publish it.  
 WASHINGTON, March 25, 1892.

You will see by the telegrams my good luck in arranging for the final completion of the cascade locks. I perceive that Penoyer is trying to charge me with bad faith as to the portage road. I am willing to bear my part of the responsibility. The fact is that I could only obtain one appropriation for either of those two projects, I must choose whether I would retain the splendid appropriation of \$435,000 and to finish the cascade locks by contract, or to accept the sum of \$431,000 for a portage railroad and nothing for the cascade locks. I chose the former alternative, since if had not and the house should strike out the portage allowance, we should have nothing left for either of the projects. Would this have been a wise or even business-like conduct? The further fact is as I learn from more thorough canvassing among members of the house that there is an earnest antagonism any portage railroad project by the government. Many claim that our committee has no jurisdiction over railroads, since these matters belong to the committee on railroads and canals. I differ from this view. Others claim that it is contrary to the policy of the government to engage in railroad operations. Others claim that the government should first finish the great work at the cascade locks. The river and harbor committee, except myself and probably one more, are, I am satisfied, solidly opposed to the portage road project. This was shown on my motion to appropriate \$431,000 for a portage road. They voted it down as against my earnest and continuous appeals to have this project recognized. Why should Penoyer say I was opposed to a portage railroad in the face of my best efforts for it. The efforts, every member of the committee will verify. Whenever, however, I was told that I must choose the alternative of a portage road and suspended cascade locks work, or a completed cascade locks, and a postponed dalles improvement, I chose the completion of the locks, believing that in next congress we can obtain recognition for permanent works at the dalles and Celilo rapids and place them under contract too. I believed it my duty to stand on that proposition, and this I shall continue to do, until the river and harbor bill becomes a law. This is the course any business man would take, and it is what the people of eastern Oregon, I am sure, will endorse. If I had only secured a small allowance and no contract for cascade locks, I should have been tempted to have accepted the alternative of putting all in the portage road project if I had any assurance of success rather than wait another fifteen years for the completion of the cascade canal. But the proposal Chairman Blanchard made to transfer what I did get for the cascades, the committee would not endorse, as the members, I have found, are nearly unanimous against a portage road. Nearly every member will assert this over his own signature. Equally averse are they to make any allowance for the portage project. They express the opinion that the government should not engage in railroad projects. Then why does Penoyer harp on Blanchard's proposition? Mr. Blanchard knew that the committee would never vote for such transfer, or for any allowance for the portage railroad. His offer was I think, more in the spirit of a compliment to Penoyer, although he himself would vote for it. Now since the great cascade canal will be completed and no longer appear in the river and harbor bill, had we not better unite all efforts for the commencement of a great permanent work to overcome the dalles and Celilo rapids? At last the nation recognizes the policy and business principle of finishing the great works by contract. After this victory in the case of the cascade locks, why should we expend any more time to obtain only a temporary work at the dalles which will only be used as an argument against us for the permanent work, just as Penoyer used the cascade portage road against a present appropriation there. Now you know the exact situation. Every assertion here made can be substantiated by democrats and republicans of the committee alike. What I did, I regard as of supreme importance to the entire Columbia river valley. To have changed it a particle, would have subjected me to the severest condemnation of every citizen of Oregon, and from none more than the people of Eastern Oregon, Eastern Washington and Idaho, who have so long suffered from the oppressive tax on transportation, and they have become heartick and hopeless in the long waiting for the hour of relief. We have overcome the perils and obstacles of the Columbia river bar, and now we shall soon pass safely through the next great obstacle at the cascades, and reach the wharves of the Dalles city on a free and unobstructed river from the high seas. Let us now move forward to overcome the third great difficulty. Let us demand for it the aid of the government in a permanent and enduring work, and with unity harmony of effort and perseverance, endeavor to secure its accomplishment in the earliest possible period of time. Your Friend,  
 BINGER HERMANN.

### Scrap - Iron Wanted.

The undersigned will pay FIVE DOLLARS PER TON FOR ALL KINDS OF WAGON AND MACHINE SCRAP-IRON,  
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 Pure Drugs and Medicines.  
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 Night Druggists always in Attendance.  
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 AT C. E. DUNHAM'S OLD STAND,  
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 We have added to our business a complete Undertaking Establishment, and as we are in no way connected with the Undertakers' Trust our prices will be low accordingly.  
 Remember our place on Second street, next to Moody's bank.

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**CANDIES,**  
 Can furnish any of these goods at Wholesale or Retail  
**FRESH OYSTERS**  
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 BEFORE YOU ORDER GOODS OF ANY KIND IN THE FURNISHING LINE,  
**Call and See me**  
 Shirts of all kinds to order, at prices which defy competition. Other goods in proportion. P. FAGAN,  
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 Sole Agent for WANNAMAKER & BROWN, Philadelphia, Pa.

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 Is called to the fact that  
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 To be found in the City.  
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 Class days are TUESDAY, THURSDAY and SATURDAY.  
 Samples of Mrs. Bemish's work may be seen at the store of Paul Krefz & Co. 8-3414

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 Free Delivery to Boat and Curs and all parts of the City  
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