

The Dalles Daily Chronicle.

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Lovers of art, no less than the catholic world, are deeply interested in the announcement that Pope Leo is to contribute to the art exhibit of the worlds fair. Few Americans, even among those familiar with the art centers of Europe, have been privileged to scan the storied treasures of the Vatican. The extent of the papal exhibit at Chicago, has not yet been made known, but there is no doubt that it will include many of the rarest famous antiquarian as well as artistic specimens. The Vatican is a veritable storehouse of such treasures as bring delight to the student and the artist. Even a fragment of its treasures will make a display of rarest interest and value. There is, moreover, the assurance that the display will be worthy of the occasion and the illustrious exhibitor. Even at this early day there are indications that the art display at the worlds fair will surpass any former collection of treasures on this continent. There is a just feeling of national pride that it should be so. Americans as a whole, are on the threshold of a new era in which the development of art will conspicuously become a national trait. Utilitarianism will cease to be the supreme guiding principle of a people whose culture broadens with the years. That the product of centuries of artistic culture, most of it priceless, should be collected and exhibited on the shores of lake Michigan next year is a happy demonstration that art is truly cosmopolitan. As a leading exhibitor Pope Leo will perform a distinct service to humanity, confirming the already widespread belief in the breadth of his human sympathies.

The newspapers of Seattle are arguing that appropriations made for the Columbia river ought to be charged to Oregon, as the river does not belong to Washington. In view of the fact that it flows almost through the centre of the state, entering at the northern boundary and emerging at the southern, and nowhere enters the state of Oregon, says the Spokane Review, we suspect that the Seattle newspapers have an impression that their municipality comprises the entire state of Washington. This idea cropped out when the tide lands were grabbed by local interests. It will continue until the rest of the state sits down upon King county and teaches her some respect for wishes and rights of others.

At an immense indignation meeting at the Portland tabernaec Saturday night, emphatic resolutions were adopted and the United States engineers were handled without gloves, because of their interference with the people in the matter of bridges across the Willamette. Major Handbury was openly charged with taking \$250,000 per month from the port of Portland commission. The port of Portland commission is opposed to any more bridges across the river; free or otherwise, in Portland; and Major Handbury's reports sustain them. Whether they succeed in getting any more free bridges or not, this seems to be a free fight.

President Harrison is not so much in favor of reciprocity as has been imagined. In a state paper sent to the senate, in answer to a resolution of February 24th, calling for information relative to reciprocity negotiations with Canada, he sounds the death knell of that project and plants a mile post in American history by deliberately, in effect, recommending that congress proceed to retaliate upon the dominion for its persistent denial of the rights of American citizens, guaranteed by the treaty of Washington, in connection with the navigation of Canadian canals.

The idea of building a city or suburban railway, upon the same principles involved in the construction of a street, or laying a pavement, by municipal authority, is about to be tested in London. The leader of the movement is backed by "the enthusiastic support of the labor element," the dispatch informs us, and "the Tory minority is so feeble that its opposition will be immaterial."

THE BELLS BENEATH THE SEA.

The sea is calm, the wind is fair,
Nor ever a cloud doth lower—
The good ship speeds with the blessed bells
She bears to Boltraeus tower.
The pilot crossed his breast, and cried:
"Thank God! the harbor's near."
For vesper bells at Tintagel
Ring out their music clear.
"Aye, thank the Lord for our good speed
Across the doubtful sea!"
"Fool!" sneered the captain, "I thank thyself;
God holds no helm for thee."
The pilot crossed his breast, and cried,
"God pardon thee once more,
And grant that we may safely come
Unto the Cornish shore."
The captain's oath was on his lips,
Or over the sun went down,
And while the people thronged the cliffs
Above the harbor town,
A mighty wave swept o'er the sea,
With dull and sulken roar;
The good ship trembled all her length
As she sank to rise no more.
Then o'er the whelming waters pealed
The tolling funeral knells
For those lost souls the soft, sweet chimes
Of the Forrabury bells.
The moss ceeps over Boltraeus church,
Where rings no vesper lay;
Still waits the tower its blessed bells,
And silent stands today.
For low beneath the Cornish wave,
Where tangled wrecks lie deep,
The Forrabury bells are hid
And their sweet echoes keep.
But ever 'gainst the billows toss,
And storm winds shriek in glee;
Their muffled chimes the blessed bells
Still ring beneath the sea.
—Lucy R. Fleming in Harper's Bazar.

FOURTEEN MILES OF FEAR.

A Ride Back End Foremost Over a Strange Railroad Track by Night.
"Funny, isn't it, what daredevil acts railroad men will often do?" asked a little traveling man of a few friends as he dropped into one of the Grand Pacific rotunda chairs.
"Yes, something like trying to run two trains on the same track or trying to see whether the rails or a man's leg is the hardest," suggested a fellow drummer.
"No, I mean in the ordinary course of business. The other day I started for Washington and I had a premonition that the trip was not to be of the best, for on the way to the depot I purchased a pocket comb of a street vendor, who gave me a quarter too much change. We got as far as Auburn Junction and it was awful dark, when the station agent informed us that there was a wreck between us and Defiance. O. Later he said there were two wrecks and that three men had been killed. The debris was piled so high upon the tracks that it would take the wreckers hours to clear them. I saw our conductor and engineer in close conversation.
"Suddenly the conductor said, 'Bill, there is nothing left us but to run around on the Wabash tracks to Defiance.'
"But the Wabash has no operator here to give us orders," answered the engineer.
"Oh, I'll cut you off and we'll turn the engine around at the roundhouse table and make our way over the fourteen miles of strange track. As long as your headlight shows up you can creep over the road, can't you?"
"The knight of the throttle was a careful man, but he knew that the United States mail was being delayed and a couple of hundred passengers were angrily demanding that the trainmen do something to hurry them on. 'I'll go you,' he said, and the engine went down to the turntable to turn around. Upon coming back it was discovered that it would be impossible to couple her to the hind end of our train, as the sleeper draft irons were of a different pattern and higher than the coupler of the engine. Another pause for deliberation.
"Finally the conductor advised the engineer to go back, turn around and couple on in the original position. 'We'll just cross over on the spur and back up the fourteen miles. And we did. That stretch of fourteen miles on a night as dark as pitch, over an unknown road, without a headlight and with 200 passengers unaware of the risk the trainmen were running to accommodate them and—well, I tell you it was exciting. No orders, no nothing, as you might say.
"I stood on the hind end, which was then the fore end, with the conductor and four brakemen, as we slowly dragged our way through the darkness. The flagmen carried red lanterns and torpedoes to run ahead and flag should a train be heard approaching, but it was dollars to bittersnuts that had a headlight appeared around one of those unknown curves no one of our train could have reached the approaching train in time to prevent her from crashing into our train. I've done a little railroading in my time and have taken a train over some risky places, but that fourteen miles of backing up without orders, without a headlight to aid our progress and on a strange track, is about the most squamoush ride I ever traveled. That shows you how many risks a railroad man will take to please the travelers."—Chicago News.

A Charming Little Pet.

A charming little foreign pet for the house is the suricate. This pretty creature, which, if we remember rightly, was among the number of Frank Buckland's animal companions, is an active and vivacious little fellow, some ten inches long, with greenish brown fur, large bright eyes, a short pointed nose and dainty paws, which, like the squirrel's or raccoon's, are used as hands, to hold, to handle and to ask for more. Eloquent in supplication, tenacious in retention, the suricate's paws are expressive, plaintive and wholly irresistible. The creature is made for a pet, and is so affectionate to its master that it can undergo any degree of "spoiling" without injury to its temper.—London Spectator.

Why the Grumbler is Entertaining.

No one offers the systematic grumbler the tax of sympathy. He does not want it, moreover. His woes and grievances are his stock in trade. It is an understood thing that without them he would be a very dull fellow. As it is they save his reputation, and set the ball of small talk moving—no matter in what direction.—All the Year Round.

A New Kind of Insurance.

For twenty-five cents you can insure yourself and family against any bad results from an attack of bowel complaint during the summer. One or two doses of Chamberlain's Colic, Cholera and Diarrhoea Remedy will cure any ordinary case. It never fails and is pleasant and safe to take. No family can afford to be without it. For sale at 25 and 50 cents per bottle by Blakeley & Houghton, druggists.

Dissolution Notice.

The partnership heretofore existing between E. B. McFarland, S. French and C. J. VanDyyn, under the name and style of VanDyyn & Co., Tygh Valley, Oregon, was dissolved on the 1st day of May, 1892, by limitation and mutual consent.

E. B. MCFARLAND,
S. FRENCH,
C. J. VANDUYN.

Mr. W. M. Terry, who has been in the drug business at Elkton, Ky., for the past twelve years, says: "Chamberlain's Cough Remedy gives better satisfaction than any other cough medicine I have ever sold. There is good reason for this. No other will cure a cold so quickly; no other is so certain a preventive and cure for croup; no other affords so much relief in cases of whooping cough. For sale by Blakeley & Houghton, druggists.

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Pabst's Milwaukee Beer at the Umattilla house at a bit a bottle. Free lunch tonight at 8 o'clock.

Building Material.
We offer to the building public a full line of building material. We do not resort to trickery to buy or sell any lines handled by us.

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5-2tf
CATES & ALLISON.

Notice.

All persons indebted to the late firm of Mr. Farland and French will please call at the old store, now Messrs. Pease & Mays, where Mr. French will be in waiting that they may make immediate settlement of their notes and accounts.

S. FRENCH,
For the company.
6-3-daw1m

Notice.

All persons indebted to the late firm of W. Bolton & Co., Antelope, either by note or book account, will please call at the old store and make immediate settlement of the same.

WILBUR BOLTON,
For the company.
daw1m

Dissolution Notice.

The partnership heretofore existing between E. B. McFarland, S. French, G. V. Bolton and Wilbur Bolton, under the name and style of W. Bolton & Co., Antelope, Oregon, was dissolved on the 21st day of March, 1892.

E. B. MCFARLAND,
S. FRENCH,
G. V. BOLTON,
WILBUR BOLTON.
5-24-d1m

Notice.

All persons knowing themselves indebted to the late firm of Van Deyn & Co., Tygh Valley, either by note or book account, will please call at the old store and make immediate settlement of the same.

C. J. VANDUYN,
For the company.
daw1m

FOR CHURCHES.

Superior in tone to Pipe Organs, easier played and cheaper, are the ESTEY PHILHARMONICS.

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