The Dallss Daily Chroniele. National Reppubican Ticket.
gon president,
Benjami Hartison,

Yon vice-phesidest,
WHITELAW REID,

## J. F. CAPLES, of Portland. H. B. MILLER, of Grant'e Pass.

## THE AUTOCRAT OF THE STATE.

If Mr. McLeod, of the Reading coal
trust, will consult the liverymen of Chi-
cago he may learn something of his finan-
cial advantage. The Pennesyrania deal
ers in anthracite diamonds may be fairly good at mulcting the public, but they
will probably be willing to concede the coolly ask $\$ 22$ a day for a carriage and
pair. Morever the coal men have been
reasonably polite es reasonably polite as compared with the
antocrat of the stable. Moderately rais-
ing the price of coal 50 cents a ton at
time, and induce poverty by ensy starges, zo to the speak. The Chicago liverymen, however
without warning and apparently common inspiration, send rates up in
day 75 to 120 per cent. In point
$\qquad$
$\qquad$ if he must be robbed. Of course onl charges as the Chicago carriage-renters
demand-the public will find other means of transportation, or from a dread
of cholera will send their regrete and main away from Chicago during the
fair. Walking enter
 bad as paying outrageoue prices for
traveling on wheels. In the end it may owners combine have done a service by
exposing their hands six mothe the reang opeining of the fair. It may ap
pear that the Cbi . pear that the Chicago public is opposed
to seeing its guesta snap to seeing its guests subjected to such in
famous practices. The public may de
mand that all carriages for hire be reensed and permitted to charge only
reasonabe fixed prices. In that even extortion within its gates.
 porarnd collapse say called) a contem
which the projectors of the ent enterprisp axpected to precipitate didn't, show up.
It flatereed out early. Captain Flavel
is about the only man who has pulled a subscriber to the railroad subsidy
Luck just bit luck just hit him off-hand. He un got over $\$ 100,000$ of it in cash. It will their railroad enterprise nipped in the
bud, but perhaps new handa will take hold of it and put it throngh some day."
It is true that Capt. Flavel was not
subscriber to the railway he may have made $\$ 100,000$ out of the
Tanzy point boom; but so far as Astorin "nipped in the bud" before by this
same species of frost. The recuperative quality of Astoria's genuine unadultera-
ted "enterprise" will require something


medi ever
Fisal
Fists.

## 0 0essimere

GENTLEMEN
BEFORE YOU ORDER GOODS
ANY KIND IN THE FURNISH-
Cefl and gixe me

## A Puget sonnd paper referring to th loss of the whaleback Wetmore says

 "The first experience with this stylevessel has proven a disatrous failure i
sound traffic, and are not in the least discouraged, it wil
require much labar and expense to tablish the whaleback in faver with the
shipping public, or The Wetmore has been a success Caroxicle more than a week ago, as
carrier, on the score of economy, an
lastly by with the has on the coast near Coos bay. Europe, prove this year that the what in with the shipping public.

No jealousy can be attributed to the
Eagene Journal on account of location, Eugene Journal on account of location,
becanse of its comments upon the Port-
land exposition and the late Salem ehow. It eays: "The Portland exposition opened last Wednesday evening "in a
blaze of glory" in the midst of 10,000 people. It bids fair to be an improve-
ment on the very attractive and complete exposition of last year, and will be in striking contrast with the horse races
which took place at Oregon's capital recently ander the name of a "state hundreds of miles to see, and is not gupported by the state treanury,

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Chamberigin'


I am a traveling man and have been
fflicted with what is called chreat

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