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Madison's Latest System used in cutting garments, and a fit guaranteed each time.

Repairing and Cleaning
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FINE WINES and LIQUORS

DOMESTIC AND KEY WEST CIGARS.

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JEFFERSON STREET, between Second and Railroad. THE DALLES, OR.

REPUBLICANS' NIGHT.

The Court House the Scene of Eloquent

Addresses.

SINNOTT AND EDDY INTRODUCED.

Who Spoke Eloquently and Well Upon

Leading Issues.

SEN. DOLPH ADDRESSES THE HOUSE

Full Report of That Portion of His Speech Relating to the Opening of the Columbia.

Hon. J. N. Dolph arrived in the city yesterday, and was met at the court house last evening by a large audience among whom was quite a number of ladies. The brass band led the procession and after the meeting was called to order by Mr. Huntington, the young men taking considerable part in the exercises, Mr. N. J. Sinnott was introduced and made his first political speech. It was a very creditable effort, of which our young friend has just cause for congratulations. Col. J. B. Eddy was next called, and made a stirring speech.

Senator Dolph treated upon general topics, and was listened to attentively for over an hour, upon one topic, in which this community is most interested, Mr. Dolph said:

The resolution of the platform of the democratic party concerning river and harbor improvements is to say the least, a very peculiar one. The Mississippi river is deemed worthy of special mention and is the only one so mentioned. The other navigable waters referred to are under the head of other great waterways of the country. It is in effect a declaration against a general system of waterway improvements and a general river and harbor bill. Under the wording of this resolution all the improvements along our coast would be excluded, and if we may judge from the action of the present democratic house, the Columbia river is not in the estimation of the party one of the great waterways of the country.

The increases secured by me in the senate committee on commerce for the mouth of the Columbia river and the lower Columbia and Willamette, as well as for Siuslaw and Yaquina, were bitterly fought by the house conferees, and after a prolonged and bitter contest the provision placed by the republican senate in the river and harbor bill of last session for opening the Columbia at the dalles rapids was defeated.

The resolution of the Chicago convention should be read in the light of the pocket veto of President Cleveland of river and harbor bill of 1887, by which the appropriations for the Oregon works were defeated and the works delayed.

There is not a state in the union, thanks to republican administrations, that has received greater consideration from congress or larger appropriations for rivers and harbors during my service in the senate than Oregon. Our people complain at the progress being made with the work upon Oregon improvements; but if they would examine a river and harbor appropriation bill they would find that there are usually 400 or more appropriated for, many of them quite as important as ours and many of which have been longer under way. The Oregon improvements which have been so far undertaken are, as compared with similar improvements elsewhere, in a most gratifying condition. The improvement at Coos Bay has already begun to show beneficial results, and the liberal appropriation just made for it will enable the work to be prosecuted with new vigor. Commencement of the work at Siuslaw and Tillamook Bay has been provided for. One comparatively small appropriation will complete the existing project for the improvement of Yaquina Bay. The work at the mouth of the Columbia river will be substantially completed with the present appropriation, and if any further appropriation is required it will be insignificant. This improvement, for which I secured the first appropriation after I entered the Senate, has cost less than one-half the estimate and has already proved a success. A safe entrance and harbor of refuge has been secured, with nearly 30 feet of water at low tide. Thanks to the liberality and enterprise of the people of Portland, who are expending \$500,000 to secure 25 feet of water from Portland to the sea, one more ordinary appropriation will proba-

bly complete the work of improving the lower Columbia and Willamette, and that improvement will be out of the way of others.

The construction of the canal and locks at the cascades to completion, has been secured by the adoption for the work of the contract system. There has been a great deal of misunderstanding and misrepresentation about this system. It was adopted by the senate committee on commerce two years ago for the new locks upon the Sault Ste. Marie canal, Galveston harbor, and Philadelphia and Baltimore improvements. It was then considered to some extent experimental, and the committee did not dare to increase the contract works for fear of defeating the bill. I was then promised by the leading members of the senate committee on commerce that in the next river and harbor bill, one of the Oregon works should be placed under the contract system. I said to the people of The Dalles in a public speech a year ago last July that I would in the next river and harbor appropriation bill secure such a provision for the cascade locks and hope to induce the senate committee to treat the cascade canal and The Dalles improvement as one and to secure a similar provision for the boat railway. I should have succeeded in this, and both works would now have been provided for, and the speedy opening of the Columbia assured if it had not been for obstructions and difficulties emanating from my own state.

The contract system resulted in securing a contract for the construction of a new lock upon the Sault Ste. Marie and improvement of Hay Lake channel for more than a million dollars less than the estimate and in a great saving in the Philadelphia and Baltimore improvements. Under such a provision contracts are let for the whole work, the contractor receiving in due time as a payment upon the work the appropriation already made, and receiving his future payments as appropriations are made by congress. The secretary of war is authorized to incur indebtedness to the amount of the contract price and the appropriations are thereafter made, not in the river and harbor bill, but in the sundry civil appropriation bill, as appropriations are made for all liquidated claims against the government and will be made annually.

I have observed that it is supposed by some that there will be difficulty in securing a contract for the completion of the canal and locks; but I have no doubt that there will be bids from every quarter of the Union and a contract will be secured for a price much below the estimates. To help secure a responsible bidder for a price within the estimate of the cost, the limit of the expenditure, I secured in the east the names of all the bidders successful and unsuccessful for the Galveston harbor, the locks on the Sault Ste. Marie canal, the Baltimore canal, the Baltimore and Philadelphia improvement, and brought them to Maj. Handbury, and had copies of notices of the letting of the work upon the cascade canal mailed to them.

There has been complaint because the engineers have not proceeded with the appropriations made in the last river and harbor bill. I do not think the secretary of war had authority to expend the money for work carried on under the government engineers. As I have said, the appropriation is made to apply as the first payment on the contract price of the work. It necessarily takes time to effect the change of the work from the old system to the contract system. Official communication between the department and the local engineers was necessary in order that the department could be fully informed as to the condition of the work and the local engineer could be fully advised as to the character and effect of the new provisions concerning it. Careful working plans and specifications for every part of the work were required before the work was advertised. Extensive advertisement of the letting of the contract was required that contractors in all parts of the country might have an opportunity to bid and a reasonable bid secured. But when these necessary preliminaries have been attended to and the contract let, the work will proceed without delay until completed. Much that has been recently said in the press concerning this work has been

based upon insufficient information concerning present conditions. There has been a most unaccountable effort from certain sources to place obstacles in the way of the delegation in congress and especially to weaken my influence in endeavoring to secure an open river. I am not in the habit of noticing personal attacks, especially attacks of which my official record is sufficient refutation; but I think I will embrace this opportunity to say at this place and this time, once for all, that if any one can show a single act, vote or speech of mine which was calculated to retard the opening of the Columbia river, I will put it in stronger terms, if any one will show where there has been an opportunity to promote the opening of the Columbia river and to secure appropriations for that purpose which I have not improved with all the zeal, ability and perseverance I possess, I will at once resign from the United States senate.

I will say in this connection that in all that has been accomplished and all that has been attempted to secure an open river and for river and harbor improvements in Oregon, Mr. Mitchell, since he entered the senate, has earnestly cooperated with me, and all the Oregon delegation have been energetic and diligent; and it one has accomplished more in this respect than another, it has been because his opportunities, being a member of a committee having jurisdiction of rivers and harbors, were better.

I will go further; if any one can show that in my controversy between the people and corporations I have not exerted all my influence and cast my votes for every just and constitutional measure in the interest of the people and for every measure calculated to benefit the laboring man, I will retire to private life.

The senate committee on commerce, through my efforts after I entered the senate, was enlarged to give me a place upon it. The first speech I ever made in the senate was in favor of the improvement of the Columbia river. I have from the time I entered the senate improved every opportunity to secure appropriations for the work at the cascades. Being a new member and failing in committee to secure an increase of the appropriation for the canal and locks in the river and harbor bill of 1884, I made, notwithstanding I was a member of the committee and tacitly committed to support the report of the committee, a motion in the senate to increase the appropriation for the canal and locks \$50,000 and supported it with a speech. It failed, lacking a few votes of a majority. You will recollect that Senator Frye of Maine, spoke against it, saying that Oregon was already liberally provided for and that I was the greatest beggar for my state in the committee.

I believe I have secured in every subsequent river and harbor bill, except the last, liberal increases for this work. At the 51st Congress I introduced and reported from the Senate Committee on Commerce and secured the passage through the Senate of a bill appropriating the whole amount required for the completion of the Cascade canal and locks. During the 52nd Congress I introduced, reported and secured the passage through the Senate of a similar bill appropriating the whole amount required for this work. I now recall no other case where this has been done except the improvement at the mouth of the Mississippi. Does this look much like a disposition on my part to retard the work or prevent the opening of the Columbia river? If so, let some of my Democratic friends indicate what else I could have done?

I have recently discussed the matter of the improvement at the dalles of the Columbia and I need not enlarge upon it here. My strenuous exertions to secure the commencement and speedy construction of this work have brought down upon my offending head the wrath of all who were seeking to maintain the grasp of existing monopolies upon the commerce of the Columbia River Valley and the adverse criticism and misrepresentation of the Democratic press; and the strangest thing connected with the matter is that the people who are seeking to control the river attack me by alleging that I am seeking to perpetuate the existing monopoly.

(Continued on 2 page.)

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