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Leading Jeweler.



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All Watch Work Warranted.
Jewelry Made to Order.
138 Second St., The Dalles, Or.

Kranich and Bach Pianos.

Recognised as Standards of the highest grade of manufacture.

JUDGE NELSON'S DECISION.

Speaking of patent medicines, the Judge says: "I wish to deal fairly and honorably with all, and when I find an article that will do what it is recommended to do, I am not ashamed to say so. I am acquainted with Dr. Vanderpool (having been treated by him for cancer), and have used his blood medicine, known as the S. B. Headache and Liver Cure, and while I am 75 years old, and have used many pills and other remedies for the blood, liver and kidneys, I must say that for a kidney tonic in Bright's disease, and as an alternative for the blood, or to correct the action of the stomach and bowels, it is a very superior remedy, and beats anything I ever tried."
J. B. NELSON,
Yakima, Wash.
At 50 cents a bottle. It is the poor man's friend and family doctor.

JOHN PASHEK,
Merchant - Tailor,

Next door to Wasco Sun.
Just Received, a fine stock of Suitings, Pants Patterns, etc., of all latest Styles, at Low Prices.
Madison's Latest System used in cutting garments, and a fit guaranteed each time.
Repairing and Cleaning
Neatly and Quickly Done.

CHAS. STUBLING. OWEN WILLIAMS.
Stubling & Williams,
The Germania,
SECOND ST.,
THE DALLES, - OREGON
Dealers in Wines, Liquors and Cigars. Milwaukee Beer on Draught.

W. H. Young,
Blacksmith & Wagon Shop

General Blacksmithing and Work done promptly, and all work Guaranteed.

Horse Shoeing a Speciality

Third Street, opposite the old Liebe Stand.

The St. Charles Hotel,
PORTLAND, OREGON.

This old, popular and reliable house has been entirely refurnished, and every room has been repapered and repainted and newly carpeted throughout. The house contains 170 rooms and is supplied with every modern convenience. Rates reasonable. A good restaurant attached to the house. Free bus to and from all trains.
C. W. KNOWLES, Prop.

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Our Fall Line

Of Clothing and Furnishing Goods is now complete. You can

Save Money

By seeing our stock before making your purchases.

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DRUGS

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THE LEADING

Wholesale and Retail Druggists.

PURE DRUGS

Handled by Three Registered Druggists.

ALSO ALL THE LEADING

Patent Medicines and Druggists Sundries, HOUSE PAINTS, OILS AND GLASS.

Agents for Murphy's Fine Varnishes and the only agents in the City for The Sherwin, Williams Co.'s Paints.

WE ARE

The Largest Dealers in Wall Paper.

Finest Line of Imported Key West and Domestic Cigars. Agent for Tansill's Punch.

129 Second Street, The Dalles, Oregon

J. O. MACK,

FINE WINES and LIQUORS

DOMESTIC AND KEY WEST CIGARS.

THE CELEBRATED PABST BEER.

FRENCH'S BLOCK.

171 SECOND STREET, THE DALLES, OR.

WM. BUTLER & CO..

DEALERS IN

Building Material, Rough and Dressed

Lumber, Lime, Plaster, Hair and Cement.

A liberal discount to the trade in all lines handled by us.

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

THE NICARAGUA CANAL

An Address to the People of the United States From the Company.

COST OF CANAL CONSTRUCTION.

One Hundred Million Dollars and to be Complete in Five Years.

THE GREAT SAVING IN DISTANCE.

How it Will Enable the Pacific Coast to Lead out on the High Road of Prosperity.

The committee appointed by the National Nicaragua Canal Convention at its meeting in St. Louis, to prepare an address to the American people giving information as to the feasibility of the Nicaragua canal and its commercial and other advantages to the United States, has just finished the preparation of such address, which takes the position that a canal, joining the Atlantic and Pacific oceans, should be constructed for the

guana canal by shortening the route to Atlantic ports would not only save the producer cost of freight but the revenue of the canal at \$2 per ton toll would be nearly \$3,000,000 on wheat alone. It is shown that there are 500,000,000 thousand feet of merchantable timber in Washington and Oregon to the value of which over \$2 per thousand feet would be added by cheap water transportation via the Nicaragua canal. The gross addition to the value would amount to the enormous sum of \$1,000,000,000, even at this low estimate of \$2 additional. The fruit industry would quadruple in two years from the opening of the canal for business and fast refrigerator steamers would deliver fruit to New York in ten days, to Liverpool in fourteen days, and to New Orleans in eight days. The mountains of the Pacific coast are rich in lead, copper, silver and gold, while the plateaux and valleys afford a cereal belt with a soil more durable, and more favorable seasons for seeding and harvesting than any part of the world, and the committee thinks the completion of the Nicaragua canal is only needed to develop that country to production of gigantic proportions and double the population of the Pacific coast in a few years. Among the beneficial results foreseen are a more practical drawing together of the remote parts of the vast domain of the world and a firmer cohesion of the widely-separated sections of the United States, added to a stronger feeling of neighborhood and community between

company, are accountable to the government of the United States. The secretary of the interior has the power to make public all the details of the corporate management, thus protecting the investor against misuse of the money. The Suez canal, it is shown, saves only 3,600 miles around the Cape of Good Hope, as against 10,000 miles saved by the Nicaragua canal. The committee says it is no longer a question whether the canal will be built or not. The only question is as to who shall build it, and who shall control it when built? It says it has been informed that European syndicates have already made overtures to the canal company, but the committee believes the United States cannot afford by carelessness, hesitation or neglect to permit an enterprise of such magnitude and of such far reaching advantage to pass under the control of any foreign company. "It therefore behooves us," the address concludes, "as a nation conscious of the power we wield and of the greater influence we may exert upon the destinies of this continent, to perform the duties without delay which we deny other nations the privilege of assuming, and to adopt now the best means of securing the early completion of this work, whose advantages we are willing to share with the world but whose control should never be allowed to pass out of our hands."

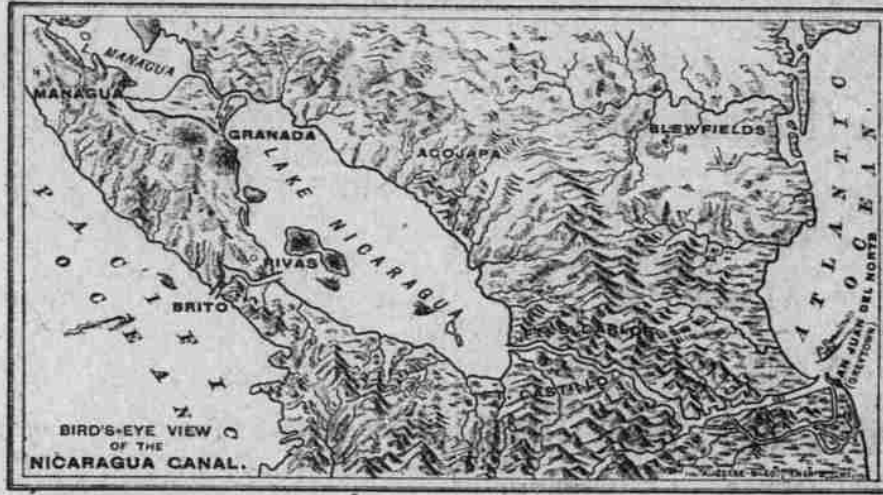
THE SCREW STEAMER WINS.

Race Between Two of the Great Sound Steamers, Puritan and Peck.

New York, Oct. 8.—A sight rarely witnessed on the waters of Long Island sound was seen this morning in a race between two of the mammoth steamboats that come to this city. The race was between the Puritan of the Fall River line and the Richard Peck of the New Haven line. It was a test between different systems of marine machinery, and to determine the relative qualities of the compound beam engine that goes with the sidewheeler and the modern triple expansion engine that drives the twin screw propeller. The Puritan is a side-wheeler, one of the largest floating sound palaces, and the Richard Peck is the first screw steamboat to go in service on the sound. She was built on the Delaware river and has only been in service a month. The agents of the Fall River line sent a challenge to the people of the New Haven line to test the speed of their fast boats. The challenge was accepted, and it was decided the race should be between a point near Stratford shoals to Fort Schuyler, a distance of 56 miles. The Peck left New Haven at 10:30 o'clock last night. When she got into the sound she slowed up and waited until the Puritan came up and the boats were stem and stem. Then they started, and for the first fifteen minutes neither seemed to gain an inch on the other. The passengers on each boat shared in the excitement, and though the weather was cold and rain was falling, most of them remained on deck. Finally the Richard Peck began to forge slowly ahead. Gradually the distance between the two boats increased, and at last the Puritan was left far astern. When the Richard Peck passed Ft. Schuyler the Puritan was a mile and a half astern and had lost the race.

A True Story.

The Philadelphia Times has a letter from Col. Pat. Donan written at Astoria, from which we clip the following true story: "Such a fishing ground I never saw anywhere else on earth, and the pitiful little fish stories one hears misguided eastern people trying to tell make me seasick. Five weeks ago last Monday a fishing party was given to me by J. O. Hawthorn, one of Astoria's wealthy cannerymen. We went in a steam yacht. The party consisted of six gentlemen and four ladies. Among the number were two Episcopal clergymen, Rev. W. S. Short, of Astoria, and Rev. T. A. Hyland, of New York. I am a trifle particular, as you see, in my mention of them. We started between eight and nine o'clock in the morning, and returned at five o'clock in the afternoon, and we brought back 23,100 pounds of fish. That sounds big, does it? Well, it is exactly the size of the truth. We had 700 fish that averaged thirty pounds each, and 300 that averaged seven pounds each. Now, go to Pat with your Lilliputian fish tales."



most important commercial, strategic and patriotic reasons, and declares that the only feasible route for such a canal is by way of Nicaragua. It appears that all the engineers have agreed in expressing a decided preference for the Nicaragua route, because, among other reasons, only 263 1/2 miles of the entire distance of 169 1/2 miles from the Atlantic to the Pacific ocean through Nicaragua, will have to be excavated. The other 143 1/2 miles consist of Lake Nicaragua, the San Juan river and depressions in the surface of the earth. Lake Nicaragua will constitute a harbor sufficient to accommodate the navies and commerce of the world. It is 100 miles long, sixty miles wide and is 250 feet at its deepest points. Vessels entering the canal from the Atlantic ocean will sail on a level with the ocean for 123 1/2 miles, at the end of which they will be raised by three locks to the level of the lake. They will sail along the San Juan river and the lake on the lake level to a point within three and one-half miles of the Pacific ocean. Here they will be lowered by the locks to the level of the Pacific ocean. The committee says the cost, including the payment of interest during the progress of the work, will be less than \$100,000,000, and the time required for the completion of the work is within five years. What a commentary this is on our snail like pace at the cascades of the Columbia. The address shows that the distance saved by the canal between New York and the Columbia river is 5,665 miles. The wheat crop of the Pacific coast in 1891 was over 1,800,000 tons and eighty per cent of the wheat was exported by sailing vessels and a large proportion of it passed around the Horn. The Nicaragua

Highest of all in Leavening Power.—Latest U. S. Gov't Report.

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