

PROFESSIONAL CARDS.

H. H. RIDDELL—ATTORNEY-AT-LAW—Office Court Street, The Dalles, Oregon.

D. SIDALL—DENTIST—Gas given for the painless extraction of teeth. Also teeth set on dowed aluminum plates. Rooms: sign of the Golden Tooth, Second Street.

D. R. G. SANDERS, DENTIST. Graduate of the University of Michigan. Successor to Dr. Tucker. Office over French's Bank, The Dalles, Or.

F. M. SALYER, CIVIL ENGINEERING, Surveying, and Architecture. The Dalles, Or.

D. H. ESHELMAN (HOMOEOPATHIC), PHYSICIAN and SURGEON.—Calls answered promptly, day or night, city or country. Office No. 36 and 37 Chapman Block.

D. R. O. DOANE—PHYSICIAN AND SURGEON. Office: rooms 5 and 6 Chapman Block. Residence: S. E. corner Court and Fourth streets, second door from the corner. Office hours 9 to 12 A. M., 2 to 5 and 7 to 4 P. M.

E. S. DUFUR, FRANK MENEFFEE.
DUFUR & MENEFFEE—ATTORNEYS-AT-LAW—Rooms 42 and 43, over Post Office Building, Entrance on Washington Street The Dalles, Oregon.

W. J. WILSON—ATTORNEY-AT-LAW—Rooms 42 and 43, New Vogt Block, Second Street, The Dalles, Oregon.

A. S. BENNETT, ATTORNEY-AT-LAW. Office in Schanno's building, up stairs. The Dalles, Oregon.

F. F. MAYE, R. H. HUNT, H. R. WILSON.
MAYS, HUNTIN & WILSON—ATTORNEYS-AT-LAW—French's block over First National Bank, The Dalles, Oregon.

Kranich and Bach Pianos.
Recognized as Standards of the highest grade of manufacture.

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.

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

"The Regulator Line"
The Dalles, Portland and Astoria Navigation Co.



THROUGH Freight and Passenger Line

Through daily service (Sundays excepted) between The Dalles and Portland. Steamer Regulator leaves The Dalles at 7 a. m. connecting at Cascade Locks with steamer Dalles City. Steamer Dalles City leaves Portland (Yamhill street dock) at 6 a. m. connecting with steamer Regulator for The Dalles.

PASSENGER RATES.

One way	\$2.00
Round trip	3.00

Freight Rates Greatly Reduced.

Shipments received at wharf any time, day or night, and delivered at Portland on arrival. Live stock shipments solicited. Call on or address.
W. C. ALLAWAY, General Agent.
B. F. LAUGHLIN, General Manager.
THE DALLES, OREGON

ARE YOU INTERESTED In Low Prices?
We offer a magnificent new stock for Fall and Winter at prices the lowest yet named for strictly **FIRST-CLASS GOODS.**

- High Grades in Every Department.
- True Merit in Every Article.
- Honest Quality Everywhere.

Furs, Muffs, Fur Trimmings. Silks in Every Shade and Style. Umbrellas, Mackintoshes, Rubbers & Overshoes.

We show the latest novelties and keep the very finest selection in all standard styles.

A. M. Williams & Co. DRUGS SNIPES & KINERSLY.
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.
HAVE FOR SALE
A Building 24x40 feet in size, suitable for a wareroom;
Also An office building, office furniture and safe, two horses, one set of wagon harness, one set of buggy harness, one second-hand wagon, one new wagon. Apply on the premises.
JEFFERSON STREET, between Second and Railroad, THE DALLES, OR

SILVER IN BRUSSELS
Something Definite Expected From the Conference Today.
LEANING TOWARD ROTHSCHILD
Europeans May Possibly Enter the Markets to Establish Values.
MANY IDLE RUMORS CIRCULATED
Text of the Pending Agreement Based Upon Certain Conditions in the United States.

NEW YORK, Nov. 28.—Dispatches from Brussels state that there was no voting at the international monetary conference Saturday. The proposals of Alfred De Rothschild, one of the English delegates, will be made public today. General expectation centers on the plan of Rothschild. The bimetalists are sanguine it will form a basis for the solution of questions before the conference. On the other hand the monometalists declare, in view of the position taken by German and Austrian delegates and the probable attitude of British representatives, the conference is certain to fail and it will only be a waste of time to prolong the discussion. Rothschild's proposals will be in final shape today. Among rumors in circulation to which the delegates attach importance is one that various European powers will yearly buy silver to the minimum amount of £5,000,000 sterling at a price to be fixed by general agreement, on condition that the United States continue silver purchases to the extent of 54,000,000 ounces. The report is generally credited that Rothschild's proposal contains the statement that an international syndicate should be formed to buy silver until the normal value of the metal is re-established.

The Submarine Boat.
CHICAGO, Nov. 26.—George C. Baker's submarine boat was tested today on Lake Michigan in the presence of two members of the torpedo board of the United States navy and Mr. Baker, who witnessed the experiments from the tug. Electrician McCarthy and Engineer Roe were the only persons aboard the submarine boat. At the first trial the boat would not sink, being too buoyant, and additional ballast was secured. Another trial was then made, proving more successful, but whether wholly so was not made known. A report will be made to Chief of the Ordnance Bureau Folger, who will make an official test of the craft in the torpedo service.

The Canal Inquiry.
NEW YORK, Nov. 28.—Paris dispatches intimate that nothing good will come of the Panama canal inquiry. After examining M. Proust the court decided to request the public prosecutor to inquire at all the banks whether Proust received through any of them the check he is alleged to have received. M. Kohn, senior partner of the banking firm of Kohn & R. Elnach, requested to be allowed to deny before the committee the charge made by Dalahaye that his bank received 5,000,000 francs from the Panama canal company.

Another New Comet.
BOSTON, Nov. 26.—A cable message received tonight from European astronomers announces the discovery of a faint comet by Mr. Freeman of Brighton, Eng. Its position on November 24th was 389 Greenwich mean time, right ascension 10 hours, 29 minutes; declination north 30 degrees 9 minutes. It has a motion directly south of three degrees daily, and is about six degrees south of Holmes' comet. The Science Observer, a comet circular issued here today, announces officially two elliptic orbits of the Holmes comet, one computed by Dr. Kretz and cabled from Europe and the other computed by Luther Zeers of Washington. The two orbits agree on a period from six to seven years for the comet in an orbit, which is more nearly circular than that of any other comet except Fayes. The comet passed its nearest point to the sun some months ago and is now going away from both earth and sun. For a comet so distant it is exceedingly bright, and should this prove to be its normal condition and not due to some outburst, there seems to be no reason why it should not be seen constantly for some years to come.

THE TRANSPORTATION PROBLEM.
Inland Empire Terminals to Receive Just Recognition.
From The Spokane Review.
It is evident that there is to be a revolution of the transportation methods affecting the Pacific coast. For one reason, the present system of discriminating rates against the interior is illegal; for another reason the railroad companies have grown weary of the unequal fight with the ocean carriers—a fight which is growing more and more burdensome for the land carriers. The managers of the old companies have partly realized this in the past; but the conditions were the result of long growth, and they have been loath to bring about the disturbances of a revolution. They have drifted along under a desire to temporize, hoping that something might turn up that would bring about a better condition. At last their hope is to be realized. The Great Northern has built through to the coast, and President Hill, starting with a clean balance sheet at the terminals, shows a decided disposition to force the revolution which the old companies desired, but were afraid to precipitate.

There is to be a readjustment of rates, and the Inland Empire will almost certainly be given rates common with the terminals, and possibly a relative mileage rate below that charged for the through haul. At the terminals we shall probably see a division of traffic; the ocean carriers taking that tonnage which the overland carriers find themselves unable to transport with profit, and the land carriers advancing rates upon commodities which the sea carriers can not transport successfully against the quick passage by rail. In the end this will result advantageously to all concerned. The terminals may suffer some at the start, but as business becomes readjusted, they will regain the loss in the exclusive business which will come to them by sea, and more largely in the increased prosperity that must extend to all parts of the Pacific northwest. The railroad companies, relieved of the superfluous haul to tidewater and thence back to the interior, will earn quite as much money as of old, and will operate their roads more economically. Energy will cease to be wasted; there will be a fair and even profit for all the service rendered, and with the more stable conditions which these changes must bring, business generally will be conducted upon a safer basis.

Civil Service Laws.
WASHINGTON, Nov. 26.—The report of General Rosencrans, register of the treasury, says, regarding the operations of the civil service law, that the most important betterments during the year are those indicated by the president's order of December 4, 1891, aiming to put each clerk's efficiency record beyond the reach of accidents, which chiefs may be liable to make in recording standings. Rosencrans suggests that some defects be remedied, among other things degrading the competitive examinations and holding the monthly record of efficiency greatly superior to the haphazard results thereof.

Needs Inspection.
Review. The secretary of the state board of horticulture is calling the attention of orchardists to an important fact. He says that much nursery stock is being distributed throughout the state, some of which is liable to be infested with the wholly aphid and other destructive insect pests. He says that fruit tree agents should be required to show certificates of inspection to the effect that their stock is free from the fruit pests.

The Lover's Lament.
Your face is like a drooping flower, Sweetheart!
I see you fading, hour by hour, Sweetheart!
Your rounded outlines waste away, In vain I weep, in vain I pray,
What power Death's cruel hand can stay? Sweetheart, Sweetheart!
Why, nothing but Dr. Pierce's Favorite Prescription. It imparts strength to the failing system, cures organic troubles, and for debilitated and feeble women generally, is unequalled. It dispels melancholy and nervousness, and builds up both flesh and strength. Guaranteed to give satisfaction in every case, or money paid for it refunded.

A CITY DESTROYED
La Union, San Salvador, Desolated by an Earthquake.

RESIDENTS DRIVEN TO FRENZY
Processions Parading the Streets Praying for Cessation.
THE DESOLATION IS COMPLETE
Many Killed and Injured—Houses Destroyed—Further Disturbances are Feared.

The San Francisco Bulletin of Saturday has advices from La Union, San Salvador, by the steamer City of Sydney that an earthquake laid low nearly all the houses in the city and those left standing had their walls so cracked that it is not safe to remain in them. The people are living in tents and are in fear of further disturbances. A passenger on the City of Panama, which called at La Union on the way up and which was subsequently passed by the City of Sydney, writes that he went ashore and viewed the ruins. The desolation is complete. The residents of the city were almost driven to frenzy and processions were parading the streets with ringing bells, headed by priests praying for an abatement of the disturbances. Many persons were killed and many seriously injured.

Needs Improving.
Fairhaven Herald. It is to be hoped that the legislature this winter will amend the Australian election law so that the results can be ascertained and published much sooner than is possible under the present system. Provision should be made for separate officers in each precinct to count the ballots as they are cast. There is such a law in New York now and its operation is very satisfactory. The law in this state is a very severe tax upon the endurance of the election officers as well as the patience of the candidates and the people.

Union Pacific Wreck.
An Omaha dispatch to the Buffalo Courier of the 23d tells of a collision on the Union Pacific at Alda, Nebraska, in which four trainmen were instantly killed. The wreck was caused by a collision between the Overland flyer and a freight. The freight train had been doing some switching and had just pulled out of the Alda yard when the flyer rounded a curve and the two trains crashed together. Both engines were completely wrecked. The baggage and postal cars were telescoped and the freight cars piled on top of the broken mass. Following are the names of the killed: Engineer A. G. Barrett, Engineer B. M. McDonald, Conductor J. W. Keeler, Fireman Owens. The injured: Fireman Castillo, fatally hurt; Mail Clerk Lyons, fatally hurt; Brakeman Sutherland, badly injured and scalded. Only one passenger was hurt and he but lightly. Fireman Castillo and Brakeman Sutherland died that afternoon.

Steamer vs. Railroad.
NEW YORK, Nov. 26.—The temporary injunction obtained by Edward Lauterbach restraining the officers of the Panama-Railroad Company from entering into any contract with the Chilean line of steamers in the suit between that company and the Pacific Mail Steamship company will come up for argument on Tuesday, and the case itself will be heard on its merits a few weeks later. The temporary injunction is asked for in order to restrain the Chilean company, represented in this country by William R. Grace & Co. as financial agents, from carrying passengers or freight from any one or more ports lying between Panama and Acapulco.

Highest of all in Leavening Power.—Latest U. S. Gov't Report.
Royal Baking Powder
ABSOLUTELY PURE