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SATURDAY, - - - JULY 13, 1895

AMERICAN GENTLEMEN.

No one can doubt that the Henley races were rowed under the most gentlemanly conditions and surroundings, since the British managers of the competition stipulated that no member of competing American crew should have ever engaged in manual work for a living.—Oregonian.

The whole mystery of Cornell's defeat at Henley is explained, if the foregoing remarkable statement is true—the crew was not made of good American material. We did not suppose there could be found so many young Americans who would be willing to acknowledge that they had never engaged in manual work for a living. The crew must be composed of the duds and sops who, though born in America, are not Americans, but are "English, you know." Such stuff ought to be beaten, and we have no criticism to make because of the contemptible treatment they received. American gentlemen are men who by brain and muscle earn their bread and are proud of their ability so to do. This condition of the Britishers reminds us of the oft-told story of the English lord who met in England an American girl, and to impress upon her the fact that he knew the world well, informed her that he had traveled all through the United States. When asked by her what he thought of our country replied: "Ah, I was much interested in it, but I was surprised to find in the United States no gentlemen." "Indeed," said the charming young lady, "I thought all true Americans were gentlemen." "Ah, but you know," said his lordship, "I mean people who live without labor or business." "Oh, we have many such," said the girl, "but we do not call them gentlemen in America; they are known there as tramps."

THE BICYCLE.

This is a harmless-looking toy, and it would never be suspected of upsetting the business of canal boats, lake steamers, railroads and street railways. But the evidence is conclusive, and the ball-bearing axle and pneumatic tire is "doing up," not only the passenger business in and about the large cities, but freight transporters are feeling the effect of the change. Driving horses are being displaced, so that the trade in grain and hay is noticeably affected, and the transportation of these products from the west to eastern cities is falling off to such an extent as to make a difference in freight rates. But Oregon is safe from all this innovation; the hills are too steep for the bike, and cayuses will continue to do the business here.

AMERICAN BUYERS OF LONDON WOOL.

In every market report during the past week will be found the statement that Americans were heavy buyers. In these reports American wools are not quoted. The shipments are to the United States, and not away from here; and yet many wool men believed the statement that free trade in wool would enhance the price of our product. Wool producers will never be fooled by such nonsensical theories again.

Along with the agitation for good roads should go a discussion as how best to keep them in proper condition when they have been obtained. Throughout the East and especially in Massachusetts the subject of wide tires for wagons is receiving much consideration. Wherever the wider tires have been tried the results have been eminently satisfactory. The wagon is drawn as easily and the road is not cut as under the narrow wheels. In Eastern Oregon where such an immense amount of freighting is done and the wagons so heavily loaded, the use of widened tires would prove very beneficial. When the farmers adopt this style of wagon a long step towards getting and maintaining good roads will have been taken.

The smoke, which has obscured the sun for several days, came upon us from the east; and not, as is usually the case, from the west. The west wind which commenced to blow yesterday, is clearing the atmosphere and lowering the temperature. The indications are that the forest fires, which cause this smoke, are not in the Cascade range, but in the Blue mountains.

The dividend declared last month by the boat company gave much pleasure to its friends. Another one in the fall

would come just as agreeable. Every well-wisher of the D. P. & A. N. Co. throughout Eastern Oregon hopes to see business increase so that by the end of the summer there will be another surplus to divide. The boat line was not started as a money-making concern, but is proving itself one.

Our Water Works.

EDITOR CHRONICLE:—It has occurred to me many times to inquire what the income from our water system is; what proportion of loss there is by reason of the failure of water consumers to pay water rents; what methods are followed to keep track of the losses, and what reports are made by the manager and preserved by the water commission; what number of water consumers there are in the city, and how much water is used per each inhabitant? No one seems to know much about the matter, and as I know the subject is one of general interest, I would suggest that you, now and then, publish the reports filed by the manager. These would no doubt answer the questions I have asked, and I assume they are all open to public inspection.

If these reports are not too long, will you please publish them, or if they would require too much of your space, could you not give the public the substance of them?
 A WATER CONSUMER.

Concerning Mrs. Hinsdale.

Mrs. F. Hinsdale's fine soprano voice added greatly to the interest of the evening's program and each number she sang was greeted with a hearty encore. Her first song was "Gay Gitana," a lovely little Spanish ballad by C. A. Harris, given with castanets and tambourine. This was the second time in America and the first time in California that the song has been sung, Mr. Harris having composed it for his friend, the singer. In response to the encore which this brought out, Mrs. Hinsdale gave Streliski's "Dreams." Her second regular number was Kuchen's lovely song "Good Night, Farewell," in which the pure, true tones of her soprano voice appeared to great advantage and which was received with great appreciation and an imperative recall, when Mrs. Hinsdale gave "The Song Bridge," and a delicious quaint little bit which was like an old English madrigal, "All is Sleeping."—Santa Cruz Surf.

Installation of Odd Fellows.

The Odd Fellows held their installation ceremonies last night. Deputy Grand Master W. H. Moore, of Sherman county, came down to be with The Dalles Odd Fellows and install the officers. Following are the ones chosen and installed to manage the lodge work for the ensuing term:

- N. G., Paul K. Paulsen; V. G., Henry Bowen; Sec'y, Henry Clough; Treas., H. C. Nielsen; Warden, Mr. Fiege; Conductor, George Ruch; Inside Guard, Henry A. Bills; R. S. to N. G., O. D. Doane; L. S. to N. G., C. J. Crandall; R. S. to V. G., R. G. Closter; L. S. to V. G., Andrew Larsen; R. S. S., I. J. Norman.

Skilled in Palmistry.

Mme. Vascha, a palmist of celebrity has arrived in The Dalles and taken room 51 in the Chapman block. By examining the hand Mme. Vascha can read a person's history and foretell the future. Palmistry has been reduced to a science and as such cannot be classed as fortune telling. She can give good advice in all the business affairs of life and tell for what business or profession you are best adapted. All those who wish to know their future should call at room 51, in the Chapman block, over the land office. Mme. Vascha will be here only a short time. 13d1w*

Business on the Cascade Line.

Owing to the growing volume of tourist travel, the Dalles City has changed its time of leaving the Oak street wharf to 7 a. m., instead of 6 a. m., as formerly, in order better to accommodate the travelling public. The upper Columbia is becoming a very popular run for pleasure-seekers and the Dalles City line is catering in every possible way to the passenger trade. Freight traffic is also good, much wool and produce coming down daily.—Oregonian.

Grand Opening.

At the California winehouse, on Court street, between Second and Third, Saturday, July 13, 1895. A free lunch will be served to guests. Come one, come all and have a good time. C. BRECHT, j12d2:*. Prop.

Change in the Regulator's Time Card.

Commencing Wednesday, July 10th and until further notice, steamer Regulator will leave The Dalles for Portland at 8 a. m., instead of 7 a. m. Steamer Dalles City will leave Portland at 7 a. m., instead of 6 a. m.

W. C. ALLAWAY, General Agt.

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A New Store on a Cash Basis.

The credit system is a heavy weight to carry, and those who pay must make up for the ones that do not. The only way to have low prices is to sell for cash, and that is what we are going to do.

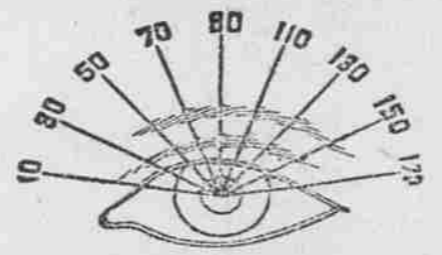
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We sell for cash, buy cheap, and our patrons have the benefit. We have bought out the business of H. H. CAMPBELL and will be pleased to see old patrons and new ones. We are in the field for business.

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P. S.—Dr. Lewenberg is not a traveling optician. He has been compelled by ill health to leave a lucrative practice of twenty years standing in Philadelphia. He takes this method of acquainting himself with the people of the Coast—his future home. jly8-2w

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