

The Dalles Daily Chronicle.

The only Republican Daily Newspaper in Wasco County.

WEDNESDAY, - - - JAN. 6, 1897

EASTERN OFFICE—230 to 234 Temple Court, N. Y. City. E. KATZ, Agent.

DOUBLE-MINIMUM LANDS.

The Eastern Oregon delegation in the legislature should memorialize congress to pass a bill providing for the re-payment of \$1.25 per acre to those persons who purchased the even sections of land within the forfeited railroad limits of the Northern Pacific, who paid \$2.50 per acre for the land.

In this connection it might be proper to mention the fact that about nine years ago D. P. Thompson secured powers-of-attorney from many of these people, authorizing him to collect excess money of \$1.25 per acre. At the time it was understood Mr. Thompson was to go to Washington and pass the bill granting re-payment. This he did not do. The question has been asked several times as to what condition these powers-of-attorney held by Thompson would leave the settler in should congress grant them relief. Mr. Thompson, we think, is now out of the matter, admitting that he was ever in. He has done nothing, at tempted nothing. Beside, these contracts, if not void, were voidable, and were never worth the paper they were written on.

A contract to influence legislation would find little favor in the courts. If the bill can be passed, those signing the contracts need have no fear that they will cut any figure in the re-payments.

We have received a printed blank petition, several of them in fact, which we are asked to sign and forward to the Oregon delegation in congress. The petition is against the passage of what is known as the Loud bill, providing for excluding a certain class of publications from the list of second class matter. The matter proposed to be excluded is second class all right, that is such of it as is not third, fourth, or no class at all, being of the Indian-killing, moonshine detective sort of literature that ought to be excluded from the mails entirely. We cannot sign the petition, but respectfully request our delegation instead to give the bill the benefit of their votes. The country is flooded with a lot of rotten slush, called by its authors literature, that should never be allowed to pass outside of the doors of the offices it was printed in, and the Loud bill will assist in suppressing it.

The blamed scientists have been turning their microscopes on the towels used by the human family, and pronounce them full of microbes, bacteria and other disease germs that would be annihilated if they had to pronounce their own names. Earth, air and water are loaded with death-breeding life; finger nails and teeth are the favorite breeding grounds of several varieties; brushes and combs, hats and shoes, the touch of friendship and the kiss of love, are laden with hundreds of millions of contagion-breeding infinitesimal devils, bent on our destruction. Everything we eat, drink or wear, touch, taste or feel; nay! even our very thoughts, need spraying for lilliputian codlin moths, or dipping for scab. Diphtheria, scarlet fever, typhus, rabies and scabies, are no longer diseases, they are only the evidence of germ life going to seed. What we need is a rest from both scientists and their invisible bugs.

Senator Thurston, who was at one time attorney for the Union Pacific railroad, says he has not taken interest enough in the Pacific railroad funding bill to know anything about

it. As it only involves a matter of \$130,000,000, perhaps it is too small an affair for Nebraska's senator. It strikes us it is time he began to inform himself, as the matter is now before congress and seems to the average citizen of this coast important enough to demand the attention of every senator.

Congress would do well to pass an act compelling assisted railroads to take out patents for their lands, and for all of them. As it is, the government gives the lands to the railroad companies, and the latter only take out patents when they sell the lands, thus escaping taxation. They should either be compelled to own the lands or forfeit them.

Max Pracht announces himself as a candidate for the position of governor of Alaska. The Yukon now has two mouths, one of which is sixty miles wide; but if Pracht gets up there, both of them will go out of business.

TRUTH CRUSHED TO EARTH.

Sad Effects of Too Much Candor in an Aristocratic Mansion.

Two fair young girls sat in a dainty boudoir gazing into each other's eyes, says the New York Herald. "We are such good friends, Marcia," said one, "and we can afford to say to each other just what we think. Now, I have such a splendid scheme. Suppose we start out to-day by telling each other the exact truth, without regard to any question of politeness."

"How perfectly lovely, Labella," cooed the younger girl of the two. "Let's begin right away. What do you think of me?"

"I think," said Marcia, "that you are almost as pretty as you think you are, and when you don't try to be you are the most charming girl in the world."

"How awfully good of you," rejoined the other, "and do you know that when you came in I was thinking that you looked just like one of those big feather dusters which had taken a notion to walk? Only your feet are a very large size that the illusion was not quite perfect."

Two disheveled young women, with their faces cross lined by scratches, were taken out of that aristocratic mansion five minutes later and hurried in an ambulance to the nearest hospital.

SCANT COURTESY.

Americans Accused of Being Rude to Women in Sleeping Cars.

"I am sorry to have to say it," remarked a sleeping car conductor, reports the Washington Star, "but somehow, and I have no explanation for it, men traveling are not as courteous and accommodating to lady travelers as they should be."

"The men who ask for all kinds of accommodations, when they have their wives, sisters or female relatives traveling with them, and they never fail them to claim everything in sight, are in many cases the men who decline to give similar favors to other lady passengers."

"As a matter of fact, the upper berths in a sleeping car are the best, the best ventilated, and I think experience has shown the safest in cases of wreck. Still, the demand is nearly always for the lower berths, because it is easier to get into them. This is particularly so with lady travelers."

"In my last half-dozen trips from and back to the city I have had more than the usual percentage of lady passengers, and I have not succeeded in one case in getting any of the men travelers to surrender a lower berth for an upper berth. The men, being more experienced, secured the lower berths and refused to give them up."

This is your opportunity. On receipt of ten cents, cash or stamps, a generous sample will be mailed of the most popular Catarrh and Hay Fever Cure (Ely's Cream Balm) sufficient to demonstrate the great merits of the remedy.

ELY BROTHERS, 56 Warren St., New York City.

Rev. John Reid, Jr., of Great Falls, Mont., recommended Ely's Cream Balm to me. I can emphasize his statement. "It is a positive cure for catarrh if used as directed."—Rev. Francis W. Poole, Pastor Central Pres. Church, Helena, Mont.

Ely's Cream Balm is the acknowledged cure for catarrh and contains no mercury nor any injurious drug. Price, 50 cents.

The progressive ladies of Westfield, Ind., issued a "Woman's Edition" of the Westfield News, bearing date of April 3, 1896. The paper is filled with matter of interest to women, and we notice the following from a correspondent, which the editors printed, realizing that it treats upon a matter of vital importance to their sex: "The best remedy for croup, colds and bronchitis that I have been able to find is Chamberlain's Cough Remedy. For family use it has no equal. I gladly recommend it." 25 and 50 cent bottles for sale by Blakeley & Houghton.

VISITING TOILETTES.

They Are Made This Season to Look Well Without Wraps.

Toilets for calling are being built with special reference to outdoor wear without a wrap, or, at best, for a loose cloak or mantle of fur, to be left in the carriage or the hall. Bodices of heavy, warmly lined broadcloth are popular, with beleros or small Etons of fur or velvet. A tiny black velvet bolero is trimmed down the fronts and most oddly about its edge by a frill of thickly plaited black ribbon which stands out from the figure almost like a ruche above a very tight and high ceinture of moire. The bodice beneath is plain to the point of severity, with a military choker, about which is tied a black ribbon, with a short, square bow under the chin. In the tortoise-blue broadcloth, with black velvet bolero, overlaid with motifs of cream Honiton and caracule fur, black moire ribbon ruffles, and ceinture, the effect is stunning. Motifs of fur and lace are used to trim the skirt in deep, square scallops, knee deep, with plaitings of black ribbon beneath. Whole blouses of glace-printed velvet are very Frenchy, with thick ruches of fur about the throat, and perhaps fur sleeves and a yoke of fur on the broadcloth skirt. Ruches of fur seem a bit improbable, but designers are capable of making a fabric serve every purpose, however foreign to its popular use. They are usually made of caracule, that thin, expensive and very fashionable fur, that is so adaptable. Ruffles of this fur are also stylish. They are, rather, circular flounces in different widths, sometimes as an edge to a very short bolero, sometimes encircling a skirt about hem and knees and still higher about the back, sometimes only, giving that smart, bouffant effect to the tournure. Choice of sable, of seal, of Persian lamb are worn, as well as of caracule. They are formed by two loops of four and two sharply-pointed ends thrust through a buckle under the chin, to fasten a bonnet or collar reaching far below the waist and edged with subtle tails.

Nothing is so trim and appropriate for these autumn days as a tight-fitting basque and a plain skirt of caracule—so close that it seems woven of cordis, with fully an eighth of an inch of bright lining gleaming through its meshes. Black braiding put on by hand about the basque and the hips, a small capote of coral velvet and black wings, with the finest of veils, the lightest of caracule and black leather rashes, and a ruffled muff to match, with a coral lining, make a smart ensemble for calling.

Another costume for this weather, when lovely women go out "in their squares," is also of course caracule, with a large tuft dotting it all over, the color being a rich purple. It has a black moire Bonnet, the short edge slashed into apron tabs, wired to stand out from the figure above the gilded velvet ceinture, the front railing away from the waistcoat in stiff tabbed revers. The blouse beneath is of black caracule, of which the sleeves are made, built, a velvet choker having caracule wings flaring out beneath each ear. A very rough and coarse serge is handsome, braided in black in a broad band, that encircles the skirt obliquely in a spiral, a bow of caracule and a steel buckle fastened on one knee, where the braiding commences. A ceinture of black moire, with flat post-horns behind, reaching almost to the knees, and a big three-tiered ermine of black moire, finish a peculiarly novel gown, the sleeves quite covered with the braiding. —St. Louis Republic.

CATARRH

is a LOCAL DISEASE and is the result of colds and sudden climatic changes.

For your Protection we positively state that this remedy does not contain mercury or any other injurious drug.

Ely's Cream Balm is acknowledged to be the most thorough cure for Nasal Catarrh, Cold in Head and Hay Fever of all remedies. It opens and cleanses the nasal passages, allays pain and inflammation, heals the sores, protects the membrane from colds, restores the senses of taste and smell. Price 50c. at Druggists or by mail. ELY BROTHERS, 66 Warren Street, New York.

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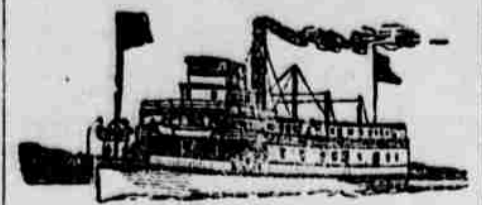
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Train No. 1 arrives at The Dalles 4:45 a. m., and leaves 4:50 a. m. Train No. 2 arrives at The Dalles 10:15 p. m., and leaves 10:20 p. m. Train No. 8 arrives at The Dalles 11:55 p. m., and west-bound train No. 7 leaves at 1 p. m. Train 23 and 24 will carry passengers between The Dalles and Umatilla, leaving The Dalles at 1 p. m. daily and arriving at The Dalles 1 p. m. daily, connecting with train Nos. 8 and 7 from Portland. E. E. LITTLE, Agent.

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