

The editor of the Arlington Record is a lawyer, and imagines in conducting a newspaper he is forced to follow the same tactics that he does in a police court, as the following will demonstrate:

The Arlington Record denounces the position we took, opposing the provision in the River and Harbor bill for an appropriation of \$43,000 for a portage railroad above this city, to be given by congress in lieu of any sum for the prosecution of the work at the Cascade locks. We did oppose this provision in the bill, and for valid reasons. In the first place, it is very important that the locks at the Cascades be finished at the earliest possible date. Again, portage railroads can be considered in no other light than temporary expedients, and such work should be undertaken by the state. And further, no portage railway bill could ever pass the senate, because that body has already adopted the permanent plan of a ship railway to overcome the obstructions to navigation between The Dalles and Celilo. We are heartily in favor of the state of Oregon building the portage railway above the point as it did at the Cascades, but we do not believe in the government at Washington subsidizing portage railways at either of these places for the canal and locks at the one or the ship railway at the other.

—TIMES-MOUNTAINEER.

We never accused him of anything of the kind. We simply said that he or anyone else who wrote that body has already adopted the permanent plan of a ship railway to overcome the obstructions to navigation between The Dalles and Celilo. You might as well speculate on building a worm fence around a herd of comets as to think of this ship railway for generations to come. A temporary portage could be placed on the Washington side. The waterway convention formulated a plan for this; the legislature of Oregon memorialized congress, asking \$431,000 for same; the people of the Inland Empire universally and adversely petitioned for it. Mr. Herndon introduced the bill, and when there was danger of its passage he strenuously opposed it both in the house and committee room. Are we not correct?—Arlington Record.

Mr. Herndon was not our first choice for congressman in the first district; but he is infinitely superior as a representative of the people's interests to Hon. R. M. Yeatch, the renowned "kicker" from Southern Oregon, and since he engineered the very favorable River and Harbor bill through the Democratic house, we are sufficiently magnanimous to forgive him every sin of omission and commission of which we consider him guilty. The only permanent improvement to the navigation of the Columbia river is some means by which grain or other produce can be carried to seaboard without breaking gargo, and a portage railroad cannot do this. Scientific engineers have surveyed the ground adjacent to the rapids above this city, and have decided in favor of a boat railway. The senate, on two different occasions, has passed a bill appropriating a sufficient amount for the construction of this ship railway, and it is unreasonable to expect that that body would stultify itself by adopting the temporary expedient of a portage road, even if such a measure should pass the house. When Mr. Herndon ascertained the fact that a bill for a portage between The Dalles and Celilo would virtually defeat any further appropriations for the locks, he very wisely dropped the matter and worked earnestly for the permanent improvement at the Cascades, and as is proved by the liberal and desirable measures passed with remarkable success.

Quoting still further from the same article in the Record, we find the following: When the state of Oregon undertakes this work, as it possibly may, the real costs and trouble of constructing will be very little compared with that of getting a right of way for two crossings of the O. R. & N. Co.'s track.

This is "rot" of the worst kind. The municipality of The Dalles has granted the Union Pacific the right of way through one of the principal streets of the city, and the same power would gladly grant to a portage road equal privileges. At the second crossing, near the Deschutes, a jury of citizens would assess the damages to the track of the Union Pacific, if it were necessary, and Pro. Brown knows that it would be impossible to find twelve men in Wasco, Sherman or Gilliam county who would assess heavy damages against a state road constructed for their relief in favor of the railroad monopoly. Our brother of the Record must know that the right of eminent domain would hold good in this case as in others of a similar nature.

As we have frequently stated in these columns the state of Oregon should construct this portage road, and a bill appropriating a sufficient amount should pass the next legislature. Washington is more interested in Puget Sound than in the Columbia, and no substantial help can be expected from that legislature, the majority of whose members are elected from counties directly bordering on the great inland sea of the north Pacific coast.

The dispatches contain the threat that the Democrats in the house will defeat the senate amendment to the River and Harbor bill for \$250,000 for the commencement of the boat railway between The Dalles and Celilo, and this opposition is not based on the proposition that the bill is too liberal in its appropriations; but because the house favors a portage railway instead. This is the effect of the letters of Gov. Penney to the house committee advocating the portage railroad as the permanent improvement, and if the bill is defeated in the house the fault will lie with the Democrats, and, as the dispatch intimates, with the Democrats of Oregon as the first cause. This dinky course of a portage railroad in place of the boat railway—as the necessary means to overcome the obstructions in the river—as a reason for defeating the appropriation bill is too puerile for a moment's serious consideration. Any one who

has had the least experience in freight traffic, especially of grain in burlap sacks, knows that the best handling is the better for quantity. Every time a sack of wheat, oats or barley is changed from a steambot to a railroad, or vice versa, there is more or less waste, and after the sack has been handled four or five times the loss is considerable. The object of an open river is that produce should not change cargo; but be shipped without breaking bulk from the highest navigable waters to seaboard. This cannot be accomplished by a portage road at the Dalles, for that will require two changes of cargo in a distance of thirteen miles. Of course, a portage road would afford temporary relief by reducing freight rates; but nothing in comparison to what a ship railway would. The state is able and willing to construct the portage, which will pay for itself by the time the boat-railway is built by the government. The people would not be satisfied if the relief furnished by the portage railway at the Cascades were the only aid they would receive; but look forward anxiously to the completion of the locks. In the same manner, the producers of the Inland Empire would not be contented with a railroad around the Dalles of the Columbia if they did not believe congress would eventually remove the impediments to navigation by the construction of a permanent boat railway.

Our Democratic friend of the Sun should not contradict a proposition that he cannot successfully refute, and never attempt to attract attention from a plain statement of facts by charging a cotemporary with efforts to "mislead" its readers. This is unfair, and is the kind of sophistry that carries with it its own refutation. The proposition we made was, that our "financial system was better than had been adopted by any nation, and that every Democratic paper in Oregon was in favor of silver and a change to bimetalism." He published last week a column of absolutely irrelevant matter, and then acknowledged that he was unable to state any better system. This week he follows a school-boy's idea of argument, and complains that we desire him to name "parallel cases." If we wanted to argue the matter logically with him we should have forced him into a closer corner than he now is; but we take no delight in mental or physical suffering, and therefore dealt gently with him. After six days' hard work he found the Yamhill Ledger—a paper we have never seen or heard of—that said it supported Cleveland and honest money. It is well for our brother to understand that simply contradicting a proposition—pleading the general issue—is no refutation, and until he can produce facts to prove an affirmative statement false—the burden of proof is on his side of the question—he better let it alone. Don't handle a buzz saw while in motion, without you can stop its velocity and not receive personal injury.

The inability of the Dalles City to reach the wharf at the foot of the locks is no argument against an open river. It must be remembered that the boat on the lower river was hastily constructed to answer the purposes of the trade this summer, and during the usual stage of water had no difficulty in land her freight at the dock. If there was sufficient money subscribed a steamer with proper machinery would have been built that could have easily overcome this impediment to navigation; but the Regulator and Dalles City were constructed by the business men of this city, with little or no outside help. The Cascades, the government steamer, built by appropriations for the locks, never experienced difficulty, at any season of the year, in approaching the mouth of the canal, and if the funds were available such a boat would have been constructed for lower river traffic. When the locks are completed, there will be a dozen boats that will navigate the river at all seasons of the year, and the rapids at the exit from the canal will be no impediment to trade. At any rate, when the improvement at the Cascades is finished, the bulk of the freight will be down the river and not up the river. Wheat, wool and other produce will seek seaboard, and the current will be in favor of transportation. The present stage of water lasts only about six weeks, and with an open river, will be no serious impediment to navigation.

The delegation of Presbyterians which passed through the city this morning was composed of men of education and of brains, and as they represent a great factor of advancement and civilization in this country their deliberations will receive considerable attention. Whether Dr. Briggs will be supported in his liberal ideas of theology will be fully discussed, and the position this branch of the Christian church takes on the question will determine its status with thinking men. But aside from the religious aspect of the assembly in Portland, Oregonians should be of one mind in according these clergymen such courteous treatment that their first visit to the state should impress them favorably, and we are satisfied that our little city will be kindly remembered.

The Portland papers feel very jubilant because the Baltimore and Charleston came up the Willamette to Portland without touching bottom, and this may demonstrate the fact that there is no necessity for the lower Willamette having any place in the River and Harbor bill. It is well to consider, in this connection, that the river has been dredged for years to make it navigable, and also that there has been a rise of from six to nine feet within the past few days.

FREE-TRADE FALLACIES.

A free-trade cotemporary thus gives vent to its grievances against the doctrine of protection:

1. The tariff gathers its largest revenues from taxes on the necessities of life, thus wronging the great mass of the tax-payers by its unjust placing of the burdens of government.
2. The tariff puts some of its heaviest duties on the materials of industry. In doing this it lessens both the chances of employment and the wages of labor in the lines of industry of which those materials form the basis.
3. The tariff makes war upon trade, seeking either to suppress it altogether or to reduce it to a minimum, except in the articles which do not interfere with the private business and profits of those who dictate our laws. It is thus always endeavoring and making less profitable the market for our surplus products, which, as we have seen, is the reliance of our farmers for prices and largely for sales.

Under the McKinley bill sugar is free, and no articles is taxed that can be raised in this country to an advantage.

The tariff on imported goods has stimulated home industries, and given employment to thousands of laborers. By levying duties on the importation of raw material it has stimulated the development of natural resources, and the wool, iron, tin and other industries are examples of the beneficial effects of protection. With free-trade these factors of wealth would be dormant.

The McKinley bill provides for reciprocity in matters of trade, and several favorable treaties with foreign nations have been made under its provisions. Our commerce to-day is in a better condition than it has been at any time since rebel privateers drove it from the ocean. The principal surplus products are wheat, flour, fish and lumber, and the demand for these will increase, as the supply in foreign countries is constantly becoming exhausted. We have yet large areas of land not cultivated, unlimited quantities of fish in our streams, and almost boundless forests untouched.

It is rarely that one sees propositions so readily refuted as those quoted above, and almost every one having the least knowledge of the history of the country knows them to be false.

Great anxiety is felt in this community regarding the matter of tieing up the Dalles City, because of the inability, on her part, as it is claimed, to reach the wharfboat at the foot of the locks. Since the Cascades has thoroughly tested the question of navigating the river at that point, it has been generally conceded by our people that boats could reach the wharf at all stages of water, and the present "tie-up" is very unsatisfactory. Every person who is interested in an open river—and there is no resident of Eastern Oregon who is not—is desirous of seeing the opposition on the middle and lower Columbia continue, and feel anxious that it should be practically demonstrated to be feasible at all seasons of the year. There is a well grounded impression in the minds of our people that the river can be navigated at the present time, and the effort should be made at imminent risk. The farmers of Wasco, Sherman, Gilliam and other counties are more concerned in the success of this enterprise than the business men of The Dalles, for it liberates them from the domination of a railroad monopoly, and the support of themselves and families and the development of the country depend upon cheap freights. This scheme of opposition boats on the Columbia river, advocated for so many years by the TIMES-MOUNTAINEER, should not be for the benefit of the few, but for the many; for the poor as well as the rich; for the farmer, the producer, and the mechanic as well as the merchant and shipper. The north-west has for years looked to this great artery of commerce as the prime factor of progress, and now after the state has spent \$60,000 for a portage road and the experiment of the Regulator and Dalles City has proved successful, these boats must not be chained to the wharves because of a rapid current for a few hundred yards. The best interests of the country demand that the navigation of the Columbia be kept open, even at great hazards.

In accordance with Holy Writ it is always well for one to fortify himself with reasons for "the hope that is within him," and this is the way Hon. B. F. Jones, of Pittsburg, defends his position on the American policy: "I am a protectionist because our country has prospered with protection and languished without. Because revenue can be more easily, more surely and with less objection be raised by judicious protective tariff law than otherwise. Because protection diversifies employment and largely relieves wage earners from foreign competition, thereby enabling them to be liberal consumers as well as producers. Because, as has been demonstrated, the effect of protection is the cheapening of products. Because defense against injurious importation is as necessary and justifiable as is an army and navy. Because the theory of free trade between the nations is as fallacious, impacticable and utterly absurd as is that of free love between families."

Our neighbor, the Wasco Sun, the Democratic exponent for this county, is honest enough to discontinue the cowardly attack on Judge Moore's character, and in this regard has exhibited a spirit of fairness which is commendable in any newspaper: We make the following extract from its issue of Wednesday: "We are sorry to see our neighbor, the Chronicle, keeping up the fight on Judge F. A. Moore, the Republican candidate for supreme judge, on the same old line, and thrashing over the same old straw, after the vindication of his proceedings in the will case by Killen, Starr and Thomas. Like the Sun the Chronicle is published at Judge Bennett's home town, and our home papers will be closely watched to determine Judge Bennett's attitude towards such charges. It will be remembered that the Sun of May 4th, in advance of the Killen, Starr & Thomas card, deprecated this mode of attack, using these words: 'We sincerely hope and trust that there is some mistake about this, and that Judge Moore was entirely blameless in the matter. We do not know Judge Moore personally, but we cannot believe that a man who aspires to the exalted position of justice of the supreme court can have been guilty of anything like double dealing with his clients, or of imprudential conduct of any kind in his practice at the bar.' On the 5th the Killen, Starr & Thomas card appeared, and of course we had no apology to make."

FREE-TRADE "ROT."

The Union Scout has solved the entire free-trade problem in the following:

How can any man raising a surplus for export and exchange, before realizing on the product of his labor, be benefited by a tax on his exchange? When a farmer exchanges 10,000 bushels of wheat, for which there is no market in this country, for 10,000 yards of French silk, for which there is a market, he is better off than if he sold the 50 per cent. tax on the silk come? Its benefit to the farmer weaver is apparent, but why should the farmer want the tax imposed?

In the first place the farmer in no part of the United States raises a "surplus" for "exchange," but for coin, and those of Eastern Oregon received from 70 to 90 cents a bushel for their "surplus"—not in "exchange" for French silk, but principally in British gold. If the agriculturists are sufficiently wealthy to wear foreign silks they should pay for them, the same as they pay when they indulge in a clear Havana cigar, or imported liquors or wines. American goods, manufactured by American looms, out of American raw material and by American labor is good enough for ordinary, every-day Americans; but if the farmers desire to wear foreign silks and satins, and turn American wage-earners out of employment the tax cannot be too burdensome on them. But this twaddle about our honest, hardworking cultivators of the soil having the least desire to "exchange" their grain for "French silk," or any other kind of silk, is the worst "rot" that could be published, and only shows to what lengths the Democratic party is driven to support its foreign doctrine of free-trade with Americans who love their country above any other.

One of the speakers last night said he was not ashamed of the record of the Republican party from 1856 to 1892, and to-day we have heard it charged on the street that the "bloody shirt" was waved at the meeting. If the "bloody shirt" is interpreted to mean adulation for Abraham Lincoln and the principles on which he administered national affairs while he was president; opposition to human slavery, support of the homestead law, of liberal appropriations by congress to open up our great rivers and protection to American industries, then it will be waved by every true American patriot from Maine to Oregon, and continue to wave with patriotism and love of liberty reign paramount in the human breast.

It is somewhat surprising that President Harrison should have any objections against liberal appropriations in the River and Harbor bill, as he comes from a state which requests aid from congress for public improvements. The presidents who have heretofore been antagonistic to this bill have been from New York, and opposition might be expected from New England or the Middle states, as they have all the improvements they desire; but such is not the case with Indiana.

Great Loss of Life.

SIoux CITY, Ia., May 10.—The Floyd river is subsiding, and a rough estimate of the loss of life from yesterday's flood will reach twenty five, and perhaps it may be higher. A number of persons are reported missing. Three bodies were recovered to-day; those of A. G. Anderson, his wife and baby. The stock yards company estimate its loss at \$450,000 to \$500,000. The loss of house furniture and stocks of goods in the flooded district will aggregate \$850,000 and the damage to pavement, etc., will amount to \$100,000. Street railways are also considerable losers, but the railroads are the greatest individual losers. Up the Floyd for twenty miles, the Sioux City & Northwestern and Illinois Central tracks are washed out or damaged. The loss to the Terminal Company and all railroad companies is estimated at from \$750,000 to \$1,000,000. The citizens are carrying on active relief work, and are fully confident of their ability to provide for the destitute. Last night and to-day over 1000 people were lodged and fed by the committees, and three times as many are being cared for by friends and neighbors. Several thousand dollars worth of clothing, besides the council's large appropriation. The Fuel Lumber Company's yard burned yesterday and last night. There were a total loss, as the firemen could not reach the scene owing to the flood.

Water Famine Threatened.

CHENOWETH, Ia., May 19.—The Little Sioux is two miles wide in some places and many buildings have been washed away, but the greatest damage in the valley is to crops. The Illinois Central tracks are badly washed out east and west of this point and it is impossible to obtain authentic news from the south. The city water works are inundated and a water famine is threatened.

A Hundred Water Graves.

FORT DONO, Ia., May 19.—The Des Moines river came to a standstill to-day and is now falling. Residents of Floyd valley are the worst sufferers. There are thousands homeless, and fully 100 have found watery graves. The loss by flood in this district will reach millions.

TELEGRAPHIC.

Arrival of the River and Harbor Measure.

WASHINGTON, May 17.—An attack has been made upon the river and harbor bill from an unexpected quarter. It is claimed that notice has been received from the White House by the Republican members of the commerce committee, to the effect that it would be better to scotch down the present river and harbor bill 25 per cent. This backed up by assertions from the secretary of the treasury, to the effect that the probable revenues do not seem liable to meet the actual cost of conducting the government under the present system. The committee on the part of the senate appropriation committee has been notified that it would be well to keep down appropriations for 400 pages of printed matter and a bill and of the vast benefits to accrue to commerce on that account. It is believed the senate will take the bill back to the house and vote to scale the bill down, simply because the president is desirous of it. In view of the foregoing it is doubtful if any attempt will be made by the senate commerce committee to scale down the bill. One of the first suggestions by the administration was that the contract system should be stricken from the bill, but this met with so much disfavor that it was dropped. It is believed a better system provided for future appropriations rather than current expenditures.

Stomped to Death.

HELENA, May 17.—John Swendson died early this morning at the hospital, the victim of the most outrageous assault in the history of this city. Swendson was a stranger in Helena, and Sunday night late he was set upon by three footpads, who knocked him down, took all his money, some \$17, and then in cruel wantonness stamped the life out of the insensible man, who was near 90 years of age and not at all rugged. Swendson had earned twenty-four hours, suffering agonies that cannot be realized. One side of his face had been crushed, but his most terrible injuries were to his chest and stomach, on which the toughs repeatedly jumped with full weight. He lay insensible on the dark street for several hours, but was discovered about daylight. After his assault on Swendson, the thugs came up town and robbed a guest at the Grand Hotel. The alarm was given and the three men caught. They started off peacefully enough with the two officers, but when near the corner of Broadway and Main, one of them suddenly shot Officer Pearce in the shoulder. Another knocked the second officer down with his pistol and then bolted. Within the next two minutes a dozen shots were fired and the most intense excitement prevailed. Search was at once begun. News reached town this forenoon from two different sources that three men answering the description of the man wanted had been seen in the neighborhood of Canyon Ferry, on the Missouri river, some fifteen miles from town, and a strong posse armed with rifles were sent in that direction.

Amoung Cut Down.

WASHINGTON, May.—Senators Dolph and Mitchell are expected to announce the proposition of the committee on commerce to cut down 25 per cent. present appropriations contained in the river bill for all work for which continuing contracts have been authorized by the house or senate, some sixteen in number. The argument used is that the continued construction of these works is secured by the authorization of the contracts for the whole work. The further appropriations will be made for them all, to be immediately available, in the sundry civil appropriation bill of next session, which must be passed before the 4th of March next, and therefore the amount of the present appropriations is immaterial, so far as the progress of the work is concerned; that the amount provided in the bill cannot be reduced before that time, and that the total amount carried by the bill can thus be reduced without injury to any important work. Sen. Dolph says in the committee he begged to be allowed to surrender something else instead of any reduction to the amount for the Cascade locks; if it was deemed necessary to reduce the bill. The senators say they think the object is to get something to enable the senate to force an agreement in conference, and that the reduction of the present appropriation for the Cascades, if made, will undoubtedly be restored in conference. It is true the provision for the Cascade locks secures the continuous and speedy construction of the work, and that the balance of the appropriation required will be made in the sundry civil appropriation bill, as other appropriations to meet the obligations of the government are already secured, and the proposed cut, if made, will not delay the work; but the Oregon senators are not willing to surrender anything, and hope, because so many senators are interested in the large number of works affected, that the proposition will be beaten in the senate. If the proposition carries the reduction of the appropriation for the boat railway to \$187,000 and for the locks to \$276,250. The reduction of the appropriations for the locks will not delay the work, as the contract cannot be let until the right of way is secured, and probably by the time that the further appropriation may be had in the sundry civil bill of next session. Senator Dolph says the house will not consent to a cut of so many of the appropriations, and if it should be made he will see, if any is restored, that Oregon is as well treated as any other state.

The Western members of the house of representatives won a great victory to day in beating the economical house, and more especially the economical chairman of the committee on appropriations. The representatives from the states of Minnesota, North and South Dakota, Montana, Idaho, Oregon, Washington and Wyoming, made a fierce fight to secure an appropriation of \$400,000 for surveys. The members from each of these states pointed out the necessity for appropriations of this kind, and after a long struggle, in which they were supported by a number of Democrats who understand the situation, they carried the bill. Finally, the measure \$100,000 should be increased to \$300,000. This means practically that the \$200,000 set it up to \$400,000, and the conference will agree upon the intermediate sum.

Brutal Fighting in Africa.

LONDON, May 18.—A dispatch from Logos, Africa, says the British under Colonel Scott routed the Jar and Egra tribes at Epe, and burned their towns. There was sharp fighting. Eight of the British were killed. The enemy's loss is unknown.

A Brush With Pirates.

PARIS, May 18.—It is reported that the French forces at Tonquin captured the pirate's stronghold, killing 123 pirates. The French lost five officers, and fifty-three soldiers.

Fear of Bloodshed.

St. Louis, May 18.—Fear of bloodshed is added to the danger caused by the rising waters growing out of attempts

TELEGRAPHIC.

More Complications Arise.

CHEYENNE, Wyo., May 18.—An international affair may arise from the Wyoming rustler war. One of the prisoners at Fort Russell is W. B. Wallis, a young Englishman and a loyal subject of the queen. He has been in America nine years. Learning of the expedition by accident, he joined it without any clear idea as to its purpose. He simply wanted to see the country, and was well proved to be very game and distinguished himself by his coolness under fire at the T. A. ranch siege. The British is willing to accept the consequences of his acts, but his relatives and friends abroad are urging him to plead his allegiance. He declines to do this, and adds that he will take out naturalization papers if he can get any one to vouch for him. His family is wealthy and the prisoner has plenty of ready money. He is interested in a horse farm near Long mont, Colo.

Circus Train Wrecked.

ARCHON, Kan., May 17.—The first section of Ringling Bros.' circus train, on the Central branch road, was derailed by the giving way of a culvert near Concordia this morning. Four showmen were killed and five badly injured. Twenty head of stock were drowned in the stream. Two dead bodies have been taken from the wreck, and assistance has gone from here.

Sentenced to Be Shot.

EL PASO, Tex., May 16.—In Juarez, Mexico, Judge Jouin Cortasor passed sentence upon five men convicted of murdering Augheto, mayor of Avencion, Mexico, during the political riot last June. Forty one of the accused were acquitted, but Juan Moreno, Bernardo Durano, Desiderio Chavez, and J. Anan Perez were sentenced to be shot. Seneca Radio was sentenced to thirteen years imprisonment at hard labor.

Salem Statement: Governor Penney yesterday issued a requisition on the governor of California for a warrant of arrest for William Dregg, who stands convicted of the crime of willfully and maliciously setting fire to the Innan mill property in Berkeley county, the state. Dregg is now serving a term in the San Quentin penitentiary which will expire in a few days. The requisition was placed in the hands of J. B. Scudder, who left last night and is ready to arrest his man as soon as he steps out of prison.

Children Cry FOR CASTORIA

CASTORIA is so well adapted to children that I recommend it to the parents of all my children. H. A. AUSTIN, M. D., 111 South Oregon Street, Portland, Ore.

"I use Castoria in my practice, and find it specially adapted to affections of children." A. B. BROWN, M. D., 1027 34 Ave., New York.

"From personal knowledge I can say that Castoria is a most excellent medicine for children." Dr. G. C. OSBORN, Lowell, Mass.

Castoria promotes Digestion, and overcomes Biliousness, Constipation, Sour Stomach, Diarrhoea, and Feverishness. Thus the child is rendered healthy and its sleep natural. Castoria contains no Morphine or other narcotic property.

NEW TO-DAY.

DR. ELIZA A. INGALLS, Physician, Surgeon and Oculist. Office—Rooms 40 and 41, Chapman Block, The Dalles, Oregon.

COUNTY TREASURER'S NOTICE.

All county warrants registered prior to Jan. 17, 1892, will be paid if presented at my office. Interest ceases from and after this date.

The Dalles, May 18, 1892.

GEORGE RUCH, 41 Treasurer Wasco County, Oregon.

The Revere House, PORTLAND, OREGON.

Has been recently renovated, and is now under the management of

MRS. P. G. FAIRRELLY.

This house being centrally located, offers inducements to tourists, and is especially adapted for those who will always find pleasant rooms, single or double, specially reserved for transient guests.

CHAS. H. DODD & CO. IMPORTERS OF HARDWARE, IRON, STEEL AND FARM MACHINERY. FRONT, FIRST AND VINE STS., PORTLAND, OR.

BUCKEYE MOWER AND REAPER. Manufactured for Simplicity, Strength, Utility, Durability, and These Machines are well adapted to all seasons, and give the most perfect results in use—day and night, and the universal satisfaction given by them proves them to be the most popular in market.

HODGES' HAINES HEADERS. BUCKEYE STEEL FRAME BINDER. Distinguished for Strength and Durability.

Adriance Rear-Discharge Binder. Most Economical Binder in use. Requires less power, uses less fuel than any other.

HOLLINGSWORTH & TAYLOR HARD AND SELF-DUMP RAKES. DEERE HAY-LOADER AND HUDGETT IMPROVED TENDER. HAY-PRESSES, POTTER'S HORSE HAY-FORKS AND CARRIERS.

SCHUTTLER AND MILBURN FARM WAGONS. FINE CARRIAGES, PHAETONS, TOP BUCGIES, CARTS, ETC. FOUR-SPRING MOUNTAIN WAGONS AND DUCK-BOARDS. MILLER'S STAR VIBRATING THRESHER. AULTMAN'S STAR TRACTION ENGINE. The most Effective and Successful combination for Threshing and Grouting Corn ever constructed.

TELEGRAPHIC NEWS.

Nine Were Killed.

BUTTE, Mont., May 17.—It is now known that nine miners were killed by the cave-in at the Anconda mine near Butte, Mont. Fourteen were estimated to be at the scene at the time all were killed, but five have since been taken out alive, and it is positively known that all the remainder are dead. They are Jerry N. Harrington, Dan Sheehan Quinn Leary, William Hyland, T. C. Murphy, John Smith, S. Steward, William Clarke, and John Nordstrom. Four of the bodies have been recovered, but it will be a day or two yet before the others are reached. Tens of thousands of rock are strewn between the rescuers and the bodies of their dead comrades. The cause of the accident is stated to be that an unusually heavy blast was fired just before the cave-in occurred, and it is thought that it loosened the rock which formed the roof of the gallery.

Will Act as Arbitrators.

WASHINGTON, May 17.—Justice Harlan, of the United States supreme court, and Senator Mrgon, of Alaska, who were selected by the president as arbitrators on the part of the United States in the Behring Sea controversy, have each accepted the appointment and agree to serve. Justice Harlan said this afternoon he would probably go abroad about the latter part of July. It will be next autumn at the earliest before the commission assembles, and how long it will take them to conclude the settlement of the controversy is still a doubtful problem.

She Gets The Reward.

FAVETTEVILLE, N. C., May 17.—Yesterday evening Miss Mary E. Gilmore, a notorious outlaw from South Carolina, entered the house of Rev. William Brant, and, finding no one, she took a pistol, forced her way into the dining room, and fired a shot at the window. Miss Brant leaped out of the window. Miss Brant struck him. He died in a few minutes. A reward of \$300 was offered for him, to which Miss Brant has consented.

The First of Honor.

PANAMA, May 19.—A quadruple encounter with swords was fought this morning by M. Roules and three others named Leclere, Dumeleil and Biendel. The quarrel arose out of a dispute concerning the merits of the new opera "Salambo." M. Roules criticised the opera, and the other three men, who were his antagonists and their seconds went to a spot behind the grand stand at Long-hamp's racetrack.

The third combat was more prolonged, but after a struggle of fifteen minutes M. Leclere drove against a tree and received a wound in the face.

M. Avarignat, M. Biendel's second, then stepped in behalf of his vanquished friend, declaring himself ready to fight M. Roules and threatening to slap his face if satisfaction was not given, upon which M. Roules promptly faced his new adversary and succeeded in wounding him in the neck, narrowly missing the infliction of a mortal injury. The quadruple encounter was over by 9:30 A. M., and all the parties returned to Paris. About fifty people were assembled at the scene of the encounter, which will be famous in the annals of French dueling. M. Riendel's wound causes great anxiety.

ACLER'S ENGLISH BLOOD ELIXIR

Why? Because Your Blood is Impure! Have you ever used mercury? If so, did you give yourself the needed attention at the time? Don't you know that such a course as that impures the system, and causes freedom from the ailer effects of mercury? Acler's Blood Elixir will purify the blood, and restore the system. Get it from your druggist, or write to W. H. & C. CO., 40 West Broadway, New York.

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TELEGRAPHIC NEWS.

Will Act as Arbitrators.

WASHINGTON, May 17.—Justice Harlan, of the United States supreme court, and Senator Mrgon, of Alaska, who were selected by the president as arbitrators on the part of the United States in the Behring Sea controversy, have each accepted the appointment and agree to serve. Justice Harlan said this afternoon he would probably go abroad about the latter part of July. It will be next autumn at the earliest before the commission assembles, and how long it will take them to conclude the settlement of the controversy is still a doubtful problem.

She Gets The Reward.

FAVETTEVILLE, N. C., May 17.—Yesterday evening Miss Mary E. Gilmore, a notorious outlaw from South Carolina, entered the house of Rev. William Brant, and, finding no one, she took a pistol, forced her way into the dining room, and fired a shot at the window. Miss Brant leaped out of the window. Miss Brant struck him. He died in a few minutes. A reward of \$300 was offered for him, to which Miss Brant has consented.

The First of Honor.

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