

HE IS AVENGED.

The Citizens of New Orleans Rise in their Wrath and Slaughter Chief Hennessy's Assassins.

The Tennessee Insane Asylum Burned—Disastrous Fire at Syracuse—New R. R. Line to the Pacific Coast.

NEW ORLEANS, March 14.—The scenes about Clay street this morning brought to mind very forcibly the peculiar and ominous uprising of a September day some sixteen years ago.

Just on the stroke of 10 o'clock a shout went up from the people stationed at St. Charles street and a number of gentlemen among whom were W. T. Parkerson, J. C. Wickliffe and others who signed the call, came 3000 people within earshot and more could be seen struggling pushing and running here and there on neutral ground.

Street cars were unable to pass through and vehicles of all descriptions were halted.

Parkerson spoke first. He said that once before he had appeared before the people in a grand mass meeting assembled to discuss matters of vital interest to the community and again he faced the people of New Orleans to denounce the infamous act which is consequent upon the most revolting crime in the criminal annals of any community.

After the speeches an indignant crowd of about 2000 people started for the parish prison.

After a slight resistance the jail was surrendered and the citizens rushed in and killed eleven of the nineteen men who were indicted for the assassination of Chief Hennessy.

After the assassins had been put to death Parkerson addressed the crowd urging them to return to their homes or respective places of business, without demonstration.

Joe Maccheca had a pistol and shot Sergeant Herron in the neck, inflicting a slight wound.

Politiz hanging to a lamp post at the corner of Irene and Starr streets, Baffano to a tree in front of the prison. Others were shot in their cells.

When the citizens' committee had completed its work at the parish prison it disbanded for the day.

A meeting held tonight to consider what further action if any, shall be taken.

The committee is composed of the better class of people; business men are also satisfied.

MADNESS AND DESPAIR.

The Tennessee Insane Asylum Burned With Part of its Inmates.

NASHVILLE, Tenn., March 14.—The Nashville insane asylum seven miles from this city, is almost a mass of flames. Beneath it are the charred bodies of half a dozen unfortunate inmates. In an out house are huddled the poor demented creatures, formerly inmates.

The fire was discovered at 10:15 last night. It started from some unknown cause in the west main wing. In a moment the alarm was given and the 40 inmates thrown into wild commotion.

There were twenty-eight men in the ward where the fire caught. Twenty-two were quickly removed to the main hall, the other six being left to their fate behind an impassable wall of flames.

At 3:30 the inmates who had been huddled together for several hours in the yards were returned to the east wing. About twenty-five escaped, the majority of whom are harmless.

At this moment the west wing is entirely demolished and about half of the main building.

Dangerous lunatics are kept locked in the east wing.

At 1:30 the fire is under control. It is impossible to estimate the loss which is fully insured.

A TWO MILLION BLAZE.

SYRACUSE, March 14.—Two large fires are now raging in different portions of this city. It is feared that the business portion of the city will be destroyed.

Assistance has been asked from Utica, Oswego, Baldwinsville and Fulton.

The Fire Under Control.

SYRACUSE, (11 a. m.) March 14.—The Montgomery street fire is now practically under control.

The fire is under control at 2:30 p. m. but the department is still hard at work putting out the last fire. Total estimate is over \$2,000,000 and the insurance will not cover half that amount.

The Rio Grande and Western Coming to Oregon.

DENVER, March 14.—It is said, on good authority, that the R. G. & W., in order to secure a shorter line to the Pacific coast, is negotiating for purchase of the Oregon Pacific road which has been projected from Yaguna Bay on the Oregon coast to Boise City, Idaho, and will build the railroad from Ogden, Utah to connect with it, which would give them a first class transcontinental route.

At a secret meeting held by the Colorado and Utah lines, steps were taken to increase the freight fares from the Missouri river to Salt Lake.

Denver Has No Mayor.

DENVER, March 13.—This city is without a mayor. The supreme court this morning denied a rehearing in the mayoralty case. The present mayor, Lo-

domi, was a few days ago declared ineligible elected after holding his office nearly one year. D. C. Parkard, president of the board of supervisors will probably act as mayor until after the next city election.

No Famine This Month But a Reduction in the Cost Next Month.

NEW YORK, March 11.—Prominent merchants were interviewed here today regarding the reported threatened sugar famine. Many retail dealers have taken advantage of the scare and advance prices 1 cent per pound on the stock in store, which did not cost an extra price from the wholesalers.

After the 1st of April sugar ought to be at least 2 cents per pound lower than now. The increased demand may temporarily advance prices somewhat, but they will soon reach the proper level and sugars will be nearly one-third cheaper than they have been.

WHERE STORMS ARE NEEDED.

The Island of Cuba Suffering Severely From Drouth.

HAVANA, March 11.—The drouth still prevails. Its effects are most severely felt in the department of Santiago de Cuba. Small rivers are dried up and heavy losses in cattle have been sustained, owing to the fact that it is impossible for the cattle to get food or water.

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McCOY'S APOLOGY.

In the Times-Montaigner of last Friday Representative McCoy communique over three columns of closely printed matter, containing his apology for the course he adopted during the last legislative session, which resulted in the defeat of what is known as the Raley bill.

He submits a report, signed by himself, H. B. Miller and J. F. Henry, the three representatives who were members of the joint committee, who, together with Senators Watkins and Moore were appointed by the Oregon legislature to confer with a like committee from Washington as to "the feasibility, advisability, propriety and probability of joint action between the two states in building a portage railway around the Dalles of the Columbia."

The report so submitted Mr. McCoy presents as the ground upon which he seeks to justify his action. But he expects more than mere justification. He thinks that for his constituents have read this report they will unanimously conclude that the Raley bill would have "doubled the taxes of the state, produced no benefit or relief to the people but would rather complicate, retard and delay the opening of the river."

In fact Mr. McCoy expects to convince "any person of candid mind" that if the Raley bill was not framed in the interest of railroads "the facts in the case are that all the known representatives of the railroad company, in both houses, were in favor of and voted and worked for the Raley bill," (which is hard on Senator Hilton, by the way; very.)

Mr. McCoy's expectations put our credulity to a severe test. If he can make us believe that he has outwitted the railroad men we will send him back to the next legislature if we have to transport him on one of his own "seows."

If he can make us believe that he has fooled Jay Gould, by defeating the Raley bill, we will never more complain because the legislature made no appropriation for the world's fair. Oregon will send Mr. McCoy. She needs no other exhibit to proclaim here the greatest state on earth.

To put it mildly, Mr. McCoy's apology is disingenuous. He speaks of only one report from the joint committee. There were two. The first in the order of time was made by Senator Watkins, was signed by that gentleman and Senator Moore, and was handed to Mr. McCoy by Senator Watkins, in person. It did not suit Mr. McCoy, it is to be presumed, it merely recited the fact that the joint committee had been instructed "to confer with a like committee from Washington as to the feasibility, advisability, propriety and probability of joint action between the two states" and stated that after such conference, joint action was found to be impracticable owing to a clause in the constitution of Washington which prohibits that state from assisting financially any public highway not entering or traversing two or more counties.

This report was never heard of after it was handed to Mr. McCoy; and what became of it had been adopted by the members of the joint committee it would not have affected the Raley bill. It had no suggestion about building a scow. It said nothing about the portage road costing a million dollars and an interminable law suit. It gave no lessons about losses of wheat, by frequent handlings, increasing in "geometrical progression." Jay Gould and Mr. McCoy had therefore no use for it and Mr. McCoy quietly consigned it to an early grave.

Mr. McCoy tells us his report was the "unanimous conclusion of twelve men" of which he was one. Why then did not these men all sign it? Senator Watkins did not sign it. Senator Moore did not sign it, and it goes without saying that the Washington members of committee did not sign it. Yet it was the "unanimous conclusion" of twelve men and only three, McCoy, Miller and Henry had the courage of their convictions. In short, Watkins, Moore and Nevins, would not sign it. They saw through the thin guise of its design and refused to sign it.

But they had no business to sign it. The report contained a mass of matter wholly irrelevant to the object of the joint committee. What business had a committee, appointed to enquire as to the practicability of concurrent action of two states, in the matter of building a portage road between The Dalles and Celilo to report a long winded speech of a crack brained steamboat captain about the impossibility of bringing heavily laden boats up to the lower locks at the Dalles? Or a desecration by Major Handbury about the fatality of finishing his work by contract or the amount of his latest estimate for their completion? Or the opinion of an impracticable visionary about the cost of a scow? Or a lecture on "geometrical progression" by a railroad mathematician? Interesting as all this might be as a matter of information, it had no place in the committee's report.

But the Raley bill must be killed and if "official" estimates are not sufficient, unofficial ones must be resorted to. One estimate, (the report does not say clearly by whom it was made,) fixes the cost of a portage railway at Celilo, we presume on the Washington side, at \$300,000. Another was presented by Major Handbury for the same side, made three years ago which places the cost at \$431,260. The remarks of Major Handbury, in another connection would lead us to infer that his estimate was made purposely high, to allow for the notoriously slow and costly management of any work prosecuted under government control. Major Handbury stated that three years ago, "a survey was commenced on the Oregon side but was found so much more costly that it was abandoned." Commenting on this in his apology Mr. McCoy reports the major to have said "that it was found so costly that it was abandoned."

Washington, March 13.—303,000 ounces of silver were purchased at prices ranging from 92.30 to 92.50.

Chicago, Ill., March 16.—Wheat, steady; cash, 96@96 1/4; May, 1.01 3/4@1.01 1/2; July, 97 3/4.

San Francisco Market. San Francisco, March 16.—Wheat, buyer season, 1.50 1/4.

He simply compares the cost of construction on the Oregon side with that on Washington and declares it to be "much more costly." The effort of Mr. McCoy is to make it appear that the road could not be built on this side without an expense that would "double the taxes of the state," and that would be awful, you know, on the dear people. But to make his case still stronger Mr. McCoy goes outside the report and takes the unofficial statement of a man, who by his own confession, never surveyed the road, that it would cost a million. And as if this was not sufficient to kill the Raley bill beyond hope of resurrection, he invokes the spirit of prophecy and assures us that the building of a road on the Oregon side would involve a law suit with the Union Pacific and would last "ten or twenty years," and to crown all he avows that here, some steamboat captain told him that without a scow, a portage road would be of no account anyhow. Assuming the honesty of Mr. McCoy what shall we say of his credulity? If he retains his honor where is his judgment?

The cost of the road a million dollars, when a of the same committee had an offer in his pocket from a thoroughly responsible person offering to build the road for the sum appropriated in the Raley bill! Losses on wheat by frequent handlings increasing in geometrical progression, as if nothing else than wheat was to be shipped over the road! A law suit with the Union Pacific! Jay Gould's wool over somebody's eyes; that's all.

CURSED WITH POLITICS.

The country is cursed with politics, we mean politics of the partisan stripe. We suppose it is treason to say so, but we know of no good reason under heaven why a man should be elected to a county or municipal office merely because he belongs to some one political party. Yet all over this broad land, things have come to such a pass that a city policeman cannot be appointed or a precinct constable elected unless politics have something to do with it. The government of American cities has through this means become a disgrace to civilization. The rottenness and corruption of such large centers of population as New York, Chicago, and to come nearer home, San Francisco and Portland call to heaven for vengeance and reformation. No cities on earth are so badly governed as American cities. This is so true that it has passed into a proverb. The larger the population the worse the government and vice versa. We know of no remedy but a moral reformation of the people themselves, and a thorough divorcement of politics and municipal government.

THEY GET MAD!

The Italians at Rome Will Demand Reprisals From America.

Boston, March 16.—A cablegram from Rome says that the news of the massacre of Italian prisoners at New Orleans was not generally known till this morning. The general feeling is one of indignation and thirst for reprisal in some form.

An English visitor, mistaken for an American, barely escaped from being mobbed on the streets today.

ANOTHER ARREST.

In Connection With the Southern Pacific Train Robbery.

PASO ROBLES, Cal., March 12.—Sheriffs O'Neil and Kay and Detective Smith today arrested the Italian Dalton for connection with the Allis train robbery February 1, in which Fireman Radcliffe was killed. Dalton admitted to the officers that he had hidden the "boys," and had piloted them to a place of safety. He had done this, not on account of the train robbery, but because they were wanted in the East for murder. Dalton offered, if the officers would promise that the "boys" would not be turned over to the Eastern authorities, to go to the hiding place of the "boys" and notify them to come in, which they would do. The officers offered to send an unarmed man with Dalton, but he said the "boys" would kill any one who went with him. They have 800 rounds of ammunition and are good shots. Dalton will be taken to Nisalia tomorrow. The officers claim that they have cleared up the Pickley, Gosden and Allis robberies, and the number of arrests will soon be made.

Suit Against a Newspaper.

SENOHOSH, Wash., March 12.—A complaint was filed today in the superior court by G. Krueger and the Sun Publishing & Printing Company for libel and \$15,000 damages. The case arises out of some remarks which appeared in the Sun, intimating that a certain real estate agent had been run down by a United States detective and made to disclose \$1500 which was obtained in peculiar circumstances. Krueger applied the insinuation to himself, hence the suit. The Sun has also filed a separate complaint against the real estate agent, who has also taken exception to.

A Valuable Find.

VICTORIA, B. C., March 12.—E. Bellone, one of the owners of the Bonanza mine, Cayoosh creek, Lilloet district, arrived from Clinton Wednesday night, bringing news of a very rich strike in the Bonanza. He brought in several pieces of ore which were literally studded with gold. The samples, assayed today, showed as follows: No. 1, solid vein, of 9380 ounces, equal to \$193,471 per ton; No. 2, broken rock and dust from drill-bores, 640 ounces, \$13,235 per ton. The fortunate discoverer refused an offer to bond the mine for \$300,000.

Fighters to Visit Portland.

SAN FRANCISCO, March 12.—Jim Hall, Maber and Willis will leave for the east next Monday by the Northern route. They will exhibit in Portland, Ore. When they reach New York, Hall will be Fitzsimmons that he will stop him in ten rounds.

In Interest of a Pure Ballot.

PHOENIX, Ariz., March 14.—The legislature has passed the bill establishing the Australian ballot system in this territory.

Chicago Wheat Market.

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THE GOVERNOR AND THE WAGON ROADS.

The press of the state is very much divided on the question of the governor's veto of the wagon road bills. We notice that the bed rock democratic papers generally stand in with the governor, but not always, and geographical location has more to do with opinions on this question than political partisanship.

In the old valley counties, the native home of the Silurians, where roads are easily built, and where the people have had, for many years, all the roads they want, they all pat the governor on the back. But it is very different in the newer regions, as for example the sparsely settled counties of Eastern Oregon, where roads from many important points are little better than trails, and the people wholly unable to improve them. Here, in this county we asked a small appropriation to build a road over Tygh mountain. The road has long been one of the most important ones in Eastern Oregon. It is the direct way from The Dalles to the Warm Spring reservation. It is also the old direct route from Walla Walla or The Dalles to Barlow's Gate, and the Barlow route over the mountains. United States mail passes over it six days in the week. The present mail trail, for it not a road has an acclivity, in several places, of nearly four feet to the rod. It is an outrage on civilization. It is a barbarity, a murder of horse and man. The people living in the neighborhood of the road would be able to build a new road without outside help, and when the legislature made provision for building it the governor interposed each time with his veto.

An appropriation was asked for another road, partly in this county and partly in Gilliam. It is over a long stretch of country between two important points, where immense freights of wool and hides and supplies require to be transported. The country between its two termini is not settled and what is more it never will be settled. It is a rough, broken sheep range, abounding in deep ravines and precipitous mountains. The people need the road. They cannot possibly build it themselves, and the governor by his veto says: "Then you must do without it."

But this is not the worst of it. When this state was admitted into the Union the general government made a donation to the new state of \$500,000 for "roads" and other internal improvements. Years ago the legislature granted an appropriation of \$200,000 out of this fund for building the locks at Oregon City. The Silurians of the valley have fattened on the fruits of this donation. There is not an acre of land in the Willamette valley, from the head of navigation on the river to its mouth, that has not been enhanced in value by reason of this appropriation. There is not a farmer in the valley who is not benefited by its having been made, yet when we, over here in Eastern Oregon, who have never benefited a penny by this outlay, asked a little from the same fund, for improvements, relatively as important to us as the opening of the locks at Oregon City was to them, the members from the old, rich valley counties by their vote, and the governor by his veto say, "You cannot have any of it."

Two years ago Governor Pennoyer allowed a lot of wagon road bills to become a law. If it was right for him to do so then it would have been equally so now. As it is he has only succeeded in riveting a hopeless inconvenience on many sections of the country, and contributed to the retardation of the progress of the state.

To allow the wagon road bills to become a law, would be "looting" the treasury, the governor says, but it was the correct thing for this same governor to approve a bill for an appropriation of over \$90,000 for improving the capital building, the greater portion of which is to be spent in a dome, which is neither a useless and expensive ornament. We wish his excellency no ill but if by any change of fortune he should lose his job as governor and be reduced to the rank of a farmer or stage driver it would give us peculiar satisfaction to see him compelled to drive a six mule team with a load of wool, from Mitchell to Antelope, or a span of balky horses, hitched to a loaded wagon, up the Tygh hill.

HILTON GETS HIMSELF INTERVIEWED.

The interview with Senator Hilton, published in the Times-Montaigner of yesterday, whatever it may have been its object, leaves unimpaired every statement made by the editor of this journal, concerning the senator's action, during the meeting of the legislature. The fact is we related only what we saw with our own eyes and knew to be true, and the senator's statement is a tacit confession that it is so. We charged him with having tried to pass the water bill, during the absence of Senator Watkins, and he practically admits that he did so, and this same senator, who could so far forget his manhood, plays the coward and lays the whole blame of Mr. Moody's name being placed on the portage bill, which if it had been retained would undoubtedly have secured its defeat, upon the shoulders of Representative Johnston. It may be true that Mr. Johnston was wholly to blame, we have no means of knowing; but we are free to confess we don't believe a word of it. Mr. Johnston was used as a catspaw, and now he is made a scapegoat.

Much that the senator says is beyond our personal knowledge, and is of very little importance to us or our readers, one way or other. Facts that transpired in the sunlight can never be contradicted by anything alleged to have happened in the darkness of a committee room or the obscurity of a private conference.

But the senator would make the "Dalles lobby" ridiculous and in this attempt he has not only falsified the facts but dragged in, at least one matter,

he had better have left out. When the news was first brought to The Dalles, on a memorable Saturday, that our delegation had endangered the passage of the portage bill, by placing the name of Mayor Moody in the bill, as one of the commissioners: when it was learned that Governor Pennoyer distinctly and emphatically swore that he would veto the bill if the name of any private citizen was in it, there was but one thought and one purpose (we speak for ourselves and we believe for many others), that took possession of us. It was to do the only thing within our power to save the bill, as we supposed namely, petition the legislature to insist "that the name of secretary McBride be put in the bill and the name of no private person whatever be placed there." The name of Mr. Moody was not mentioned. Was there anything wrong in this? If so Mr. Moody has no truer friends in the Dalles than are some of those who perpetrated the wrong. Two hundred and ten persons quickly signed the petition, and had time permitted, ten times that number could easily have been obtained. Why should this action of the people of The Dalles be turned into ridicule by Senator Hilton? Mr. Moody's name had been put in the bill. The Wasco delegation and their abettors had, on the floor of the house indignantly resented its being taken out. The governor had vowed he would veto the bill if the name was retained. The Dalles lobby could not and did not know anything further. They went as they did on the knowledge they had and they would have been traitors to the people's interests and their own had they acted otherwise. If it was a "panic" it was a panic in a noble cause and no man who signed the petition, under the circumstances has anything to be ashamed of his action.

Moreover The Dalles lobby had tried to get a hearing before the committee on railroads, before they would leave for home. They were refused. Senator Watkins made a special effort to have a hearing. He also was refused. This was Thursday. The house would adjourn next day, noon, until Monday at two o'clock. By that time, the three days during which a reconsideration could be had would have passed. Next morning (Friday) Mr. Farley went to Representative Johnston, and asked him to move a reconsideration, so that the secretary of state might be substituted for the name of Mr. Moody. Mr. Johnston said, "Mr. Farley, Mr. Moody's name remains there or nothing." There was nothing left, but for the "lobby" to seek an outsider to make the motion. Our own representative would do nothing. Senator Watkins went to Paquet of Clackamas. The motion was made, and McCoy and Johnston fought it with all their might, saying that the committee was amply able to take care of the bill. The statement that "Mr. Moody had been before the committee and requested that his name be taken from the bill" was not made, nor was anything said that might be construed that way. Had such a statement been made the "lobby" would never have come back to The Dalles to make fools of themselves. When Senator Hilton says this statement was made, on the floor of the house, at that time, he states what a false. It was under these circumstances the lobby came back from Salem and circulated the petition, before referred to.

One thing more and we leave this matter for the present. Mayor Moody never appeared, that is to say, voluntarily, before the committee at all, to have his name stricken out of the bill. He was sent for and sent for by a member of the committee who is our informant, and instead of demanding that his name be stricken off he insisted that it be retained.

CHEAP SUGAR.

Less than three weeks from now, on the first of April, the action of the McKinley bill relating to the duties on sugar goes into effect. Heretofore the duty on raw sugar from which our refined sugars are made has been 2 1/2 to 3 cents a pound and 1 1/4 cents on the lower grades. The sugar refiners have had to pay these duties and of course they charged them to the merchants who in turn charged them to the consumer. The new tariff law abolishes all duty on raw sugar. Under the old law the duty on refined sugar was 3 to 3 1/2 cents a pound. The new law reduces it to 1/2 cent and wipes out a sugar tax of over sixty millions a year, which came out of the pockets of the people, for in this instance "the tariff was a tax." The McKinley law provided also that sugar might be imported, refined and placed in bond against the first of April, without the payment of duty. At that date, therefore the full benefit of the reduction, amounting to 33 to 40 per cent ad valorem, or 2 to 2 1/2 cents a pound, should be realized by the consumer. The people should not have to wait till old stocks of sugar on which the duty was paid are worked off. Whatever men may think about other features of the McKinley law, the repeal of the duty on sugar is sure to be generally popular.

HAVE NOT SENT AN IRON-CLAD.

Italy Belies on the Good Sense of the American Authorities.—Comments.

ROME, Italy, March 16.—Papolo Romano, referring to the New Orleans tragedy says: "Relying on the foresight of the American authorities and out of regard for the sincerely friendly power, Italy has refrained from sending an ironclad to the mouth of the Mississippi river."

The Bon Chicotele della mancia remarked: "Italy ought to demand that measures be taken to protect the Italian colony in New Orleans," adding however "it is just also to recognize the fact that a similar incident would not occur if towns on the Atlantic shore were not infested with many of the ex-galley slaves of Europe."

HILTON'S FRUGAL USE OF THE TRUTH.

Senator Hilton tries to make The Dalles "lobby" ridiculous, by alleging that when they went down to Salem with their petitions and appeared before the house committee on railroads, the chairman informed them that Mr. Moody's name had been withdrawn, at his own request on the previous Thursday. The statement is not true. The writer was present, and Senator Hilton was not. The petition was never presented. There was no need for it. The Dalles "lobby" were not fooled. They soon learned when they got back to Salem that the Wasco delegation had got scared. They knew it would not do to have Mr. Moody's name on the bill, and they knew they need never come back to Wasco county, if by any act of theirs the portage bill was defeated. Besides the chairman of the committee had made the statement the senator says he made, he would have simply lied. It is on record that there was a fight over the retention of Mr. Moody's name the very next day, on the floor of the house, and on that same day Representative Johnston informed a member of the lobby that "Mr. Moody's name remained there or nothing."

The trouble with most of our gifts to the poor is that we check them up as loans to the lord.

PROFESSIONAL CARDS.

D. R. O. D. DOANE—PHYSICIAN AND SURGEON. Office: Rooms 5 and 6 Chapman Block. Residence over McParland & Fry's store. Office hours 9 to 12 A. M., 2 to 5 and 7 to 9 P. M.

A. S. BENNETT, ATTORNEY-AT-LAW. Office: 102 to Schanno's building, up stairs. The Dalles, Oregon.

D. R. G. C. ESHELMAN—HOMOEOPATHIC PHYSICIAN AND SURGEON.—Office Hours: 9 to 12 A. M., 1 to 4 and 7 to 9 P. M. Calls answered promptly day or night. Office: upstairs in Chapman Block.

D. SIDDALL—DENTIST.—Gas given for the painless extraction of teeth. Also teeth set on fanned aluminum plate. Rooms: Sign of the Golden Tooth, Second Street.

A. R. THOMPSON—ATTORNEY-AT-LAW.—Office in Opera House Block, Washington Street, The Dalles, Oregon.

F. V. RAY, R. S. HUNTINGTON, H. S. WILSON, J. M. HUNTINGTON & WILSON—ATTORNEYS-AT-LAW.—Office, French's block over First National Bank, The Dalles, Oregon.

R. DUFFY, GEO. WATKINS, FRANK MENEFEE, D. TIF