

The Dalles Weekly Chronicle.

VOL. 1. THE DALLES, OREGON, FRIDAY, OCTOBER 2, 1891. NUMBER 42.

THE CHINESE MUST GO.

Secretary of Treasury Spalding Write a Letter to a Special Agent in Tacoma to That Effect.

The Union Pacific Will be Bolstered up for a Time.—Patrick Egan is Being Investigated.

The Jury Disagreed—He is Afraid of the Farmers Alliance—Other Brief News Notes.

WASHINGTON, Sept. 25.—Assistant Secretary Spalding has written a letter to a special agent at Tacoma in regard to a recent decision of the United States court in the state of Washington, wherein it was held that certain Chinese laborers, sentenced to deportation to China, were legally domiciled in the U. S. The agent was informed notwithstanding this decision, that the interpretation of the treasury department of the law relating to the immigration of Chinese, as requiring their return to China if found at any time to be unlawfully within the United States, must continue to guide his official action until overruled by the supreme court.

RELIEF FOR THE UNION PACIFIC.

The Jay Gould Syndicate \$12,500,000 for Its Creditors.

BOSTON, Sept. 25.—The Union Pacific officials have received dispatches from New York, to the effect that Drexel, Morgan & Co. have agreed to turn their \$2,000,000 endorsed by Gould, Ames and Dillon, and take collateral notes on the same basis as all other creditors. This has removed the only hitch and makes the total subscription of creditors \$12,500,000. There will be a meeting of creditors tomorrow, and if a further extension of the plan is necessary it will be granted.

EGAN TO BE SUPERSUED.

He Acted as Newspaper Correspondent.

SAN FRANCISCO, Sept. 25.—A Washington special says that at the state department meeting today it was virtually admitted that Minister Egan acted as correspondent for a New York newspaper and that he was being investigated. An intimation was made that he would soon be superseded. It is said that Blair is to succeed Egan as United States minister to Chili.

The Report Denied.

NEW YORK, Sept. 25.—A special from Washington says: The state department has denied the report that ex-senator Blair is to relieve Patrick Egan as minister to Chili, and adds that Mr. Blair's support among the Irish voters is not so large as he can afford to part with any of it lightly. The only thing that would be likely to injure Egan would be for the government in Chili to formally complain of him.

The Jury Disagreed.

SAN FRANCISCO, Sept. 25.—The jury in the case of Dr. Hall, charged with malpractice in connection with the death of Miss Ida Shattuck, was discharged this morning, after over seventy hours' deliberation, being unable to agree. They stood seven for conviction of murder in the second degree, and five for acquittal.

Araid of the Farmer's Alliance.

WASHINGTON, Sept. 25.—Congressman Herbert of Alabama, announced his withdrawal from the contest for a place on the inter-state commerce commission. His friends are afraid that the farmer's alliance might capture his seat in the house in the event of his appointment as a commissioner.

Must Not Overlook Penneyer.

WASHINGTON, Sept. 24.—The Penneyer boom is apparently catching on in the East. The Washington Post says editorially this morning.

In making up the books for next year's event the democrats will make a grave mistake if they overlook Governor Penneyer.

A California Politician in Canada.

VANCOUVER, B. C., Sept. 25.—Christopher A. Buckley, a San Francisco politician, who is wanted in that city to testify before the grand jury, has been in British Columbia for a week past. He left yesterday on the train for Montreal.

An American Ship Lost.

LONDON, Sept. 24.—The American ship Charles Dennis, from New York for San Francisco, foundered near Cape Horn. The American ship Kelle, of Seattle, from Tacoma for Havre, landed the Dennis' crew at Rio Janeiro.

The Morphine Route Sued Him.

LITTLE ROCK, Sept. 25.—R. Lamar committed suicide last night by taking a dose of morphine. He is a nephew of the associate-judge of the supreme court, of that name.

Four Californians Killed.

PANAMA, Sept. 25.—Advices received from Peru report the murder by natives of four Californians who were prospecting for gold. The natives took them for spies.

Quick Work.

ASHVILLE, N. C., Sept. 25.—Fred Taylor, a railroad engineer, was last night shot and fatally wounded by a negro named Rankin. A crowd of railroad men caught Rankin and hung him.

Fourteen People Killed.

MADRID, Sept. 24.—An express train running from Duxos and San Sabastian collided with a passenger train. Fourteen people were killed, and twenty-four wounded.

Consul Appointed.

WASHINGTON, Sept. 25.—The president has appointed Charles Warman, of Kentucky, United States consul at Stockholm.

A COOL PROCEEDING.

An English Society Says We Must Take the Russian Jews.

LONDON, Sept. 24.—The Jewish Colonization Association, although formed but few days, has already taken hold vigorously, and the object of settling the poor Russian Jews in the United States is to be pursued as rapidly as possible. The association has come to the conclusion to send nearly all the Jewish exiles to the United States, and to secure their landing by lawful means. The Jews will be settled as far as possible in agricultural colonies, but it is not expected that they will confine themselves to the country. The right to go into any lawful business will be vindicated, if necessary, through legal proceedings. It is claimed that the United States has room enough for all the Jews that will emigrate from Russia, and the opportunities for profitable business are not equalled in any country. The association will therefore for the present, confine itself wholly to sending Russian Jews to America and supporting them there.

THE DARDANELLES AFFAIR.

The Turkish Government Issues an Explanatory Note to the Powers.

CONSTANTINOPLE, Sept. 24.—The Porte has sent a circular to the powers in regard to the passage through the Dardanelles of vessels of the Russian volunteer fleet. In this communication the porte says: "For several years past vessels of the Russian volunteer fleet have been running between Odessa and Vladivostok. These ships, being under the commercial flag of Russia, were granted free passage of the straits. It was found, however, that the porte's note continues, 'the vessels sometimes carried soldiers, and these ships were detained, owing to a mistake as to their real character.' The porte's instructions, the note adds, were given to the officers on duty at the Dardanelles, to prevent any further detention of vessels of the Russian volunteer fleet, and were wrongly construed by the newspaper press to be a violation of existing treaties. The note concludes with the remark that no new measure has been adopted, and that the old one will continue in force.

MISSOURI PACIFIC HOLDERS GROWING ANXIOUS.

NEW YORK, Sept. 24.—It is expected that a meeting of the directors of the Missouri Pacific railroad will be held today for the purpose of taking some action relative to the quarterly dividend, which, according to custom, should have been declared a week ago. A story was circulated yesterday that the dividend would be either passed or reduced from the usual one per cent, owing to Jay Gould's ultra conservatism. One effect of this story was to let the price of Missouri Pacific down one and a half points. It is a long time since any official statements of the earnings of this road were issued, a fact which has caused some comment. The Goulds, however, say that a statement will be submitted to the directors, showing that the net earnings for the last three months were much larger than they were a year ago.

TERRIBLE SUFFERING FOR WATER.

GUTHRIE, O. T., Sept. 25.—Every courier from Chandler brings a thrilling tale of the sufferings for water. Fully 100 people are more or less seriously ill. Seventy horses have died for lack of water, and hundreds more are suffering terribly. L. D. Woods, of this city, has been shot dead in the Sac and Fox country. A number of men from Stillwater have founded a town in the Sac and Fox country, calling it Sachloma, and are already publishing a newspaper. The law opening that reservation specifies that it shall be a homestead entry, and the Sachloma men will be compelled to leave, as a town cannot be legally laid out.

THE FORT HALL MILITARY RESERVATION.

WASHINGTON, Sept. 25.—An order was today issued by the commissioner of the general land office for the survey of the Fort Hall military reservation at Pocatello, Idaho, upon the request of Senator Dubois, who is in the city. The survey is preparatory to the allotment of the lands in severalties to the Indians on the Umatilla reservation at Pocatello.

REPORTED CAPTURE IN OREGON.

SAN FRANCISCO, Sept. 25.—A Sacramento special says that it is reported that the men who murdered Mrs. Greenfield at Napa some months ago and dangerously wounded Captain Greenwood, have been captured in Oregon or Washington. Police Captain Lee, when asked concerning the rumor, said that the sheriff of Napa county told him the men had been captured, but who they are, or where they were captured, Lee would not state.

NO SETTLEMENT AS YET.

NEW YORK, Sept. 25.—The reports recently sent out from Chicago to the effect that the differences between the Union Pacific and J. B. Haggin, owner of the Anaconda copper mine, had been adjusted, are authoritatively denied here. It is understood the negotiations to that end, opened some months ago, are still pending, but no one in a position to know will venture an opinion as to the outcome.

Nobody Else's Business.

CONSTANTINOPLE, Sept. 25.—The Russian minister had a long conference with the sultan in regard to the circular to the powers relative to the passage of the Dardanelles by Russian vessels. The wording of the circular is said not to be satisfactory to the Russians who claim that the incident was a matter of settlement between Russia and Turkey alone, and that neither country owes anybody else an explanation.

WILL HAVE TO PAY DAMAGES.

OTTAWA, Sept. 25.—It is ascertained the British government will have to pay the Canadian sealers, damaged on account of the modus vivendi, \$500,000 and may be as high as \$700,000.

MORE U. P. MONEY.

The Union Pacific Creditors Held a Meeting Today in Which Jay Gould Was the Leading Figure.

To Settle the Searles Will Case—A Fiendish Act Reported in Indiana—Fatal Balloon Ascension.

Negro Rioters in Arkansas Drive out Cotton Pickers and Burn Property—Other minor Mentions.

NEW YORK, Sept. 26.—The creditors' committee of the Union Pacific railroad met today and after an adjournment it was announced that four-fifths of the \$5,500,000 collateral trust notes for the extension of the floating debt have been subscribed for. Jay Gould subscribed \$4,000,000.

THE UNION PACIFIC TROUBLES ARE NOW CONSIDERED OUT OF THE WAY.

One creditor's committee said subscriptions to notes will probably close Monday. He says Gould is now the firmest friend the company possesses.

To Settle the Searles Will Case.

NEW YORK, Sept. 26.—A special from Salem, Mass., says the rumored hearings in the Searles will case may not be resumed and that negotiations for a settlement will be reopened before October 14th. The contestants have learned through the papers brought out in the hearings that even if they should win eventually the legal entrenchments of the other side are so many that the litigations would be very long. This makes it probable that a settlement will be sought.

A FIENDISH ACT.

INDIANAPOLIS, Sept. 26.—A Birdseye, Indiana, special says: "Mrs. Harmon, a woman of loose character, living at Menton was last night visited by a body of thirty men, who tied her to a post and applied fifty lashes to her bare body. Her body was cut from head to foot as if by a knife. There is a gash across her abdomen twelve inches long and so deep as to leave her bowels exposed. The community is greatly enraged."

A FATAL BALLOON ASCENSION.

MOUNT PLEASANT, Mich., Sept. 26.—As a result of a balloon ascension late yesterday afternoon Lewis B. Earl of Marshall, Mich., is dead and Frank Thayer of this city is suffering from a fractured arm and several internal injuries. The accidents were caused by the giving way of the trapeze ropes.

NEGRO RIOTS IN ARKANSAS.

MAINA, Sept. 26.—Forty armed negroes in St. Francis township drove all the cotton pickers from the field and burned the gin houses. They had threatened to drive all the pickers out and burn all the gin houses before. The sheriff is on the ground with warrants for the arrest of the leaders. Much excitement prevails.

NO MORE APPLICANTS WANTED.

SAN FRANCISCO, Sept. 26.—Leland Stanford, jr., says the university rolls have been filling up at such a rate recently that there practically remains no room for more applicants. Over 1000 applications have been received, and many of them have been accepted. Three hundred and twenty students have been examined and accepted, among these being sixty young women.

TO HELP THE FARMERS.

ST. PAUL, Sept. 25.—Owing to a scarcity of farm laborers in the Red River valley, North Dakota, the Great Northern is making special rates for threshing outfits and carrying five men with each. Without additional help, thousands of acres of wheat will not be threshed before the snow flies. Hundreds of men can get work at from \$2 to \$3 per day.

CAUGHT ON A CROSSING.

INDIANAPOLIS, Sept. 25.—The west-bound limited mail on the Panhandle today struck a carriage at a crossing near Centerville, Ind., in which were Joseph Black, his wife and two daughters. Black, his wife and one daughter were killed and the other daughter fatally injured. They were on their way to attend the races at Cambridge.

CHINESE RIOTERS AT IT AGAIN.

PARIS, Sept. 25.—The office missions Catholics, at Lyons, has received advice from China to the effect that the natives attacked three monks at Northern Chumai, and that nothing has been heard from the vicar apostolic. Fear is entertained for the safety of the monks and ninety inmates of the Chumai orphanage.

A RAILROAD OFFICIAL DIES.

COLUMBUS, O., Sept. 25.—General J. A. Wilcox, general counsel of the Cincinnati, Hooking Valley & Toledo railroad, died here today. He was provost marshal of this district during the war, and a distinguished member of the Ohio bar.

A DAKOTA FARMER IN LUCK.

GRAND FORK, N. D., Sept. 25.—James S. Sinclair, a farmer of Dakota, and a distant relative of the earl of Cathness, received word from England that he had succeeded to the title and estate of that Englishman.

A MINNESOTA STATE SENATOR DEAD.

DULUTH, Sept. 27.—Hon. J. D. Howard, a millionaire pioneer and state senator, died today.

CHICAGO WHEAT MARKET.

CHICAGO, Sept. 25.—Close, wheat steady, cash 94½; December 94½.

PLAINTIVE FIRES IN DAKOTA.

Several Lives Lost and Thousands of Dollars Worth of Property Burned.

WILLIAMSPORT, N. D., Sept. 25.—George W. Johnson and his son, who lived near Beaver creek, was burned to death in a prairie fire. Mr. Tabor, living near here, will probably be the next effects of burns received. No further news can be learned from the Holland settlements thirty-five miles south of here. Three men are known to have perished there. The loss there is estimated at \$50,000. At Winona, twenty miles from here, one man lost forty-three head of steers which were overtaken by fire and burned to death.

THE COMPTON COURT-MARTIAL CASE.

WASHINGTON, Sept. 28.—The president passed upon the records of court-martial in the case of Colonel Compton, of the Fourth cavalry, who was charged with failure while in command of the military post at Walla Walla, to take steps to prevent the lynching of a gambler named Hunt, who was under arrest for killing one of the soldiers under him. The court found him guilty and sentenced him to suspension from rank and command for three years on half pay and to be confined to the limits of the military post. The president approved the proceedings of the court but mitigated the sentence to suspension from rank and command on half pay for two years.

THREE MEN BREAK JAIL.

VISALIA, CALIF., Sept. 28.—Gralton Dalton made his escape from the county jail last night. He was to be sentenced Monday next on a conviction of the Alida train robbery. John Beck, awaiting trial for horse stealing, and W. B. Smith, in for burglary, are also gone. The delivery was made by opening an iron window in the basement with a key and the cell door with another. As the men passed out the doors were again locked, and nothing was known of the escape until this morning.

DOCK HANDS FIGHT.

CHICAGO, Sept. 28.—At noon today two gangs of dock laborers, "one white and one colored, got into an altercation on the Western Transit Company's dock while waiting to be paid off. James Kelly (white) was stabbed to the heart and killed by Jasper Bales (colored). Bales was pursued by the other white combatants who fired a number of shots after him, wounding him in the arm. Two other persons were wounded by the bullets. Bales was captured and locked up.

REMOVED TROUBLE WITH CHILL.

WASHINGTON, Sept. 28.—For two hours this morning the president was in consultation with the representatives of the state and naval departments. Since last Friday cablegrams in cipher have been passing between Washington and Valparaiso but the officials refuse to make their contents public. It is gathered however, that they relate to affairs in Chili and that serious complications have arisen between the Junta and the United States representatives in that country.

SIXTEEN MILLIONS IS ALL THEY WANT.

NEW YORK, Sept. 28.—A Washington special says about \$16,000,000 is the sum the navy department will ask for in its annual estimate for continuing work on the new navy. This does not include anything for new vessels; it is simply the amount required for meeting the payments under the existing contracts, which will be due during the fiscal year ending with 1893.

THE UNION PACIFIC MATTER SETTLED.

NEW YORK, Sept. 28.—Over \$2,000,000 in subscriptions were received today to the new Union Pacific notes, this makes the total subscriptions \$700,000 more than was required. The subscription books are closed and the creditors committee was declared in operations on a plan to relieve the Union Pacific of its floating debt.

WILL FIGHT FOR PEACE.

BERLIN, Sept. 28.—Upon the occasion of the jubilee of the seventy-eighth infantry regiment at Osnaburg, Hanover, Chancellor Von Caprivi made a long optimistic speech upon the political situation in Europe. Von Caprivi said all the emperor's efforts will be directed towards the maintenance of peace.

NOT A SERIOUS QUESTION.

WASHINGTON, Sept. 28.—Secretary Tracy while declining to make any statement relative to the conference at the white house this morning, said he did not intend to send any more ships to Chili and that he did not regard the situation as serious.

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THE CASCADE PORTAGE AS IT IS.

The editor of this journal made a flying trip on the Regulator yesterday as far as the Cascade Locks, in order that he might be able to present the readers of the CHRONICLE with a statement of the present condition of the state portage road, and as far as he could obtain information of the manner in which the \$60,000 appropriated by the legislature has been spent. Arriving at the Cascades he was pleased to find that Governor Penneyer and State Treasurer Phil Metcalf had come up from Salem that morning, presumably on the same business. The governor and Mr. Metcalf spent the entire time from their arrival till their departure on the afternoon passenger, examining the works, and at the close were perfectly free in expressing their opinion that the road was built substantially and economically; and the governor, in answer to the question, "What is your opinion of the efficiency and general management of the superintendent of construction?" speaking of both promptly replied, "We are well satisfied with Mr. Farley's work, and we don't know where, in the world, we could have got any other person who would have done as well. It is a rare thing when a work of this character is finished within the means appropriated for it. In this case the appropriation will finish the work. That alone speaks volumes for the superintendent."

The entire road, with the exception of a few benches of wharfage at each end, is finished and ballasted. At the east incline the piles are all in place, ready to be cut the proper length as soon as the river reaches its lowest stage, which will give a depth of eight feet of water at the extreme end of the incline. The boat at present lands in twelve feet of water, and the incline extends more than sufficiently far into the river to give the proper height of wharfage. At the end of the western incline four more benches will bring the wharf low enough for the wharf boat, and these are expected to be in place by next Monday. Here very great difficulty has been experienced in driving piles, as the river bottom is filled with boulders of all conceivable sizes, encased in a gravelly cement. So hopeless did the task seem of driving piles through this conglomerate that the officer in charge of the locks construction pronounced it impossible to be done. Notwithstanding this, Mr. Walsh, the foreman of the bridge carpenters, has succeeded in driving huge piles from seven to ten feet through this stuff, and is hopeful that he will be able to drive all that are needed to complete the incline. The work here seems in every way sufficiently substantial to stand any conceivable current.

In addition to the main track there is a switch that runs parallel with the river for two or three hundred yards, intended for convenience in loading wood. From this track a switch leads to the round house and still another runs along a pier of leveled ground, over which it is intended to build a shed sufficiently long to cover all the cars used on the portage. The shed is expected to cost about \$2700. The main line and all are laid with forty-pound steel rails, upon which is stamped the name of the makers, the Belleville Steel Company, of Illinois. The timbers used in the inclines are heavy and substantial and competent judges pronounce the road as a whole, and in every part, well and substantially built.

Ground was needed for a round house, sheds for cars, office of permanent agent or superintendent, a work shop a store room and other like purposes. Mr. Farley selected about three acres lying along the river front and not being able to agree with the owner as to the price, suit was entered to have it condemned for the use of the state, under the law of eminent domain. Of course there is no question about the state getting a title to the land. The only question is the price and even that may yet be settled outside the courts. On this piece of land stood three houses, one a finely finished building that had been used as an office and dwelling by Borthwick & Fraine. This building was in good condition and easily cost when new over \$1000. The other buildings, while much inferior, were by a small expense fitted up to serve the purposes of a round house, store room and shop. A better building will serve for an office and residence if need be, for the conductor or agent. These three buildings cost \$750 which is not more than the worth of the best one. The buildings are furnished with an abundance of water brought from a fifty-foot level, a distance of 1800 feet. The system cost, with hose and equipments complete about \$1200.

A wharf boat has been built for the western terminus. It is 30x130 feet. It was built by contract by the Portland Bridge & Building Company, under the superintendence of Mr. T. W. Walsh. The price was \$8350. According to the estimate of Lieut. Burr, the boat weighed when launched about 110 tons. Her exterior gunwales are made of 6x15 and 6x14 timbers, six feet deep, bolted through and through every four feet. The bottom planking is 3x12, the keelson 6x16, bolted every 4x12 bolted through timbers are 6x6 and 6x10. The deck planks are 2x6 and 1x4 on top with tarred paper between.

There are twelve flat and four box cars of fifteen tons capacity, all oak sills and truss-bearing and furnished with Westinghouse automatic air brakes every wheel. The cars are as good as made for the gauge. They cost at the factory \$6200, including extras of all kinds. The locomotive cost at the factory \$4480 and is said to be the very best built by the Baldwin Locomotive Company. It has the best modern improvements. It is expected to arrive any moment after tomorrow. Meanwhile Major Handbury has kindly given the use, when not needed on the government works, of one of the government donkey locomotives and with this a considerable amount of freight has been transferred during the past three days.

It may be mentioned that besides the switch tracks already referred to each terminal has a double track, one nearly 1500 feet in length and the other about 500 feet. These double tracks and switches are intended to facilitate the handling of freight and enable loading and unloading to go on at the same time. Taken as a whole there is abundant evidence that the state appropriation has been judiciously and economically expended.

We publish in another column the answer of G. J. Farley to the scurrilous attack that was made on him by an anonymous correspondent in the pages of the Oregonian, a couple of days ago. We also publish an accurate and truthful description of the progress of the work on the portage road, under the management of Superintendent Farley as seen yesterday with our own eyes. Enough is said by way of answer to the Oregonian correspondent when it is known that the work will be finished—the road constructed and equipped in good style within the means appropriated by the legislature. But the CHRONICLE is in possession of some facts that do not appear in Mr. Farley's answer. The name sent in to the Oregonian as the ostensible author of the letter in question is that of a man who was discharged twice from the works by two different foremen; beyond that we care to say nothing at present, further than that the friends of this person, in his absence deny the writing is in his hand, and express the belief that, while he may have allowed his name to be used, the real author is some other person who wished to stab Mr. Farley in the back. Some of the charges are so ridiculous that they carry their own refutation. All the lumber used, cost laid down on the ground \$9,874 a thousand. There could be no room for a commission to the purchasing agent at that price. The same is true of the steel rails. They cost at the rolling mills \$51.00 a ton. The ties cost 22 cents each, laid down. The price of the cars and locomotive is given in another place. But enough. The portage commissioners are thoroughly familiar with the work done and with the animus of this attack on Mr. Farley. They have no hesitation in pronouncing the charges as false in every particular. If the author of them will only acknowledge them as his, he will get all the chances he may desire, and several more to prove them.

An item has been published lately in a newspaper of this city commenting very severely on "J. W. Gilman and others" for cruelly depriving a certain poor settler named Swift, of land in Grant county, on which Swift had been living for years. We do not pretend to account for the animus of the comment but we do know that if certain newspapers in this city are not a little more careful about publishing libellous articles about their neighbors they may get in trouble much more easily than they will be able to get out of. The following letter from the Fossil Journal would seem to furnish a complete contradiction of the criticism referred to:

DEUTER PLAT, OR., Sept. 16th, 1891.

ED. JOURNAL: You have doubtless noticed an item going the rounds of the papers, headed "One of Many Cases," which makes statements derogatory to the reputation of J. W. Gilman and others. Now these are the facts, as I know them from personal knowledge and current report:

Some time in the year of '85 Mr. Swift moved on to the land in question, and has been living there ever since; he himself says that he then had no right to a homestead, as he had filed on another place several years before but never made final proof. He (Swift) has never been molested in the possession of the land in any way whatsoever, and within the last few weeks has filed on the place as a homestead, which had no right to do under a recent act of congress which secures to every man the benefit of the right of homestead.

The fact that Mr. Swift has lived on the place for nearly six years without filing or trying to file is certainly good proof that no attempt was or has been made to deprive him of his rights. Trusting that this explanation will set right a most abominable "fake" or else malicious falsehood, I remain, Yours truly, Z. J. MARTIN.

When a newspaper descends from legitimate journalism to become a black-mailing sheet, it is time for all decent men to repudiate it. When our evening contemporary says that the appointment of Mr. Farley to be superintendent of construction of the portage road was "supposed to have been procured through the influence of Hon. D. P. Thompson" he states what he knows to be utterly false. No man in the Dalles, not even the editor of the Times-Mountainian, believes it. There is not a man in Oregon, outside the state insane asylum capable of believing it. D. P. Thompson, entreating Governor Penneyer, before the close of a bitter personal political campaign, in which Thompson was badly worsted, in behalf of the appointment of G. S. Farley! Bah! The man who could stoop to use the paper which an inscrutable providence has placed in his hands to thus stab a fellow-citizen because the fellow-citizen licked him in a municipal and political contest is low enough to stoop to anything.

The district fair that closes today was, perhaps, taking everything into account as much of a success as we could reasonably have expected. The dry season undoubtedly limited the capacity for a good exhibit in general farm products and nothing very flattering could therefore be hoped for, in cereals. The fruit exhibit was in every way excellent one as was that of vegetables—what was rare of it, but where there was one exhibitor, in this line, there ought to have been ten and the same remark will apply to everything else. The horse and cattle exhibits would have done credit to any country, so far as quality is concerned but all the cattle on the ground were owned by about half a dozen persons and there ought to have been twenty horses where one was shown.

W. W. CO. THE DALLES, OREGON.

\$500 REWARD!

We will pay the above reward for any case of Liver Complaint, Dyspepsia, Sick Headache, Indigestion, Constipation or Colic, when we cannot cure with West's Vegetable Liver Pills, when the directions are strictly complied with. They are purely vegetable, and never fail to give satisfaction. Sugar Coated. Large boxes containing 50 Pills, 25 cents. Beware of counterfeits and imitations. The genuine manufactured only by THE JOHN C. WEST COMPANY, CHICAGO, ILLINOIS.

BLANKLEY & HOUGHTON, Prescription Druggists, 172 Second St., The Dalles, Or.

\$20 REWARD.

WILL BE PAID FOR ANY INFORMATION leading to the conviction of parties cutting the ropes or in any way interfering with the safe or escape of the SISKIYOU LIGHT HOUSE.

W. W. CO. THE DALLES, OREGON.

The school book question is now receiving considerable attention throughout the state and the dissatisfaction so frequently expressed at teacher's institutes and other places with our present series of text books and the manner of selecting them indicates that a strong demand will be made to induce the next legislature to abolish the law that places their selection in the hands of a number of poorly paid county school superintendents and place the furnishing of these books entirely under state control. And this, we believe, is what ought to be done. There is no sufficient reason in the world for giving the contract for supplying these books into the hands of an outside book publisher, when the state itself could undoubtedly furnish them at much less cost to the people and keep the money at home. We have not a doubt in the world that the state could easily furnish a set of books, in every way more satisfactory to the teachers of the state, at a cost of fully one third less than what is paid for the present series.

The esteemed Dalles Times-Mountainian is happy because Lieutenant Governor Jones of New York howled a little when Flower was nominated for governor. When Editor Jones bucked Jim Blaine the term "mugwump" was coined for him and the T. M. man squawked at the great journalist like an angry goose. Mr. Mitchell will not feel so joyous after Flower's majority is footed up.—Sunday Welcome.

The Welcome deeply wrongs Brother Michell. At the time referred to our esteemed contemporary was a mugwump himself and he has been one by fits and starts, ever since.

PROFESSIONAL CARDS.

W. M. SAUNDERS—ARCHITECT.—Plans and specifications furnished for dwellings, churches, business blocks, schools and factories. Charges moderate, satisfaction guaranteed. Office over French's bank, The Dalles, Oregon.

D. R. J. SUTHERLAND—FELLOW OF TRINITY Medical College, and member of the College of Physicians and Surgeons, Ontario.—Physician and Surgeon. Office: rooms 3 and 4 Chapman Block. Residence: Edge Thorpe's second street. Office hours: 10 to 12 a. m., 2 to 4 p. m., 7 to 8 p. m.

D. R. O. D. DONNE—PHYSICIAN AND SURGEON.—Office: room 5 and 6 Chapman Block. Residence: Edge Thorpe's second street. Office hours: 10 to 12 a. m., 2 to 4 p. m., 7 to 8 p. m.

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

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