The Daily Chronicle.

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POKED OFF THE FENCE.

The *Sun* has at last come down off the fence and, we regret to say, on the wrong side. In attempting a practical defense of the Union Pacific and M. A. Moody it has done itself more harm, we venture to predict, than anything that ever appeared in the colums of this journal. Its double-leaded column in yesterday's issue fully justifies our charge of criminal silence when an issue vital to every interest of The Dalles and its vicinity is at stake. There is not a line in that column that does not bear the collar mark of the Union Pacific and M. A. Moody. If the article means anything it means to say: The Union Pacific is attempting nothing detremintal to our interests; it is very wicked to say that Mr. Moody is allowing himself to be used as the company's agent for the destruction of the peoples' line of boats; Mr. Moody has a right to do this if he wants to, it is nobody's business and we don't care what he does. In God's name then what missions has the *Sun* in the field of journalism? Is it to draw money for quietly standing by and without a protest allow a powerful corporation to trample on the peoples' interests? Is it to watch the attempts of this corporation to drive us back to a system of freight rates the most exhorbitant and extorionate that any people ever bore from a railroad on the Almightys footstool and then complacently say, as the *Sun* does; "It is of no consequence to this paper and it should not be to others." Is this the mission of a newspaper? Then as we have been a "failure" in everything, according to the successful editor of the *Sun*, we have failed to understand the missón of a newspaper. But, "It is not probable," says the *Sun*, "that the Union Pacific Company is engaged in the purchase of wheat on its own behalf or through the medium of other parties in this market." As an exact proposition this may be true or it may not. No one can tell but the parties concerned. This however is true wheat has been bought at Rockland for 84½ cents a bushel when the extreme price in Portland for the same wheat was 88 cents and the company's rates, 10 2-5 cents, added to a reasonable cost for handling, ferriage and putting on the cars would make the same wheat cost the shipper, laid down in Portland, not less than 97 cents or a loss of 9 cents a bushel for every bushel so bought and shipped. Even with wheat bought at 82½ cents, the common price, there would be a loss of seven cents a bushel, never speaking of a cent cent of wages for Mr. Moody's work. Who bears this loss? No sane man believes that Mr. Moody does. What then is the inevitable conclusion if it be not that the company carries this wheat for nothing so as to prevent the Regulator from getting it. And why too does wheat bring 4½ cents a bushel more at Rockland where the Regulator can receive it with convenience than in The Dalles where she is not so situated? It is therefore plain as sunlight that the Union Pacific is using a man who has made every dollar he owns from the farmers and producers of this county, to crush the system that has been established for their relief and no amount of hard names and ungentlemanly allusions from one whose newspaper experience ought to have taught him better will change these facts or remove the odium of criminal silence regarding them or a not less criminal apology for their perpetrators.

WHO IS THE MAN?

The editor of the *Astorian* passed up this way a few days ago on a visit to Spokane. From an interesting account of the trip which appeared in the colums of his paper we extract the following. After speaking of the well-known moving mountain and the locks now in course of construction the writer says:

But there is something at these locks more interesting to Astorians than any mountain, moving or stationary. It is a line of boats put on by The Dalles, Portland & Astoria Navigation Company.

This company has built a steamboat, the Regulator, which runs between The Dalles and the Cascades. It carries freight and passengers, which at the Cascades are transferred over a portage road, just built, and operated by the state, to another boat. The Dalles City, which runs from below the Cascades to Portland. The Union Pacific Company had the D. S. Baker on between The Dalles and the Cascades and the Lurline from the Cascades to Portland.

Men on the train said the opposition was a success, the new line had put fares and freights away down, and were doing a good business and making money, and while the train stopped at the station the Regulator came along, her deck filled with passengers, while behind came the company's boat with scarcely anyone aboard.

One resident of The Dalles in talking about the situation to the writer said:

"We're all right. The U. P. hasn't got a cinch on us any more. We can save money now that we formerly paid for freight; the opposition boat is a big thing for The Dalles, and for the whole river: you folks at Astoria ought to stand in with us."

"Is this permanent?" was asked.

"Yes, of course it is," was the reply of The Dalles resident, who handed the writer his business card. "The only trouble may be in some folks selling out. It would be worth $1,000,000 to the company to just buy off two or three men. If I had a chance and the company were to offer me $25,000 to throw the thing, you bet I'd do it."

We looked at his card, and told him that was a damaging admission to make to a newspaper man.

"Hell!" said he emphatically, "I didn't know you were a newspaper man. Don't give me away."

This is given here as an illustration of human nature all over. It shows just what The Dalles, Portland & Astoria Navigation company have to fear. This fellow who is in business at The Dalles, would sell out the town if he could, and play into the hands of the corporation.

The opposition charges $2 to Portland; the U. P. Company charges $3.55. (Since our return to Astoria word comes that the U. P. company has cut the rate way down, now charging only 50 cents, instead of $3.55. This is evidently a bluff.)

Business men at The Dalles and elsewhere along the river assert, positively, that they will stay with the opposition and give it all their business. The Regulator shows what could be done with an open river, a matter in which no community is more strongly interested than is Astoria.

Oregonian, published in another column, "Union Pacific men report that their Dalles boats are doing a largely increased business on account of their recent cut in passenger rates." The boats are certainly carrying some fifty cent passengers and a little freight part of which at least is practically stolen from the people's boats through means that the company's agents at Portland best understand. Quite frequently the Baker's cargo consists of goods plainly addressed to the care of The Dalles, Portland and Astoria Navigation Company. "Mistakes" of this kind have happened so often that one can scarcely be blamed for suspecting that the company connives at it by an arrangement with the expressmen. As far as the purchasing of wheat at this place is concerned the only "Dalles paper" that has dared to speak of it is the CHRONICLE and it is free to say that as far as the "exact proposition" that the Union Pacific is buying wheat is concerned it believes that Moody is buying the wheat and getting free or practically free transportation. Whatever Mr. Moody may be he is neither a fool nor a philanthropist and no man outside a lunatic asylum would pay within from two to five cents of the Portland price on wheat and then ship it there at a cost of 10 2-5 cents a bushel, which is the company's rate by rail. If Mr. Moody paid the company's rates his loss would average fully five cents a bushel. The gentleman on "the inside" who says that the cause of Moody's advantage is that the railroad company ferries his wheat across the river at The Dalles for nothing" did not know what he was talking about. The price Moody pays at North Dalles is about five cents a bushel more than he pays on the Oregon side. Tugging a loaded scow across is nothing, but the extra handling in transferring the grain to the cars involves an additional expense of perhaps fifty cents a ton that somebody must pay. If the Baker took the grain from the landing on the Washington side no ferriage would be needed and only one handling but she don't. Moody ships his wheat by the cars, the more expensive method. It matters nothing to us who foots the bills. We only know that somebody *must* foot them and that Moody is the Benedict Arnold who has traitorously sold himself to the Union Pacific to crush the peoples' line of boats.

The Union Pacific is sowing the wind and it will reap the whirlwind by and by. It is contesting in the courts, with all its might the rates fixed by the railroad commission, which that body declares to be just and equitable. Here it has charged a robber tariff between this city and Portland ever since it owned the road. It has openly defied the law, as many believe, in the matter of charging double rates between this city and Portland, on all goods shipped from the east. Last winter it tied up the Baker during a period of some six months and left the people on the Washington side without any communication with the outer world except by skiffs, and now when the people have put on a line of boats of their own as a simple measure of necessity, every effort that a greedy, soulless and conscienceless corporation can devise will be resorted to crush them. But this cannot last always. The people are sick and tired of railroad oppression and railroad control, and we shall miss our guess exceedingly if the next legislature is not composed of a set of men who will not be afraid to stand in with the people as against the railroads. One thing is dead certain, at the next election over this way, we wont have any use for any one who wears a railroad collar, no matter what party nominates him.

If the CHRONICLE, in the goodness of its heart, asks the people living in the counties east of us to be sure when going west to buy their tickets to The Dalles and then go down on the Baker for fifty cents and thus save $5.10 on the round trip it is not because it thinks any Eastern Oregon man who has a bit of manhood in him, and who wants to see the country prosper should ride on that boat. Of course he ought to go by the Regulator even if it does cost more. But there are travelers, who have no particular interest in Eastern Oregon or in an open river, whose only consideration is the question of cheapness. To them we say by all means adopt the course suggested because in doing so you help the friends of an open river while you put money in your own pocket. When the Union Pacific finds that it costs them $5.10 to carry a passenger from the counties east of Wasco to Portland and return, they may come to the conclusion that to maintain the opposition is rather an expensive luxury.

When General Manager Clark says: "I know the Baker is running at a loss, but the people of The Dalles want it and we must keep it up" he says what is not true. There are not two families in The Dalles, outside the company's employes who want it. That time is past and gone. There is only one sentiment here and that is in favor of the Regulator. It is the rankest hypocrisy to intimate that the Baker is kept on the river to accommodate anybody. The company has experienced a remarkable change of heart since last winter and spring when they tied the boat up for six months, at a time when the people on the Washington side had no other means of transportation.

The CHRONICLE has given space for the letter of "subscriber" simply in the spirit of fair play. The CHRONICLE was started to be the vehicle of public opinion for all who choose to deal in matters of public interest. At the same it is free to say that it is in favor of a portage road on the Oregon side, first, last and all the time. Still, if we cannot get that and a road is built in Washington what are we that we should fight it? Such a road cannot possibly hurt The Dalles any more than a town and factories on the other side the river. If we cannot get the moon give us a good healthy star; still we would rather have the moon and will do everything in our power to get it.

South Australia refuses to take part in the world's fair unless the duties on wool are abolished. Then it is very likely South Australia will have to stay at home.

The officers of the Louisiana lottery swindle have been indicted by the United States government. Preeminently correct.

BY FIRE AND FLOOD.

Oklahoma is Visited With a Prairie Fire Which Destroys Life and a Large Amount of Property.

Ohio Has a Cyclone Which Does Thousands of Dollars Damage---Not Allowed to Help the Poor.

Mexico Will Remove the Duty on Corn ---Seven Persons Killed in a Railroad Collision.

ST. LOUIS, Oct. 27.—A dispatch from Guthrie, O. T., giving further particulars of the prairie fires, says: "In the Iowa reservation where grass is heavy, the damage is great. The district burned is ten miles wide and fifty miles long. It is reported here that several persons have perished. Another fire started in the rank grass along the Cimarron river, thirty miles northwest of here, Saturday night and burned fifty farm houses and a great deal of stock.

A number of people are missing and it is almost certain that some died in the flames. The village of Cimarron was completely wiped out, and many of the inhabitants badly burned They saved their lives by jumping into the river. The mail carried from Mulhall was caught and totally burned. The reports from the burnt districts are very meagre, but the damage is well up to $100,000

A Severe Cyclone in Ohio.

CONNEAUT, Ohio. Oct. 27.—At 6:30 last evening a terrible cyclone swept over the town destroying about 30 houses. The streets are blockoded by trees and debris from the demolished buildings.

A large butter tub factory, owned by G. J. Record was badly wrecked. Thousands of dollars worth of stock being completely destroyed.

Record's loss is about $50,000. The planing mill of H. E. Pond adjoining Records, was greatly damaged, his lumber yard is strewn all over town, and two smoke stacks blown down.

Many fine residences suffered heavily. roofs being torn off and windows broken. The telegraph lines of the Lake Shore and nickel plate railway are down. Two telegraph poles which were blown down went through the roof of the Lake Shore depot and the baggage room is completely destroyed. The debris from buildings is strewn along the track rendering it impassable for moving trains. Total loss is about $100,000.

Not Allowed to Help the Poor.

LONDON, Oct. 27.—The *Daily News* this morning has a dispatch from St. Petersburg which says the minister of the interior in declining the proposition of deputation of rich Moscow merchants to form a society for the relief of the victims of the famine-strieken districts, declared that any body attempting to visit the districts for any such object would be arrested. This is supposed to be due to the fact that reliance on government relief will have a bad moral effect on the peasants, who would decline to work on the relief railway roads, etc.

Will Remove the Duty on Corn--Mexicans Starving to Death.

ST. LOUIS, Oct. 27.—A special from Mexico states there is a well founded rumor that the duty on corn will at once be removed owing to the shortness of crops and the famine prevailing in the several states of the republic.

The reports from the flooded districts of Chiapse state that hundreds of people are on the verge of starvation. The governor of Guana Juta, prohibited the export of corn from the state and other governers will soon follow his example.

Seven Persons Killed in a Railroad Collision.

GLENWOOD, Minn., Oct. 27.—A rear end collision occurred last night at Thompson station, eight miles east of here, between the regular west bound freight and an extra, following the regular train, killing five persons and seriously wounding seven others. It is reported the company has caused the arrest of Conductor Woodson and Engineer Smith of the extra, as the blame appears to rest with them.

Executing Their Opponents.

NEW YORK, Oct. 27.—A letter from Iquique, Chili, dated September 16th, says: "The reports which have been received here from the south state that a large number of executions have occurred in Santiago and Valparaiso in the last few weeks, the victims being people who were particularly active in their opposition to the revolutionists, but none of them were persons of any special prominence."

Tilden's Will Declared Void.

ALBANY, N. Y., Oct. 27.—The court of appeals has decided Tilden's will void.

Under the statute of destribution that regulates the inheritance of property. The issue of Mrs. Pelton and Henry A. Tilden, sister and brother of Governor Tilden, come in for an equal share of $800,000, Mrs. Wm. B. Haxard is the only heir on the Pelton side, and thus is entitled to 400,000. The other $400,000 is subject to the claims of six children of Henry A. Tilden.

After the Jews.

VIENNA, Oct. 29.—Dispatches from Russia tell of anti-Jewish riots in various places. In Thernigoff fifty Jews were killed and 100 were wounded. The forests are full of Jewish refugees, dying of starvation. The czar has sent a commission to inquire as to the facts.

Denies Connection With the Lottery.

ST. LOUIS, Oct. 27.—In an interview, General Beauregard states that beyoud seeing that the monthly drawings are honestly conducted, he has no connection with the Louisiana lottery company.

Mrs. Parnell Better.

LONDON, Oct. 27.—The health of Mrs. Parnell, widow of Charles Stewart Parnell, now shows some slight signs of improvement. She is able to partake of food.

FLOODS AND RIOTS.

The Elements and the People Both Seem to be at War.

MADRID, Oct. 26.—A telegram from Merida, a province of Badajos, says the floods in that locality continues. The and is submerging the railroads and highways. In many parts of the province the floods have carried away a number of telegraph poles, and consequently communication by means of wire has been interrupted. The olive, corn, grape and saffron crops in many parts of the province of Cindad Real are ruined. There was a serious riotous fight yesterday in the town of San Michael, a province of Modena, between socialists and workingmen. Two men were killed and eight severely injured. The riots were subsequently quelled by the police, who arrested a number of rioters.

Another Good Man Gone Wrong.

ST. LOUIS, Mo., Oct. 26.—A dispatch from San Buren, Ark., says that Colonel Weaver, who obtained large sums of money received by him from the settlers for land bought from the Little Rock & Fort Smith railroad, has disappeared and there is no clue to his whereabouts. His shortage is supposed to be very large, but at this time no accounts can be had. Many farmers who bought land hold Weaver's receipts for money paid him. Weaver was superintendent of the Methodist Sunday school, a temperance lecturer and editor of the *Graphic*. He left behind a wife and two sons.

Possible Action by Russia.

BERLIN, Oct. 26.—The kaiser, it is said, has ordered all matters connected with the Jewish exodus from Russia, so far as affects Germany, to be gathered under the direction of Chancellor Caprivi and made the subject of a special report to the kaiser, who probably intends to take some action on the subject during the coming session of the reichstag. The Jewish committees in Berlin, Hamburg and other places are more actively engaged than ever in forwarding the refugees, mostly to the United States.

Trying to Suppress Monte Carlo.

PARIS, Oct. 26.—A letter from Monaco says that, owing to the strong influence being brought to bear for the closing of the gambling establishment at Monte Carlo, the proprietor Blanc, has sent a proposition to the little republic of San Marindo for his removal there should he be compelled to leave Monaco. Notwithstanding the pressure brought to bear by President Carnot, it is not believed that Blanc will be obliged to move, as the loss of revenue would be disastrous to the reigning prince of Monaco.

A Stage Robber Confesses.

REDDING, Cal., Oct. 26.—As predicted, the boy arrested for robbing the Redding and Weaverville stage last Monday night made a full confession this morning to detective Thacker and Under Sheriff Ross. He then took them to where Wells, Fargo & Co.'s box and where the guns were thrown into the river. The box was found about a mile from the scene of the robbery with all the waybills and letters untouched. The man arrested at the same time for the same offense still maintains his innocence.

Robbed and Murdered.

FORT WORTH, Tex., Oct. 26.—Martin Mooney, a Fort Worth & Rio Grande employe, was found hanging to a limb of a tree in the outskirts of the city this morning. Mooney had just been paid $178. The supposition is that he was drugged and robbed, died from the effects of the drug, and was placed where found to convey the impression that it was a case of suicide. The body bore none of the marks usual in case of death from strangulation, and the feet touched the ground.

Coal Miners on a Strike.

LONDON, Oct. 26.—In Staffordshire and Worcestershire today about 8000 miners struck against a reduction of ten per cent. made in their wages. Engineers employed about Tyne and Weir have decided to stop work Saturday next, owing to a dispute between themselves and their employers as to the question of "pay for over time." Should the engineers carry out their determination, about 30,000 persons will be thrown out of employment.

The Court is Prejudiced.

SAN FRANCISCO, Oct. 26.—Counsel for Charles Schmidt, who is being tried for burglary, and who has figured prominently in the Bell murder case, moved for a change of venue today, on the ground the court and district attorney were prejudiced against defendant, because of letters to the district attorney, which were read in court Saturday. Judge Troutt denied the motion and the work of empaneling a jury began.

France and the Pope.

ROME, Oct. 29.—It is said that the prosecution of the archbishop of Aix by the French government has made a great change in the attitude of the pope toward the French republic, The pope has shown by his letter to the archbishop thet he sympathizes with the latter in his difficulties, and it is thought not unlikely that the pope will emphasize his approval of the archbishop's conduct by creating him a cardinal.

She Died for Love.

ST. MARY'S, W. Va., Oct. 26.—Daisy Lee, a beautiful 17-year-old girl, committed suicide here today. She had been reproved by her father on account of a young man who was paying his attention, and her brother also upbraided her. She sent to a drug store, secured a dose of poison and was found half an hour later in her death agony.

They Want the Statistics.

LONDON, Oct, e6.—Lord Knutsford, secretary of state for the colonial department, has asked the governments of the Austrian colonies to supply the Canadian governwent with statistical reports in regard to the decline of the fur seal fisheries of the southern hemisphere. These statistics are wanted for use by the British.

Reason for the Hard Times.

LONDON, Oct. 26.—At the quarterly meeting today of the Manchester Chamber of Commerce the president said trade was still depressed, and that the latest returns received were unsatisfactory. The president blamed the McKinley bill, Baring Brothers and the South American troubles for the state of affairs complained of.

The Michigan Not Badly Damaged.

WASHINGTON, Oct. 26.—An official report received at the navy department from Mare island navy-yard states the injury sustained by the Michigan, in the bursting of her outboard delivery pipe, can be easily repaired and the vessel made ready for sea service. This will be done immediately.

Keeping the Starving in Order.

ST. PETERSBURG, Oct, 26.—Two regiments of infantry and one of cavalry have been ordered to the famine districts to assist the authorities in preserving order.

Portland Wheat Market.

PORTLAND, Oct. 29.—Wheat, Valley, 1.50@1.52½; Walla Walla, 1.40@1.42½.

CHILI HEARD FROM.

Minister Egan Receives a Communication From the Chilian Officials. Great Excitement Exists.

It was for Campaign Purposes only---Hard on the Referee---Don't Like Egan.

The Pan-American Railway Incorporated---He was Forced to Become a Robber---The Mill Exploded.

SANTIAGO, Oct. 28.—Minister Egan has received a reply from the minister of foreign affairs of the provisional government, Senor Matt, in which he sends a safe conduct to the refugees in the American legation, and under protest recognizes the precedents quoted by Minister Egan, in which the Chilian government claimed similar rights for refugees in Peru, and acknowledges claim of extra territoriality. The Junta is greatly stirred up over the recent dispatches from the United States government on the question of the outrageons assault upon the sailors from the Baltimore, in the strests of Valparaiso, on October 16th. The subject is of such grave importance that it requires earnest deliberation before any definite reply can be given. A letter published in the newspapers has created a vast amount of heated discussion. It is signed by Augustine Edwards, a well-known banker, and Edwards Matte, and vindicates Minister Egan from continued and severe criticisms that have been passed upon the conduct of his office by the various bitter adherents of the Junta. The letter has caused a great deal of criticism.

It Was for Campaign Purposes.

PITTSBURG, Oct. 28.—A Rochester, Pennsylvania, special says: "Senator Quay was called on at his home in Beaver early this morning and questioned as to the certificate of deposit for $8,877 from the Keystone bank, to Beardsley, made payable by him to Senator Quay through the Beaver deposit bank, November 29, 1891."

He said his recollections of the details of the transaction are rather indistinct, but he is satisfied that the date of the certificate given in the circular was a forgery. He said: "In October, not November, 1889, I gave a note to a gentleman representing the republican city committee of Philadelphia, for $9,000, upon which to raise that amount of money for the campaign that year. Of what was done with it I know nothing personally except that afterwards the note was returned to me cancelled, paid, as I understand, by the republican state committee. Beardsley's draft was for the amount of the note less the discount.

Hard on the Referee.

NEW YORK, Oct. 28.—A kid glove fight to the finest occurred early this morning near Danbury, Conn., between Jack Bates, of Ohio, and Joe Daley, of New York. The fight was a brutal one. Daley, who commenced foul fighting got the worst of his own style of pugilism. In the eighth round Daley smashed Con Mocauliffe, referee, in the face and dove out through the ropes like an arrow, and there was nothing else left for Mocauliffe to do but to give the victory to Bates.

They Don't Like Egan.

NEW YORK, Oct. 28.—A Washington special says: "Senor Montt, the Chilian envoy here called on Secretary Blaine and had a long talk concerning the assault upon American sailors in Valparaiso. Senor Montt charged that Minister Egan is really responsible for all the trouble existing between Chili and the United States. During the war he played the part of a spy for Balmaceda.

The Pan-American Railway.

AUSTIN, Texas, Oct. 28.—The charter of the Pan-American Railway company has been filed here. The line is to run 240 miles, from Victoria to Brownsville, on the Rio Grande. The proposed capital is three million dollars. This is supposed to be the inception of a big enterprise to extend the road eventually through Mexico into South America.

Forced to Become a Robber.

SAN ANTONIO, Texas, Oct. 28.—James Lansford, one of the men arrested upon a charge of being implicated in the Southern Pacific train robbery, confessed his guilt. He claims to have been forced into joining Fields, Flint and Weldington, the other robbers, by threats upon his life.

A Powder Mill Goes off.

YOUNGSTOWN, Ohio, Oct. 28.—This morning the glaze mill of the Ohio powder works, located four miles north of the city exploded, killing two men, Joseph Maags and Ben Somans, and completely destroying the mills, The mutilated remains of the men are scattered over a ten acre field.

Destroyed by Fire.

ENGLISH, Ind., Oct. 28.—A serious fire is raging along the Louisville and St. Louis railroad in the southern part of this state. Acres of wood, entire fields of corn and many farm houses and outbuildings have been destroyed.

Another Boat for the United States.

BALTIMORE, Oct. 28.—At three o'clock this afternoon the new steel cruiser "Detroit" was successfully launched in the presence of a large crowd of people.

Caught in the Flames.

NEW YORK, Oct. 28.—In the fire which this afternoon destroyed a building at 500 Fulton street it is thought that several persons perished.

A Boot and Shoe Firm Retires.

BOSTON, Oct. 28.—Robert H. Kemp and J. H. Coughlen, boot and shoe dealers, have assigned.

Indicted the Lottery Officers.

BOSTON, Oct. 27.—The grand jury of the United States district court of this district, today indicted the officers of the Louisiana lottery, for illegally using the mails.

NO NEWS AT WASHINGTON.

Little or No Excitement Prevails in Official Circles--The Great Northern Scheme.

NEW YORK, Oct. 29.—It is generally acknowledged by merchants interested in the Chilian trade, that the present situation is an exceedingly grave one. The *Evening Sun* says: "But little business is transacted by shipping men, and by those interested in the Chilian situation, it was this morning the whole topic of conversation and speculation as to what this country would do in the event of the war with Chili. The most of them are inclined to scoff at the idea of her going in face of the United States, but the feeling prevails widely that the Chilians are ready to fight. Several prominent down town business firms who have commercial relation with Chili, were called upon this morning with a view of ascertaining their feeling with respect to a possible outbreak of hostilities between the United States and Chili. "We have received no advices whatever from our correspondents in Valparaiso in regard to this affair," said Charles R. Flint, "and so long as the matter is of diplomatic negotiations I do not think any serious consequences need be apprehended." At the office of Grall & Co., it was said, the trouble would no doubt be settled in a few days.

Nothing New From Chili.

WASHINGTON, Oct. 29.—There is little or no excitement in official circles here this morning over the Santiago press cablegram announcing the receipt by the minister of an unsatisfactoty response from the Junta's representation of the United States, and saying that the Baltimore's crew are practically boycotted at Valparaiso. The naval officials discredited the latter statements and believe its foundation lies in the prudent course adopted by Commodore Schley respecting the granting of liberty to its sailors during the present condition of excitement. No word has been received at the naval department from the commodore reporting any new phase in the situation. A cipher cablegram from Minister Egan was received this morning at the state department, but its contents were not made known.

The Great Northern's Scheme.

ST. PAUL, Oct. 29.—The secret of the organization of the Spokane & Southern railway of the state of Washington is out. It is given out that the purpose of the line is to make a great loop for the Great Northern Pacific line. It will run from Portland over the Cascades along the north bank of the Columbia river, until it reaches the mouth of the Snake river, and continue along the north bank of the Snake river to Almont, and thence north to Spokane. The articles of incorporation provide for the building of the road from Spokane to the Snake river which will make a loop for the Great Northern from Spokane, via Seattle, Portland and Almont, and back to Spokane.

Rushing the Cruisers to Completion.

NEW YORK, Oct. 29.—Every body is busy at the Brooklyn navy yard, all possible haste is being made on the part of the Brooklyn navy yard officials to place the Atlanta, Bennington, Concord, Philadelphia, Chicago and Petrel, six cruisers, in a sea going condition. As nothing tangible is known as to the exact determination of the government in regard to the Chilian matters.

A Farmers' Alliance Fight.

CHICAGO, Oct. 29.—A Little Rock special says news was received there of a terrible encounter at the farmers' alliance meeting at Buck's last night. In a quarrel between spectators, rifles, shotguns and pistols were used with deadly effect. Burt Manning, J. H. Town and three others whose names are not known were killed, and several others were slightly wounded. Politics was the sole cause of the trouble.

More War News from South America.

ST. LOUIS, Oct. 29.—A dispatch from the City of Mexico says: "There is a rumor of an engagement on the frontier of Guatamala and Salvador, between the Salvadorian refugees and the Salvadorian troops, and the former were defeated. Nothing could be heard of the fight at the Salvadorian legation, where the rumor is not believed.

The Irish Enjoying Themselves.

CORK, Oct. 29.—The fighting which took place between the McCarthyites and Parnelites last night in the streets of this city was more serious than it was first reported. There was a series of scrimages between the centending parties, the most severe being one in which Dillon was disabled and the Parnelite forces routed. Many on both sides being injured.

The Dryest Weather Ever Known.

MONTGOMERY, Ala., Oct. 29.—The present spell of dry weather is one of the longest ever experienced in this section. The streams are drying up and the railroads find it very troublesome to secure water necessary to run the trains. The employes along the line are all supplied with water from this city, every passenger train carrying barrels full.

A Steamer Burned.

ST. LOUIS, Oct. 29.—A private dispatch just received here says: "The steamer Oliver Byrne was burned at Milwaukee Bend, twelve miles from Vicksburg, this morning. Twelve lives are reported lost.

Elected Without Opposition.

DUBLIN, Oct. 29.—Patrick McDermott, the McCarthyite candidate, was elected without opposition to a seat in the commons, left vacant by the death of John Pope Hennessy.

Thirty Men Killed.

LONDON, Oct, 28.—Additional advices are received here from Tunis to show that thirty natives were buried by the collapse of a large wall undermined by recent floods, and all perished,

A Bad Penny Always Returns.

SAN FRANCISCO, Oct. 29.—John L. Sullivan and party returned here today on the steamship Alameda from Sidney.

The Waters Receding.

LONDON, Oct. 29.—The waters of the Thames river are subsiding. A fund for the relief of flood sufferers has been started.

Weather Forecast.

SAN FRANCISCO, Oct. 28.—Forecast for Oregon and Washington: General rains, except scattering showers in Southeastern Oregon.

Chicago Wheat Market.

CHICAGO, October 29.—Close, wheat, steady; cash, .94⅜; December, .95½; May, 1.03.

(2)

OUR PRICES.

DRESS GOODS.

BLACK.

Henrietta—Silk Wrap—reduced from	$1.50 to $1.15
" all wool, silk finished, reduced from	1.25 to 95
Crepon Cloth	1.25 to 90
Georgia Cloth	1.25 to 90
Fregona Cloth	1.10 to 90
Cashmere, all wool	90 to 65
Ladies' Cloth, 54 inches wide, reduced from	90 to 75

COLORED.

Habit Cloth, 54 inches wide, reduced from	90 to 75
" " 36 " " " " "	50 to 39
Heatherby Fancy Suitings, 54 inches wide, reduced from	1.00 to 80
Henrietta, all wool, reduced from	1.00 to 80
" " " " "	60 to 45
Cashmere, all wool, reduced from	90 to 65
Fancy Plaid Suitings, 34 inches wide, reduced from	30 to 20

SILKS.

Rhadame, black, reduced from	2.00 to 1.40
Gros Grain, black, reduced from	1.50 to 1.20
Trimming Silks, reduced from	1.35 to 1.00
Surah, all shades, reduced from	90 to 70

DOMESTICS.

UNBLEACHED.

National Sheeting, per yard	$ .03½
Aurora Sheeting, "	.05
L. L.	.06
Cabot W	.06¾
Full Yard Wide	.07

BLEACHED.

Chapman X	.07
Gold Metal	.08
Barker	.09
Fruit of the Lorm	.09
Lonsdale Cambric	.12
Berkeley Cambric, 50 pards	.12½

DOUBLE WIDE SHEETINGS.

BLEACHED.

10-4 wide	.26½
9-4 wide	.24½
8-4 wide	.22½
6-4 wide	.17½
5-4 wide	.14

UNBLEACHED.

10-4 wide	.26½
9-4 wide	.24½
8-4 wide	.18
6-4 wide	.16½

BLANKETS.

Grey, 3 point, 6 pound	$3.25
" 4 point, 7 pounds	4.25
" Oregon City Mills	4.60

OREGON CITY MILLS.

Scarlet and Navy Blue, Oregon City Mills	4.25
Moule, 12-4, best quality, Brownsville Mills	6.45

COMFORTS.

We have on the way from the east, now over due, a number of bales of Comforts that will be sold on arrival at prices to correspond with the balance of our stock.

YARNS.

German Yarn, black and white, per skein	$ .15
German Yarn, high colors, per skein	.20
Germantown, per skein	.16⅔
Spanish Worsted, per skein	.16⅔
Saxony, domestic, per skein	.08½
Saxony, imported, per skein	.10
Shetland, per skein	.10
Fairy Gloss	.12½
Coral Yarn, per skein	.16⅔
Starlight	.30
Zephyr, four fold, per ounce	.05

OIL CLOTH.

Best Quality Table Oil Cloth, 5-4 wide, per yard	.20
Best Quality Shelf Oil Cloth, per yard	.07½

UNDERWEAR.

LADIES.

Scarlet, all wool, reduced from	$1.50 to $ .95
Natural Grey, all wool, reduced from	1.25 to .90
White Australian, reduced from	1.50 to .90
Ribbed, White and Natural Grey, reduced from	2.00 to 1.20
White Merino, reduced from	.50 to .40

MENS.

Ribbed, extra quality, reduced from	2.50 to 2.00
Natural Grey, all wool, reduced from	2.00 to 1.40
Natural Grey, all wool, " "	1.25 to 1.00
Grey Mixed, all wool, " "	1.25 to .97½
Scarlet, reduced from	1.50 to .90
Grey Merino, reduced from	.50 to .39

CORSETS.

Gilt Edge, reduced from	.75 to .50
Health, reduced from	1.50 to .95
No. 610, reduced from	1.50 to 1.25
No. 339, " "	1.50 to .95
No. 660, " "	2.50 to 2.00
No. 627, " "	3.00 to 2.25

THREAD.

Clark's O. N. T. Spool Cotton, per dozen	$ .45
Marshall's and Barbour's Linen Thread, per spool	.06¼
Cutter's Sewing Silk, per spool	.08
Cutter's Button Hole Trwist, per spool	.04
Knitting Silk, per spool	.30

Little Giant School Shoes.

Sizes 5 to 7½, heel and spring heel	.95
Sizes 8 to 10½	1.15
Sizes 11 to 2	1.45

NOTIONS.

Pins	$ .02½
Hairpins, papers	.03
Pins, Eagle, best made	.05
Hairpins, boxes, assorted sizes	.05
Needles	.03
Thimbles	.02
Goff's Braid	.05

We have had time to place only a few of our prices before you in this issue. We hope however sufficient to convince you, that, our sale is as advertised. A genuine, closing out sale.

McFARLAND · & · FRENCH.

SINGER MF'G. CO.

Have established a Branch Office with

MRS. PHILLIPS,

81 THIRD STREET.

SEWING MACHINES, OILS, NEEDLES, SPECIALS, ETC., ETC.

THE DALLES, - OREGON.

NEW FALL AND WINTER DRY GOODS

COMPLETE IN EVERY DEPARTMENT.

Clothing, Gents' Furnishing Goods, Hats, Caps, Boots and Shoes.

Full Assortment of the Leading Manufacturers.

Cash Buyers will save money by examining our stock and prices before purchasing elsewhere.

H. Herbring.