

**I AM A DEMOCRAT, SIR.**

The Temper of Tammany Displayed in its Utterance.

**HILLS DECLARATION AWAITED.**

People Who Don't Read Hill as he Writes But Seek The Secrets.

**A COMFORTING CONSOLATION.**

Nothing Against Cleveland But Alas! Nothing For Him—Egotism Its Conspicuous Feature.

CHICAGO, Sept. 27.—Speaking with reference to the long looked for speech of David B. Hill, senator, it is assumed, and perhaps rightly, that his utterances are authentic evidences of the temper of Tammany toward Cleveland. For this reason, and not because of any profound respect that is felt for Senator Hill, his declarations were awaited with anxious interest by both democrats and republicans. It was expected that in some degree a reading betwixt the lines would disclose whether Tammany really desired the election of Mr. Cleveland. Most sagacious persons who read Senator Hill's speech read it not to discover what the senator himself thinks about this, that or the other political issue, but solely in order to detect any heartiness of support or any secret stab of the democratic national candidates. Those trustful democrats who look to this indicator of the wishes of Tammany for an expression of hearty support of Cleveland will be disappointed. They may comfort themselves with the reflection that there is nothing against Cleveland in Hill's speech. And to that comfort they are undoubtedly made welcome by the gentleman who delivered the speech. Says Gen. Palmer, right for once.

Its most conspicuous feature is its egotism. It is a personal explanation of what Senator Hill himself thinks and his relations to public questions. "I said in the campaign of 1888," the senator declares, "that if I believed the democratic party favored absolute free trade I should not advocate its cause, and I repeat the statement here tonight. I insist that neither the democratic party nor I have changed our position on this question, but that we stand where we have ever stood. Tariff reform does not mean free trade." The statement of Senator Hill that if the democratic party should favor free trade he would not advocate its cause is gratuitous. His insistence that neither himself nor the democratic party has changed on the tariff question since 1888 discloses the unfortunate vanity of the man. Outside of his being the thermometer of Tammany enthusiasm, nobody would care whether Senator Hill had changed his views respecting the tariff question or not. Senator Hill's utterances upon the force bill question are somewhat significant. He says that issue is of "equal, if not of greater, importance than the tariff." The ascendancy of Mr. Hill and his faction is largely due to their untrammelled control of elections in New York. Federal interference with New York elections might weaken or defeat this mastery. The federal supervisor and deputy marshal have always been terrorists to Tammany. Taken as a whole, Senator Hill's speech has little to do with the past, touches the present indifferently and looks to the future. It appears to be a stroke in preparation for 1896.

**The Panama Canal.**

Notwithstanding the fact that the Nicaragua canal is going right ahead, the French have decide to renew work on the Panama canal. When operations were suspended on the isthmus two or three years ago the company was bankrupt, and its machinery was left to be wrecked and ruined by disuse and exposure, while the excavation began to fill up rapidly.

The situation is most unpromising, but the stockholders have invested too much money in the canal to give it up, and the concessions granted by the Columbian government are of such immense value that an effort will be made to retain them. The latest intelligence is that a new company will be formed with a capital of \$30,000,000 to resume work. It is estimated that this sum will be sufficient to open forty-five of the fifty kilometers of the canal, and with such progress it is believed that the remainder of the money needed will be speedily forthcoming.

Skilled engineers have time and again reported that the difficulties in the way of this enterprise are tremendous. Hundreds of millions of dollars have already been swallowed up in the ditch, and it will take hundreds of millions more to make it a success. Its completion is possible, but the enormous cost should cause the stockholders to reconsider. Recently leprosy has spread on the isthmus, and that region is a Lazzarato. Yellow fever prevails there nearly all the year round, and the horrors of cholera will doubtless be added this fall and winter. The canal, if it is ever finished, will be a veritable ditch of death.

**AN ECCENTRIC CHARACTER.**

Death of a Noted Pioneer of Portland in England.

From the Telegram.]

Long, yes, many years, before any one ever dreamed that the Mount Tabor locality would become a place of residence for Portlanders, to say nothing of its growing to be a fashionable suburb of this city, a Hudson Bay company clerk named Tom Hudson took up a tract of land along what is known as the Base Line road.

Hudson was of a taciturn nature, receiving a splendid salary, but never expecting a dollar not absolutely requisite for his simple wants. He was exceedingly eccentric, and none of his old associates wondered at his seemingly insane action. Tom was then, it was alleged, about 28 years old. He built himself a log hut, in which he lived, with the companionship of several dogs and a very large collection of books that he brought, and some that were subsequently sent to him from his home in Lancashire, England.

In after years, as the time passed by, straggling people settled within a mile or two of the land he pre-empted, but he entered into no intercourse with them. To all intents and purposes he was a hermit. When not engaged in laboring in his garden or perusing his books, he passed his time in manufacturing all kinds of aerial propelling machines. Some who knew him, but are not willing to make the statement under oath, say that they saw him fondle his English golden sovereigns, earned in the service of the Hudson Bay Company, with that degree of earnestness depicted by the hero in the beautiful opera "The Chimes of Normandy"—Gaspar, the miser. This may be true or not, but this part of the story is given for what it is worth.

It is something like ten or a dozen years ago that Hudson left his pre-empted land, not further advanced in improvement than when he primarily located upon it. He bade no one adieu, nor did he tell any person whether he was going, or how long he would be absent. The only sign of human feeling he exhibited was to transfer the care of his dogs to a neighbor till his return. But that day never dawned. He revisited his native heath in Lancashire, after an absence of almost an ordinary lifetime. He, of course found very few of the friends of his youth alive, or at their old homes, and those having had a similar experience can imagine the heart-sickness that overcame him.

Well, to cut short what might be woven into a romance in actual life Hudson died in London about three months ago, bequeathing his Mount Tabor property, worth perhaps \$1,000,000 now, and other goods and chattels valued at \$250,000, to three Lancashire cousins. The latter property the inheritors will have no trouble in obtaining, but there may be some trouble in getting hold of the Oregon property, as it is alleged that the base-line land has been sold for delinquent taxes. This, however, is merely a conjecture. A big law firm of San Francisco has the matter in charge, a member of which will be here in a few days to establish the status of the Mount Tabor property. In any event, should the matter go into court, it will be of a more sensational nature than has invited the attention of Oregon's judiciary for years.

**AN INVASION OF ICE.**

Huge Glaciers From Scandinavia Landed on the British Isles.

Recent investigation of the geological history of England has brought out into very clear light some of the wonderful scenes of the glacial epoch. Geologists long thought that there were indications in the north of England of two successive invasions of the ice, between which the land had been depressed some 1,500 or 2,000 feet, so that the sea flowed deep above it. But later research has led G. F. Wright and other geologists to the conclusion that there was no such depression of land in England, and that the marine shells found high on the hills were carried there by the ice as it advanced across the country in the great ice age.

From Scandinavia huge glaciers, advancing straight across the shallow North sea, had reached England at Flamborough head. Down from the highland of Scotland another restless column of glaciers was advancing to join the first, burying hills and valleys under the ice. Other glaciers pushed out on all sides from the mountains of northern Wales. From southwestern Scotland and across the Irish sea came a still mightier stream of ice. That rich and beautiful country, which so delights the eyes of the traveler today, and upon whose bosom rest so many prosperous towns and cities, lay buried under a vast frozen sheet.

In the meantime all forms of life that loved the sun had retreated before the on-coming ice, while Arctic species came to take their places, and so it happened that the Irish sea was filled with the shells of different species of animals mingled together. As the ice advanced it pushed many of these shells before it over the land and left them when it melted away as a token to future ages of the wonderful work it had done.

The peanut crop of Virginia yields an annual return of \$8,000,000.

**WOMAN CO-OPERATION.**

Not a Masculine Hand is Allowed to Touch The Loaves.

**THE WOMAN'S BAKING COMPANY.**

A New Deal in Chicago Which Threatens The General Loaf-er.

**BETTER DAY THE BETTER DEED.**

This The First Active Week For The Women In The City of Aliens And Lazzaroni.

CHICAGO, Sept. 27.—The lazy lazaronian and unkempt plebeian and pauper of Europe, who has heretofore kept us in bread will have to take a back seat in the future. Housewives have become so disgusted with the system in vogue that today five bright, new wagons will go scurrying about town. Each wagon loaded to the roof with household bread. The drivers are meek and quiet little boys and they will have nothing to do, except to say: "Getup," "Whoa," and "Bwack." It is a rule of the Woman's Baking company that no man shall touch the bread from the time it becomes dough to when it is handed over to the customer. So a tidy woman will sit in each wagon and wrap up the flaky loaves and tell the quiet little boy in the front seat which way to drive. It is the first day of active business for the Woman's Baking company.

Things were lively around West Madison street yesterday. A dozen women were at work in the bakery and the restaurant was well patronized. The only man tolerated was a colored citizen who lifted the barrels of flour and did other heavy work. This bakery is to be the first of many founded by the company, which is a stock concern, the shares being \$25 each. The 2,000 shares offered some time ago have been taken up by the women all over the country, and there are no masculine stockholders. The company is founded upon the belief that money can be made in the bakery business. Employment will be given to women and profits will be shared among women, and as women buy the bread for families it is supposed that business will boom. The officers of the company are Mrs. Louise Rockwood Wardner, president; Mrs. Lydia Rice Bently and Mrs. Mary A. Woodbridge, vice-presidents; Miss Caroline A. Huling, secretary; Mrs. R. A. Emmons, treasurer; Mrs. Frances E. Owens and Miss Ella S. Bass, auditors.

**J. L. HALLETT'S TRAMWAY.**

Twenty-four Hundred Feet Down an Incline of Fifty-five Degrees.

From the Juliate Advance.]

The people of Juliaette point with proper spirit to the tramway which has been recently completed, and which is now in excellent running order.

It is difficult to enumerate the many benefits that will accrue by the operation of this tramway. The farmers to the east are elated at the prospect of having their grain placed in warehouses and ready for shipment in from one-quarter to one-tenth the time it took to place the same or a less quantity last year. Mr. W. A. McFarlane hauled in two days last week to the warehouse on the summit more than he marketed in 30 days last year at the foot of the hill.

A benefit indeed! The farmer is willing and can well afford to pay 75 cents per ton, which he does, to land his grain under cover at the foot of a hill 2,400 feet from summit to base, with a slope of 55 degrees—a hill down and along the face of which the old wagon road, with its score of curves and loops, strings out a distance of four miles ere it leads into Juliaette. Freight and provisions are carried to the top at the same rate as for cereal on the down trip. A telephone line is nearly ready for operation connecting the farmer on the hill with the merchant below, so that it will be necessary to wait but an hour on the lofty perch before receiving the goods by order, thereby saving half a day's trip. Free transportation to all who patronize the tramway is given, which is a favor highly appreciated.

The wire rope upon which the car with its load of five tons pins its faith, has been tested and warranted to swing its full length with an additional weight of 40 tons, which fact should banish from the mind any thought of danger from breakage. The upper warehouse is a well-built structure of 40x1000 feet, while the lower one is 60x200 feet with a switch-off from the tramway into the second story. Mr. Joseph Morris, the warehouse manager and weigher at the top of the slope, is kept constantly busy and believes the enterprise will increase the grain shipment from this point by about 350,000 bushels.

Mr. J. D. Hallett, the originator and builder of the line, and who is here in person to superintend the working, is to be commended on the success of his venture. Before next year's harvest is ready for the market, Mr. Hallett intends to extend the line into the country eastward, so that loss of time by hauling grain long distances will be but nominal.

**Dissolution of Co-Partnership.**

Notice is hereby given that the firm of E. Jacobsen & Co. has been dissolved by mutual consent. O. S. Savage has this day sold his one-half interest in said firm to E. Jacobsen and said E. Jacobsen is now sole owner of the business and will continue the same at the old stand. He will collect all accounts due the firm of E. Jacobsen & Co. and pay all demands against said firm.

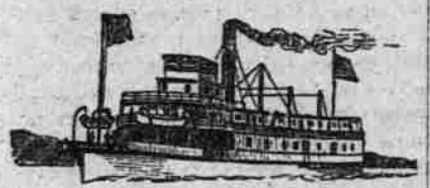
E. JACOBSEN, O. S. SAVAGE.  
The Dalles Sept. 3d, 1892. 9.3.1m

**A Reliable Man.**

M. J. Griner, a Justice of the Peace at Pruit, Michigan, says one bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy saved his life. He had been down with bloody flux for three weeks when he commenced using this medicine. It soon cured him, and he believes saved his life. He also says it saved the lives of three railroad men in that vicinity. Squire Griner is a reliable and conscientious man, and whatever he says can be depended upon. For sale by Blakeley & Houghton, druggists.

City taxes for 1892 are now due and payable within sixty days, at the office of the undersigned.  
L. RORDEN, City Treasurer.  
DALLES CITY, July 6th, 1892.

**"The Regulator Line"**  
The Dalles, Portland and Astoria Navigation Co.



**THROUGH**  
Freight and Passenger Line

Through daily service (Sundays excepted) between The Dalles and Portland, leaving The Dalles at 6 a. m., arriving at Portland 5 p. m.

PASSENGER RATES.

One way	\$2.00
Round trip	3.00
Special rates for parties of six or over.	

**Freight Rates Greatly Reduced.**

FAST FREIGHT.

Fruit, per 100 pounds	.30
Melons and Green Vegetables	.30

Through connection with steamers to Astoria and Ilwaco without delay. Shipments received at wharf any time, day or night, and delivered at Portland on arrival. Live stock shipments solicited. Call on or address.

W. C. ALLAWAY, General Agent.  
B. F. LAUGHLIN, General Manager.  
THE DALLES, - OREGON

**NOTICE: SALE OF CITY LOTS.**

Notice is hereby given that, by authority of Ordinance No. 257, which passed the common council of Dalles city, September 25, 1892, entitled "An ordinance entitled an ordinance to provide for the sale of certain lots belonging to Dalles city," it will on Tuesday, the 11th day of October, 1892, sell at public auction, to the highest bidder, all of the following lots and parts of lots situated in Dalles Addition to Dalles City, Washington county, Oregon, to-wit:

Lot 7 in block 37, \$225	Lot 8 in block 27, \$225
Lot 9 in block 37, 225	Lot 2 in block 35, \$20
Lot 3 in block 34, 250	Lot 4 in block 51, 275
Lot 5 in block 34, 275	Lot 6 in block 34, 300
Lot 7 in block 34, 250	Lot 8 in block 35, 200
Lot 9 in block 34, 500	Lot 10 in block 34, 125
Lot 1 in block 35, 225	Lot 2 in block 35, 200
Lot 3 in block 35, 200	Lot 4 in block 35, 200
Lot 5 in block 35, 200	Lot 6 in block 35, 200
Lot 7 in block 35, 175	Lot 8 in block 35, 150
Lot 9 in block 35, 150	Lot 10 in block 35, 150
Lot 11 in block 35, 150	Lot 12 in block 35, 150
Lot 1 in block 36, 200	Lot 2 in block 36, 200
Lot 3 in block 36, 200	Lot 4 in block 36, 200
Lot 5 in block 36, 200	Lot 6 in block 36, 200
Lot 7 in block 36, 175	Lot 8 in block 36, 150
Lot 9 in block 36, 150	Lot 10 in block 36, 150
Lot 11 in block 36, 150	Lot 12 in block 36, 150
Lot 1 in block 37, 150	Lot 2 in block 37, 150
Lot 3 in block 37, 150	Lot 4 in block 37, 150
Lot 5 in block 37, 100	Lot 6 in block 37, 150
Lot 7 in block 37, 100	Lot 8 in block 37, 150
Lot 9 in block 37, 100	Lot 10 in block 37, 100
Lot 11 in block 37, 100	Lot 12 in block 37, 150
Lot 1 in block 38, 110	Lot 2 in block 38, 100
Lot 3 in block 38, 100	Lot 4 in block 38, 100
Lot 5 in block 38, 100	Lot 6 in block 38, 110
Lot 7 in block 38, 110	Lot 8 in block 38, 100
Lot 9 in block 38, 100	Lot 10 in block 38, 100
Lot 11 in block 38, 100	Lot 12 in block 38, 110
Lot 1 in block 40, 100	Lot 2 in block 40, 100
Lot 3 in block 40, 100	Lot 4 in block 40, 110
Lot 5 in block 40, 110	Lot 6 in block 40, 100
Lot 7 in block 40, 100	Lot 8 in block 40, 100
Lot 9 in block 40, 100	Lot 10 in block 40, 100
Lot 11 in block 40, 100	Lot 12 in block 40, 110
Lot 1 in block 41, 100	Lot 2 in block 41, 100
Lot 3 in block 41, 100	Lot 4 in block 41, 100
Lot 5 in block 41, 100	Lot 6 in block 41, 100
Lot 7 in block 41, 100	Lot 8 in block 41, 100
Lot 9 in block 41, 100	Lot 10 in block 41, 100
Lot 11 in block 41, 100	Lot 12 in block 41, 125
Lot 1 in block 42, 150	Lot 2 in block 42, 150
Lot 3 in block 42, 150	Lot 4 in block 42, 150
Lot 5 in block 42, 150	Lot 6 in block 42, 200
Lot 7 in block 42, 150	Lot 8 in block 42, 100
Lot 9 in block 42, 100	Lot 10 in block 42, 100
Lot 11 in block 42, 100	Lot 12 in block 42, 100
Lot 1 in block 43, 225	Lot 2 in block 43, 175
Lot 3 in block 43, 275	Lot 4 in block 43, 175
Lot 5 in block 43, 175	Lot 6 in block 43, 175
Lot 7 in block 43, 100	Lot 8 in block 43, 100
Lot 9 in block 43, 100	Lot 10 in block 43, 100
Lot 11 in block 43, 100	Lot 12 in block 43, 100
Lot 1 in block 46, 125	Lot 2 in block 46, 100
Lot 3 in block 46, 100	Lot 4 in block 46, 100
Lot 5 in block 46, 100	Lot 6 in block 46, 125

Each of said lots will be sold upon the lot and a less sum than the value thereof as above stated. One-fourth of the price bid on any of said lots shall be paid in cash at the time of sale, and the remainder in two equal payments on or before one and two years from the date of such sale, respectively, with interest on such deferred payments at the rate of ten per cent. per annum, payable annually. Provided that payment may be made in full at the time of such sale at the option of the purchaser. The sale will begin on the 11th day of October, 1892, at the hour of ten o'clock a. m. of said day, and will be continued from time to time until all of said lots shall be sold.  
Dated this 5th day of September, 1892.  
FRANK MEEFE,  
Recorder of Dalles City.

**Blakeley & Houghton, DRUGGISTS.**

175 Second Street, - The Dalles, Oregon  
A full line of all the Standard Patent Medicines, Drugs, Chemicals, Etc.  
\* ARTISTS MATERIALS \*  
Country and Mail Orders will receive prompt attention.

**MISS ANNA PETER & CO.,**  
Fine Millinery!

112 Second street, - THE DALLES, OR.

**THE DALLES LUMBERING CO.,**  
INCORPORATED 1886.

No. 67 WASHINGTON STREET. THE DALLES. Wholesale and Retail Dealers and Manufacturers of Building Material and Dimension Timber, Doors, Windows, Moldings, House Furnishings, Etc. Special Attention given to the Manufacture of Fruit and Fish Boxes and Packing Cases. Factory and Lumber Yard at Old Ft. Dalles.

DRY Pine, Fir, Oak and Slab WOOD Delivered to any part of the city.

**MAYS & CROWE,**  
JOBBER AND RETAILERS OF

Hardware, Tinware, Etc., Etc.  
CORNER SECOND AND FEDERAL STREETS.

CELEBRATED  
**Acorn and Charter Oak**  
STOVES AND RANGES.  
Guns, Ammunition and Sporting Goods.  
IRON, COAL, BLACKSMITH SUPPLIES, WAGON MAKERS' MATERIAL, SEWER PIPE, PUMPS AND PIPE, PLUMBING SUPPLIES.

**STUDEBAKER**  
Wagons and Carriages.  
**OSBORNE**  
Reapers and Mowers.  
AGENTS FOR  
**Mitchell, Lewis & Staver Co.'s**  
Agricultural Implements and Machinery  
**BARBED WIRE.**

**Grandall & Burget,**  
MANUFACTURERS AND DEALERS IN

**FURNITURE AND CARPETS**

Undertakers and Embalmers.  
NO. 166 SECOND STREET.

**Farley & Frank,**  
(Successors to L. D. Frank, deceased.)

**Manufacturers - OF ALL KINDS - OF Harnesses!**  
A General Line of

**Horse Furnishing Goods.**

REPAIRING PROMPTLY and NEATLY DONE.  
Wholesale and Retail Dealers in Harness, Bridles, Whips, Horse Blankets, Etc.  
Full Assortment of Mexican Saddlery Plain or Stamped.  
SECOND STREET. THE DALLES, OR.

**New - Umatilla - House,**  
THE DALLES, OREGON.

**SINNOTT & FISH, PROP'S.**

Ticket and Baggage Office of the U. P. R. R. Company, and office of the Western Union Telegraph Office are in the Hotel.  
**Fire-Proof Safe for the Safety of all Valuables.**  
LARGEST AND FINEST: HOTEL: IN: OREGON.

**The Dalles Mercantile Co.,**  
-JOBBER AND DEALERS IN-

**General Merchandise;**  
Dry Goods, Clothing, Gents' Furnishing Goods, Boots, Shoes, Hats, Caps, Groceries, Hardware, Crockery, Hay, Grain, Feed, Etc.

390 to 394 Second St., - The Dalles, Or.