

# The Dalles Chronicle



VOL. III.

THE DALLES, OREGON, FRIDAY, DECEMBER 30, 1892.

NUMBER 3.

## IN SNOW EVERYWHERE

No Blizzards but a Gentle Fall Covering our Northwest.

### CALIFORNIA GETS A FEW FLAKES.

The Heaviest Known on Puget Sound Since December 1884.

### WIRES IN SALEM DEMORALIZED.

Business Paralyzed on all Lines Entering Spokane From the Home of the Blizzard.

Dispatches from all portions of the Pacific northwest show that the present "streak of winter" is general, so far as snow is concerned.

In Portland the fall was over fourteen inches. Traffic was stopped on car lines, and walking bad. The snow became very deep and the slush was frozen solid on the tracks about 10 o'clock p. m. Wednesday, and paralyzed the traffic. The Third, Second, First and Washington street electric lines and several of their East Side branches were blocked. No cars could be run, and all that were out were brought into the power-house.

On the 21st in Salem the snow played havoc with electric service of all kinds. The telegraph loop on the depot is a complete wreck. Old poles that carried fourteen wires found the weight of wet snow too much for them, and they fell in all directions. Electric light, telephone, fire alarm, the Lockwood messenger system and all the local wires suffered seriously, and, becoming crossed with live electric street railway wires, burned out many switchboards and relays.

In Olympia the fall commenced on the evening of the 20th, and has prevailed with more or less violence since. It is the heaviest since the establishment of the signal station there in 1877. According to weather bureau measurements, five feet of snow fell during the twenty-four hours ended at 5 o'clock Wednesday evening, but it is not that deep on the level. It has become more solid and has packed down to a thickness of thirty inches.

In Seattle the snow was ten inches deep Wednesday evening. The storm extended from Skagit valley on the north throughout southwestern Washington, being most severe in Seattle, Tacoma and Olympia. The snow was very light on the Skagit, and grew heavier further south. The temperature in Seattle was about thirty-five at noon and fell to thirty-two at 6 p. m. North of the Skagit a high northern wind blew and the temperature fell to twenty above zero.

In Tacoma it commenced Tuesday afternoon about 5 o'clock and snowed almost without interruption until noon Wednesday. The storm is the heaviest known since December 14, 1884, when there was a fall of between two or three feet. The cable line up hill has been kept open, but all the electric lines have been stopped since early Wednesday evening, though an attempt was made to clear the tracks during the night.

A Sissons, Cal., dispatch, says snow commenced falling early Wednesday morning. It continued all day, with a strong south wind. The prospects were for a big storm. All reports agree that the storm was remarkable for suddenness. On the morning of the 20th the barometer all over Washington and Oregon was higher than usual and lower in California, and 24 hours later there was a complete change, and the area of high barometer moved eastward at an unusually rapid rate, jumping from the average of 30 miles to 100 miles per hour. The storm was felt more in western Washington and northwest Oregon than east of the Cascades.

The only quarter from which anything like a blizzard is reported was by trains reaching Spokane from the home of blizzards easterly. Trainmen report the weather east of Spokane terrific. It is cold and of a blizzard character. The snow is not deep on a level, but wind has drifted it badly.

What a gruesome feeling of mingled awe and dread will skate around in the vicinity of Mr. Cleveland's wishbone when he is informed that the democratic editors of Kansas have formed an aggressive, offensive and defamatory alliance, and will push their claims for precedence even to the last ditch.

## RESOURCES OF OREGON.

The Coal Mines of Eastern Oregon Discussed as to Values.

Fifty thousand copies of the book: Resources of Oregon, have just come from the press of the state printer. The volume consists of 230 pages, and treats of the resources of Oregon as a whole by counties separately. There are special articles on timber, soil, mineral, dairy matters, etc., and much statistical information. Of coal in Eastern Oregon the following appears: "Throughout that portion of the John Day Valley where tertiary rocks are found, coal indications are numerous and some very promising locations have been made thereupon. The comparative inaccessibility of the country, however, has debarred every effort to work them, and the same cause will undoubtedly retard their development for a long time. A railroad is imperatively necessary to open up these deposits. The quality of the coal is good; equal at least to the well-known Roslyn coal which is thought to belong to the same geological formation. These coals are emphatically steam or heating coals, free burning like all the Oregon coals. Other localities where coal is found are not rare in Eastern Oregon, but none are at present worked, nor are they likely to be worked very soon, with the exception of the coal bed not far from Pendleton, which has of late attracted a great deal of attention."

In this volume the subdivision of Eastern Oregon occupies two pages and in the subdivision of counties each county is written up at considerable length, as follows:

Baker—Two pages by C. W. James, president of the Baker city board of trade.

Crook—One page, compiled from various sources.

Gilliam—Two pages by the executive committee of the Arlington board of trade.

Grant—Two pages of general information.

Harney—A page and a half of statistics.

Klamath—Two pages by the southern Oregon state board of agriculture.

Lake—Three and a half pages by the Lakeview board of trade.

Malheur—One page of statistical matter.

Morrow—Three and a half pages from the Oregonian of April 15th, 1892.

Sherman—Two pages from the pen of G. W. Ingalls.

Umatilla—Six pages from the East Oregonian of January 1st, 1892.

Union—A three page general write-up.

Wallowa—Three pages of county history and statistics.

Wasco—Three pages by Maj. G. W. Ingalls.

## THE CASCADE LOCKS.

Correspondence of Dalles City People With Headquarters.

The following correspondence will be read with interest:

THE DALLES, Or., Dec. 7, 1892.

Hon. J. H. Mitchell, U. S. Senate, Washington City, D. C.:

Dear Sir: Kindly inform us of the present status of the contract for the completion of the cascade locks. How early will operations probably commence under said contract?

Sincerely Yours,

GEO. C. BLAKELEY,

County Judge,

THOS. S. LANG,

S. L. BROOKS,

J. H. SHEAR,

LINUS HUBBARD,

M. T. NOLAN.

The answer comes direct from the office of the chief of engineers, U. S. Army, and is as follows:

Hon. John H. Mitchell, U. S. Senate,

Dear Sir: I have received your letter of Dec. 13th, inclosing the letter of Dec. 7, 1892, from certain of your constituents, inquiring as to the status of the contract for the completion of the cascade locks. The bids for this work were opened on November 15th, 1892, and J. G. and I. N. Day, of San Francisco, Cal., were the lowest, and their bid has been accepted. Of this fact Major Handbury was informed by telegraph on December 8th, 1892, and no doubt he has duly set about preparing the written instrument for signature of himself and the other parties. The contract when signed will be sent here for approval, and if found in proper form will be approved, and Major Handbury will at once be notified by telegraph of that approval, when the contractors may at once begin their preparations for work. Very respectfully, your obedient servant,

Jno. Y. CASEY,

Brig.-Gen., Chief of Engineers.

Feed the feathered songsters. They are now very tame, and everybody, boys, girls, and older people; should see to it that no harm comes to them. As Mr. Pfleger, the secretary of the association in Portland which has been to considerable trouble and expense to import song birds to Oregon, says: "The weather is very inclement, and the little feathered warblers are hard pushed to find food. The members and officers of the association will be placed under obligation if people will cast out about their doorsteps and back yards crumbs and other kinds of food, so that should any of their imported songsters visit their premises they will find a welcome and a meal."

## RELATION WITH CUBA.

Strong Opposition to The French Syndicate Pretensions.

### MISSION OF SENATOR DU BOISE

The Broad Hand of Uncle Samuel Will Interpose Objections.

### IT MAY END IN A CONTROVERSY.

It is Thought That Spain Will Not Relinquish The Plan Without a Struggle.

Special to THE CHRONICLE.]

WASHINGTON, Dec. 23.—It is now understood that something besides cholera is vested in the mission of Senator Du Boise to Cuba. It is reliably reported that the United States government will interfere with the scheme of Cuba to farm out its customs revenues to a French syndicate, which has long been bidding for the privilege. It has been rumored for some time that the Spanish government was anxious to lease the Cuban custom house at a good figure, but the details of the negotiations about their progress were kept a profound secret. It now appears that Secretary Foster, some time since sent a diplomatic note to the authorities at Havana, warning them that the United States is strongly opposed to their plan of farming out the Cuban custom house in the manner above described. Mr. Williams, consul-general at Havana, who was recently in New York on leave, returned to Cuba, before the term of his vacation had expired. It is presumed that he carried with him the note of Secretary Foster to the Spanish government. The action of our government in this matter may occasion an interesting and important controversy, as it is not probable that Spain will relinquish its plan of farming out the Cuban customs without a struggle. The profits to be obtained by such an arrangement, would it is claimed be very great. It is thought that Senator Du Boise will succeed in convincing the Cuban authorities that it will be to their interest to relinquish the plan proposed.

### The Railway Remonstrance.

The Pendleton E. O. treats the Union Pacific railway remonstrance to an open river as "a suspicious document." There is nothing at all suspicious about it; its meaning is unequivocal and unerring. The E. O. quotes the remonstrance and says: "Presumably, persons interested in keeping the river closed are doing this work. The petitions came from Portland and bear the 'ear mark' of certain corporation attorneys. The people should refuse to sign them as it is plainly an effort to put off opening the river. The same influence at work circulating these petitions have kept the government work at the cascades dragging its slow length along and controls, to a large degree, the efforts of Oregon's representatives in congress. The people need expect no help from congress and may look for an open river only through a state appropriation which should be made by the next legislature. Oregon can open the river and make certain fixed charges which would pay the expenses of operating the portage. The circulation of these petitions by enemies of an open river is convincing evidence that the people are on the right track in seeking state aid for this purpose. The people of The Dalles are awake to the importance of an open river having had a taste of its benefits from a state appropriation made by the last legislature and well applied in freeing the lower river at the cascades. This has proven the feasibility of state aid, as well as the practicality of it. The people of Eastern Oregon demand of the state legislature 'an open river' and nothing but corporation influence can prevent the legislature from granting it. We shall see what we shall see!"

The report that George Gould thinks of becoming the proprietor of a great racing stable is probably merely a stock rumor—a livestock rumor, so to speak.

Aids to education should be as free as education itself; and a law providing free text books for all, rich and poor alike, would, we believe, be in every way desirable and meet with the approval of the majority.

## PITTSBURG, Pa., Dec. 24.—The official figures given show that there are 318 families without means of support in Homestead, which, reckoning five to a family, gives a total of over 1,000 people without proper food, clothing or fuel.

The Press of this city commenced the movement for the relief of the women and children of Homestead, believing it better for the people of Pittsburgh to turn their attention to this instance of dire need than to trouble themselves about the morbid disputes. When the cry rolled across the ocean from Russia and Germany that the people of those countries were starving, we sent relief ships at once. Should we evince less sympathy for those who are dying for food and warmth at our very doors? This is not an appeal for strikers. The strike has been over for weeks. The simple fact is that there is no work for hundreds of men, who have, rightly or wrongly, been drawn into a controversy that has resulted in such suffering to their families.

It matters nothing what has brought the helpless families to their present desperate condition. The fact that stares us in the face is that babies are crying to their mothers for food; that their poor little hands and feet are chilled in houses where there are no fires; that women are clasping their waiting babes to hearts from which privation has already starved out nourishment; that the bread-winner walks hopelessly about the streets, and returns to his home in an agony of helplessness to witness the suffering that he cannot alleviate. The women and children of Homestead have been reduced to distress through no fault of their own. They have been made to suffer through industrial complications such as may break out in any community at any time. There is no mandarin sentiment in this movement for aid for the Homesteaders. It is an enterprise to feed and clothe the hungry and ill-clad, leaving their sins, if they had any, to the Power that is generally admitted to have the best right to pronounce judgment on the erring.

## A WINTER SKETCH.

### Hood River Valley Experiences According to Seasons.

A private letter from Hood River, 21st, says the whole face of the valley is buried beneath eighteen inches of "the beautiful." The writer says: "It looks now as if we were going to have a hard winter in this latitude. If the storm keeps on, as it gives every prospect of doing, I will have no means of egress or ingress except by snow shoes. Hood River is a fine place to live in, but the winters are not so charming to me as the summer months. A snow storm like the present one makes me very tired. It was here that Tyler Lockwood came in 1870. He was delighted with the climate and scenery. He entered a claim over on Hood River and built a comfortable cabin. A charming view of Mt. Hood was had from his cabin door. The grand old mountain seemed at times to be within a stones throw. He sent his family to the ranch in the fall, and sent with them two men to get up wood, and hunt, and keep the family in meat. Along about the middle of December it began to snow, and it snowed and snowed, as only it can snow in Hood River valley. The family saw nothing much but snow till spring, and when the warm Chinook had bared the ground sufficient for traveling Mrs. L. and the children went to Portland. Lock used to say that after his wife's experience on Hood River ranch she could never be persuaded to again look at Mt. Hood. \* \* \* But when gentle spring comes, and the flowers bloom, and the Meadow Lark gives his sweetest note, and the ripening fruits appear, we will vote Hood River valley a great country, and give the intending immigrant a great fill as of old."

## Advertised Letters.

Following is the list of letters remaining in the postoffice at The Dalles, un-called for, Saturday, Dec. 17th, 1892. Persons calling for same will give date on which they were advertised:

- |                   |                    |
|-------------------|--------------------|
| Abbot, J          | Williams, F        |
| Bannard, J        | Barger, W W        |
| Barker, Charley   | Bradley, J L       |
| Benthall, H C     | Borden, L M Mrs    |
| Braun, Maud Miss  | Burnham, L M       |
| Dras, Emma Miss   | Dinky, F           |
| Fagna, Joseph     | Edwards, Fred      |
| Glaveys, M M      | Fitzham, E Wm      |
| Johnson, Mr Jr    | Goelner, H         |
| Joelyn, Ed        | Josey, F N         |
| Kienday, W        | Kerley, P J        |
| Mieres, Max Mrs   | Leacev, Lillie Mrs |
| McAtee Wm         | Morgan, Miss Eaa   |
| Olson, N          | McBeynolds, E H    |
| Renfrew, O H      | Quirk, Laura Miss  |
| Sterling, John    | Sherwood, L C      |
| Taylor, William   | Stout, Frank       |
| Werner, Susan Mrs | Walker, A J        |
| Williams, Bert    |                    |

M. T. NOLAN, P. M.

The only 3-story, fire-proof brick building in the city, now occupied by Cassell & Burget, for rent. For further particulars inquire of Tom Kelly, at the Umatilla house.

## OUR FAST TROTTERS.

Secretary Tracy Interviewed About the Speed of Horses.

### NO LIMIT TO BREEDING TROTTERS

Reasons for his Belief That the Time of '90 Would be Beaten.

### THE IMPROVEMENTS IN DRIVING.

What has Been Achieved This Year is Due More to the Animal Than to Anything Else.

Special to THE CHRONICLE.]

WASHINGTON, Dec. 24.—Secretary Tracy in an interview last evening upon the subject of low records made by trotters this year said: "The American trotter is a marvel of endurance. When I predicted, in 1890, that within two years 2:06 or better would be made, and that in ten years a horse would be found that would do the mile in two minutes the proposition was received with amazement; but 2:06 has been beaten, within the limit, and I shall not be at all startled to hear at any time within six months that the two minute trotter has arrived. Ten years ago Mr. Wallace maintained that 2:10 was about the limit of his powers. The reason for the faith that was in me then is that horses at the trot, even at that time, had in some portions of their beats or trials shown a two-minute gait. I took it for granted that the breeding of our light-harness horses would gradually improve, and that it was only a question of time when a horse would be bred that could carry for a full mile the rate of speed shown in an eighth or a quarter, as the case might be, of a two-minute clip. Did I think it necessary I could name a score or more of horses that have shown a speed in quarters and halves that if maintained for a mile would have solved the two-minute problem beyond question.

The improvement in driving, shoeing, harness, tracks and sulkies have contributed something, but in my opinion not as much as some persons maintain. Horses, as I have heretofore stated, years ago, when all the accessories were crude, showed marvelous speed for short distances. Now, with this fact in mind, it must logically follow that the horse himself is the main factor in the lowering of records. He is nearing perfection. Mind, I do not say he has reached it by quite a number of degrees, but the light-harness horse is gradually approaching the goal, and whatever has been achieved in 1892, the most sensational period in the history of the trotting horse, is due more to the improvement of the animal than to anything else that can be named.

In answer to the question as to whether or not Mr. Tracy would return to the ranks of the breeder after the expiration of his term as Secretary on March 4th, the reply was: "No, I am not rich enough to breed horses again. Horses sell at too high a figure to meet the size of my purse. I shall return to my profession of the law, and if that shall fail me—well, then, I guess I can write for the horse papers and make a living in that line."

### Keep it Moving.

Heppner Record. The subject of good roads is being pretty thoroughly discussed by our exchanges, and a better subject for agitation could not be sprung on the people. What this country wants and must have, is better public highways, and the sooner we get them, the better. Let the good work go on.

### An Apt Illustration.

Astorian: We get the cheering news in our telegrams today that the Briggs trial will spin out for a good while yet. These bitter controversies, that have occurred so often of late, are to remind one of the definition of the schoolboy, who said that the heathen were "people that didn't fight over religion."

Highest of all in Leavening Power.—Latest U. S. Gov't Report.

# Royal Baking Powder

ABOVE ALL OTHERS

## THE SYSTEM AT WORK.

How the Blockade Has Been "Managed"—Sympathy Expressed.

At Hood River Thursday night, when it was found the train could not get to Portland, passengers inform us that the U. P. R. officials instructed the conductor to disembark his passengers, and buck up to The Dalles. This the passengers flatly refused to submit to; and after tenaciously holding their places in the cars all night, the train was backed up to this city yesterday, and remained in the yard until nearly 9 o'clock last night, when the "generous" corporation officials decided to unload on The Umatilla, and pay the hotel charges.

Then it was that the train hauled down and the passengers were soon snugly stowed away for the night, after partaking of a wholesome supper, which some of them appeared to be sadly in need of.

After breakfast this morning a train of ten cars was made up, including four passenger coaches, two Pullman sleeping coaches, two baggage cars and two fast freight cars, headed by three light locomotives; into which the passengers again embarked, and at 11:15 pulled out with a hope of reaching Portland tonight sometime.

For the relief of the passengers only we hope they may succeed; but so far as the company is concerned, they are not entitled to one spark of sympathy. The management in this affair, as in almost every thing else connected with the operation of the road here, have not shown the slightest degree of common sense. They have not paid the least particle of attention to the necessities of the conditions which anybody but a simple minded idiot might expect. This statement is verified by the empty condition of their Dalles City coal sheds, and by the fact that their rotary snow plows were hundreds of miles away, and were not sent for until the blockade was upon them.

When the Oregonian gets here we expect to be informed that these "pet" managers have nearly killed themselves trying to open the road, etc., that Gen. This and Gen. That have contracted death dealing colds, and are lying at the point of death, perhaps, from the effect of their acrobatic feats, and their heroic struggles with the monstrous blizzard; which was nothing more nor less than a gentle snow storm upon us by a beneficent Providence, for the benefit of the very same people, in this Inland Empire, whom this monster corporation grind to the straits of poverty annually by their extortions in freight and passenger fares.

No, for the U. P. R. Co. there is not one word of sympathy wasted in The Dalles. The company is in no way deserving of it.

### Real Estate Transfers.

State of Oregon to Edward G Jones,  $\frac{1}{2}$  of ne  $\frac{1}{4}$  and sw  $\frac{1}{4}$  of ne  $\frac{1}{4}$  and ne  $\frac{1}{4}$  of nw  $\frac{1}{4}$  in sec 35, t 1 s r 8 east. Consideration \$200.

W P Watson and others to J. A. Soesby, lots 15, 16 and 17 in block 1, town of Waucoma, Hood River. Consideration \$500.

John R Harvey to W H Wilson, lot K, block 17, Fort Dalles Military Reservation. Consideration \$500.

Geo. Watkins and wife to D. M. and J. W. French certain property in Dige-low addition.

J. W. Johnson and wife to Ralph Rowland certain property in sec 4 t.

W A Davis to J I West, n  $\frac{1}{2}$  of sw  $\frac{1}{4}$  of sec 13, t 5, s r 5 east, 80 acres. Consideration \$150.

T L McCartney and wife to Paulus Limeroth, nw  $\frac{1}{4}$  sec 5, t 2 s, r 14 east, w. n. Consideration \$350.

H Herbring and wife to same, s e  $\frac{1}{4}$  sec 32, t 1 s, r 14 e, and s  $\frac{1}{2}$  of e  $\frac{1}{4}$  and e  $\frac{1}{2}$  of nw  $\frac{1}{4}$ , sec 32, t 1 s, r 14 e, 320 acres. Consideration \$2450.

### Married.

At the residence of the bride's parents, High Prairie, Klickitat county, Dec. 22nd, by Rev. J. C. Baker, Mr. Corwin S. Shank of Seattle and Miss Jennie N. Baker, daughter of the officiating clergyman.

Hosts of friends in The Dalles extend joyful greeting to the happy couple, whose circle of acquaintances here is extensive and deserved.