

The Dalles Daily Chronicle.

OFFICIAL PAPER OF DALLES CITY.

Published Daily, Sunday Excepted.

BY THE CHRONICLE PUBLISHING CO.

Corner Second and Washington Streets, The Dalles, Oregon.

Terms of Subscription Per Year, Per month, by carrier, Single copy

STATE OFFICIALS. Governor, Secretary of State, Treasurer, Supt. of Public Instruction, Senators, Congressman, State Printer

COUNTY OFFICIALS. County Judge, Sheriff, Clerk, Treasurer, Commissioners, Assessor, Surveyor, Superintendent of Public Schools, Coroner

The Times-Mountaineer of April 14th said: "Speaking of passes to delegates to state conventions, it may be well to state that the faction was the only one that offered them."

Now we know to a certainty what our evening contemporary means by the "faction." Now we know who they are that have "cursed the town with their presence for the past twenty years."

The Dalles, Portland and Astoria Navigation company offered passes to all the delegates to the late republican state convention. The courtesy was so far appreciated that all availed themselves of it, save two, who may have found it more convenient to travel by rail.

Talk about farmers sticking together for anything! They would do it. They will growl, though, because the city people capture the lucrative offices and the country folks are left out in the cold;

The nominations for county officers have now been made by both parties. The candidates, as a whole, are good competent men. Now let us have a decent, fair and square, honorable campaign, and may the best man win.

Asotin Sentinel. The following novel plan of ridding farms of squirrels is being tried in Asotin county. Several rows are plowed in the field nearest where the squirrels are thickest, and at a distance of about every thirty feet holes to a depth of twenty inches are sunk, with a post hole digger.

A WRECKING TRAIN.

HOW RAILROADS OPEN THE LINE AFTER AN ACCIDENT.

The Train is Made Up of a Locomotive, a Derrick Car, a Box Car with Heavy Appliances, and a Tool Car—These Cars Contain Everything Needed.

"Accident to train No. 16, engine 46, Engineer A. Jones, Conductor L. Watson."

It is a dispatch like the above that the superintendent of a railroad reads most. He may have provided a most careful system of signals, may have perfectly trustworthy trainmen and competent switchmen; yet, despite all this, smash-ups will occur, trains will collide, tracks will be blocked and traffic stopped sometimes for hours over his busiest line.

It is to prevent the stoppage of business that every railroad keeps on hand several wrecking trains which are ready at a moment's notice to go to any part of the system, clear away wrecks, temporarily repair tracks and to put engines and cars in sufficient good order to reach the repair shops.

The moment a wreck occurs the telegraph operator at the nearest station sends a dispatch like the one above, followed by numbered answers to the following questions, which are copied on a blank at the superintendent's office:

- 1. Place of accident? 2. What caused it? 3. Were any persons injured? If so, what persons and to what extent? 4. Is main track obstructed? 5. Is the track or roadbed much damaged? 6. Is a side track near the obstruction which can be used to pass trains around? 7. Will section force be sufficient to clear obstruction? If not, how much greater force is wanted? 8. How long will it take to clear the track so trains can pass? 9. Is engine off the track or damaged? What position is engine in? 10. How many cars are broken or off the track? 11. How many cars are wanted, and what kind, to transfer freight in? 12. How many car trucks are needed? 13. Remarks of any nature concerning the accident.

This is made out in full and signed by the conductor. HOW AN ACCIDENT IS REPORTED. Supposing it was a freight train that was wrecked. It is bound west, and on account of a broken rail the train was thrown from the track, and several box cars and "flats" were piled up on both tracks. The conductor would fill out the blank, and when received by the superintendent would read something like the following: Engine 46—Engineer, Jones; conductor, Watson; 1, near Brownville; 2, broken rail; 3, none; 4, yes; 5, yes; 6, no; 7, wrecking train; 8, five or six hours; 9, yes, slightly; 10, seven; 11, five; 12, four; 13, approach on southbound track.

As soon as this dispatch arrives at the office a spare engine is attached to the wrecking train, a gang of men are hastily put aboard, the conductor gives the signal and the train speeds away to the scene of the disaster.

The train is made up of three cars, the first a flat car with a small and powerful derrick and a few spare car trucks. Next behind comes a box car well loaded with blocking, which is of value as temporary foundation for cars whose trucks have been smashed or torn under them. In the same car is an ample supply of large and small hawsers, chains and canvas covers to protect perishable freight from rain and snow.

The tool car is last, and this indeed is a most interesting one. Some are divided into two or three rooms by partitions running from side to side at different points in the interior. In the center compartment of a three room tool car, where the wreckers remain when in transit, is a cooking stove and all utensils connected with a range, and hard by is a small pantry in which is stored a big supply of canned meats, coffee and utensils to prepare a hearty meal. Adjoining is the foreman's room with desk and all material for writing and the keeping of reports, telegraph machines, batteries and electrical supplies.

The latter supply comes in handy at the wreck. Wires are carried up from the car top to one of the railroad wires, connected, and the force is in communication with the whole railroad system.

A COMPLETE EQUIPMENT. Everything which experience has suggested as likely to be brought into use in removing derailed cars and freight is to be found in these rooms. Along the sides are a score or more "jacks," some of them so powerful that a single man can lift to a height of several inches anything weighing from 1,000 pounds to twenty tons; there are also wrenches, rope, lanterns, axes, saws, hammers, light and heavy; crowbars, torches, drills, hatchets and numerous other appliances. Some new appliance is being added every time the train goes out, and all new things introduced in the work are added as soon as they are out.

It is very seldom that any tool is called for during the work upon a smashup that is not to be found in the resources of the car, all of which are accounted for by a man who keeps a record of every piece taken out and returned. Upon the arrival of the train at the wreck the men are put to work in charge of an experienced mechanic and foreman. With startling rapidity the wreck is straightened out. The locomotive attached to the train is available to furnish power in case any hauling is to be done, and if the engine of the wrecked train is unharmed and on the "steel," it, too, can be brought into similar use.

In the handling of costly passenger coaches careful work is required; while in the case of overturned locomotives, which weigh from thirty-five to eighty tons, the work of righting and replacing them on the tracks is no small job. Oftentimes a few hundred dollars will cover all damages for what looks to a novice like a wreck involving a loss of thousands of dollars. In most cases wrecked coaches and freight cars can be repaired at a comparatively small expense. Locomotives can also be smashed on the exterior to quite an extent without costly or irreparable damage.—New York World.

W. E. GARRETSON, Leading Jeweler.



SOLE AGENT FOR THE All Watch Work Warranted. Jewelry Made to Order. 138 Second St., The Dalles, Or.

GENTLEMEN!

BEFORE YOU ORDER GOODS OF ANY KIND IN THE FURNISHING LINE,

Call and See me

Shirts of all kinds to order, at prices which defy competition. Other goods in proportion. P. FAGAN, Second st., The Dalles. Sole Agent for WANNAMAKER & BROWN, Philadelphia, Pa.

C. WYSS, Merchant Tailor.

No. 77 Second Street. Suits Made to Order AND A Fit Guaranteed.

Orders taken for an Eastern house for all kinds of suits. Call and examine goods.

JOHN PASHEK, Merchant Tailor.

Next door to Wasco Sun. Just Received, a fine stock of Suitings, Pants Patterns, etc., of all latest Styles, at Low Prices. Madison's Latest System used in cutting garments, and a fit guaranteed each time.

Repairing and Cleaning Neatly and Quickly Done.

The Dalles, Portland and Astoria Navigation Co.

Columbia River Steamers.

FIRST CLASS Passenger and Freight Line

BETWEEN Portland and The Dalles.

The magnificent steamers "Dalles City" and "Regulator" will leave as follows, and stop at all Way Landings.

Steamer "Dalles City" from Portland daily, (except Sunday) from wharf foot of Yamhill st., at 6 a. m., arriving at The Dalles at 6 p. m.

Steamer "Regulator" from The Dalles daily, (except Sunday) at 6 a. m., from wharf foot of Court street, arriving at Portland at 5 p. m.

The Route passes through the Falls of the Cascades and in plain view of the Government Locks, (now in process of completion), the far famed Erial Well and Matinamah Falls, making one of the most beautiful and pleasurable trips on the grand Columbia.

If you are going East, North or South, don't fail to call on the undersigned for through rates in connection with the Northern, Southern or Canadian Railway.

Cattle, sheep and hogs landed at the pasture of the American Dressed Beef company, Troutdale, at nominal rates.

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

G. W. Johnston & Son, Carpenters and Builders.

Shop at No. 112 First Street. All Job Work promptly attended to and estimates given on all wood work.

Closets and Chimneys Cleaned

Carpets take up, cleaned and put down, also Closets and Chimneys cleaned on short notice at reasonable rates.

Orders received through the postoffice GRANT MORSE

MRS. LOCHHEAD'S Painting CLASS!

Will meet on Tuesday and Friday Mornings, at 9 o'clock, and on Wednesday and Friday Afternoons, at 2 o'clock.

Orders taken in all branches of Painting. A full line of New Studies for sale or to rent. Studio at the residence of Mr. G. P. Morgan, corner of Third and Liberty streets.

Byrne, Floyd & Co., Successors to C. E. Dunham.

Druggists and Chemists. Pure Drugs and Medicines.

Dispensing Physicians' Prescriptions a Specialty. Night Druggists always in Attendance.

Cor. Second and Union Sts., THE DALLES, OREGON.

STACY SHOWN, The Watchmaker.

(With Byrne, Floyd & Co.) DEALER IN Watches, Clocks, Jewelry, Etc.

All kinds of repairing a specialty, and all work guaranteed and promptly attended to. Call and see his stock of clocks before you leave an order elsewhere.

R. B. HOOD, Livery, Feed and Sale STABLE.

Horses Bought and Sold on Commission and Money Advanced on Horses Left for Sale.

OFFICE OF The Dalles and Goldendale Stage Line

Stage Leaves The Dalles Every Morning at 7:30 and Goldendale at 7:00. All freight must be left at 8. B. Hood's office the evening before.

R. B. HOOD, Proprietor. Opposite old Stand. The Dalles, Or.

The Dalles Restaurant AND OYSTER HOUSE.

One of the Finest Cooks in The Dalles. All Work done by White Help.

Next door to Byrne, Floyd & Co.'s Drug Store. 85 Union St., The Dalles.

Just Opened.

Mrs. A. JONES - Proprietor. Everything the Market Affords, at Reasonable Rates.

MRS. C. DAVIS Has Opened the REVERE RESTAURANT.

In the New Frame Building on SECOND STREET, Next to the Diamond Flouring Mills.

First Class Meals Furnished at all Hours. Only White Help Employed.

A NEW Undertaking Establishment!

PRINZ & NITSCHKE. DEALERS IN Furniture and Carpets.



We have added to our business a complete Undertaking Establishment, and as we are in no way connected with the Undertakers' Trust our prices will be low accordingly. Remember our place on Second street, next to Mood's bank.

The Latch String is Always Out! Spring and Summer, SEASON + 1892. +

"But words are things, and a small drop of ink, falling, like dew, upon a thought, produces That which makes thousands, perhaps millions, think." WE TRUST TO INTEREST AND DO YOU GOOD.

Buy Our Shoes! MANUFACTURED BY WALTER H. TENNY & CO., BOSTON, MASS.

THE DALLES MERCANTILE CO. SOLE AGENTS FOR THE DALLES.

Great Bargains! Removal! Removal!

On account of Removal I will sell my entire stock of Boots and Shoes, Hats and Caps, Trunks and Valises, Shelvings, Counters, Desk, Safe, Fixtures, at a Great Bargain. Come and see my offer.

GREAT REDUCTION IN RETAIL.

J. FREIMAN, 125 Second Street, The Dalles.

JOLES BROS., DEALERS IN:

Staple and Fancy Groceries, Hay, Grain and Feed.

Masonic Block, Corner Third and Court Streets, The Dalles, Oregon.

NEW SPRING AND SUMMER 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.

New Columbia Hotel, THE DALLES, OREGON.

Best Dollar a Day House on the Coast! First-Class Meals, 25 Cents.

First Class Hotel in Every Respect. None but the Best of White Help Employed.

T. T. Nicholas, Prop.

D. BUNNELL, Pipe Work, Tin Repairs and Roofing

MAINS TAPPED UNDER PRESSURE. Shop on Third Street, next door west of Young & Kuss' Blacksmith Shop.

H. C. NIELSEN, Clothier and Tailor,

BOOTS AND SHOES, Hats and Caps, Trunks and Valises,

Gents' Furnishing Goods, CORNER OF SECOND AND WASHINGTON, THE DALLES, OREGON.