

# The Dalles Daily Chronicle.

OFFICIAL PAPER OF DALLES CITY AND WASCO COUNTY.

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- STATE OFFICIALS.**
- Governor . . . . . J. Penney
  - Secretary of State . . . . . G. W. McBride
  - Treasurer . . . . . Phillip Metcalf
  - Supt. of Public Instruction . . . . . E. R. McElroy
  - Comptroller . . . . . J. N. Dolan
  - Assessor . . . . . J. H. Mitchell
  - Congressman . . . . . B. Hermann
  - State Printer . . . . . Frank Baker
- COUNTY OFFICIALS.**
- County Judge . . . . . C. N. Thornbury
  - Sheriff . . . . . D. L. Cates
  - Clerk . . . . . J. B. Crossen
  - Treasurer . . . . . Geo. Ruch
  - Commissioners . . . . . (H. A. Levens, Frank Klincid)
  - Assessor . . . . . John E. Barnett
  - Surveyor . . . . . E. P. Sharp
  - Superintendent of Public Schools . . . . . Troy Shelley
  - Coroner . . . . . William Michell

The Portland Telegram thinks if the democratic state convention had put a free-silver plank in the platform Penroy would have taken the stump for Veatch and Hermann would have been beaten in the first district; while, if the platform had suited Eastern Oregon voters, Slater would have been elected, and then the grand news could have been heralded to the Minneapolis convention that Oregon had gone democratic. To this the East Oregonian a bed rock, dyed in the wool democratic sheet answers: "For the life of us we cannot see where the benefit would have come in. Already congress is overflowing with democrats, so called, and more of them would only add to their accomplishing nothing, but to waste time at the people's expense. There is no need of more democratic congressmen until those already in congress prove themselves real servants of the people." The trouble with the Telegram is, it believes more in a shallow victory at the polls than in accomplishing something after the election. Brethern, brethern, this lack of harmony will injure the good old cause.

The mayor has issued a call for a meeting to be held in the Court house tomorrow night for the purpose of selecting candidates for the various city offices, to be voted for at the coming city election. It is hoped that a good representative meeting may convene and that candidates may be selected who will represent the majority of the voters of the municipality. There is, absolutely no issue before the people, excepting only that of economy and a faithful and honest discharge of the duties connected with the several offices and these are issues that are always before the people at every election. Under these circumstances let a full representative meeting convene tomorrow night, let good men be selected for candidates and let us all without regard to race, color or previous condition of servitude, get in and support them.

Chauncey Depew is credited with saying that if Blaine had not written the Clarkson letter he would have had Depew's support for the presidential nomination; and more than that, if Blaine had announced his candidacy at a reasonably early date before the Minneapolis convention Harrison would not have been a candidate. Senator Hale accounts for Blaine's strange conduct by saying that "He did not want to be a candidate, but seeing his friends insisted upon his candidacy, whether he was willing or unwilling, he resigned."

The fifteenth plank in the republican platform declares in favor of the cession of the arid public lands to the states or territories in which they lie, under such congressional restriction as to disposition, reclamation and occupancy by the settlers as will secure the maximum benefit to the people. This plank ought to be popular in many of the states west of the Mississippi.

Democrats find but small comfort from the election returns in this state. The issues were squarely drawn on the congressional ticket and the returns show a republican plurality of over 9000. There is not the slightest probability that this vote will be diminished in November.

The people's party in Kansas will probably nominate Jerry Simpson for governor. There is a bitter fight in the party over the nomination and the sockers statesman will be sprung as a dark horse in the hope he will secure the nomination and heal the factional differences.

Whatever difficulties or inconveniences may have attended the first trial of the Australian ballot law it is beyond question that it has met the approval of the people by an overwhelming majority. It may need revision by the next legislature but its main features have come to stay.

Word comes from Omaha that the leaders of the people's party at that place have now fixed on Senator Stewart of Nevada for president, and Congressman Watson of Georgia, for vice president.

## 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 dreads most. He may have provided a most careful system of signals, may have perfectly trustworthy trainmen and competent switchmen; yet, despite all this, smashups 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 from 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 fool 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.

**A Pointer.**  
"I am very much pleased with Chamberlain's Cough Remedy," says H. M. Bangs, the druggist at Chatsworth, Ill. "During the epidemic of the grippe here it took the lead and was very much better liked than other cough medicines." The grip requires precisely the same treatment as a very severe cold, for which this remedy is so efficient. It will promptly loosen a cold and relieve the lungs, soon effecting a permanent cure, while most other medicines in common use for colds only give temporary relief. 50 cent bottles for sale by Blakeley & Houghton, druggists. d&w

**Dissolution Notice.**  
The partnership heretofore existing between E. B. McFarland, S. French and C. J. VanDyyn, under the name and style of VanDyyn & Co., Tygh Valley, Oregon, was dissolved on the 1st day of May, 1892, by limitation and mutual consent.  
E. B. McFARLAND,  
S. FRENCH,  
C. J. VANDYUN.

**Dissolution Notice.**  
The partnership heretofore existing between E. B. McFarland, S. French and E. C. Pease, under the style and name of McFarland & French, was on the 11th day of April, 1892, dissolved by limitation and mutual consent.  
E. B. McFARLAND,  
S. FRENCH,  
E. C. PEASE.

**Rheumatism Cured in Three Days.**  
Miss Grace Littlejohn is a little girl, aged eleven years, residing in Baltimore, Ohio. Read what she says: "I was troubled with rheumatism for two years, but could get nothing to do me any good. I was so helpless that I had to be carried like a babe when I was advised to get a bottle of Chamberlain's Pain Balm. I got it from our druggists, Mr. J. A. Kamber, and in three days I was up and walking around. I have not felt any return of it since and my limbs are limber as they ever were." 50 cent bottles for sale by Blakeley & Houghton, druggists. d&w

Pabst's Milwaukee beer at the Umattilla house at a bit a bottle. Free lunch tonight at 8 o'clock.

NEW TO-DAY.

**TO THE PUBLIC.**—It having come to our knowledge that a party in the Dalles in selling lime has made the assertion that he charges more for other brands than the "Oregon" because they are better, thereby implying that the "Oregon" is an inferior article, we desire to state that the "Oregon" is the strongest lime on the market; that it will work more plastic and leave the work when set stronger and firmer than any other lime at present manufactured in either Oregon or Washington. Wm. Butler & Co., Agents at The Dalles for the "Oregon" lime, are instructed to furnish, free of charge, any and all Oregon lime, which does not fully come up to the stipulations above set forth. The object of this notice is solely to defend our goods against the false imputations and statements of any person whatsoever. The Or. Marble and Lime Company, by T. F. Osborn, 5-24d1m General Agt.

**FOR SALE.** Or trade, cheap, hand of range horses, consisting of yearlings, two-year olds and mares. For information apply to C. F. STEPHENS, 5-3d1m 134 Second St. THE DALLES, Or.

**WANTED.** One or more Bluff, in exchange for Work Horses, or Brood mares.  
Apply to HUGH GOURLAY, 5-24t Chronicle office, The Dalles.

**FOR SALE.** One of the finest stock farms in Crook county; 1100 Acres deeded land; abundance of water; good grass range capable of handling 10,000 sheep; 300 acres under irrigation. Two good dwellings and out buildings. Price, \$8,000; half in stock, horses cattle or sheep. For further particulars apply to HUGH GOURLAY, 6-24t Chronicle office, The Dalles.

**FOR SALE.** Twelve fine lots, splendidly located in the Garrison addition.  
Apply to HUGH GOURLAY, 5-24t Chronicle office, The Dalles.

**J. FOLCO,**  
—DEALER IN—  
FRUITS,  
NUTS,  
CANDIES,  
TOBACCO,  
—AND—  
FINE CIGARS.  
The water used in my Soda Fountain is filtered, and is guaranteed germ proof.

**FOR CHURCHES.**  
Superior in tone to Pipe Organs, easier played and cheaper, are the  
**ESTEY PHILHARMONICS.**

**COLUMBIA ICE CO.,**  
104 Second Street,  
**ICE! ICE! ICE!**  
Having over 1000 tons of ice on hand, we are now prepared to receive orders, wholesale or retail, to be delivered through the summer. Parties contracting with us will be carried through the entire season WITHOUT ADVANCE IN PRICE, and may depend that we have nothing but  
**PURE, HEALTHFUL ICE**  
Cut from mountain water; no slough or slush ponds.  
Leave orders at the Columbia Candy Factory, 104 Second street, or Ice Wagon.  
**W. S. CRAM, Manager.**

**W. E. GARRETSON,**  
**Leading Jeweler.**  
SOLE AGENT FOR THE



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

**Floyd & Shown,**  
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,**  
—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.

**A. A. Brown,**  
Keeps a full assortment of  
Staple and Fancy Groceries,  
and Provisions.  
which he offers at Low Figures.

**SPECIAL :: PRICES**  
to Cash-Buyers.

Highest Cash Prices for Eggs and other Produce.  
170 SECOND STREET.

**The Dalles Cigar Factory**  
FIRST STREET.  
FACTORY NO. 105.

**CIGARS** of the Best Brands manufactured, and orders from all parts of the country filled on the shortest notice.  
The reputation of THE DALLES CIGAR has become firmly established, and the demand for the home manufactured article is increasing every day.  
**A. ULRICH & SON.**

**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.

**NOTICE.**  
All Dalles City warrants registered prior to October 1, 1890, will be paid if presented at my office. Interest ceases from and after this date.  
Dated June 6th, 1892.  
O. KINERSLEY,  
Treas. Dalles City.

The Hatch 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.

**THE EUROPEAN HOUSE.**  
The Corrugated Building next Door to Court House.  
Handsomely Furnished Rooms to Rent by the Day, Week or Month.  
Meals Prepared by a First Class English Cook.  
TRANSIENT PATRONAGE SOLICITED.  
Good Sample Rooms for Commercial Men.

**MRS. H. FRASER, Propr.**

**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.

**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.

**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.**

**WM. BUTLER & CO.,**  
—DEALERS IN—  
**Building Material, Rough and Dressed**  
Lumber, Lime, Plaster, Hair and Cement.  
A liberal discount to the trade in all lines handled by us.  
JEFFERSON STREET, between Second and Railroad, THE DALLES, OR.

Washington **North Dalles,** Washington  
SITUATED AT THE HEAD OF NAVIGATION.

Destined to be the Best Manufacturing Center in the Inland Empire.  
Best Selling Property of the Season in the Northwest.  
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