The Dalles Daily Chronicle.

OFFICIAL PAPER OF DALLES CITY, AND WASCO COUNTY.

Entered at the Postoffice at The Dalles, Oregon, as second-class matter.

SUBSCRIPTION RATES.
BY MAIL (POSTAGE PREPAID) IN ADVANCE.

Weekly, 1 year	$ 1 50
" 6 months	0 75
" 3 "	0 50
Daily, 1 year	6 00
" 6 months	3 00
" per "	0 50

Address all communication to "THE CHRONICLE," The Dalles, Oregon.

RAILWAY TRAFFIC NEXT YEAR.

Unless one of two events occur next year the passenger traffic of American railways will be something enormous incident to the Columbian exposition. These two drawbacks are first, the possibility of cholera becoming epidemic, and second, the liklihood of a great strike among railway employes for higher wages at a time when not to comply with their demand will seriously cripple the railroads and damage the fair. Otherwise the railroads should do such a volume of passenger business as will enable the companies to pay fat and comfortable dividends to their stockholders. From this the Financial News expects at any time to see a great boom in American railway shares.

The general public is not so much interested in stock speculation in this connection as in having the railways regulate their rates to some reasonable figure. The fare will not be the most expensive item in the cost of a visit to the exposition, but low rates tend to draw larger crowds, where higher rates discourage attendance. If a low rate be made by all the railroads, whereby the people living in the extreme ends of the country may go to Chicago and return at a moderate price, the fare will be deluged with visitors and the aggregate returns to the roads will be greater than if comparatively few people went at a higher rate. It remains to be seen whether the railroad companies will act with judgment in this respect. The vast bulk of their business must come from the people of this country. The influx of foreign travel will be relatively small.

After having secured their handsome returns the western roads might advantageously invest it by the building of new branches and spurs. Excepting the work of the Great Northern in extending its main line to the Pacific, railroad construction in the northwest has not been very vigorously pushed during the past two years. Any number of wealthy mining and agricultural districts in the Inland Empire are but awaiting means of transportation to develop their latent resources. Central Oregon and Washington are among them. Given cheap rates and promise of railway extension into these districts with the profits accruing, and the people of the Pacific northwest will attend the fair in a body.

The mining claim which the notorious Matt Graham salted so artistically that a British company has eagerly wasted over $1,000,000 upon it in Idaho, has at last been abandoned as absolutely worthless. Not a single pay streak could be found; nothing but barren country rock, through which four thousand feet of shafts and tunnels have been driven by the hopeful miners. The splendid mining and milling machinery, the original cost of which ran away up into the hundreds of thousands, and the transportation of which, into that almost inaccessible country, cost a generous fortune, has all been abandoned, and the superintendent will now proceed to England and report to the victimized company, who will then decide what to do with their expensive outfit. The Silver mountain swindle, while it greatly benefited Matt Graham, resulted disastrously for Idaho, as capitalists will in future be wary of investin money in rich but undeveloped mines g that state.

Cholera we are told, is waiting to make a grand rush across our borders in the spring. It is well to remember suggests the Oregonian, that the best safeguard againt it is an intelligent, well-fed, clean, self-respecting people. Pauperism, neglect, filth, overcrowding and low diet are its chief allies. An intelligent economic and sanitary system is the best preventive against epidemic diseases that has ever yet been devised. Quarantine becomes necessary because this system is not in general use among mankind.

Walla Walla celebrated its third of a century anniversary last week. The village had first been called Walla Walla, then Steptoeville, then Wailatpu, when, on November 17th, 1859, the county commissioners in answer to a petition and a protest, the former asking that a town be laid out to be known as Wailatpu, the latter that it be called Walla Walla, laid out the town calling it Walla Walla, designating it as the county seat, and describing its boundaries.

Snow in the Cascades is reported to be two feet deep at the Great Northern tunnel, and a foot deep on the Wenatchee summit. The snowfall in that region is heavier now than has been known at this time for many seasons.

It looks now as if the arrangement with Justice Field has been broken, and he will hold his seat on the bench until after Mr. Cleveland's inauguration.