

CHRISTMAS PRESENTS

WE now have on exhibition in our center window articles of Fancy Work, suitable for Christmas presents. These were made by the ladies of the Congregational Church, and the proceeds from the sale of these will be used to help defray the expenses of furnishing the Church.

Pease & Mays.



The Dalles Daily Chronicle.

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

Weather Forecast.

Official forecast for twenty-four hours ending at 5 p. m. tomorrow:
Snow, with stationary temperature.

FRIDAY DEC. 9, 1892

LOCAL BREVITIES.

M. L. McCann of Columbus, is at the Umatilla today.

H. A. Hansen, of Monkland, is in the city on business.

Leave your order for cord wood at Maier & Benton's.

S. P. Gould and L. L. Tallman, of Pendleton, are in the city.

J. A. Keely and W. J. Davidson, of Pea ridge, are in the city.

W. K. Corson was a passenger on the early train today for Portland.

Beulah Glover and wife, and J. M. Lawson of Prineville, are in the city.

Hon. W. H. Biggs, of Wasco, Gilliam Co., is in the city, and will return home tomorrow.

Twelve year old Maddingly whisky, Simon Pure for medicinal purposes, at Stabling & Williams'.

Messrs. Dicken Bros. have gone to Pasadena, but expect to return to The Dalles next spring.

It is claimed that the finest vessel afloat is now at Astoria, the British ship Mowhan.

The Dalles business interests daily show the want of telegraphic communication with Dufur, and other points south.

Every fifty cent cash purchase at Floyd & Shown's secures an opportunity to take a Christmas gift of a fine odor set. Call and see the goods, corner of Second and Union.

Col. John Adair, E. A. Sealey, and W. C. Smith, passed through on the 11:40 train last night en route to New York on important business in connection with the Astoria railway.

As the midnight train from Portland approaches The Dalles, the city electric lights present a beautiful appearance. The train curves change so rapidly and acutely that in the darkness the lights resemble a flock of wild geese in their movement.

The "editor," to be fully appreciated, should be seen as reproduced at Cordray's theater, the best place of amusement in Portland. Good comedy is the rule at Cordray's. "The Editor," which is one of the most amusing comedies ever written, is a laugh-provoker from start to finish. No better matinee or evening enjoyment can be had than by attending Cordray's in Portland.

The three Graham children, who have been taken in hand by the King's Daughters, when at the verge of starvation and in a state of extreme destitution, now properly clothed and made presentable, go to Portland this afternoon to enter the home of the Boys and Girls Aid society. The ladies of the King's Daughters have been quite busily engaged during the past few days in fitting up these unfortunate children and are deserving of the highest praise for the help and assistance they are bestowing on the unfortunate poor of our town.

RIVERS AND HARBORS.

Special Reports of the Secretary of War Upon the Pacific Northwest Coast.

A dispatch from Washington states that Secretary Elkins has sent to congress estimates on several Pacific Coast surveys, among them for the removal of the existing obstructions in Coos river, Col. Mendell also suggested that the snags, logs and boulders in Coos river be removed. No additional survey is necessary, because the conditions of the river are constantly changing. Capt. Symons reported in favor of improving the upper Columbia river at two places, one from the dalles (far up the river) to the international boundary, fifteen miles, and the other from the head of Rock Island rapids to Foster creek, just above the mouth of the Okanogan, ninety miles. To make a survey and prepare improvements \$4,000 will be necessary. The department concurs in the recommendation. Major Handbury thinks the Willamette above Oregon City should be made safely navigable at all seasons on account of the great commerce carried by that stream. The river trade would increase, and at the same time freight rates would go down. For surveys and preparatory work \$12,000 will be necessary.

We are glad to see that the Willamette is to be provided for, at last. Commerce on that river has been about as shamefully neglected above Portland, as it has been on the Columbia above the mouth of the Willamette. If the press of Oregon does its duty, however; the days of such neglect will be very soon numbered. Upon the topic suggested by the reports referred to, the Telegram last evening says:

"The reports show the increased attention that the navigable waters of the Pacific Northwest are receiving and their growing importance to commerce. When a comprehensive review of the Oregon and Washington waterways is made, the description of present and future needs cannot be very brief. There are no two other states of the Union that have more navigable harbors than these lusty commonwealths of the Pacific Northwest.

"But there are many people who live here who do not appreciate it. Not one man in ten in Portland, if suddenly asked to name the harbors that indent Oregon's coast, could tell them or their general location. Yet waterways are of the utmost importance to the development of a section. Take two states with all things equal, except that one has harbors and the other has not. The one will so far forge ahead of the other in population and wealth that they would not be classed together.

"Many people think Oregon is growing rapidly now, and that her commercial influence is steadily increasing. That is granted. But give a deep water entrance to all her harbors, let there be well-built jetties at the mouth of other rivers, as well as the Columbia, let all other navigable streams be cleared of snags and dredged of sand bars, and the advance will not only be rapid but almost phenomenal in the development of cities and country, the influx of capital, and the increase of all kinds of business. Oregon has been treated fairly well as appropriations go, but she can take care of and spend well all the money that congress gives her for river and harbor improvement."

The Telegram might with propriety say also, that not one man in 500 in the city of Portland could tell how many passengers were carried by steamboats

on the Columbia river for the year ended Nov. 1st, 1892.

The Dalles CHRONICLE can tell you: 436,000.

Nor can one man in 1,000 in the city of Portland tell you what the 55,000 dollar portage railway at the Cascades, built by the state, by a Dalles city man superintendent, on an appropriation of \$60,000, in connection with The Dalles steamer Regulator line has saved to the people of the Inland Empire.

THE CHRONICLE can tell you: \$2.50 upon every ton of freight carried, both by the railway and steamboats; \$7.00 upon each horse, and in similar proportion upon cattle, sheep, wool, fruit, etc. That portage railway might be made to do even better than it has. The burden of the reductions, has fallen upon The Regulator Line. But of this more anon. We hope that justice may be done to all; even though Portland be swallowed up its mud, its prejudices, its jealousies, and its lamentable ignorances respecting the balance of the state. It is quite time to inquire, upon bended knees, for "More Light."

The Grand Rapids Press, a 6-col. patent inside, has been started in the Clatsop woods, where there is not even a postoffice, "to fill the bill" and secure lucre from the publication of land office notices. It was six weeks of age Dec. 24, '92; yet it had more money in its ads that day than reputable newspapers. This is an evidence that all legal advertising should be published in some responsible paper at the county seat of the county wherein the land in question is located.

For an Open River.

Heppner Gazette. "The next session of the legislature is near at hand, and our Eastern Oregon legislators ought to be getting ready to whack away for an open river. We need a portage at Celilo."

There can be but little doubt, that the next session will be almost a unit on that question. It is seen now that the Inland Empire demands such legislation and a deaf ear cannot be turned away from so important a measure as a portage road at Celilo. It is generally conceded that the government will undertake a ship railway.

Pendleton Tribune. "The Inland press are commencing to vigorously advocate the speedy opening of the Columbia river. This is an important move and should be shouted from every housetop and woe be the politician who thwarts this worthy object. Keep the ball rolling brethren and count us strictly in the fight."

We are in it. The Inland Empire needs the obstruction at Celilo and the dalles removed. The outlet for 35,000,000 bushels of grain annually demands an open river, and unless vessels can go untrammelled to the sea, agriculture is a failure in Eastern Oregon. Freight rates are an embargo by rail.

The versatile express-robber who stole \$100,000 and hid it in a haymow, seems to have acquired the rudiments of wildcat banking.

WANTED.

By a bachelor to correspond with a good-hearted lady, of medium age and possessed of some means, with a view to matrimony. Address O. B. The Dalles Oregon.

Hard and soft wood for sale by the Columbia River Fruit Co. G. F. LAY, secy. 12-6 St. French's bank bldg.

Notice.

The steamers of the D. P. and A. N. Co. will tie up for repairs on the 17th inst. and will not run for about two weeks, after which time tri-weekly trips will be made until spring (weather permitting.)

B. F. LAUGHLIN, Manager. W. C. ALLAWAY, General Agt. 12.7td



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—all the painful disorders and chronic weaknesses peculiar to the female sex. They go, with the use of Dr. Pierce's Favorite Prescription. Periodical pains, weak back, bearing-down sensations, nervous prostration, all "female complaints" are cured by it. It is purely vegetable and perfectly harmless—a powerful general, as well as uterine, tonic and nerve, imparting vigor and strength to the whole system. It costs you nothing if it fails to give satisfaction. It's guaranteed to do so, in every case, or the money is refunded. It can be guaranteed for it does it. No other medicine for women is sold on such terms.

That's the way its makers prove their faith in it. Contains no alcohol to inebriate; no syrup or sugar to derange digestion; a legitimate medicine, not a beverage. Purely vegetable and perfectly harmless in any condition of the system. World's Dispensary Medical Association, Proprietors, No. 663 Main Street, Buffalo, N. Y.



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