

For Christmas

WE OFFER

- SILK HANDKERCHIEFS, FURS and MUFFS, SILK MITTENS, ETCHING AND ROPE SILKS, SILK UMBRELLAS, Fancy SILKS AND SATIN, SILK NECKTIES, RIBBONS, every shade, SILK MUFFLERS, GLOVES, etc., etc.

Large Assortment of Stamped Articles for Fancy Work.

All at Prices in Reach of Everyone.

SEE OUR BARGAIN TABLE OF SHOES.

A. M. WILLIAMS & CO.

W. H. Young, Blacksmith & Wagon Shop

Horse Shoeing a Speciality

Third Street, opposite the old Liebe Stand.

Stubling & Williams.

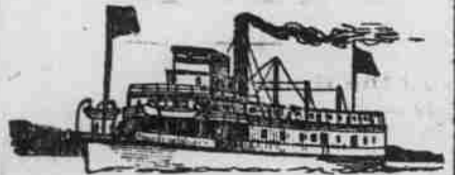
The Germania,

SECOND ST., THE DALLES, OREGON

Dealers in Wines, Liquors and Cigars. Milwaukee Beer on Draught.

The Regulator Line

The Dalles, Portland and Astoria Navigation Co.



THROUGH Freight and Passenger Line

Through daily service (Sundays excepted) between The Dalles and Portland. Steamer Regulator leaves The Dalles at 7 a. m. connecting at Cascade Locks with steamer Dalles City.

Table with 2 columns: PASSENGER RATES, One way \$2.00, Round trip \$3.00

Freight Rates Greatly Reduced.

Shipments received at wharf any time, day or night, and delivered at Portland on arrival. Live stock shipments solicited. Call on or address.

W. C. ALLAWAY, General Agent.

B. F. LAUGHLIN, General Manager.

THE DALLES, OREGON

DRUGS SNIPES & KINERSLY.

THE LEADING

Wholesale and Retail Druggists. PURE DRUGS

Handled by Three Registered Druggists.

ALSO ALL THE LEADING

Patent Medicines and Druggists Sandries. HOUSE PAINTS, OILS AND GLASS.

Agents for Murphy's Fine Varnishes and the only agents in the City for The Sherwin, Williams Co.'s Paints.

WE ARE

The Largest Dealers in Wall Paper.

Finest Line of Imported Key West and Domestic Cigars. Agent for Tansill's Punch.

129 Second Street, The Dalles, Oregon

Dress-Making Parlors

Fashionable Dress and Cloak-Making

Cutting and Fitting a Specialty.

Room 4 over French & Co's Bank. MRS. GIBSON, Prop.

J. O. MACK,

FINE WINES and LIQUORS

DOMESTIC AND KEY WEST CIGARS.

THE CELEBRATED PABST BEER.

FRENCH'S BLOCK.

171 SECOND STREET, THE DALLES, OR.

PLEA FOR SUFFERERS

One Thousand People in Homestead Without Food and Clothing.

FORMAL URGENT APPEAL ISSUED

The Pittsburg Press Starts a Movement in Behalf of the Women.

IS NOT AN APPEAL FOR STRIKERS

Babies Crying to Mothers in Whose Hearts Privation Has Starved Out Nourishment.

Special to THE CHRONICLE.]

PITTSBURG, Pa., Dec. 24.—The official figures given show that there are 218 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 Pittsburg 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 wailing babies 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 hopelessness 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 maudlin 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."

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 back 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 aerobicic feats, and their herculean struggles with the monstrous blizzard; which was nothing more nor less than a gentle snow storm sent 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, 2 1/2 of ne 1/4 and sw 1/4 of ne 1/4 and ne 1/4 of nw 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 Waneoma, 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 Bigelow addition.

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

W A Davis to J I West, n 1/2 of sw 1/4 of sec 13, t 5, s r 5 east, 30 acres. Consideration \$150.

T L McCartney and wife to Paulas Limeroth, nw 1/4 sec 5, t 2 s, r 14 east, w. m. Consideration \$350.

H Herbring and wife to same, s e 1/4 sec 32, t 1 s, r 14 e, and s 1/2 of e 1/2 and s 1/2 of nw 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.

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 heats 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 sulkeys 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.

Hepner 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 ABSOLUTELY PURE