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 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. Steamer Dalles City leaves Portland (Yamhill street dock) at 8 a. m. connecting with steamer Regulator for The Dalles.

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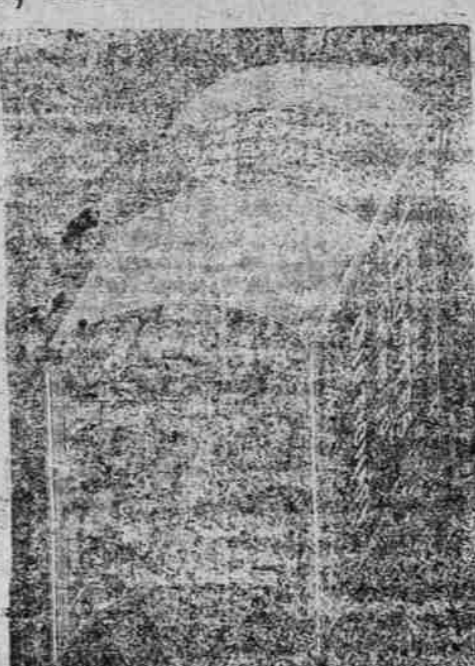
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The Dalles Daily Chronicle.

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

Local Advertising.
 10 Cents per line for first insertion, and 5 Cents per line for each subsequent insertion.
 Special rates for long time notices.
 All local notices received later than 3 o'clock will appear the following day.

Weather Forecast.
 Official forecast for twenty-four hours ending at 6 p. m. tomorrow:
 Rain. Followed by cooler temperature.
 PAGUE.

WEDNESDAY - - - DEC. 28, 1892

LOCAL BRIEVITIES.

Mud is beginning to show up at the street crossings.

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

Trains on the U. P. R. are now running nearly on time.

Medal contest at the Court house tonight. Be sure and attend.

F. H. Prior of Hartford, Conn., is in the city on a tour of observation.

A fine lot of furniture going very low at Crandall & Burget's new store.

The river this morning stood 3 1/2 feet above zero level, but is slowly falling.

In the upper John Day and Mitchell regions snow is now only about one inch deep.

Train men report the snow all gone below Hood River, with a prospect for more.

Mr. Frank French and Miss Gertrude French are spending the holidays at home.

The Antelope Herald has an excellent article on sheep from the pen of Mr. Murphy.

F. C. Sexton, R Lidman and M. Ligner, of Dufur, registered at The Umatilla today.

Mr. Ed. Wingate is in the city from his business home at Antelope, to spend the holidays.

Archbishop Gross passed through at noon today en route to a mission at Pendleton.

A heavy train of freight came through from Portland today, reaching The Dalles at noon.

A boom of logs burst away at Bridal Veil yesterday, and came very near tearing out another bridge.

The rain down Portland ways on Monday last was one of the most pouring kind witnessed for years.

Call at Joles Bros. and make arrangements for the celebrated Warner's butter for the winter months.

Carpets and furniture at reduced rates at Crandall & Burget's, next door to Floyd & Showen's drug store.

Several train loads of delayed cattle are held at Heppner where feed is cheap. Freight trains began moving today.

The legislature will meet at Salem under the new dome, on the second Monday, the 9th day of January, '93.

A portion of the shed at the stock yard scales fell in from the weight of snow and water on the roof yesterday.

Rain commenced falling in this city about 12:30 p. m. and continued as we go to press, with prospects of increasing.

You can carpet your rooms at about your own price by calling on Crandall & Burget, at the new store on Union street.

It is a waste of time to read the papers delayed by the blockade. They are truly "back numbers" void of news or matters of interest.

Crandall & Burget are now settled in their new store in the Michelbach brick on Union street, next door to Floyd & Showen's. Call around.

Reports from Morrow county say the snow has nearly all disappeared. In the region of Antelope there is only about an inch of snow left on the ground.

At the special election on the 20th for a joint representative for the Grant and Harney district, the republican candidate, Gowan, was elected by 200 majority.

Horace Patterson is in receipt of the sad news of the death of a brother in Salt Lake. His brother Rufus has just left The Dalles on a visit to a married sister in California.

A section of the old foundry, in the East End collapsed this morning from an overload of snow and water on the roof. The property is owned by the Willamette Iron works in Portland.

Geo. McKinney, the U. P. yard man, has surrendered his job, and goes to Portland tonight. He has filled the bill here faithfully for two years. Never made an error in the make up, nor got a wheel off the track.

The public schools of The Dalles are enjoying the customary holiday vacation, which will continue the balance of the week. Studies will be resumed on Monday, at the academy, the sisters school, and the public schools.

Kennedys steam yacht went adrift yesterday when the ice broke away from the shore below the mouth of Mill creek. The steam ferryboat started after the derelict craft, and towed her to a safe place where she was again moored.

The sheriff of Baker county finally landed his prisoners in the Salem penitentiary. They were James Reedy and J. T. Marcum. The first will serve six years for manslaughter, and the latter one year for larceny. They were four days making the trip from The Dalles to Portland.

The turkey which has escaped the Scylla of Thanksgiving and the Charybdis of Christmas may look forward to gobbling times of peace. Humanity has had an abundance of the white meat and a surfeit of the black meat, and nobody will take turkey in his for many and many a week.

The interesting feature of the experience social at the M. E. church lecture room Saturday evening will be the sketches by the ladies as to how they earned the dollars contributed for the organ fund. The admission and lunch only costs 25 cents. There will be a crowded audience.

Horace Rice has a letter from Rep. Hermann which shows that there is little hope of the Dolph bill, or any other measure, passing the democratic house for the relief of the possessor of a tract of railway forfeited land. If the applicant for the land resides upon it, he has until next fall to prove up.

A cotemporary says the official figures show that the portage railway at the cascades is a decided success. It was put in operation in September, 1891, the first receipts reported being \$917.05 on November 4th, 1891. During the past year the total receipts were \$7,030.91, and the total expenses \$6,202.29, leaving a balance of \$828.62. The road has been a great benefit, giving to the farmers a saving of six cents on every bushel of wheat shipped to Portland.

Cholera is still prevalent in Hamburg. Four more cases and two deaths were reported yesterday. Three cases were reported from Dunkirk, France.

Albert Roberts of the Big Bend region of the Des Chutes, eighteen miles from The Dalles, reports the snow rapidly disappearing. The ground was frozen, but the soil is getting a thorough soaking.

The children of the Congregational Sunday School, to the number of over a hundred, had a jolly good time at the party given last night in THE CHRONICLE hall. They had a splendid collation, and plays to their hearts content, enjoying the occasion ever so much better than they would the prosy Christmas tree.

Three serious accidents occurred to coasters in Port Townsend the other night. One victim had his thigh bone broken, another suffered from a fractured wrist, and the third escaped with severe and painful bruises. Every snow fall in the western towns is attended with some such accident to careless coasters.

Blakeley & Houghton, pharmacists, 175 Second street, have secured the services of Mr. A. Tilzer, a graduate of the Moscow school of pharmacy and a licentiate of Massachusetts and Rhode Island. Mr. T. is a "Deutscher Apotheker," and has had ten years' experience in the drug business in this country and Europe.

Eastern colleges, etc., are liberally provided for by the millionaire. John D. Rockefeller has made another big donation to the University of Chicago. The sum is understood to be over \$100,000. Dartmouth college has also just received a bequest of \$200,000 from the late Ralph Butterfield, M. D., of Kansas City, Mo.

Mr. P. F. Bower, who has many friends in this city, but who has been a resident of Astoria for a number of years, was married in that city on the 17th to Miss Mabel, only daughter of P. W. Parker, editor of the Astorian. The bride was a compositress in the Astorian, where she had labored for several years. Both were well known and very popular in Astoria society.

A farewell social party was given to Miss Clara Story by Miss Daise Folsom, on leaving Pendleton for her home in The Dalles. Card-playing was followed by the ever-pleasant pastime of candy-pulling, and refreshments were then served. As a fitting finale to the evening's pleasure, the guests were taken out for a merry sleigh-ride.

A gentleman of considerable influence in Portland business circles, who was laid up in The Dalles by the snow blockade down towards the centre of Wisdom, was asked to explain why it was that the U. P. R. Co. didn't send out a boat to take the passengers to Portland from Bonneville. The prompt answer was: "The U. P. R. Co. do not wish to recognize the river in any way, shape or manner." That is about the size of it.

A very stubborn fire occurred in Portland last night. The whole block of wooden buildings on East Alder and Union, 100x150, occupied by the owner, E. J. Bruce as a furniture store, and others, including the Barker hotel, was destroyed. Losses \$60,000. The fire appeared to originate on the second floor in the rear of the hotel, preceded by a sort of explosion, as if a lamp had burst. The flames quickly spread above and involved the upper portion of the three buildings, and the dense smoke poured upward from every quarter, indicating the presence of the fire throughout the building.

The government has prepared to issue in January a complete new set of postage stamps, commemorative of the 400th anniversary of the discovery of America. They will be called the "Columbus issue," and will be the finest ever made by any government. They will be on sale at the various postoffices only during the year of 1893, and then will be withdrawn from general issue.

We are pleased to learn from an Astoria dispatch that Messrs. W. H. Remington, of Salt Lake, and A. B. and W. W. Corey, of Ogden, Utah, contractors on the Astoria and Portland railway, arrived there in time to straighten up the affairs of the company. They have resumed work on the road in fulfillment of the terms of their contract with the subsidy guaranty company. Nothing definite could be given to the public as yet.

Vice-President Houston, of the Pacific Mail, says the fight of the Panama railroad with the Pacific Mail in opposition to American interests will, as much as anything else, be the means of building the Nicaragua canal. He says he is now in full sympathy with the work of building the canal. It is announced officially that the president of the Nicaragua canal construction company is carrying on negotiations with a syndicate of bankers looking to placing a large amount of the bonds of the company.

An Episcopal cathedral, with pews forever free, is to be built in New York City at a cost of from five to ten million dollars. The corner-stones was laid yesterday. In its national aspect the cathedral project commands attention, on account of its aim and scope. Already, without any public appeal, and with very little individual solicitation, over \$1,000,000 has been subscribed or bequeathed to the cathedral. One of the first and largest subscriptions was made by a Presbyterian.

Speaking of the disaster between Bridal Veil and Latourelle, Supt. Baxter says the water from the hills had undermined and washed away about 60 feet of a fill a mile and a half west of Bridal Veil, leaving the track suspended in the air. As there was snow on the ties, the engineer could not see the washout. A little after 9 p. m. the train came along. The engine crossed over the washout, but the mail, baggage and express cars went down into the gulch. The coaches stopped just as the front wheels of the first one went off the rail, and no one was hurt.

Narrow Escape.


Antelope Herald. Perry Maupin made a miraculous escape last Tuesday from what might have been a very serious accident. While coming along a rough road east of town in his 4-horse wagon one of the front wheels went into a chuck hole, throwing Perry forward with his leg down between the brake comb and the wagon bed. He fell on over and was horizontally suspended by his leg, and as the horses could not be stopped, he was dragged in this condition about 50 yards, his head thumping the frozen ground every step. Finally he was jarred loose and fell to the ground with a heavy thud, and, to add to his pain, one of the wheels ran over his leg and bruised it up considerably. In a few minutes he regained consciousness and overtook the horses and wagon. Perry has a bruised leg and a sore head, but still holds the champion belt as being the hardest man to kill in the northwest.

The New Year party to be given by the German Gesang Verein Harmonie, will take place at Armory hall New Years Eve, Dec. 31st, 1892. A good time may be expected, and all invited may be assured of a pleasant evening. Tickets may be had at Kollers bakery at \$1.00 each.

Umatilla county stockmen have suffered from thieves considerably this winter, and the maximum of impudence on the part of the robbers was reached Saturday evening when a strange cowboy rode into Umatilla and tied his horse in front of the hotel. For a time nothing was seen of him until he was noticed going from hotels to boarding houses taking orders for dressed beef. A. R. Jacks engaged a quarter of beef, but soon missed his valuable milch cow. His hired man went in search of it, and upon passing a vacant house, heard a cow bellowing. Going inside, he saw the lost animal awaiting its fate, surrounded by butcher tools of every description. The commercial cowboy, smelling a rat, very quickly mounted his horse and escaped.

How much better it would be all round, if the U. P. R. Co. officials had a standing order for employees to let the public know about matters which interest the public. The narrow escape of a passenger train from a 40-foot plunge at Columbus trestle this side of Grant, a broken rail having been discovered just in the nick of time and not one instant to spare, was what delayed the 4:20 p. m. train yesterday. The train backed up to Grant, sent for a detail of section men who came and made the repairs. But it was a very close call, and the waiting public had a perfect right to know the particulars. Just such a circumstance happened at Latourelle Monday night. A bridge went out under the weight of the locomotive, baggage and mail and express cars. The two cars went down with the bridge. The locomotive fortunately escaped, and it was providential that the passenger coaches kept the track. This accident delayed the train twenty-four hours but not a word could be learned by those having friends on board, or by waiting passengers at the stations, when the facts properly belonged to the public to know, as the public were interested.

A paragraph is going the rounds on the press which does the Inland Empire great injustice, especially just at this time, on the eve of the convening of the assembly, which it is expected will provide for a portage railway around the dalles obstruction. The paragraph in question reads as follows: "During the year 1890 the Oregon Railway and Navigation company carried to Portland on its line in Oregon 45,000 tons of wheat and in 1891, 50,000 tons. In 1890, 776 carloads of sheep, cattle, horses and hogs were shipped to Portland, and in the following year the number of carloads was increased to 793." The above figures are misleading. Sherman county alone, has shipped an aggregate equal to the above sum, which leaves Baker, Union, Umatilla, Morrow, Gilliam, Crook and Wasco counties to be heard from. THE CHRONICLE gave the most reliable and authentic figures on the 16th, for the period of eight years, showing shipments of wheat alone aggregating 2,100,000 tons, which would present the sum of over \$525,000 at the price, 25 cents per ton transportation; a sum more than equal to the cost of construction, equipment and operating expenses of the road for the entire eight years. These matters should not be improperly represented, at this time especially.



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Notice to Contractors.

THE DALLES, OY., Dec. 14, 1892.
 Chief Engineers' office, Columbia Railway & Navigation Company.

Sealed proposals will be received at this office until December 28th, 1892, for the construction of the portage railroad of this company from Columbus to the western terminus (opposite Crates' point), a distance of twenty-two miles, including grading, bridging, tunnelwork, tracklaying and ballasting. Rock excavation and tunnelwork to be commenced by January 15th, 1893, and completed by May 15th, 1893, and all remaining work to be completed by July 15th, 1893. Maps, profiles, plans, specifications and approximate estimate of quantities can be obtained by application to the chief engineer, as also the blank forms for proposals on and after Saturday Dec. 17th. No proposal will be received unless written upon such blanks. All payments will be made in cash, within twenty days from the date of each monthly estimate, such monthly estimate to be made on or about the last day of each month during which the work was done or materials furnished. The right to reject any bid is reserved. All applications or bids to be addressed to EMERY OLIVER, Chief Engineer, French's building, The Dalles, Oregon.

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