

The Weekly Chronicle.

THE DALLES, - - - OREGON

PERSONAL MENTION.

Miss Mays returned to Hood River today. Mr. John Booth left for Portland this morning. Mrs. Hal. French left this afternoon on a visit to Portland. Mrs. Ed. Reese has been very ill for several days, but is now recovering. Miss Carrie Ketchum left yesterday morning for a few weeks stay in Portland. Mrs. Gleason of Albina, who has been visiting her parents in the city, returned this morning. Mr. Frank French returned from North Beach last night, coming up on the Regulator. Mr. C. N. Cartwright, J. P. Van Houten and Wm. Wilson left this afternoon for Portland. Miss Nell Michell came up on the Regulator last evening, after a summer outing at Astoria, Long Beach and Gearhart Park. Miss Nell Butler left this morning for Portland, where she will enter upon her duties as teacher in the public schools of that city. Joseph Rupp, wife and four children arrived yesterday from Germany and are stopping at the Skibbe hotel. Herr Rupp cannot speak a word of English, but he has some brothers living near Nansene who can, who have good farms, and have bettered their condition in life by coming to America. Mr. Rupp will procure some land and do likewise. Monday. Mr. F. Reynolds of Lyle is in the city today. Dr. Siddall returned to the city last evening. Mr. and Mrs. J. H. Sherar returned Saturday. Mr. John Fritz has been ill for a week with typhoid fever. Col. E. W. Pike of Goldendale left for Vancouver this morning. Mr. A. S. Mac Allister and wife returned from Portland Saturday. Mr. J. H. Cradlebaugh returned to the city from Hood River Saturday evening. Mrs. Dr. Rinehart left for Portland this morning to resume her medical studies. Tuesday. Mr. J. M. Patterson left last evening for Wasco. Mrs. C. F. Stephens went to the Locks this morning. Mr. D. M. French returned today on the local train. Mr. and Mrs. D. C. Herrin went to the Locks this morning. Mr. T. A. Hudson returned today from Sherman county. Mrs. W. C. Curtis returned from Portland on the local train today. Mr. E. S. Joslyn was in the city over night, coming up from White Salmon. Mr. E. Hunter, formerly of this city, came up to attend the funeral of J. H. Graham. Messrs. W. Stranahan and M. P. Ienberg left for their homes in Hood River today. Mr. F. S. Gordon of Victor made this office a pleasant call this morning. He reports the harvest well secured and better than expected. Mr. Gordon's teams are now in town and wagons are being loaded with goods for the new store.

RESULTED FATALLY.

J. H. Graham the Victim of a Railway Accident at Grants.

J. H. Graham, otherwise known as "Hank" Graham, was instantly killed and his body horribly torn and mangled this morning at Grants.

He was a brakeman on Conductor Rice's freight train, which at 10 o'clock this morning was switching cars in the yard. Graham was seen by half a dozen parties to swing himself up on the engine, but no one saw him fall to his death, and just how the accident happened will never be known.

Conductor Rice himself was among the number who last saw him alive. Rice was perhaps a hundred yards in front of the engine, talking to Mr. Thos. A. Hudson at McCoy's house, near the main line. The locomotive was coming toward them from the end of the switch, with Graham riding in front. Turning his head away for a moment, and again looking toward Graham, he noticed that he was missing. He immediately guessed the horrible truth, and said "My God! have they run over Hank?"

A second later the locomotive moved from the line of vision and disclosed to Mr. Rice's gaze the corpse of Graham. He was cut in two, half of the body lying outside and half inside the track. The exact time of the accident was 10:05. The remains were taken up and conveyed at once to The Dalles, arriving here about 12 o'clock.

Graham was standing on the left or fireman's side of the engine, and as it is customary to make a coupling from the engineer's side, it is surmised that he tried to change sides before the engine had reached the caboose, with which it was to be coupled, but made a mistake, slipping down the cowcatcher, where, his foot striking the track, the engine closed over him.

The deceased was a brother of the master mechanic at Albina, who was at once notified and came up on a special train, arriving at 2:30 o'clock this afternoon. Graham has been in The Dalles about two years. He is unmarried, but it is said had a wife some years ago.

The inquest was held at 2:30 this afternoon, and the following is the verdict of the coroner's jury:

We, the undersigned, the jury impaneled by W. H. Butts, coroner of Wasco county, Or., to inquire into the cause of the death of the body now before us, find as follows:

That the name of said deceased is J. H. Graham, of the age of about 35 years, and from the evidence produced at this inquest we believe that said deceased was a man of family; that he came to his death on the morning of the 14th of September, 1896, at about the hour of 9:05 a. m., at or near Grants station; that at the time of his death he was employed as brakeman on train No. 23, belonging to the O. R. & N. Co., and bound west, and was discharging his duties as such brakeman at the time of his death; that the cause of his death, as near as we are able to ascertain from the evidence of the witnesses sworn at this inquest, was from slipping off of the pilot of the locomotive and being run over, thereby producing the death of said deceased, and we further find that said deceased came to his death through an unavoidable accident and that no blame attaches to any one.

J. B. CROSSEN, E. JACOBSEN, C. L. PHILLIPS, L. S. DAVIS, J. A. MCARTHUR, D. S. DUPRE.

The Portland Industrial Exposition.

Saturday night next, the Oregon Industrial Exposition opens at Portland. Arrangements have been made for cheap railroad fares to and from the city during the entire exposition. There are also being arranged special excursions at much cheaper rates to run into the city at the times of the greatest special attractions. The management has provided an attraction for every day of the fair. Some of these are extremely novel and highly entertaining. There will be a grand merchants' carnival; also a flower carnival of children; there will be a minstrel show in which the performers will be all well known Portland ladies; there will be a complete Chinese theatre; there will be special nights devoted to the Odd Fellows, the Elks, the Woodmen, the Red Men, the Workmen, and the Foresters. On these occasions, excursions will be run from all points in the Northwest, bringing the members of these orders and their friends, for a grand celebration in Portland. There will be a grand choral night, at which there will be chorus and solo singing, and there will be a wedding night, when two couples will be united amid great ceremony and music and flowers. The exhibits will be more numerous and finer than ever before. The manufacturers of the Northwest will make special displays, and will have working exhibits, showing the various processes of the manufacture of goods. The greatest display of the natural resources and products of the Pacific Northwest ever brought together, has been collected for this exposition. Twice as much space as has ever before been devoted to this feature is now occupied by this magnificent collection. Even the producers of the Pacific Northwest will themselves be astonished at this display, while the thousands of visitors from abroad will simply be overwhelmed by it. The attendance from outside the city promises to be the largest in the history of exhibitions in Portland.

SAVE THE WRAPPERS—Hoe Cake Soap wrappers are worth a cent apiece. Ask Pease & Mays for premium book. jly24-1

Beautiful Currency.

Mr. H. Herbring, who is now in New York, has just sent to Mr. Carl Gottfried specimens of the new issues of \$1, \$2 and \$5 bills, issued according to the act of August 4, 1896. They are by far the handsomest "greenbacks" ever issued by the government, and remind one of the artistic Columbian stamps issued during 1893. The one dollar bill has a central picture entitled "History Instructing Youth," representing a woman pointing a youth to a panoramic view of Washington City, with the Washington monument and the Potomac river in the foreground. Around the picture are grouped twenty-three illustrious names, each in a laurel wreath, famous in science, art, poetry, literature, statesmanship or warfare. On the reverse side are large portraits of George and Martha Washington. The \$2 bill represents "Science presenting steam and electricity to commerce and manufacture." Here the five characters are again impersonated by beautiful women and youths. "Electricity" has a wire-enveloped armature in his hand, while "Steam" controls a lever attached to machinery. On the reverse side are excellent likenesses of Morse, the inventor of telegraphy, and Fulton, of steamboat fame. The \$5 bill has a central figure of great beauty, which is unnamed. "Columbia," standing upon that part of the globe allotted to the United States, holds aloft an electric light, while another female figure at her feet has a horn to her lips. On the left appears Serebrow War driving a chariot; her right hand hurrying thunderbolts, her left holding the reins of her horses. At the left of the picture is an angel, above whose head flutter a number of doves. On the opposite side are the familiar faces of Grant and Sheridan.

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Funeral of J. H. Graham.

The funeral of J. H. Graham occurred at 12 o'clock. On the delayed west-bound train came fourteen of his La Grande acquaintances and brothers in the K. of P. lodge. Graham lived in La Grande for many years and was married to a Miss Porter of La Grande nine years ago. She has since died, leaving a son who is now about six years of age in California. The funeral was conducted by the K. of P., Friendship Lodge of The Dalles attending in a body. The services were conducted at the M. E. church by Rev. Goes. The pall bearers were M. F. Rice, W. M. Maher, Judge Bradshaw, C. E. Bayard, C. W. Johnson and Frank Menece. There were present among the mourners his

aged father and his brother, the master mechanic at Portland. There were also present J. P. O'Brien, superintendent of the O. R. and N.; D. W. Campbell, chief train dispatcher; J. Fitzgerald, yardmaster; and Dan' McLaughlin, superintendent of the general electric light works, all of Portland. The services continued till 1 o'clock, when the march was taken for the grave, about 100 K. of P.'s being in line. The remains were laid to rest in the Odd Fellows' cemetery.

McKinley Club Meeting.

There will be a meeting of the McKinley club at the court house Friday evening at 8 o'clock. All who are opposed to the free coinage of silver at 16 to 1 are invited to be present and to unite in the effort to carry Wasco county for sound money and good government. The old membership roll will at the meeting be discharged and a new membership list opened.

A Correction.

MR. EDITOR:—Please correct an error you made in THE CHRONICLE yesterday by stating that Charley Heppner touched off that quart of powder with the lighted end of a cigarette. Instead he lit the powder with a match he held in his fingers, and had no cigarette at the time.

C. C. Hobart feels so morally certain that the locks will be opened by November 15th, that he is having the portage road torn up and destroyed. Although everyone now agrees with Mr. Hobart in believing the locks will be completed on or before the date mentioned, yet the haste noted in tearing up the portage road sets badly upon those who have taken an interest in the people's line of boats on the river. They would have been glad to see the portage remain as long as there remained a possibility that it might be needed, and that possibility, though remote, exists until boats actually pass through the channel. The road was not in the way, and seizing the first excuse to tear it up argues the possession of an unfriendly spirit toward it.

A former resident of The Dalles, now of Wimer, Or., writes to a friend in this city that there is much dissatisfaction over the action of the government at Washington in granting patents to so much mineral land to the Southern Pacific Co. He says he can count ten mining claims within a half mile that have been worked for forty years for gold; one that has been worked with a hydraulic plant for fifteen years, and the plant was on the ground at the time of issuing the patent, which covers and

takes it in. These patents savor of the rankest jobbery, but it seems the mining claimants are powerless to move in the matter, and the railroad company, in cahoots with the powers that be, can defy justice and the rights of mere American citizens.

None But Ayer's at the World's Fair. Ayer's Sarsaparilla enjoys the extraordinary distinction of having been the only blood purifier allowed on exhibit at the world's fair, Chicago. Manufacturers of other sarsaparillas sought by every means to obtain a showing of their goods, but they were all turned away under the application of the rule forbidding the entry of patent medicines and nostrums. The decision of the world's fair authorities in favor of Ayer's Sarsaparilla is in effect as follows: "Ayer's Sarsaparilla is not a patent medicine. It does not belong to the list of nostrums. It is here on its merits."

Reduction in Railroad Fares.

As there will be numerous requests for reduced rates on account of political meetings during the coming contest, it has been decided that in order to treat all parties alike, a one fare rate will be made by the O. R. & N. Co. for various meetings of this character.

This of course is intended only for occasions where there is sufficient number to justify a reduction in rates. This is done so that there will be no partiality in favor of any one party.

E. E. LITTLE, Agent.

Through trains on the O. R. & N will run via Umatilla, Walla Walla and Pendleton. Through sleepers, first and second class will run in connection with the Union Pacific, the same as heretofore. A through first-class sleeper from Portland to Spokane, connecting with the first-class sleeper to St. Paul and a through tourist sleeper from Portland to St. Paul, will be run in connection with the Great Northern railway.

E. E. LITTLE, Agent.

A dose that is always reasonable is a dose of Simmonds Liver Regulator, the "King of Liver Medicines." It keeps the liver active; the bowels regular; prevents Biliousness; and promotes digestion. In fact helps keep you well. "I have watched its effects in families where I have practiced, and find it admirable; both alternative and tonic in its action."—Dr. T. W. Mason, Macon, Ga.

Dissolution Notice.

The partnership heretofore existing between J. C. Meins and J. W. Koontz, in the fruit drying business, is this day dissolved by mutual consent, J. W. Koontz buying J. C. Meins' interest in "The Dalles Fruit Dryer" plant, and he will pay all bills against the firm and collect all accounts due.

J. C. MEINS, J. W. KOONTZ, The Dalles, Aug. 12, 1896.

No more BOILS, no more PIMPLES Use Kinerly's Iron Tonic. The Snipes-Kinerly Drug Co. Telephone No. 3.

NORTHERN PACIFIC RY.

R U N S Pullman Elegent Tourist Sleeping Cars Dining Cars Sleeping Cars

ST. PAUL MINNEAPOLIS DULUTH FARGO GRAND FORKS CROOKSTON WINNIPEG HELENA and BUTTE

Through Tickets

CHICAGO WASHINGTON PHILADELPHIA NEW YORK BOSTON AND ALL POINTS EAST AND SOUTH For information, time cards, maps and tickets, call on or write to W. C. ALLAWAY, Agent, The Dalles, Oregon. A. D. CHARLTON, Asst. G. P. A., 255 Morrison Cor. Third, Portland, Oregon

Administrators' Notice.

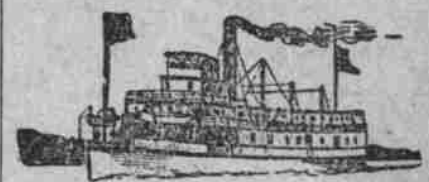
Notice is hereby given that the undersigned have been duly appointed by the County Court of the State of Oregon for Wasco county, administrators with the will annexed of the estate of Perry Watkins, deceased. All persons having claims against said estate are hereby required to present the same, duly verified, to said administrators at the office of C. E. Bayard in Dalles City in said county and State, within six months from the date hereof, and all persons indebted to said estate are hereby notified to make immediate settlement with the administrators. Dalles City, Oregon, Sept. 14, 1896. C. E. BAYARD, FRANK WATKINS, Administrators with the will annexed of the estate of Perry Watkins, deceased. sep14-1

Notice.

Owing to pressing obligations, I am not prepared to extend the time for payments due me later than Oct. 1, 1896. I like to accommodate, but find now I must collect my accounts. If I fail to collect, my creditors will do it for me. Don't forget the date, Oct. 1, 1896. Frankly Yours, F. S. GORDON. sep14-2w

Advertisement for Battle Ax Plug. Features an illustration of a woman in a long dress standing on a large plug of tobacco. Text includes: 'A very smooth article.', 'Battle Ax PLUG', 'Don't compare "Battle Ax" with low grade tobaccos—compare "Battle Ax" with the best on the market, and you will find you get for 10 cents almost twice as much "Battle Ax" as you do of other high grade brands.', 'When the Train stops at THE DALLES, get off on the South Side NEW COLUMBIA HOTEL. This large and popular House goes the principal hotel business, and is prepared to furnish the Best Accommodations of any House in the city, at the low rate of \$1.00 per Day. - First Class Meals, 25 Cents. Office for all Stage Lines leaving The Dalles for all points in Eastern Oregon and Eastern Washington, in this Hotel. C. T. T. NICHOLAS, Prop.

The Regulator Line The Dalles, Portland and Astoria Navigation Co.



THROUGH Freight and Passenger Line

Through Daily Trips (Sundays excepted) between The Dalles and Portland. Steamer Regulator leaves The Dalles at 8 a. m., connecting at the Cascade Locks with Steamer Dalles City. Steamer Dalles City leaves Portland (Oak street dock) at 7 a. m., connecting with Steamer Regulator for The Dalles.

PASSENGER RATES. One way.....\$2.00 Round trip.....\$3.00

Rates Greatly Reduced.

All freight, except car lots, will be brought through, without delay at Cascades.

Shipments for Portland received at any time day or night. Shipments for way landings must be delivered before 5 p. m. Live stock shipments solicited. Call on or address,

W. C. ALLAWAY General Agent.

THE DALLES, - OREGON

O.R.&N. EAST!

GIVES THE Choice of Transcontinental Routes VIA

Spokane Denver Minneapolis Omaha St. Paul Kansas City

Low Rates to all Eastern Cities.

OCEAN STEAMERS Leave Portland Every Five Days for SAN FRANCISCO, CAL.

For full details call on O. R. & N. Co.'s Agent The Dalles, or address W. H. HURLBURT, Gen. Pass. Agt. Portland, Oregon E. McNEILL, President and Manager.

New Schedule. Effective Tuesday, April 7th, the following will be the new schedule: Train No. 1 arrives at The Dalles 4:50 a. m., and leaves 4:55 a. m. Train No. 2 arrives at The Dalles 10:40 p. m., and leaves 10:45 p. m. Train No. 3 arrives at The Dalles 12:05 p. m., and west-bound train No. 7 leaves at 2:30 p. m. Train 23 and 24 will carry passengers between The Dalles and Umatilla, leaving The Dalles at 1 p. m. daily and arriving at The Dalles 1 p. m. daily, connecting with train Nos. 8 and 7 from Portland. E. E. LITTLE, Agent.

EAST AND SOUTH via The Shasta Route OF THE Southern Pacific Comp'y.

Trains leave and are due to arrive at Portland.

Table with columns: LEAVE, FROM JUNE 23, 1896, ARRIVE. Rows include OVERLAND EXPRESS, Salem, Roseburg, Ashland, Eugene, Astoria, San Francisco, Mojave, Los Angeles, El Paso, New Orleans, East, Roseburg and way stations, Daily except Sundays, Salem and way stations (Corvallis and way stations), McMinnville and way stations.

DINING CARS ON OGDEN ROUTE. PULLMAN BUFFET SLEEPERS AND SECOND-CLASS SLEEPING CARS Attached to all Through Trains.

Through Ticket Office, 134 Third street, where through tickets to all points in the Eastern States, Canada and Europe can be obtained at lowest rates from J. B. KIRKLAND, Ticket Agent.

All above trains arrive at and depart from Grand Central Station, Fifth and I streets.

YAMHILL DIVISION. Passenger Depot, foot of Jefferson street. Leave for ORWEGO, week days, at 6:00, 7:20, 10:10 a. m. Arrive at 8:30, 9:50, 11:30 p. m. Arrive at Portland, 7:10, 8:30, 11:20 a. m., 1:30, 3:15, 5:10, 7:30, 9:00 p. m., and 12:30 a. m. Leave for RIVERVIEW only (daily) at 6:25, 9:15, 10:30 p. m. Arrive at Portland at 6:10, 10:20, 11:20 p. m. Leave for Sheridan, week days, at 4:30 p. m. Arrive at Portland, 9:30 a. m. Leave for ABILE on Monday, Wednesday and Friday at 9:40 a. m. Arrive at Portland, Tuesday, Thursday and Saturday at 3:05 p. m. Sunday trains for ORWEGO leave at 7:20, 8:40, 10:40 a. m., 12:15, 1:45, 5:30, 6:35, 8:00, 11:50 p. m. Arrive at Portland at 8:20, 10:30, 11:30 a. m., 1:30, 3:15, 5:10, 7:30, 9:05 p. m., and 12:35 a. m. R. KOEHLER, G. F. BOGERS, Manager, Asst. G. P. & Pass. Agt.