

The Weekly Chronicle.

THE DALLES, - - - OREGON

PERSONAL MENTION.

Wednesday. J. C. Wingfield, an 8-mile farmer, is in the city.

H. M. Parry of Rufus was in town this morning.

Mr. L. Lakin, formerly of this city, is up from Portland.

Mr. Wilbur Bolton, the Antelope merchant, is in the city.

Mrs. J. A. Smith of Portland is in the city visiting Mrs. J. M. Marden.

Ray W. Logan left this morning's train for Eugene, where he will enter the University of Oregon.

C. E. Vilas of Seattle is in the city on business connected with the loan association of which he is manager.

Mr. James H. Oakes of the firm of Oakes & Wilson, merchants at Mitchell, is in the city on his way to Portland.

Prof. J. L. Ullerv arrived this morning from Ohio, on his way to Prineville to take the principalship of the academy recently established in that progressive town.

Thursday. Capt. McNulty went to Mosier on the Regulator today.

W. A. Johnston went to Portland on a business trip today.

Mr. J. M. Huntington went to Portland on the early morning train.

Mr. and Mrs. James H. Frazier are registered at the Umatilla. They have recently removed from Sherman county to North Yakima, where they will make their home in the future.

Mr. J. H. Cradlebaugh, editor of THE CHRONICLE, returned this morning from his Baker City mine, and the readers of this paper will welcome his interesting writings again. He will assume work tomorrow.

Friday. Messrs. F. W. Wilson and J. E. Hampshire left this morning for a trip to Wamic.

Mrs. David Allen is up from Portland visiting friends. She is the guest of Mrs. Vanbibber.

Mr. Biggs, of the land office, is in Wasco, receiving his share of the wheat grown on his ranch.

Mrs. W. H. Vanbibber returned home last night, after some time spent in California and at Portland.

L. C. Martin, formerly of this city, who is now in the ministerial work at Kelso, Or., is in the city.

Misses Georgia and Emma Bonney left yesterday for Eugene, where they will attend the university.

Mrs. Henry Brooke is in the city today, and is the guest of the family of her uncle, Mr. Geo. Snipes.

Mrs. B. D. Johnson came up from Astoria yesterday and went up to Columbus to visit her parents. She was accompanied from here by her sister, Miss Nell Michell, and brother, Eddy.

A Monster Indian Basket.

Indian baskets two and a half feet in diameter and about the same size from top to bottom are sights which delight the eyes of those interested in baskets.

There is, however, one basket (and it deserves to be printed with a capital) of nearly twice these dimensions. It is hanging now in the market street office of the San Francisco & North Pacific Railway Company, and is an object of much interest to crowds of men and women who have no special interest in the ordinary Indian basket.

This basket is known as the "Tee" weave, which is the most intricate of all the weaving done by the Indians. We quote the following words of description and history:

Fine reeds run through the basket from top to bottom, and around them are woven the strands of fibre of which the basket is composed. In among these are woven the different colored fibres which go to make up the pattern.

Each of the fibre threads is put in its place as tight as the cotton in a piece of sheeting, and the pattern is as plainly marked as if it were painted. In shape the basket is somewhat like a globe, with the exception that the upper half extends outward (upward) a little. That portion of the work, however, is not exceptional. It is the enormous size of the basket that makes it unusual.

The basket was made by a Poma Indian woman in the village near Ukiah, and the work consumed nearly two years. It was commenced in November, 1895, and finished only a few days ago. Poor woman! when she started to make the basket she intended to eclipse all the previous efforts of her tribe (the most skillful and the most celebrated basket-makers to the world), but she never considered just how big the basket really was to be. Possibly she did not think it worth considering; but when she came to remove it, her difficulties commenced, for it was found that the basket was too large to be taken out of the house by any of its exits.

At last the problem was solved by the purchaser paying enough for the basket to make it profitable for the woman to tear her house away. This done, the basket was

soon on its way to San Francisco. The woman realized enough on it to enable her to live in affluence the rest of her days, and she is now looked up to as the millionaire of her tribe. Her basket is the largest ever made of its kind, and the chances are it is the largest that ever will be.

A LIVE TOWN.

Sumpter, Oregon, Takes the Cake and the Bakery.

If we were asked to name the liveliest and best town in the state of Oregon, we should without a moment's hesitation say, Sumpter. A year ago it had 200 inhabitants, today it has 800. It has a fine electric light plant, is building a fine water system. Its streets are not yet free from underbrush and yet it has good sidewalks, and a big force of men grading, clearing and building its highways. It wanted a nearer and better road to Bonanza and in less than a week raised \$4,000 to build it, and it built a road that is a credit to it. It has a hotel, the Spencer house, that furnishes its tables as does "the Portland," and the other hotel in the town has, as we are told, a reputation equaling it. It has stages running to Cracker, to Bonanza, to Cable Cove, to Granite, and to the other dozen camps around it. It has a saw mill cutting 30,000 feet of lumber a day, and every foot of it is sold weeks in advance.

It is a diamond in a crown setting of gold, for around it, are Cable Cove, Granite, Bonanza, Robinsonville, Greenhorn, Cracker Creek, and a dozen other rich mining camps, all of which get their supplies from Sumpter. It is a live, wide-awake hustling frontier town, with western energy and push. It is a throbbing, feverish, restless growing town, with limitless possibilities and boundless faith in itself.

THE OWNER FOUND.

S. B. Neil Plows up a Watch Charm and Restores It to James Rackett.

A year ago last June, while S. B. Neil was plowing carrots at his place on the reservation nine miles west of Pendleton, he found a watch charm—an elegant gold locket, containing two locks of hair. Mr. Neil told a good many people of his discovery, but could find no trace of the owner and kept the charm.

Wednesday Mr. Neil was talking to James Lindsey and happened to mention his find. Mr. Lindsey remembered hearing that James Hackett, the sheepman, had lost a charm, and the two proceeded to hunt up that gentleman. He was found and the story related. He seemed much interested and said the property must be his. He gave an accurate description and the charm was restored to him. Inside were the ringlets from the little heads of his two dead children, and Mr. Hackett was deeply moved at this sudden reminder of the past's painful yet tender memories.

Finally he explained the loss of the charm. It happened six or seven years ago when he was engaged with others in rounding up some horses on the reservation. It dropped off near a spring, and careful search failed to reveal it. The land has since been plowed six times or more by Mr. Neil, and the charm's recovery is considered a curious incident.—East Oregonian.

Saved His Life.

A surgical operation remarkable in itself and wonderful for its so far successful result, has been performed upon Adrian Hehertoge, a veteran and skillful machinist of this city.

Fifteen yards of silver wire, as large around as an ordinary hypodermic needle, has been introduced into and coiled within his aorta, the great arterial channel leading directly from the heart. These forty-five feet of wire have been in there for three months and they have saved his life. They were inserted at a time when death seemed certain because of complications resulting from a seriously injured aorta.

Technically the patient's trouble was aneurism or scathed tumor of the arterial wall, and its development to a rupture of the aorta was only a question of time with certain and instant death as the result. The wire was introduced into the distended or abnormal sac formed in the aorta, in order partly to fill it and form there a clot that in time would contract and be absorbed, thereby restoring the channel to its normal formation.

Literary Note.

The interiors of one thousand of the most attractive homes in the United States have been photographed by The Ladies' Home Journal.

One hundred of the best of these pictures will be reproduced in that magazine. The first article of the series—"Inside of a Hundred Homes"—will appear in the October Journal. Bedchambers, reception and dining rooms, bathrooms, halls and apartments of every kind will be pictured just as they are in daily use. Each picture contains dozens of suggestions. Every woman is interested in taking a peep into the most attractive homes in the land, to see how they are furnished and arranged. She wants to get practical hints and new ideas for furnishing her own. The houses photographed by the Journal are those occupied by persons of moderate income. Their interior arrangement shows what perfect taste can accomplish with a little

money and the touch of a woman's deft fingers. Homes in every state in the Union—from Maine to California—were photographed for the Journal's unique and useful series.

Schedules of Expenditures.

Showing the amounts of all claims presented, the names of all claimants, the article or claim for which payment is made, the amounts allowed and the claims continued or rejected at the September term, 1897, of the county court for Wasco county, Oregon. The following list, however, does not contain any claim for which the salary or fees are provided by statute: A B Mott, asst Mrs Hamilton, \$15 00 L A Smith, labor county road, 15 00 F S Smith, labor county road, 18 00 F S Smith, labor county road, 18 00 F S Smith, labor county road, 18 00 L Comini, interpreter, 1 50 Joe Parodi, interpreter, 1 50 Chronicle Pub Co, printing, 9 00 Dr H Logan, services, 31 00 Dr F C Brosius, exam insane, 5 00 G T Prather, exam insane, 5 00 A Bettingen, meals for jury, 4 55 W H Whipple, assessor, 212 00 C Dethman, labor, 7 50 Harbison Bros, lumber, 3 22 Columbia Packing Co, meat for papers, 2 25 R B Sinnott, commitment insane, 5 00 C F Williams, sprinkling street, 6 00 Mamie Driver, work on tax roll, 16 00 O T & T Co, telephone messages, 6 20 F C Brosius, post mortem examination, 25 00 Columbia Ice Co, ice, 11 13 Times-Mountaineer, printing, 13 30 Dr O C Hollister, post mortem, 25 00 J O Peters & Co, lumber, 8 64 T J Driver, sheriff, 147 30 F B Stinson, expenses bringing Frahl, 33 00 Dalles Lumber Co, lumber, 4 80 Mays & Crowe, supplies, 3 00 Dalles City Water Works, water, 15 25 Pease & Mays, supplies, 60 13 Lewis & Dryden, printing, 3 50 A S Blowers & Son, supplies, 14 55 Glass & Prudhomme sup trees, 12 50 F C Brosius, expert, 5 00 Wm Shakelford, professional services, 6 00 Adaline Kasevny, nursing paper, 6 00 Glass & Prudhomme, supplies, 2 10 A E Lake, lumber, 11 74 Ward & Robertson, rent of team, 2 50 Mays & Crowe, supplies for roads and bridges, 22 40 Chronicle Pub Co, printing, 18 62 Dalles Lumber Co, lumber and wood, 45 39 H Glenn, labor and material clerks office, 23 62 Oregon Tel & Tel Co, telephone rent and messages, 5 35 T C Dallas, supplies for bridges, 4 50 Wm Michell, burial papers, 32 00 Glass & Prudhomme, sup clerk's office, 13 75 M M Cushing, burial papers, 20 00 M Z Donnell, medicine and sup, 18 55 A M Kelsey, transcript State vs Andrews, 22 50 John Gavin, examining teachers J T Neff, do do 12 00 C L Gilbert, examining teachers and stamp, 14 00 J M Huntington, deputy assessor, 84 00 M E Miller, writing testimony, inquest, Harris, 4 00 P T Sharp, labor on county road, 2 50 A Keller, rent of house to Mrs Brooks, 4 00 J B Goit, establishing section corners, 24 00 W A Langille, meals coroner's jury, not allowed, 9 00 STATE OF OREGON,) ss. County of Wasco) I, A. M. Kelsey, county clerk of Wasco county, state of Oregon, do hereby certify that the above and foregoing is a full and complete statement of the claims presented and action taken thereon by the county court of Wasco county, Oregon, sitting for the transaction of county business at the Sept. term 1897, thereof, save and except all claims, the salary or fees of which are provided for by statute.

Witness my hand and seal of the county court, affixed this 17th day of September, 1897.

A Fatal Accident at Meacham.

Walter Hughes was killed at Meacham Tuesday by a falling tree. The Pendleton Tribune has the following account of the affair:

"Father and son were engaged in felling trees. They had cut through one tree which fell and lodged against another that was standing. Leaving it, they commenced to cut down a second tree. When their saw was nearly through this it swung and struck the tree previously felled. The two came down together and in falling brought down a third tree. The boy was watching the two trees only and was struck by the third on the neck killing him instantly. The father had to go to a neighboring ranch to procure a spade to dig his son out as he could not move the tree."

Advertised Letters.

Following is the list of letters remaining in the postoffice at The Dalles un-called for Sept. 17, 1897. Persons calling for the same will give date on which they were advertised:

- Anderson, Mrs. Zou Baker, Geo. Brooks, Wesley Chapman, Daily Cone, C. E. Fairchild, Wm Falsom, Clay Hallaway, D E 2 Hazlett, Mrs Jackson, Mrs Cora Laughlin, Lizzie McArthur, Mrs M Peterson, C A Turner, Guy Allen Wren, Eva Weaser, Mrs Geo Young, Geo W J. A. Crossen, P. M.

The board of equalization will meet the first Monday in October, at which time all who are dissatisfied with their assessment, will be given the opportunity to correct any error.



The Gun Goes Off

Instantly when you pull the trigger. So sickness may come on suddenly. But it takes time to load the gun, and it takes time to get ready for those explosions called coughs, colds, any "attack," whatever the subject be, often means preceding weakness and poor blood. Are you getting thin? Is your appetite poor? Are you losing that snap, energy and vigor that make "clear-headedness?" Do one thing: build up your whole system with SCOTT'S EMULSION OF Cod-liver Oil. It is the essence of nourishment. It does not nauseate, does not trouble the stomach. And it replaces all that disease robs you of. A book telling more about it sent free. Ask for it. SCOTT & BOWNE, New York.

SIGNS OF PROGRESS.

A Sure Indication of Growth in American Cities.

The Number of Miles of Street Pavement Shows Their Material Development—Some Interesting Figures.

There is no surer way of determining the growth of an American municipality in respect of material development than by comparing the relation which its paved streets bear to its unpaved. The civil engineer is an important functionary in the foundation of municipal corporations in the United States, and especially in such of them as are in the region west of the Alleghenias. But street pavements are expensive, and it is not until a city is opulent enough to enjoy the luxury of a big municipal debt and a large credit that the question of modern and improved pavements secures adequate attention.

In Boston, for instance, one of the old cities, there are 312 miles of paved and 140 miles of unpaved streets. In Baltimore there are 306 miles of paved and only 47 miles of unpaved streets. In Philadelphia there are 942 miles of paved and 433 miles of unpaved streets. But in the newer cities of the country this condition is reversed, and Chicago, which has 1,000 miles of paved, has 1,500 miles of unpaved streets. In St. Louis the number of miles of paved streets is 370 and of unpaved 500. In Omaha there are 82 miles of paved streets and 450 miles of unpaved. In Minneapolis, a city which is growing rapidly in population, there are 98 miles of paved and 800 miles of unpaved streets. In Brooklyn there are 515 miles of paved and 995 miles of unpaved streets.

The pavement of Brooklyn streets, which is now a subject of local grievance and complaint, shows a certain backwardness, which it is expected the Greater New York project will do away with by making available the municipal credit necessary for the issuance of bonds for new pavements. At the present time more than 260 miles of Brooklyn streets—more than one-half the whole length of paved streets—have the primitive, unsatisfactory and unpopular cobblestones. There are 110 miles of streets paved with granite, 60 miles, especially in the neighborhood of the parks and parkways, macadamized; 40 miles paved with Belgium blocks, 40 miles with asphalt, and one mile with a still more primitive method, practically unknown to New York, though quite familiar in Philadelphia—brick pavements. A meeting was held in the annexed district of Brooklyn last week for the purpose of agitating the question of the improvement of the pavements of that city, but in this respect, as in some others, Brooklyn, for obvious reasons, is much behind New York.

In this city there are no streets paved with brick, and there is less than one-quarter of a mile of cobblestone pavement in all. This is to be found in one of the streets of the Ninth ward. There is a small section of town—a portion of one street—paved with wood, but wooden pavements have long ago been voted a failure in practical operation in New York. The city has 185 miles of granite, 142 miles of macadamized roads and streets, 94 miles of asphalt, and 60 miles of Belgium pavement. The city of Philadelphia, much larger territorially than New York, has 331 miles of Belgium block pavement, 172 of asphalt, 153 macadam, 76 of vitrified brick, 11 of granite, three of slag, and nearly 200 of cobblestone. The growth of an American city is shown clearly by the number of miles of improved pavement in streets, and it is believed by public works officials that after January 1, 1898, there will be a visible improvement in all the pavements of the city outside of its present boundaries.—N. Y. Sun.

Wanted. A woman to do cooking on a farm. Apply to John Fredbere, Gorman, Sherman county, Oregon. s16-1w

Bread, cakes and everything of that kind, as well as confectionery, ice cream, etc., at the Elite, next door to Parkin's barber shop. 7-1f

HIGH BUILDINGS.

One Was Planned by a Student Thirty Years Ago.

An old graduate of the Troy Polytechnic institute was looking at the high Neave building a few days ago, reports the Cincinnati Commercial Tribune, and said: "That high building makes me think of a graduate of my class who was a marvel. We thought he was crazy, and his mysterious end only deepens the conviction that our surmise was correct. He was everlastingly speculating upon the seemingly impracticable. At one time he said that the day would come when they would build houses 100 stories high, and to show how it would be done he made a drawing of a bridge, as we called it, standing on end. Then he said all you have to do to finish the thing is to cut stones to fill the spaces, put in the joists and rafters, and there you are. And that was more than 30 years ago, before the high buildings had been thought of by any architect. And the plans of the present are practically the same as proposed by Fay when he was but a boy. He graduated, and was looked upon as the brightest man of the class, though everyone thought him peculiar. He went to the west—Colorado, I think—and disappeared as mysteriously as if he had gone to another planet. I think he was never heard of—at least I have never heard of him from that day to this. Surely genius and madness are near allied."

SPECIAL SCHOOL MEETING.

Notice is hereby given to the legal voters of school district No. 12, of Wasco county, state of Oregon, that a special school meeting for said district will be held at the brick school house on Court street, on the 25th day of September, 1897, at 2 o'clock in the afternoon, for the following objects: To further consider the question of erecting a new school building and providing funds for the same.

Dated this 9th day of September, 1897. O. D. DOANE, Chair, Board of Directors. GEO. P. MORGAN, Clerk. s19-td

STOCK-HOLDERS' MEETING.

Notice is hereby given that the annual meeting of the stock-holders of the Wasco Warehouse Company will be held at the office of French & Co., The Dalles, Or., on Tuesday, September 28, 1897, at 8:30 p. m., for the purpose of electing directors for the ensuing year, and the transaction of such other business as may come before it. The Dalles, Or., Sept. 4, 1897. H. M. BEALL, Secy. Wasco Warehouse Co.

STRAYED OR STOLEN.

One brown horse, black stripe down the back; harness marks; branded H. V. on left shoulder; 7 years old; weighs about 900 pounds; had a bell on when last seen. One sorrel horse, white mane, lays on both sides of neck; no brand or mark; 8 years old; weighs about 900 pounds. One bay horse, colt, 18 mos. old; no brand. Two dollars and a half per head will be paid for their recovery. Address GEO. BOOTH, and C. D. HENRICH, Hood River, Or. s11-1w

For Rent.

The Doc Lee ranch on High Prairie, Klickitat county. 560 acres fenced and 250 acres in cultivation. All capable of cultivation. Will rent for a term of years on easy terms to the right party. Call on or address, F. H. ROWE, The Dalles, Oregon. s21-wf.

Executor's Notice.

Notice is hereby given that the undersigned has been duly appointed executor of the last will and testament of Mary Bill, deceased. All persons having claims against the estate of said deceased are hereby notified to present the same, with the proper vouchers therefor, to me at my office in The Dalles, Oregon, within six months from the date of this notice. Dated September 16, 1897. JOHN MARDEN, Executor. s18-11

Administrator's Sale.

Notice is hereby given that under and by virtue of an order of the County Court of the State of Oregon for Wasco County, the undersigned, as administrator of the estate of E. F. COE, deceased, will, on Saturday, the 4th day of September, 1897, at the hour of 1 o'clock p. m., sell at public auction, to the highest bidder, the following described personal property, belonging to the estate of E. F. COE, deceased, to-wit: Thirty shares of the capital stock of the Hood River Townsite Company, a corporation, said shares being of the par value of one hundred dollars each. The sale will take place at the courthouse, The Dalles, and the terms of sale will be one-half cash, balance in one year at 8 per cent. Hood River, Or., August 19, 1897. H. C. COE, Administrator of the estate of E. F. COE, deceased. s19-21-11

Notice of Final Settlement.

Notice is hereby given that the undersigned, executor of the last will and testament of H. Staley, deceased, have filed their final account with the Clerk of the County Court for Wasco County, Oregon, and that, by order of said County Court, Monday, the 1st day of November, 1897, at the hour of 10 o'clock a. m., at the time and the County courtroom of said County, in Dalles City, as the place for the hearing of said final account.

T. J. DRIVER, W. M. MCCORKLE, W. R. CASTRELL, B. SAVAGE, C. J. VAN DUYN, Executors. s19-11

Notice to Creditors.

Notice is hereby given that the undersigned has been duly appointed by the County Court of Wasco County, Oregon, executor of the last will and testament of Simon Mason, deceased. All persons having claims against the estate of said deceased are hereby notified to present them, with the proper vouchers, to the undersigned at his residence, Wamsle, Oregon, or at the office of Huntington & Wilson, The Dalles, Oregon, within six months from the date of this notice. Dated July 28, 1897. JOHN END, Executor. s19-35-11

O.R.&N. TO THE EAST!

GIVES THE CHOICE OF TWO Transcontinental ROUTES!

GREAT NORTHERN RAILWAY. OREGON SHORT LINE. VIA. Spokane Salt Lake Minneapolis Denver St. Paul Omaha Chicago 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. & Co.'s Agent at The Dalles, or address W. H. HULLBURT, Gen. Pass. Agt. Portland, Oregon. TIME CARD. No. 4, to Spokane and Great Northern arrives at 6 p. m., leaves at 6:30 p. m. No. 2, to Pendleton, Baker City and Union Pacific, arrives at 1:15 a. m., departs at 1:30 a. m. No. 3, from Spokane and Great Northern, arrives at 8:30 a. m., departs at 8:35 a. m. No. 1, from Baker City and Union Pacific, arrives at 8:55 a. m., departs at 9:00 a. m. Nos. 23 and 24, moving east of The Dalles, will carry passengers. No. 23 arrives at 6:30 p. m., departs at 12:45 p. m. Passengers for Heppner will take train leaving here at 6:30 p. m.

Regulator Line

The Dalles, Portland and Astoria Navigation Co. Strs. Regulator & Dalles City FREIGHT AND PASSENGER LINE BETWEEN The Dalles, Hood River, Cascade Locks and Portland daily, except Sundays. GOOD SERVICE. LOWEST RATES. DOWN THE VALLEY OR ON TO EASTERN OREGON? If so, save money and enjoy a beautiful trip on the Columbia. The west-bound train arrives at The Dalles in ample time for passengers to take the steamer, arriving in Portland in time for the outgoing Southern and Northern trains; East-bound passengers arriving in The Dalles in time to take the East-bound train. For further information apply to J. N. HARNEY, Agent, Oak Street Dock, Portland, Oregon. Or W. C. ALLAWAY, Gen. Agt., The Dalles, Oregon.

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 and ARRIVE, listing train schedules for various routes including Overland Express, Roseburg and way stations, and Corvallis and way stations.

DINING CARS ON OGDEN ROUTE.

PULLMAN BUFFET SLEEPERS AND SECOND-CLASS SLEEPING CARS Attached to all Through Trains. Direct connection at San Francisco with Occidental and Oriental and Pacific mail steamship lines for JAPAN and CHINA. Selling dates on application. Rates and tickets to Eastern points and Europe. Also JAPAN, CHINA, HONOLULU and AUSTRALIA, can be obtained from J. B. KIRKLAND, Ticket Agent.

Through Ticket Office, 194 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 train arrive at and depart from Grand Central Station, Fifth and Irving streets.

YAMHILL DIVISION.

Passenger Depot, foot of Jefferson street. Leave for OSWEGO, daily, except Sunday, at 7:20 a. m.; 12:15, 1:45, 5:25, 6:45. *8:05 p. m. (and 11:30 p. m. on Saturdays only, and 8:40 a. m. and 3:30 p. m. on Sundays only). Arrive at Portland daily at 7:10 and 8:30 a. m.; and 1:30, 4:15, 6:50 and 7:55 p. m. (and 10 a. m., 3:10 and 5:10 p. m. on Sundays only).

Leave for Sheridan, week days, at 4:30 p. m. Arrive at Portland, 9:30 a. m.

Leave for AIRLIE on Monday, Wednesday and Friday at 9:30 a. m. Arrive at Portland, Tuesday, Thursday and Saturday at 3:05 p. m. *Except Sunday. **Except Saturday.

R. KOEHLER, G. H. MARKHAM, Manager, Asst. G. F. & Pass. Agt.