



SIX POINTS,
out of many, where Dr. Pierce's
Pellets are better than other pills:

1. They're the smallest, and easiest to take—little, sugar-coated granules that every child takes readily.
2. They're perfectly easy in their action—no griping, no disturbance.
3. Their effects last. There's no reaction afterwards. They regulate or cleanse the system according to size of dose.
4. They're the cheapest, for they're guaranteed to give satisfaction, or your money is returned. You pay only for the good you get.
5. Put up in glass—are always fresh.
6. They cure Constipation, Indigestion, Bilious Attacks, Sick or Bilious Headaches, and all derangements of the liver, stomach and bowels.

It cures Catarrh in the Head—perfectly and permanently—Dr. Sage's Catarrh Remedy.

Extravagant Funerals.
The late John Jay had this to say in his will about extravagant funerals and the custom of wearing crape as mourning: "Regarding the extravagance in funerals and mourning as unseemly and burdensome. I wish my funeral to be severely simple; and I ask my children and grandchildren, whom I thank for their constant affection, to observe my wishes in this regard, and let any mourning they may wear for me be mild, inexpensive and without crape." The injunction might well be followed by many with less means than Mr. Jay's family possess. Ostentatious display at funerals and in mourning is one of the costliest and conspicuous follies of the day.

Last June, Dick Crawford brought his twelve months old child, suffering from infantile diarrhoea, to me. It had been weaned at four months old and being sickly everything ran through it like water through a sieve. I give it the usual treatment in such cases, but without benefit. The child kept growing thinner until it weighed but little more than when born, or perhaps ten pounds. I then started the father to giving Chamberlain's Colic, Cholera and Diarrhoea Remedy. Before one bottle of the 25 cent size had been used, a marked improvement was seen and its continued use cured the child. Its weakness and puny constitution disappeared and its father and myself believe the child's life was saved by this remedy. J. T. MARLOW, M. D., Tamaroa, Ill. For sale by Blakeley & Houghton Drugist.

HEAVEN doth with us as we with torches do; not light them for ourselves; for if our virtues did not give forth of us, 'twere all alike as if we had them not.—Shakespeare.

A horse kicked H. S. Shafer, of the Freemyre House, Middleburg, N. Y., on the knee, which laid him up in bed and caused the knee joint to become stiff. A friend recommended him to use Chamberlain's Pain Balm, which he did, and in two days was able to be around. Mr. Shafer has recommended it to many a bruise or sprain. This same remedy is also famous for its cures of rheumatism. For sale by Blakeley & Houghton.

MERELY TO AMUSE.
"All I want," said the opera singer, "is notes for notes; large notes for high notes."—Vogue.

When Jack calls on Miss Eleanor,
He always brings her plenty
Of flowers and chocolate bonbons, which
Most charm the maid of twenty.

And though Sir Jack has skinny arms,
And legs as thin as gossamer,
How could one blame Miss Eleanor,
Who much admires his presents.
No woman has any real admiration for a man's presence unless the man has a good physique—legs and arms well filled out. You can't be "well-looking" if you suffer from any of the diseases caused by a disordered liver or impure blood—dyspepsia, biliousness and scrofulous affections. Dr. Pierce's Golden Medical Discovery is a medicine that cures these cases. It's the only remedy that's guaranteed to benefit or cure, in every case, or the money refunded. Medical science stamps it "absolutely potent" as a blood-cleanser, strength restorer and flesh builder.

The worst Nasal Catarrh, no matter of how long standing, is permanently cured by Dr. Sage's Catarrh Remedy.

Cord Wood.
We again have an abundant supply of dry fir and hard wood for immediate delivery at the lowest rates, and hope to be favored with a liberal share of the trade. **JOS. T. PETERS & CO.**

Cheap Wall Paper.
Over 50 patterns, new and desirable designs, with borders to match, at very low prices. **JOS. T. PETERS & CO.**
The CHRONICLE prints all the news.

STREET CARS IN ENGLAND

Some Interesting Facts Concerning Their Management.

Overcrowding Is Prohibited by Law and Charges Are Regulated by the Distance Traveled—An Admirable Time System.

If the American aldermen would take a few trips on the trams of the great provincial cities, say Liverpool, Manchester, Birmingham—where the city owns and operates them—York, etc., and those of the metropolis itself, he would return to America admirably fortified by experience to renew his attack upon or his appeal to the street railway companies of the municipality he in part represents for superior accommodations for the long-complaining passengers, says a correspondent of the Boston Transcript. The system here is as well-nigh perfect as it is possible to be; and I am not quite certain but that parliament itself, in granting charters to various common carrier companies applying for them, makes the stipulations which prove so conducive to the comfort of the traveling public.

During the past few months I have patronized the trams and omnibuses quite extensively, but thus far I have failed to observe, the least bit of overcrowding or any delay or in fact a single word on the part of driver or conductor which could by any stretch of imagination be construed as uncivil. In the first place, there is no question but what the law distinctly states that there shall be no overcrowding; that there shall be so many on a seat—not one more—but if necessary one passenger may be permitted to stand. This applies to both inside and out. I do not know the reason of the concession, but this is certain, that under this admirably arranged order of things the humble or distinguished and exalted can take a penny or two-penny or more expensive ride, reassured that it will not only be without inconveniences and annoyances but with ease and pleasure. If a conductor was to permit a second person to stand either inside or out he would be instantly reprimanded by one of the inspectors on the route who at intervals board the cars to check the way bill, which shows the number of passengers carried during the journey. The incivility which one occasionally experiences in American cities of drivers declining to take notice of would-be passengers waiting on the sidewalk is practically unknown here, for the men know full well that two complaints of this character would cost them their situations.

To every passenger is given a ticket from a package numbered consecutively, which must be shown when called for by the conductor, though this very proper provision is rarely exercised, for the young conductor, who is invariably a bright fellow, seldom makes a mistake as to who has paid and who has not. In the matter of boarding, or alighting from the car the ends of the conveyance are used, but only one at a time. That is to say, the door where the driver stands is not used for the time being, the passenger always making his or her exit from the end of the car, and the same upon entering it. In this way any possibility of accident in that direction is avoided. The schedule of time for starting and arriving at certain points en route is admirably maintained, and the experienced traveler knows almost to the minute what time a car will arrive at a certain spot, though the place may be two or three miles from the depot. So I really think it may be truthfully said that the entire arrangements and details of the street car system in England are as nearly perfect as possible. There is a very important advantage which the passenger has here which the directors of companies in America do not vouchsafe. In Boston, for instance, every passenger pays five cents if he rides for five blocks; here you can go a couple of miles for a penny (two cents). If the average Englishman had to pay out five cents for a mile's ride he most certainly would walk. The principle the less the distance the smaller the cost encourages riding and keeps the cars well filled.

A Hard Customer.
Two hunters in the California Sierras were returning home after a day's hunt, when their dog scared up a panther that took refuge in a tree. Each hunter had four shots left, and the first hunter succeeded in breking the panther's hind leg, but failed to dialogue it. The other man then fired his complement, with the result of only inflicting a flesh wound. With ammunition exhausted, and the panther still lashing its tail in defiance, the hunters held a consultation, and finally hit upon a plan. Making a running noise in a lariat, one of the men climbed an adjoining tree, and, with a long pole, tried to slip the rope over the beast's head. But the panther was too wary, knocking aside the pole every time with his paws. Suddenly the man saw another chance, and quickly slipped the noose over the broken leg and drew it tight. Then he climbed down the tree, and both men began to pull, and presently down the panther came. There was a mass of panther, dog, men and clubs, and, when it dissolved, the men and the dog were pretty badly scratched, but the panther was dead.

A "Baked Banana."
That familiar expression in the fruit trade, a "baked banana," does not refer to a banana that has been baked in a culinary sense. But any wholesale dealer in the fruit will tell you that it is a banana that has been too hastily ripened in a garret, the result being that, while it is nice to look at, it is squishy inside. Bananas are picked green in order that they may not decay during the voyage northward, and are ripened in dry, upper rooms, in which stoves raise the temperature to a more than tropical ardor. It is a banana that remains too long in one of these rooms, or gets too near a stove that is, in trade terms, a "baked banana."

New York Weekly Tribune

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ITS TERRITORY.
It is the supply city for an extensive and rich agricultural and grazing country, its trade reaching as far south as Summer Lake, a distance of over two hundred miles.

The Largest Wool Market.
The rich grazing country along the eastern slope of the Cascades furnishes pasture for thousands of sheep, the wool from which finds market here.

The Dalles is the largest original wool shipping point in America, about 5,000,000 pounds being shipped last year.

ITS PRODUCTS.
The salmon fisheries are the finest on the Columbia, yielding this year a revenue of thousands of dollars, which will be more than doubled in the near future.

The products of the beautiful Klickitat valley find market here, and the country south and east has this year filled the warehouses, and all available storage places to overflowing with their products.

ITS WEALTH.
It is the richest city of its size on the coast and its money is scattered over and is being used to develop more farming country than is tributary to any other city in Eastern Oregon.

Its situation is unsurpassed. Its climate delightful. Its possibilities incalculable. Its resources unlimited. And on these former states the streets.

J. F. FORD, Evangelist,
Of Des Moines, Iowa, writes under date of March 23, 1895:
S. B. MED. MFG. CO.,
Dufur, Oregon.

Gentlemen:
On arriving home last week, I found all well and anxiously awaiting. Our little girl, eight and one-half years old, who had wasted away to 38 pounds, is now well, strong and vigorous, and well fleshed up. S. B. Cough Cure has done its work well. Both of the children like it. Your S. B. Cough Cure has cured and kept away all hoarseness from me. So give it to every one, with greetings for all. Wishing you prosperity, we are
Yours,
Mr. & Mrs. J. F. Ford.

If you wish to feel fresh and cheerful, and ready for the Spring's work, cleanse your system with the Headache and Liver Cure, by taking two or three doses each week.
Sold under a positive guarantee.
50 cents per bottle by all druggists.

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