

**The Dalles Daily Chronicle.**

THE DALLES, OREGON

**Advertising Rates.**

Per inch  
 One inch or less in Daily \$1.50  
 Over two inches and under four inches 1.00  
 Over four inches and under twelve inches .75  
 Over twelve inches .50  
 DAILY AND WEEKLY  
 One inch or less, per inch \$2.50  
 Over one inch and under four inches 2.00  
 Over four inches and under twelve inches 1.50  
 Over twelve inches 1.00

**PERSONAL MENTION**

Bert Rogers of Antelope is visiting in the city.  
 Bishop Earl Cranston left for Portland this morning.  
 Mr. William Harder, general agent for the Great Northern, was in the city last night.  
 Mrs. F. P. Mays and children, who have been visiting in the city, will return to Portland tomorrow.  
 Mr. C. M. Beason, the cattle buyer of Ogden, was in the city last night, leaving for Portland this morning.  
 Captain Edwards, inspector of hulls, accompanied by his wife, came up on the Regulator last night, returning this morning.  
 Among the passengers on the Regulator last night, were Chief Train Dispatcher Campbell of the O. R. & N. His wife accompanied him, and they returned this morning.

**District Conference.**

The Thursday afternoon session opened with praise service, led by Rev. Samuel Hornbrook, Sr. The first hour was occupied with disciplinary questions, and at 3 o'clock Rev. U. F. Hawk read a paper entitled "How the Pastor May Help and Use the Epworth League." The educational work was presented, and addresses given by Rev. Thos. Van Scoy, of Portland University, and Bishop Earl Cranston.

An adjourned session was called for 7 p. m. to complete the conference business.

The district conference closed its work at the evening session with closing remarks by Bishop Cranston, after which the bishop preached to a full house.

**EPWORTH LEAGUE.**

The league convention opened Friday morning at 8:30, with Rev. Robt Warner in the chair, K. W. Daggett, the district president, being at present detained at home.

An opening prayer and praise service was conducted by Asa Schwartz of North Yakima, when in constant succession the many present gave testimony to the full, free and constant saving power of Jesus. Thus the "time was set" in a high key for the convention. The service closed with "Coronation."

Mr. Asa Schwartz was elected chairman, and the convention proceeded to business.

The Spaulding fund was taken up, and responses made from the charges.

List of delegates were called and responded to by name.

Two interesting papers were read and discussed. The first "How the League May Help the Pastor," read by May Hadley of Waldron. The second, "Can a League Be Maintained When There Are Few or No Christian Young People?" was read by Miss Mattie Barnes of Prineville.

The following delegates are present at the district conference and Epworth League convention:

Prineville—Rev W C Smith, Misses Mattie Barnes and Eva Hamilton.

Belmont—Chas Ellery, W Isenberg, G O Rich.

Prosser—Rev S L Burrell, Robt Burrell.

Glenwood—Geo W White.

Goldendale—Rev U F Hawk, Wm Peddicord, Fuller McEwen, Mrs May Delapp, Misses Almada Baker, Mary Lear, Mary Allyn.

Spaulding Chapel—Vesta Dillinger, Lewis Dillinger, A M Wright, Jessie Wright.

Hepburn—Rev J W Flesher, Grover Smith.

Waldron—Stephen J Thomas, Rev R O Hadley, May Hadley, R D Price, J R Donnelly.

Antelope—D H Leach.

Dunur—Rev John Evans, Rev A B Mott.

Arlington—Rev G W Barnhart, Etta Reed, Lucy Hurlburt.

Centerville—S E Hornbrook.

North Yakima—Rev G R Archer, Rev N Evans, Asa Schwartz, Misses Anna Parmeter and Edith Lawrence.

Bickleton—Geo C Andrews, Misses Minnie Ellis and Cora McMerly.

Columbus—C Coop.

Wasco—W D Root, Valeda Dunlap, J W Peddicord.

Edenburg—G M Jenkins, Frank Mayer, Harry McDowell, Misses Ida Charlton, Francesha Maxey and Birdie Corner.

Moro—Rev E C Alford.

Fossil—Sarah Carpenter, Nellie Johns,

B L Davis.  
 The Dalles—Rev A M Walker, Clyde Riddell, Misses Nettie Fredden, Nellie Sylvester and Clara Nickelsen.  
 E. C. A.

**BUSINESS LOCALS.**

Nebraska corn for sale at the Wasco warehouse. Best feed on earth. m9-tf  
 English and Belgian cement, very best imported brands, for sale by Wasco Warehouse Co. m5-1m

The merchant who tells you he has something else as good as Hoe Cake soap is a good man—to keep away from. a2 3m

**The New Time Card.**

The O. R. & N. has made another change in its time table, which went into effect June 1st. It is as follows: No. 1, west-bound, arrives 8:55 a. m. and departs at 4; No. 3, west-bound, arrives 8:25, departs 8:30; No. 2, east-bound, arrives 1 a. m., departs 1:05; No. 4, east-bound, arrives 5:55 evening, departs at 6. All trains except No. 4 stop at Umatilla House. Train No. 1 now runs via Walla Walla.

A special rate of \$3 for round trip tickets to Portland, with two days' limit, has been made, going into effect today. These tickets are also good going Saturday and returning Monday.

The company has also made the very low rate of \$5 first-class and \$2.50 second-class from Portland to San Francisco, which rate includes berth and meals. j1-2a-daw

**The Best Remedy for Rheumatism.**

From the Fairhaven (N. Y.) Register.

Mr. James Rowland of this village, state that for twenty-five years his wife has been a sufferer from rheumatism. A few nights ago she was in such pain that she was nearly crazy. She sent Mr. Rowland for the doctor, but he had read of Chamberlain's Pain Balm and instead of going for the doctor he went to the store and secured a bottle of it. His wife did not approve of Mr. Rowland's purchase at first, but nevertheless applied the Balm thoroughly and in an hour's time was able to go to sleep. She now applies it whenever she feels an ache or a pain and finds that it always gives relief. He says that no medicine which she had used ever did her as much good. The 25 and 50 cent sizes for sale by Blakeley & Hongiton.

Do you want your windows cleaned, carpets taken up, beaten and relaid, or janitor work of any kind done by a first-class man? If so, telephone Henry Johnson at Parkins' barber shop. Phone 119. a10-tf

Soap Foam excels all other washing compounds. a2-3m

**AN ENGINEER'S STORY.**

He Plugged His Engine to Avoid a Collision with a Lawn Party.

"One of the worst scares I ever had in my life was when I was running on the P & R. road" said an engineer to a St. Joseph (Mo.) News reporter at the Union Depot, a group of engineers were seated on the benches, waiting for their turn to pull out. "It happened in this way: It was my second or third trip. I don't remember which, now and I had the throttle wide open and working her in the last notch. I was pulling a mixed train, and among other things was a load of coal-oil in barrels. At that time we had no tank-cars, and the oil was not so high test as at present. It was between nine and ten o'clock in the evening and as dark as a stack of black coats with their eyes punched out. It was a pleasant evening just cool enough to be enjoyable. I was leaning out of my car window smoking my pipe and keeping a bright lookout ahead. The old engine was pounding along smoothly, as though she enjoyed the run, and I fell to thinking of Molly and the little ones at home. Suddenly we swung around a curve on a side hill and a head-light flashed by my face. I did not wait for a second look. I pulled the whistle and the old machine fairly shrieked. I plugged my engine for we had no air-brakes then, and I went off, shouting to my fireman as I did so. I landed in a 'patch' of blackberry bushes, and have a dim recollection of seeing the car loaded with oil whizz past me. I could hear the whizz of the drivers in the back motion and the rattle of the brakes as the boys swung on them for dear life. I shut my eyes and listened for the crash, but it did not come. I looked up and the way car had stopped opposite me, while the passengers were poking their heads out of the windows of the coach behind it, asking 'What's the matter?' I scrambled up the hill and ran to the head of the train, and there I found that the head-light had seen was on a lawn where a summer-night festival was in progress. There were several head-lights there, but this was placed in such a manner that the light shone full on the track, and looked exactly like an approaching engine as we swung around the curve. It was many a long day before I heard the last of 'plugging my engine to avoid a collision with a lawn party.'"

**Rhinoceros Horns.**

The horn of the rhinoceros is nothing more than a protuberance composed of agglutinated hair. Cut it in two, and examining its structure under the microscope, it will be found that it is made up entirely of little tubes resembling hair tubes. Of course, these are not themselves hair, but the structure is the same. The horns of the African rhinoceros sometimes grow to the length of four feet. From them the Dutch boers make ramrods and other articles.

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**SURE CURE FOR PILES**  
 DR. SO-SAN-KO'S PILE REMEDY  
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**Lubricating Oils, Etc.**

**White Sewing Machine and Extras.**

EAST SECOND STREET, THE DALLES, OR.

**We Carry a full line of**

**Builders' and Heavy Hardware, Lime and Cement, Farm Machinery, Bain Wagons, Champion Mowers and Reapers, Blacksmiths' Coal and Iron, Barb Wire, Etc.**

Phone 25. **JOS. T. PETERS & CO**

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Opp. A. M. Williams & Co., THE DALLES, OR.



Supplied to United States and British Governments. It has no superior. Best Dip for the Wool. Sold by PEASE & MAYS, The Dalles, Oregon.

**NOTICE-SALE OF CITY LOTS.**

Notice is hereby given that by authority of ordinance No. 202, which passed the Common Council of Dalles City April 10th, 1897, entitled "An ordinance to provide for the sale of certain lots belonging to Dalles City," I will, on Saturday, the 15th day of May, 1897, sell at public auction, to the highest bidder, all the following lots and parts of lots in Gates addition to Dalles City, Wasco county, Oregon, to-wit:  
 Lots 9 and 10 jointly, in block 14; lots 7, 8, 9 and 10, jointly in block 15; lots 7, 8, 9, and 10, jointly in block 21, known as butte; lots 10, 11 and 12, in block 27; lots 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12, in block 37; lots 1, 2, 3, 4, 5, 6, 8, 9, 10, 11 and 12, in block 42; lots 1, 2, 3, 4, 5, 9, 10 and 11, in block 43; lots 1, 2, 3, 7, 10, 11 and 12, in block 41, and lots 1, 2, 3, 4, 5, 6, in block 46.

The reasonable value of said lots, for less than which they will not be sold, has been fixed and determined by the Common Council of Dalles City as follows, to-wit:  
 Lots 9 and 10, in block 14, \$150; lots 7, 8, 9 and 10, jointly in block 15, \$200; lots 7, 8, 9 and 10, jointly in block 21, \$200; lot 10, in block 27, \$225; lot 11, in block 27, \$225; lot 12, in block 27, \$300; lot 9, in block 34, \$100; lots 2, 3, 4, 5, 8, 9, 10 and 11, in block 35, each respectively \$100; lots 6 and 7, in block 35, each respectively \$125; lots 2, 3, 4, 8, 9, 10 and 11, in block 36, each respectively \$100; lot 12, in block 36, \$125; lots 3, 4, 5, 8, 9, 10 and 11, in block 37, each respectively \$100; lots 6, 7 and 12, in block 37, each respectively \$125; lots 2, 3, 10 and 11, in block 41, each respectively \$100; lots 1, 7 and 12, in block 41, each respectively \$125; lots 3, 4, 5, 8, 9, 10 and 11, in block 42, each respectively \$100; lot 6, in block 42, each respectively \$125; lots 2, 3, 4, 5, 9, 10 and 11, in block 43, each respectively \$100; lot 1, in block 43, \$125; lots 2, 3, 4 and 5, in block 46, each respectively \$100; lots 1 and 6, in block 46, each respectively \$125.

Each of these lots will be sold upon the lot respectively, and none of them will be sold for a less sum than the value thereof, as above stated.  
 One-fourth of the price bid on any of said lots shall be paid in cash at the time of sale, and the remainder in three equal payments on or before, one, two and three years from the date of said sale, with interest on such deferred payments at the rate of 10 per cent per annum, payable annually; provided that the payment may be made in full at any time at the option of the purchaser.  
 The said sale will begin on the 15th day of May, 1897, at the hour of 2 o'clock p. m. of said day, and will continue from time to time until all of said lots shall be sold.  
 Dated this 13th day of April, 1897.  
 GILBERT W. PHELPS, Recorder of Dalles City.

**For Sale.**

Lots A, B, K and L, block 30; A B, block 72; A, B, C, D, E and F, block 82, and A, B, C, D and E, block 25. Apply to Wm. Shackelford.

**Proposals for Constructing Water and Sewer System**

U. S. Indian Service, Warm Springs Agency, Or., May 7, 1897.  
 SEALED PROPOSALS, endorsed "Proposals for Water and Sewer System" and addressed to the undersigned at Warm Springs, Crook County, Oregon, will be received at this agency until 1 o'clock p. m. of May 27, 1897, for furnishing the necessary materials and labor required in the construction and completion of a water and sewer system, (including plumbing for the boarding school plant to be erected on this reserve, in strict accordance with plans and specifications, which may be examined at the office of the "Morning Oregonian," Portland, Or., "THE CHRONICLE," The Dalles, Or., and at this Agency.  
 Bidders will state clearly in their bids the length of time required to complete the work. The right is reserved to reject any and all bids, or any part of any bid, deemed for the best interest of the service.  
 The attention of bidders is invited to the act of Congress approved August 1, 1862, entitled "An act relating to the limitation of the hours of daily service of laborers and mechanics employed upon the public works of the United States and of the District of Columbia," also to the act of Congress approved August 12, 1891, entitled "An act for the protection of persons furnishing materials and labor for the construction of public works."  
 Each bid must be accompanied by a certified check or draft upon some United States Depository or solvent National Bank in the vicinity of the residence of the bidder, made payable to the order of the Commissioner of Indian Affairs, for at least FIVE PER CENT of the amount of the proposal, which check or draft will be forfeited to the United States in case any bidder or bidders receiving an award shall fail to promptly execute a contract with good and sufficient sureties, otherwise to be returned to the bidder. Bids accompanied by cash in lieu of a certified check will not be considered.  
 For any additional information, apply to JAMES L. COWAN, U. S. Indian Agent.

**CERTIFIED CHECKS.**

Each bid must be accompanied by a certified check or draft upon some United States Depository or solvent National Bank in the vicinity of the residence of the bidder, made payable to the order of the Commissioner of Indian Affairs, for at least FIVE PER CENT of the amount of the proposal, which check or draft will be forfeited to the United States in case any bidder or bidders receiving an award shall fail to promptly execute a contract with good and sufficient sureties, otherwise to be returned to the bidder. Bids accompanied by cash in lieu of a certified check will not be considered.  
 For any additional information, apply to JAMES L. COWAN, U. S. Indian Agent.

**First National Bank.**

THE DALLES - - - OREGON  
 A General Banking Business Transacted  
 Deposits received, subject to Sight Draft or Check.  
 Collections made and proceeds promptly remitted on day of collection.  
 Sight and Telegraphic Exchange sold on New York, San Francisco and Portland.

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Low Rates to all Eastern Cities

OCEAN STEAMERS Leave Portland Every Five Days for

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W. H. HURLBURT, Gen. Pass. Agt. Portland, Oregon

E. M'NEILL President and Manager

**The New Time Card.**

Under the new time card, which goes into effect tomorrow, trains will move as follows:

No. 4, to Spokane and Great Northern arrives at 6 p. m., leaves at 6:05 p. m. No. 2, to Pendleton, Baker City and Union Pacific, arrives 1:15 a. m., departs 1:20 a. m.

No. 3, from Spokane and Great Northern, arrives 8:30, departs 8:35 a. m. No. 1, from Baker City and Union Pacific, arrives 1:20, departs 1:25 a. m.

Nos. 23 and 24, moving east of the Dalles, will carry passengers. No. 23 arrives at 6:30 p. m., departs 12:45 p. m.

Passengers for Heppner will take train leaving here 6:05 p. m.

**EAST and SOUTH via**

The Shasta Route

—OF THE—

Southern Pacific Comp'y.

Trains leave and are due to arrive at Portland

LEAVE.	ARRIVE.
8:50 P. M.	7:50 P. M.
8:30 A. M.	4:40 P. M.
Daily except Sundays.	except Sundays.
4:00 P. M.	10:15 A. M.
7:30 A. M.	8:20 P. M.
11:45 P. M.	8:25 P. M.

\*Daily. †Daily, except SUNDAY.

**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. Sailing 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, 134 Third street, where through tickets to all points in the Eastern States, Canada and Europe can be obtained at lowest rates.

All above trains 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, 5:20, 6:45, 8:05 p. m. (and 11:30 p. m. on Saturday only). Arrive at Portland at 7:10 and 8:30 a. m.; and 1:30, 4:15, 6:35 and 7:55 p. m.

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

Leave for AIRLE 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 OSWEGO leave at 8:00 a. m. and 12:15, 1:45, 3:30, 5:25, 6:45 and 8:05 p. m. Arrive at Portland at 8:30, 10:00 a. m.; 1:30, 4:15, 5:10, 6:35, 7:55 p. m.

R. KOEHLER, Manager. E. P. ROGERS, Asst. G. F. & Pass. Agt.

**Dalles, Moro and Antelope STAGE LINE.**

Through by daylight via Grass Valley, Kent and Cross Hollows.

DOUGLAS ALLEN, The Dalles. C. M. WHITELAW, Antelope.

Stages leave The Dalles from Umatilla House at 7 a. m., also from Antelope at 7:30 a. m. every Monday, Wednesday and Friday. Connections made at Antelope for Prineville, Mitchell and all points beyond. Close connections made at the Dalles with railways, trains and boats.

Stages from Antelope reach The Dalles Tuesday, Thursday and Saturday at 1:30 p. m.

**RATES OF FARE.**

Dalles to Deschutes	1.50
do Moro	1.50
do Grass Valley	1.50
do Kent	1.50
do Cross Hollows	1.50
Antelope to Cross Hollows	1.50
do Kent	1.50
do Grass Valley	1.50
do Moro	1.50
do Deschutes	1.50
do Dalles	1.50