

Where's That Boy



Of yours going for his new outfit? We have not forgotten about him and his Winter needs. He will want a new suit to wear to school; he must have good, warm clothes for the cold weather, and a neat Sunday Suit, perhaps.

Our Boys' Department

Is full of interest to parents. The clothes are stylish and good and made of dependable cloth, and so strongly sewed that they will keep the small fellows busy to wear them out. We believe you will acknowledge that THE PRICES ARE LOWER HERE THAN EVER BEFORE. There certainly never was a time when you could dress a boy so well for so little money.

Our Furnishing Goods Department

Is displaying the latest things in Neckwear, Shirts, Underwear, Hosiery and the like—everything a man needs at right prices.

ALL GOODS MARKED IN PLAIN FIGURES.

PEASE & MAYS

The Dalles Daily Chronicle.

MONDAY - - SEPTEMBER 27, 1897

WAYSIDE GLEANINGS.

Random Observations and Local Events of Lesser Magnitude.

Nitrogene, the great blood purifier. Nitrogene cures all liver and kidney complaints.

Just received another large shipment of fruit cans at Maier & Benton's. s24-1f

Wanted—A girl to do housework for family of three. Inquire at this office. s24-1f

Martin Spellman, section boss on the O. R. & N., cured of sciatica in ten minutes by Dr. Mullinix. sp-20-1w

A musical and literary entertainment is to be given by the Endeavorers of the Christian church on Friday evening next. No admission is to be charged. Program will appear later.

The death of Mr. Arthur C. Phelps occurred Saturday afternoon at 4 o'clock, and the funeral was held Sunday afternoon at his home on Union street, from where a large number of friends followed him to his grave.

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. s7-d&wtf.

Mrs. Mary Ann Porter, wife of Claudius F. Porter, died at her home on Mill creek Friday, Sept. 24th, of inflammation of the bowels. She was aged 57 years, 6 mos., 2 days. The funeral was held yesterday morning.

Milt Odell and Dr. Jones killed a big bear near Hood River Friday, and Mr. Clum saw another big one near town the day before. They have come down from the mountains after the acorns, of which there is a phenomenal crop.

Mr. J. Fleming, at the Umatilla House alleys yesterday, made a score that crowded the world's record, which is 86. Mr. Fleming made 84, starting with a spare in the first frame, followed by strikes straight through until the last ball, which was a miss.

The ladies of the Lutheran church will hold a bazaar in the near future, for the purpose of raising funds to purchase church furniture. The church building is a very handsome one, and our citizens will, no doubt, show their appreciation of it by a liberal patronage of the bazaar.

Col. Sinnott is getting along as nicely as could be expected at the hospital. The doctors have decided that an operation is necessary to effect a cure. The only question now is as to his ability to undergo it. His many friends here hope to see him back ere long permanently cured.

Don't forget that our local fair commences October 12 and holds 5 days. Fifteen hundred dollars will be expended in premiums for agricultural products, and as much more will be

paid to the winners of the speed contests. Bountiful crops and good prices have united in making the whole country prosperous, and surely this fall our farmers should take pride in showing their products, and profit by an interchange of ideas. The fair ought to be a grand success.

Dr. Siddall arrived home from Skaguay yesterday, and of course has been busy explaining to his friends the situation at Skaguay and Dyea. The Doctor's account tallies with that so often repeated in the newspapers as to its impossibility of the trails. The Doctor made a contract, in fact several of them, for getting his stuff through to Bennett lake, all of which contracts were thrown up. At the last he had an opportunity of getting into Dawson City, but would have had to go without provisions. This he did not care to do and hence did the only other sensible thing there was to do—came home to wait until spring. We shall have a more extended account of his trip in a day or two.

DIED.

In this city, Sunday morning, Sept. 26th, Mattie, wife of Ernest Jensen, aged 25 years and 4 months.

She was the daughter of Mr. and Mrs. Foley of Hood River, and was married February 8, 1896. She leaves a little daughter, aged two weeks, and besides her husband, a father and mother, three brothers and two sisters residing at Hood River.

The funeral took place this morning from the Methodist church, Rev. J. H. Wood preaching the sermon, the interment being in Sunset cemetery. The casket was covered with flowers and great masses of them were banked around it, tokens of the esteem in which the deceased was held, and of sympathy for the bereaved husband, who so early in his married life had happiness supplanted by sorrow.

To Be Buried Here Wednesday.

The body of Engineer Charles Johnston was prepared for burial today at the Crandall undertaking rooms, and the funeral will take place here Wednesday morning at 10 o'clock. He had been employed on the road ever since it was built, running most of the time on the Dalles-Umatilla division.

He leaves, besides his wife, a father and mother, four brothers and two sisters. He was universally liked, and the sympathy of the entire community goes out to the bereaved wife and family in their sudden and great loss.

Meeting Notice.

Hall of Wasco Lodge No. 15, A. F. & A. M., The Dalles, Or., Sept. 27, 1897.—All members of Wasco Lodge No. 15 A. F. & A. M., and sojourning brethren are requested to meet at Mason hall on Wednesday morning, Sept. 29, at 9 o'clock, for the purpose of attending the funeral of our late Brother Chas. Johnston. By order of W. M.

F. A. ABERNETHY, Sec'y.

Nitrogene cures rheumatism in 10 days.

ENGINEER JOHNSTON KILLED.

Fireman Hockman Injured -- A Bad Wreck Near Grant.

A bad wreck occurred on the O. R. & N., about eight miles east of Grant this morning about 1 o'clock, causing the death of Charles Johnston, engineer, and the, perhaps, fatal injuring of W. Hockman, the fireman. The wrecked train was a freight east-bound, and the accident was caused by the sand drifting over the rails. At the place the accident occurred there is a curve in the road, and the sand was deep enough to lift the wheels of the engine so the flanges of the wheels passed over the rails, the engine plowing off to the right through the sand a distance of sixty feet. The cars pushed the tender along, breaking the coupling between it and the engine, and forcing it off to the left of the track. One car is crowded up the track between the engine and tender, and the engine was turned completely around and thrown over on its side. Four cars were off the track.

The train crew at once went to the assistance of the engineer and fireman, but found Johnston beyond all earthly aid. He was lying under a truck, which had been detached from a box car, and had no doubt been killed instantly. Hockman was near the engine and had been badly scalded about the legs, the right leg being broken.

Doctors Logan and Doane were telegraphed for and went up on the 1 o'clock train.

The east-bound train being unable to get by the wreck, a transfer was made, it returning at about 10 o'clock this morning bringing the body of the dead engineer, which was taken charge of by Undertaker Crandall and prepared for burial.

Mr. Hockman was taken to St. Vincent's hospital at Portland, Dr. Doane accompanying him. His injuries are of such a character that there is little if any hope of his recovery. His right leg, besides being broken, is badly scalded and will have to be amputated, while the left is also badly scalded.

Brakeman E. E. McCarney was bruised somewhat, but not seriously.

The End of Her Suffering.

Mrs. F. T. Esping, who died Saturday afternoon at about 3 o'clock, was born in Pittsburg, Penn., May 12, 1851, and was at the time of her death aged 46 years, 4 months and 14 days. Her maiden name was Olivia Olliver, and she was married to Mr. Esping August 3, 1869. They moved to Los Angeles, Calif., in June, 1875, and came to The Dalles in February, 1878, where, with the exception of a short time, they have since made their home.

Some time in the month of May, 1895, Mrs. Esping was afflicted with bronchitis, which later developed into consumption. Being of a lively, happy disposition, she was loath to admit that the dread disease had claimed her as its victim, and did her utmost to shake it off, saying to her friends that she did not understand why one who enjoyed

life, was so pleasantly situated and had so much to live for should be taken. However, as she faced the inevitable she grew more resigned and even happy as the young ladies came and sang her favorite hymns to her. Last Wednesday she grew much worse, and her death was hourly expected since that time.

She leaves beside her husband, two sons, Harry and Albert; also May Jones, to whom she has been as a mother for years, and who during her illness, has watched by her and cared for her as a daughter would have done.

The funeral took place from the family residence at 2 o'clock this afternoon, the services being conducted by Rev. Wood, assisted by the W. R. C., of which she was a member. She was also a member of the Rathbone Sisters.

A LETTER FROM SKAGUAY.

Leslie Butler Writes of His Trip and the Outlook in Alaska.

The following excerpts are from a letter written by Mr. Leslie Butler from Skaguay, under date of Sept. 18th:

We left Portland just after midnight on Sunday, Sept. 5th, on board the Elder for our second trip to Alaska. We have on board about 150 passengers, sixteen of whom are ladies and five children, some of them like ourselves, bound for points on the coast, but most of them are headed for the Yukon. We landed at Astoria at 8 a. m. Monday, and left at 10:35, crossing out over the bar without hardly knowing it, the sea was so smooth, but after we were out a few miles the sea grew a little more boisterous and several of the passengers "felt a little worse." We made no landing until we reached Mary's island. Here all vessels, British or American, have to stop at the custom house.

On Tuesday afternoon we met the steamer Bristol towing the Eugene back to Victoria. It is reported that they had some trouble with the British officers. The Eugene, you will remember, is the boat Mr. E. B. McFarland and others in Portland were taking around to St. Michaels to run on the Yukon.

Our next landing was at Metlakatla, where Dr. Duncan has a lot of Indians colonized on an island. They have churches, schools, a saw mill and a salmon cannery. They have no horses, cattle, hogs or chickens; nothing but dogs, Indians, a missionary, a doctor and some teachers. They do not allow liquors of any kind to be landed on the island and they look like a prosperous, well kept people.

The next stop is Ketchikan, and the only industry here is salting salmon, but they do a whole lot of that.

Fort Wrangel, at the mouth of the Stikine river, is our next stopping place, and here we find quite a trading post, four good general stores, hotel, restaurant, bakery, saw mill and salmon cannery, all run by white people. Three of the passengers stopped at Fort Wrangel, expecting to go up the Stikine river. They have eight horses and provisions for a year.

We find ourselves next at Juneau, at present the largest city in Alaska. From Juneau we crossed the bay, a distance of about one mile to Douglas island, where are located the famous Treadwell mines, the largest gold mines in the world.

Then we stopped at Seward city. About sixty miles from here are the mines that are owned by the Portland Cracker Company and other Portland people.

And then we came to Skaguay, landing here at 3:30 Sunday p. m., just a week after we left Portland. I think Skaguay will be a city, and that very soon. There are no less than 100 houses going up now, carpenters are getting \$5 to \$7 per day, and everyone is busy. It is the general opinion, however, that there will be a lull for a time, as the weather will be too bad to work at anything. One can hear almost anything here: some are discouraged and going back, others are going on through and more are coming on every boat. All kinds of business are fully represented. We have been here one week and it has rained every day, and the wind blows a gale nearly all the time. We met Mr. Chipp and Mr. Settlemier here today. They are all The Dalles people we have found so far.

The following are the distances from Portland to places on the way: Mary's Island, 907 miles; Metlakatla, 945 miles; Ketchikan, 961 miles; Ft. Wrangel, 1050 miles; Juneau, 1198 miles, and Skaguay, 1298 miles.

Yours truly, LESLIE BUTLER.

Taxpayers Attention.

This is my last and final call to you, as the county court has issued an imperative order.

By virtue of a warrant to me directed, issued, by the clerk of the county court of the state of Oregon for the county of Wasco, commanding me to collect the delinquent county, state and other taxes, I will, on the 1st day of October, 1897, without further notice, levy upon and sell all property upon which taxes remain unpaid. T. J. DRIVER, Sheriff.

I,000,000 PEOPLE

IN the United States now enjoying food cooked in the MAJESTIC affirm that the half has not been said in its praise. The manufacturers of this Range pledge themselves that all parts of the MAJESTIC except the firebox and the new series Nos. 201 to 212, are made of steel and malleable iron, and purchasers are assured that it is as good and as honest as skilled labor and money can produce. If the parts now in malleable iron were (as in other so-called steel ranges) made of cast iron, the price could be greatly reduced; but the MAJESTIC is not made with a view to furnishing extra parts for repairs.

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Fishing Tackle, Notions, Baseball Goods, Hammocks, Baby Carriages, Books and Stationery at Bedrock Prices, at the

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Where will also be found the largest and most complete line of Pianos and other Musical Instruments in Eastern Oregon.

Mail Orders will receive prompt attention.

New Vogt Block,

The Dalles, Oregon.

Three Trainloads of.... STEEL SUPERIOR RANGES

Have been sold already this year. All prices, From \$30.00 up.

Eighty styles, from small family size to as large as wanted.

There are more Superior Stoves and Ranges in use in this territory than all other makes of Stoves combined. This is conclusive evidence of the superiority of Bridge & Beach Co.'s celebrated Superior Stoves and Ranges. On sale at

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Sole agents for SUPERIOR Steel Ranges.

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