

The Dalles Chronicle.

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THE DALLES, OREGON, MONDAY, NOVEMBER 15, 1897

NO 265

TO TRAIL THE INDIANS

Prospectors Bent on Finding Mines.

FORTY-MILE REPORTED BURNED

Portland Bridges for the Road Between Skagway and the Lake—Secretary Alger's Orders.

SEATTLE, Nov. 13.—The steamer City of Seattle arrived here this afternoon from Juneau and Skagway. Among the passengers was Addison Stewart, who was with the Thorp party. He left his associates eight days ago. They had just reached Lake Bennett with 36 head of cattle. The lake and river were freezing rapidly and by the time the cattle were butchered and sleds built it was thought the river would be sufficiently frozen to permit the party starting for Dawson City with the frozen beef. Waechter and Stenber of Spokane had also reached the lake with their band of cattle.

John McArthur of Seattle, who went to Cook inlet last spring in the interests of the Alaska Gold Syndicate, was also a passenger. He made extensive explorations in the country tributary to Cook inlet. He discovered twelve rivers which had never been previously located. He described it as rough, mountainous country, which he thinks is very rich in quartz ledges, the croppings of which show \$7.40 in gold per ton. McArthur says that a party of twenty men are now camped at Knick arm, awaiting the arrival of Copper river Indians, who come down to trade at Cook inlet. The intention of the men is to follow the Indians back, and, if possible, locate the field from which they procure the gold brought out by them on their trading expeditions.

THE STICKEEN ROUTE.

It Is Not What the British Claim Is to Be.

FORT WRANGLE, Nov. 5.—A great number of persons are anxious for information as to the Stickeen route as a way of entering the Yukon country. There is no doubt that a person having gone any one way would wish he had gone some other, but I have this to say: There is but one route to the Yukon and that is by Dyea. All the others are just as hard and ten times as long.

The route is up the Stickeen river, 150 miles. The river is frozen from November until April. From April 15 until July the water is too shallow to permit of anything but canoe navigation, and the Indians charge \$100 per ton to take freight up in canoes, and are raising prices all the time. During July, August and September the river is a foaming mountain torrent. The month of October, when all the high ground is freezing and before the ice forms in the river, is the only month out of the 12 that can be at all relied upon as practical for going up the river in small boats. River boats are subjected to the same general rule. No boat drawing over 18 inches would be of the slightest use on the Stickeen, and the rapids are foaming masses. For instance, the Indians carry blocks and long ropes (300 feet), fasten the ropes ashore to a tree and draw the canoes up over the rapids. Such boats as the Eugene and those on the Willamette river could not make the Stickeen in one hundred years.

OLD SORES.

The cures of old sores effected by

Garland's Happy Thought Salve

are marvelous—some say miraculous. Cleanse the affected part two times a day, using good Castile soap with warm water. Then apply the Salve and cover with rubber gauze to hold the moisture.

50 cents a jar at Donnell's Drugstore.

Royal makes the food pure, wholesome and delicious.



Celebrated for its great leavening strength and healthfulness. Assures the food against alum and all forms of adulteration common to the cheap brands.

ROYAL BAKING POWDER CO., NEW YORK.

Then after you are once at Telegraph creek, the head of possible navigation, it is 160 miles more to Teslin lake, overland. Some people say there is a trail over this country, but no living man will say that he ever personally saw this trail. No, there is no trail. It is a swamp, knee deep in water and moss, and densely covered with brush and spruce trees. It looks like the fur thickets along the railroad above Oregon City. You can't see six feet in front of you. There is no trail and none can be made without corduroying the entire distance. Take the best ground on the entire route and after leading three head of horses across if a person would go in all over trying to follow.

The people in Victoria say the British are going to build a road from Telegraph creek to Teslin lake. If they ever do it will be on piles driven to bedrock the whole distance. Victoria is booming the Stickeen route. You hear clerks in stores and little, pale-faced steamboat agents—whom one breath down the Stickeen would freeze to stiff for a pike pole—telling tenderfeet about the easy Stickeen route. It is all wrong; it is scarcely less than accessory to murder. Out of the thirty well-equipped parties who left here, twelve of them lost their outfits by the boats upsetting, one man was drowned and one party of two men reached Telegraph prior to October 15, the rest all came back. Since then they have all gone through, and they all had Indian guides and helpers on both occasions.

Brands for Army Horses.

WASHINGTON, Nov. 13.—The old practice of branding animals belonging to the United States with a hot iron will be resumed under a regulation just issued by Major-General Smith. It provides that all public animals shall on the day received be branded with the letters "US" on the left foreshoulder, the letters to be two inches high. Cavalry horses assigned to organizations will also be branded on the hoof on one forefoot and one and one-half inches before the coronet.

The practice of branding horses and

mules used in the army had been abandoned a few years ago out of humane consideration for the animals, but it has been found necessary to have some distinguishing mark on these animals and branding with a hot iron is the only practical method of making it.

Choate for Attorney-General.

SAN FRANCISCO, Nov. 13.—A Washington dispatch says it is considered likely that Joseph Choate will enter the cabinet as attorney-general. If he does, it will be as the representative of the independent element of the party in New York.

Mr. Choate's name has been presented to the president for the post to be vacated by Mr. McKenna, who is to take Justice Field's place on the supreme court bench. It has been under consideration by Mr. McKinley and his most intimate advisers for several days, and if the expectations of those who are urging it are not disappointed, Mr. Choate's appointment will be made public as early as next Monday.

NAMED BY THE PRESIDENT.

Edward Brunton to Be Postmaster at Walla Walla.

WASHINGTON, Nov. 13.—The president has appointed the following postmasters:

Utah—Eureka, James P. Driscoll. Washington—Walla Walla, Edward L. Brunton; Meyers Falls, Arthur B. Keeler.

The appointment has been determined upon by Assistant Commissary General William H. Bell, now on duty in this city, as commissary general of subsistence, to succeed General Sullivan, who retired today.

The Carter Case.

WASHINGTON, Nov. 13.—The chief of engineers, General Wilson, has received from Colonel Gillespie, the president of the board of inquiry, a report in the case of Captain Oberlin Carter, corps of engineers, charged with irregularities in the conduct of river and harbor work in Savannah harbor. The board took over a thousand pages of testimony from contractors and other persons cognizant with the character of the work. General Wilson will send the papers to Secretary Alger in a few days.

NOTICE.

I have a stray horse, a roan, 9 years old, branded with a figure 2 on the right hip, at my place on three mile. The owner can have the same by paying the cost of this advertisement and proving property.

SETH MORGAN.

The Dalles.

\$2000.00

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A Guarantee Ticket with every garment bearing this label...



A. M. WILLIAMS & CO

SUMMONS.

IN THE CIRCUIT COURT of the State of Oregon for Wasco County.

The Oregon Railroad & Navigation Company, a corporation organized under the laws of the State of Oregon, Plaintiff,

vs. Thomas J. Bulger and — Bulger, his wife, whose given name is unknown to plaintiff; D. L. Cates, George Gardiner and Fannie E. Gardiner, Defendants.

To Thomas J. Bulger, — Bulger, whose given name is unknown to plaintiff, George Gardiner and Fannie E. Gardiner, defendants.

IN THE NAME OF THE STATE OF OREGON you and each of you are hereby required to appear and answer the complaint filed against you in the above entitled action on or before the first day of the term of the above entitled court following the expiration of the time prescribed in the order for the publication of this summons, to-wit: on or before the 8th day of November, 1897, that being the first day of the next regular term of said court, and if you fail to so appear and answer the complaint of the plaintiff, for want thereof the plaintiff will apply to the court for the judgment prayed for in said complaint, to-wit: For the condemnation and appropriation for a right-of-way for a railroad of a strip of land one hundred feet wide over and across the following described lands: Commencing at a point 1250 feet north from the southeast corner of the southwest quarter of section six, township two north, range eight east, in Wasco county, Oregon, thence north 70 feet to a point; thence north 50 degrees 35 minutes east, 250 feet to a point in the north boundary of the right-of-way of the Oregon Railway and Navigation Company, now Oregon Railroad and Navigation Company's right-of-way; thence southwesterly along said north boundary of said right-of-way to the place of beginning, containing 23.300 acres. Also another tract of land situated in said section six, described as follows, to-wit: Commencing at a point in the south boundary of the right-of-way of the said Oregon Railroad and Navigation Company, which point is 1175 feet north and 250 feet east of the southeast corner of the southwest quarter of section six, township two north, range eight east; thence north 85 degrees and 35 minutes east, 315 feet to a point on the south boundary of the said right-of-way; thence on a curve to the left with and along the said boundary of said right-of-way in a westerly course to the place of beginning, containing 0.438 acres; said land to be used to the location of the railway of said plaintiff's across said premises as provided by section 3241, Hill's Annotated Laws of the State of Oregon. And plaintiff will also take judgment for its costs and disbursements in this action.

This summons is served upon the defendants above named by publication thereof in THE DALLES CHRONICLE by order of Hon. W. L. Bradshaw, Judge of the Seventh Judicial District of the State of Oregon, made at chambers in Dalles City, Oregon, this 25th day of September, 1897.

W. W. COTTON, J. M. LONG and W. H. WILSON, Attorneys for Plaintiff.

sept25 FRENCH & CO., BANKERS.

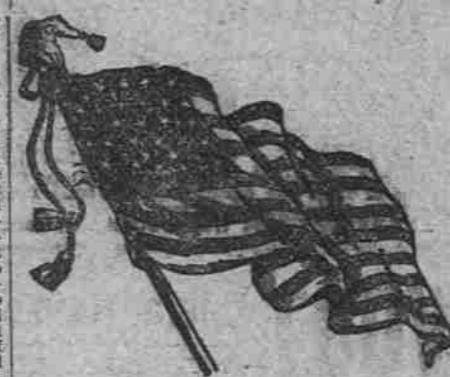
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