

LAST FOR 1,000 YEARS.

A Great Find of the Highly Prized Thessalian Marble.

The quarries from which the ancients obtained their highly-prized Thessalian or verd marble have been discovered and are again being worked by an English company, says the Philadelphia Record. The quarries, which have been lost for more than 1,000 years, are in the neighborhood of Larissa, in Thessaly, Greece. The ancient workings are very extensive, there being no fewer than ten quarries, each producing a somewhat different description of marble, proving without a doubt that every variety of this marble found in the ruined palaces and churches of Rome and Constantinople and likewise in all the mosques and museums of the world came originally from these quarries. In fact, the very quarry from which the famous monoliths of St. Sophia, Constantinople, were obtained can be identified with absolute certainty by the matrices from which they were extracted.

In modern times verd antique marble has only been obtainable by the destruction of some ancient work, and it has, naturally, commanded extraordinarily high prices. As a consequence, a number of ordinary modern greens of Greek, French, Italian and American origin have been described and sold as verd antique marble. No one, however, who is really acquainted with the distinctive character of the genuine material could be deceived by these inferior marbles. Thessalian green is easily distinguished from any other green marble by the following characteristics: It is a "breccia" of angular fragments of light and dark green, with pure statuary white, the whole being cemented together with a brighter green, while the snow-white patches usually have their edges tinted off with a delicate fibrous green, radiating to the center of the white. The cementing material is also of the same fibrous character.

QUEEN'S JUBILEE PENANCE.

Subjects Who Will Send Her Majesty Their Photographs.

Some weeks ago we protested strongly against the proposal that cards of congratulation should be showered upon the queen from subjects personally unknown to her majesty during the approaching celebration, says the London Times. We pointed out that the fatigues of the court will be quite trying enough without any addition to them in the shape of thousands, possibly millions, of extra letters being delivered at the royal residences and requiring attention. Since then it has been announced that all communications intended for her majesty in connection with the diamond jubilee must be forwarded through the secretary of state, but in spite of this a firm of photographers, showing more enterprise than good sense, revived the unfortunate suggestion mentioned above. They have sent us a specimen of a card they are issuing, bearing the words: "With heartfelt wishes for your most gracious majesty's royal subject," and with a space for the sender's photograph, which, of course, is to be taken by the firm. Perhaps the surest means of dissuading any who might be inclined to make use of so unseasonable a form of felicitating her majesty on an event of which she knows all her subjects are proud is to point out that their cards are not at all likely to get any nearer the queen than the home office in Whitehall.

SUBDUED THE HORSE.

Gen. Grant as a Cadet Displayed Qualities Conspicuous in Later Days. The following story was told by Col. Green, a classmate of Gen. U. S. Grant at West Point, says the American Horse Breeder:

"One day when the members of Grant's class were called out for drill on horseback there were not horses enough by one to go round. Grant was one of the shortest men in his class, consequently was on the extreme left of the company, and he was the one for whom there was no horse. The officer ordered a horse brought, which was done. The animal was a vicious brute, which had proved so unmanageable that he had been discarded. The officer in charge did not notice the horse until just as young Grant vaulted into the saddle, when, horror-stricken, he ordered him to dismount. The horse did his part to assist the rider to obey the order, but Grant drove his spurs into the sides of the infuriated, plunging, kicking, bolting brute, and guided him into an open field, where he gave such an exhibition of amateur horsemanship as no member of that class had ever before witnessed. Before the contest was ended the horse was thoroughly subdued and from that time became a useful, obedient animal, but it was always ridden by Grant."

Names of Cities.

Old Paris was formerly called by its Roman inhabitants Lutetia, meaning "Mudtown." London derives its name from the old fortified hill of the Britons, standing where St. Paul's cathedral now is. Dublin means the "black pool," and Liverpool "the pool of the living creatures." Rome is said to mean "the cross roads," and Berlin is variously translated as meaning "the short lake," "the free and open place," "the river island" and "the marshy spot." Pernambuco means "the mouth of hell," Bombay "good boy," while Cairo is a corruption of "El Kahirah, the victorious."

DR. GUNN'S IMPROVED LIVER PILLS. For People That Are Sick or "Just Don't Feel Well." ONLY ONE FOR A DOSE. Removes Pimples, cures Headaches, Dyspepsia and Constipation. 25 cts. a box at Druggists or by mail Samples Free, address Dr. Rosanko Co. Philadelphia, Pa.

Try Schilling's Best tea and baking powder.

RAILWAY MURDERS.

Dangers of Isolated Carriages in England.

Offer Opportunities for Thieves and Murderers to Commit Crimes—The American System Is Preferred.

The arguments in favor of the "corridor" or "American" system of traveling for general railway passengers in England every day grows more emphatic and incontrovertible. The newspapers contain almost daily accounts of awful murders or attempts to murder by persons usually unknown, who have made good their escape from the little isolated carriages and left their victims to be "discovered" in some casual fashion. Only a few days ago another horrible tragedy, that might have occurred to anybody in the same situation, took place during the short railway ride of not more than 20 minutes between Hounslow station and the great London terminus, Waterloo. A woman, a barmaid from a tavern close to the Hounslow station, got into a carriage alone, and her body was found on the arrival of the train at Waterloo stuffed under a seat, the head horribly battered. She had started out to meet her lover, and in the train must have been attacked and murdered by some brute, whose identity up to the present is undiscovered.

The horror of the thing must appeal strongly to every woman who has ever been in London or is acquainted with the English method of travel. The uppermost object of the ordinary man or woman who travels a long or short distance is to get into a carriage alone. In the small, cramped compartments you feel in too close quarters to want to be bothered with strangers, therefore you naturally do your best to get into a carriage where you won't be "worried." But recent dreadful events have made people nervous of the lonely carriage. Women shun it because of awful stories of violence and deaths that have come unawares upon some poor soul who has set out in good health and spirits, while men shun it because of the stories of blackmail and slander of which unprincipled women frequently make the victims. The days of the old English "compartments" are, indeed, numbered, and it will not be long, I am sure, before "American trains" are the rule on every line in the kingdom.

Traveling in England is very expensive work, at any rate. The fares being divided into three classes, the very poorest and meanest accommodations, which they call "third class," cost about the same rate which in America is charged for the ordinary train. If you have a third-class ticket, however, you cannot buy a Pullman car ticket. To be entitled to purchase superior accommodation of this kind you must primarily invest in a "first-class" ticket, which costs three times the amount of a third-class, and not until then are you allowed to buy Pullman accommodations. If you are going for a long journey (or as long as one as you can take in England) this makes the cost about four times the amount you would pay if you did not have a luxurious seat and long for springs and cushions.

I hear, however, that to meet the demand of the vast body of Americans who are coming over here for the "diamond jubilee," there is to be a complete bouleversement of the train service in Great Britain, and cars such as we are accustomed to in the states and prices to match, will be one of the white stones marking the latter glories of her majesty's sixtieth year upon the throne.—Chicago Times-Herald.

DANGERS OF NERVES.

By Which the Women of To-Day Are Best.

It used to be a matter of faith, years ago, that we possessed nerves, for we were unconscious of them. Nowadays, however, they have become of most vital importance; they are, so to speak, "household pets." It seems that "temper" has gone out of fashion; so far, at least, as we are concerned, and though it is possible to admit that our neighbors may suffer from attacks of temper, we never do—no, we have "nerves." There is a sort of necessary dignity about the possession of nerves, though we own they cause us trouble. We speak in quite a reproachful way of "a woman who has no nerves," just as if this meant the same as that she is without refinement and tenderness.

Nerves are, however, dangerous pets, for they are apt to become our masters. Indeed, to nerves are ascribed the unwholesome craving for excitement, the morphia habit and the excessive use of stimulants among women, as well as a variety of other evils. Nerves, no doubt, would be kept in check better if only we were simpler. Japanese women are charmingly serene and good tempered, and their freedom from nervous troubles may be largely ascribed to the absence of small worries in matters domestic. They are saved worries about dress, for the fashion of their costume never varies, and the absence of draperies and crowds of ornaments economizes money and greatly saves labor; as any housekeeper could tell who knows the fret and irritation of keeping these things pretty and free from dust in an "under-servanted" establishment.—Boston Budget.

Taken Up.

Came to my place on 3-Mile, about the 25th of November, a straw-bay roan mare, branded V P (connected) on the left shoulder, about 5 years old. Owner can have same by paying charges.

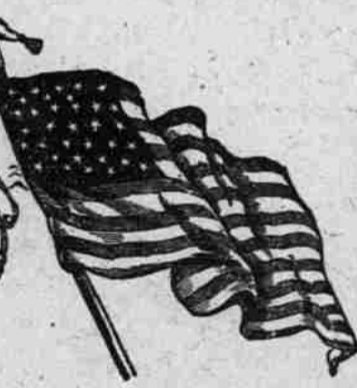
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SUBSCRIBE TWICE A WEEK FOR THE CHRONICLE AND REAP THE BENEFIT OF THE FOLLOWING CLUBBING RATES. CHRONICLE and N. Y. Thrice-a-Week World, \$2 00. CHRONICLE and N. Y. Weekly Tribune, 1 75. CHRONICLE and Weekly Oregonian, 2 25. CHRONICLE and S. F. Weekly Examiner, 2 25. WORLD TRIBUNE OREGONIAN EXAMINER } FOUR GREAT PAPERS. BORN SEPTEMBER 18, 1841. For more than fifty-six years it has never failed in its weekly visits to the homes of farmers and villagers throughout the United States. IT HAS faithfully labored for their prosperity and happiness, for the improvement of their business and home interests, for education, for the elevation of American manhood and true womanhood. IT HAS told at the fireside, interesting and instructive stories of the doings of the world, the nation and states. IT HAS advised the farmer as to the most approved methods of cultivating and harvesting his crops, and the proper time to convert them into the largest possible amount of money. IT HAS led in all matters pertaining to the welfare of farmers and villagers, and for over half a century has held their confidence and esteem. IT IS THE NEW YORK WEEKLY TRIBUNE, and we furnish it with the Semi-Weekly Chronicle one year for \$1.75, cash in advance.



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Closing Out Sale OF FURNITURE AND CARPETS PRINZ & NITSCHKE. Are going to close out their business, and they are offering their large stock at COST PRICES. Now is the time to buy good Furniture cheap. All persons knowing themselves indebted to said firm are requested to call and settle their account.

Subscribe for The Chronicle. Bids Wanted. Bids for furnishing 150 yards good sand will be received by the Wasco warehouse up to January 18th. The right is reserved to reject any or all bids. The Dalles, Jan. 11, 1898.

O.R.&N. EAST! GIVES THE CHOICE OF TWO Transcontinental ROUTES. GREAT NORTHERN RAILWAY. OREGON SHORT LINE. VIA Salt Lake, Denver, Omaha, Kansas City, Chicago, Minneapolis, St. Paul, Spokane. Low Rates to all Eastern Cities. OCEAN STEAMERS Leave Portland Every Five Days for SAN FRANCISCO, CAL. Steamers monthly from Portland to Yokohama and Hong Kong via Northern Pacific Steamship Co., in connection with O. R. & N. For full details call on O. R. & N.'s Agent at The Dalles, or address W. H. HURLBURT, Gen. Pass. Agt. Portland, Oregon. TIME CARD. No. 4, to Spokane and Great Northern arrives at 5:25 p. m., leaves at 9:30 p. m. No. 2, to Pendleton, Baker City and Union Pacific, arrives at 12:45 a. m., departs at 12:50 a. m. No. 3, from Spokane and Great Northern, arrives at 9:20 a. m., departs at 9:25 a. m. No. 1, from Baker City and Union Pacific, arrives at 3:20 a. m., departs at 3:30 a. m. Nos. 23 and 24, moving east of The Dalles, will carry passengers. No. 23, arrives at 5 p. m., departs at 1:45 p. m. Passengers for Heppner take No. 2, leaving here at 12:30 p. m.

Sheriff's Sale. Notice is hereby given that under and by virtue of an execution and order of sale issued out of the Circuit Court of the State of Oregon, for Wasco County, on the 14th day of December, 1897, in favor of A. B. Jones, plaintiff, and against R. E. Fewel, defendant, for the sum of two hundred and seventy-six and 25/100 (\$276.50) dollars, together with interest thereon, and thirty (\$30) dollars attorney fees; and the further sum of eleven (\$11) dollars costs, when said judgment was entered and docketed in the office of the clerk of said court in said county on the 8th day of November, 1897; and whereby it was further ordered and decreed by the Court that the following described property to-wit: Beginning at a point 18.30 chains west of the line between sections thirty-five and thirty-six, in township three north of range ten east of the Willamette Meridian, being the western terminus of the north boundary line of the James Benson Donation Land Claim; thence north 6.85 chains, thence east 8.85 chains, thence south 6.85 chains, and thence west 3.38 chains to place of beginning, containing six acres, more or less, and being the same premises sold by the said A. B. Jones to the said R. E. Fewel, in Wasco County, Oregon, be sold to satisfy said judgment, attorney fees, costs and accruing costs, on Tuesday, the 8th day of February, 1898, at 2 o'clock p. m. of said day, at the front door of the courthouse in Dalles City, Wasco Co., Or. sell all the right, title and interest of the said R. E. Fewel in and to the above described property, at public auction, to the highest bidder for cash, in hand, the proceeds arising from said sale to be applied to the satisfaction of said judgment, attorney's fees, costs and accruing costs, and the surplus, if any there be, to be paid into court, and docketed in the office of the clerk of said court. T. J. DRIVER, Sheriff of Wasco County, Or.

EAST and SOUTH via The Shasta Route OF THE Southern Pacific Comp'y. Trains leave and are due to arrive at Portland. LEAVE. ARRIVE. OVERLAND EXPRESS, Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and East. Daily except Sundays. P. M. Daily except Sundays. 17:30 A. M. 5:00 P. M. INDEPENDENCE PASSENGER. Express train Daily (except Sunday). 4:50 p. m. (Lv. Portland, Ar.) 8:25 a. m. 7:30 p. m. (Ar. McMinnville, Lv.) 5:50 a. m. 8:30 p. m. (Ar. Independence, Lv.) 4:50 a. m. *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 from Grand Central Station, Fifth and Irving streets. YAMHILL DIVISION. Passenger Depot, foot of Jefferson street. Leave for OSWEGO, daily, except Sunday, at 7:30 a. m.; 12:30, 1:50, 5:15, 6:25, *8:30 p. m. (and 11:30 p. m. on Saturday only, and 9:30 a. m. and 3:30 p. m. on Sundays only). Arrive at Portland daily at *8:40 and 8:30 a. m.; and 1:35, *4:15, 6:30 and 7:55 p. m. (and 10:05 a. m. 3 p. m. 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 9:40 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.

Regulator Line Navigation Co. The Dalles, Portland and Astoria. Strs. Regulator & Dalles City. FREIGHT AND PASSENGER LINE BETWEEN The Dalles, Hood River, Cascade Locks and Portland daily, except Sunday. DOWN THE VALLEY OR TO EASTERN OREGON? Are you going? 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. HARRIS, agent, Oak Street Dock, Portland, Oregon, or W. C. ALLAWAY, Gen. Agt., The Dalles, Oregon.

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NOTICE. Bids for the excavation for the Wasco warehouse, according to the plans and specifications on file at the office of C. J. Grandall, will be received up to January 7, 1898. The right is reserved to reject any and all bids. The Dalles, Dec. 31, 1897.