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PERSONAL MENTION.

Messrs. Homer Angell and George Campbell have returned to Eugene to resume their studies in the university.

Mr. G. D. Snowden returned to Portland Tuesday from Tacoma, where he attended the funeral of his sister. He came up on the Maria yesterday as passenger.

W. E. Campbell has finished his surveying trip in Wallawa county and returned to his home in this city. He was a passenger on the Regulator this morning for Portland to complete his work.

FOUNDER OF TOMBSTONE.

Remarkable Career of a St. Louis Boy Who Became a Miner.

Edward Schefflein, who was found dead the other day in his miner's shack in Oregon, had an eventful life, says the St. Louis Republic.

"I remember well," said William H. Boothe, an old-time mine promoter, to a reporter, "when he opened up the Contention mine at Tombstone and gave the place its queer name, I ought to remember it, for it was I who grubstaked Schefflein on that prospecting tour. He bunked me out of all but a few hundreds.

"The stories that have been told about Schefflein's daring in penetrating into the Apache country and particularly into the Cochise mountains, where he found the Contention lode, are not much exaggerated. It was a pretty ticklish thing to do down there. Old Cochise had been 'pacified,' it is true, but he had a lively son, Natchez, and a valiant nephew, Geronimo, and they were the active young leaders of about as 'pizen' a set of Indians as ever swung a Winchester.

"So when Ed Schefflein struck the Contention lode and called the place 'Tombstone,' we thought it a happy play of Ed's mind.

"The Contention proved to be a great mine. It was enormously rich in silver, but it was discovered just about the time every condition arose to put down the price of that metal. However, it yielded an amount away into the millions. The Scheffleins sold half of the mine to Walter Dean, of San Francisco; Dick Gird, of Los Angeles; F. A. Tritte, then governor of the territory, and others in San Francisco for \$500,000.

"Of course the Scheffleins lost most of their fortune. They couldn't help it. Ed was a restless fellow. He wasn't dissipated, nor did he gamble or have other expensive vices, but he was generous and a plunger on his luck. He wouldn't settle down and do business on business principles."

CRUSHED THE CONDUCTOR.

A Passenger's Quick Wit Roundly Reproved His Graffness.

The passengers on a crowded cable car the other day were immensely "fielded" at the discomfiture of a conductor, who was both rude and obliging, but was cleverly circumvented, says the New York Commercial Advertiser.

The conductor handed five pennies in change to a well-dressed woman. She requested that a nickel be given to her instead, as she had no purse and the pennies would probably be lost. Gentle as was the request, it irritated the conductor, and he said: "No, I have to take pennies and you can do the same. They will buy just as much as a nickel." The woman remained silent and the conductor proceeded down the car.

At that moment a man who was about to pay his fare touched the lady's arm and handed her a nickel, taking in exchange the pennies, which he immediately gave to the conductor. It was all done quietly and quickly, yet many saw the play, and all who did smiled with satisfaction.

The three-year-old boy of J. A. Johnson, of Lynn Center, Ill., is subject to attacks of croup. Mr. Johnson says he is sure that the timely use of Chamberlain's Cough Remedy, during a severe attack, saved his boy's life. He is in the drug business, a member of the firm of Johnson Bros., of that place, and they handle a great many patent medicines for throat and lung diseases. He had all these to select from, and skilled physicians to answer to his call, but selected this remedy for use in his own home at a time when his boy's life was in danger, because he knew it to be superior to any other, and famous the country over for its cures of the croup. Mr. Johnson says this is the best selling cough medicine they handle, and that gives splendid satisfaction in all cases. Sold by Blakeley & Houghton.

FRED. W. WILSON, ATTORNEY AT LAW, THE DALLES, OREGON. Office over First Nat. Bank.

RAILWAY MURDERS.

Dangers of Isolated Carriages in England.

Offer Opportunities for Thieves and Murderers to Commit Crime—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 them 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 car accommodations. If you are going for a long journey (or as long a 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 soul 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 Hecet.

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.

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NOTICE-SALE OF CITY LOTS.

Notice is hereby given that by authority of ordinance No. 292, 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 butter; lots 10, 11 and 12, in block 27; lot 9 in block 34; lots 2, 3, 4, 5, 6, 7, 8, 9, 10 and 11, in block 35; lots 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12, in block 36; lots 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 36, 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 \$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 and 12, 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 each deferred payment 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. ROGER B. SINNOTT, Recorder of Dalles City.

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