

OLD ENGLAND.

A Railway Ride from London Northward.

Hereford, Its Cathedral and Its History.

Correspondence of the Cleveland Herald.

LONDON, July 18. I had some years ago made a journey northward from London, stopping at Oxford, Leamington, Warwick and Stratford-on-Avon, and quaint old Chester. Then I had made a charming tour in our own hired carriage northward through the lake country, and had cut down through the east of England with frequent stops from Herwick-upon-Tweed to London-upon-Thames.

On two different occasions also I had made journeys in the south of the island; so I have had a superficial view of 29 out of the 40 counties that make up England proper. If the reader will not disdain to accompany me in a second-class railway carriage, we can make a little trip together across this beautiful country of which age does not wither nor custom state the infinite variety.

We will go through Oxford and cross the Thames half a dozen times, and then we will go to Worcester. We will go on to Malvern and Hereford, pass to the southern point of Monmouthshire, and turn eastward to the Severn river to Gloucester. Thence we must, if we explore Gloucester at all, go on by a slow train (parliamentary they call them here) till we meet the Plymouth express, and then we will do our mile a minute, without stopping, till we reach London again.

We need not be ashamed of going second-class. It is not "swell," but it is entirely respectable. There are six persons in the compartment with us as we leave Paddington station. Four are frumpy, middle-aged, middle-class women, and one is a young girl who is a rector's daughter of never mind what vicarage-Oxford; I saw it by the labels on her baggage. She brought into the carriage with her a wearisome number of bulky pieces of baggage.

One was a big dress box done up in brown paper, and one was around her hand-box, japanned on the outside and fastened with a padlock. It was like a pantry cakebox. This is a favorite piece of baggage, but generally it is grained on the outside to imitate oak. Still larger metal boxes of the same kind serve as trunks, and how they do get smashed and dented!

Another variety is the basket-trunk, which is a wicker hamper covered by oilcloth, and is ingeniously contrived to take up as much room as possible and give as little security for the contents. The vicar's daughter has friends to see her off; two young girls and a gentleman. They stand at the door of the compartment and mildly converse about the coming festivities at Oxford.

Not one bright or witty remark is made—only a calm, well-bred exchange of commonplaces, quite proper before strangers. As the train leaves, the damsel takes up a book and reads. We all take up books. One lady has Mark Twain's "Tramp Abroad." Here we are, six of us, shut up together, facing one another and so near that our feet and elbows might touch. This is what they call privacy.

Poor Mr. Gold, who was murdered by a fellow-passenger the same day that I was on my journey, sat habitually with his eyes closed while traveling, and often with a handkerchief over his head for fear, so his wife gave in evidence, that somebody would try to make acquaintance with him. The common custom, so far as I can deduce it from my observations, is not quite so severe as that. You are at liberty to exchange remarks about the weather, the appearance of the country and the hours of arrival and departure. I must say that, as a foreigner in England, I do not grasp eagerly at these priceless privileges, but wait until I am spoken to.

and found the under part of the hoof filled with dirt, which would not happen in any nobleman's stable in all England." She went on to recount the directions she gave the groom for the better care of the horse, and made it quite apparent that she thoroughly understood her subject. In short, the way in which English women of any class will freely speak of the anatomy and physiology of human and brute animals is quite distressing to us squamish underbred Americans.

We must pass Worcester with only a glimpse of the great cathedral, lying low in the town beneath the level of the railway and station. On we go through the beautiful malvern hills, whose smooth green elevation stretches up as fresh as the California foot-hills after a rain, and as tireless, too. We have a twenty minutes' stop at Hereford for refreshments. Having previously partaken of sandwiches and cold coffee at the time when my fellow passengers took their sandwiches and wine, I determined to see Hereford city and cathedral. Will not even a glimpse serve to vivify the information I had gathered from books and photographs? Because I cannot spend a week to do the place thoroughly shall I deny myself the twenty minutes that I can make so fruitful in present pleasure and future recollections? The conductor or guard calls a cab, and before I take it I ask the fare. The cabby, though young, knows his professional duty. He makes just twice the legal charge. I demand, "Well, then, mum, just what you please," and he is none the worse in the end for his complaisance.

We go through the dull, dingy streets. I think of the Hereford of parliamentary wars, and the still older Hereford of the time when King Stephen took the city against the Empress Maud, and sat crowned in the cathedral in all his glory. Then there were the still older times of whose manners and customs we can get a dim notion from their laws. If one man cut off another's ears, he had to pay 12 shillings, if a mouth or eye were injured, 12 shillings also. For beating out any of the four front teeth, six shillings each; for the next tooth four, the next three, and for any of the back teeth only one shilling; but if the pronunciation were affected, 12 shillings in addition was required. If the jaw were broken, six more. These were our ancestors who made these amiable laws, and we made also this one:

If a freeman take away another freeman's wife, he "must purchase another woman with his own money, and bring her to the husband instead of the other."

No, we cannot realize it, not even knowing that there still lives an old woman in Nottingham who saw a man take his wife by a halter and sell her in the open market. She brought his friends to see her off; two young girls and a gentleman. They stand at the door of the compartment and mildly converse about the coming festivities at Oxford.

Hereford city is dull and provincial, but still it has a public library and a swimming bath, as I infer from what I see out of my cab window. The cathedral has a particular character of its own, and is charming; but we cannot speak in this letter of anything but the human people, dead or alive. There is a genuine saint belonging to this cathedral. He is St. Thomas of Cantilupe, a former bishop in the thirteenth century. After he died he was canonized, and portions of his body were buried in three different places, and no less than 425 healing miracles were performed by his posthumous influence. One man who had been hanged was actually restored to life.

Nell Gwynne was born in the lowly pipe lane, near the cathedral, she whom Charles I. afterwards delighted to honor. Her son, you know, became Duke of St. Albans and her grandson became the very reverend bishop of this very diocese and lived in the Episcopal palace for forty-one years. Nell Gwynne, whose wit and good humor and patriotism made her, even in her sins, the favorite of the people, gained the notice of the king by appearing on the stage at Drury Lane theatre in a hat as large as a cart-wheel. "No sooner did she come forth than the people burst into convulsions of laughter, and the king was so pleased with her that he went behind the stage to talk to her, and after the play carried her home in his coach."

It is raining as I get into Aberavenny, having been seven hours on the journey; and I dare say the reader who has accompanied me this far in the spirit will not be loth to do as I did, namely: to wait a week before proceeding further.

FLORENCE WYMAN.

The Mississippi Jetties. Washington Specialist, St. Louis Republican.

Gen. Wright, chief of the engineers has received Capt. Huer's report of the progress of work on the improvement of South pass, Mississippi river, for the year ending June 30, 1881. The report in full with accompanying papers, diagrams, etc., contains much interesting matter and covers fifty-three pages folio. In transmitting the report, Capt. Huer makes the following review of its contents: An examination of the report and charts shows that there was during the entire year through the jetties a channel 30 feet deep, having at least a width of 300 feet outside and beyond the jetties. The least width of the 30 feet deep channel was 160 feet, while the 27 feet deep channel had a least width of 210 feet, except for a few days during the year when this channel was somewhat narrower. Above the jetties and through the pass itself, the least channel depth is now twenty-seven feet, and its least width is 160 feet. A channel twenty-six feet deep was maintained through the pass during the year except for a few days, when the depth for a short distance below its head was slightly less. At present there is a channel from the main river into the Gulf, whose least depth is 27 feet and least width is 160 feet. The steamer Teutonia, drawing 25 feet of water, passed through the South pass February 4, 1881, without grounding. The bed of the pass has in some places scoured, and in others filled. During the year the fill has exceeded the scour by about one-tenth of a foot only, measured vertically. From June, 1875, to October, 1880, in a little more than five years, the average depth of fill in the pass was 25 feet. As a rule the filling has occurred most where the pass was widest, and rarely has any filling occurred in the chan-

nel where the depth was less than 27 feet. The profile chart shows much of the fill to have lodged in the deeper pockets of the pass.

The most interesting and important facts developed in the examinations and surveys made during the year relate to the changes that have occurred in the fan-shaped area in the Gulf of Mexico, beyond the outer end of the jetties and extending out to 100 feet depth of water. From June 30, 1879, to June 30, 1880, the separate surveys of this area, as compared with each other showed an average scour during the year of twenty-one hundredths of one foot, an amount as small as to be practically nothing; but this year, June, 1880, to June, 1881, instead of a scour there has been an average deposit or fill over the large area (114 square miles) of 2.38 feet.

The report contains details of crabs, repairs and other work done on the jetties, and of the wing dams built below the mouth of the pass by Capt. Eads to contract the water-way and produce a scour.

ORVILLE GRANT.

Sad End of an Unfortunate Career.

New York Special to the Cleveland Herald.

Orville Grant, the brother of ex-President Grant, who for the last three years had been an inmate of the New Jersey asylum for the insane, near Morristown, died in the asylum on Friday evening, in 1878 Mr. Grant was living with his family in a cozy house at Broad and Mary streets, Elizabeth. Mr. Corbin, his brother-in-law, had a very handsome place just opposite. Mr. Corbin, it was said, had been very successful as a speculator, and Mr. Grant suddenly determined to become a speculator also. He made frequent visits to this city. He was often seen in Wall street, and when he returned home in the evening he reported great gains. Finally he extended his trips to other cities, and even went to California for the purpose, as was supposed, of planning financial operations. He reported to his family that he had made a corner in calf-skins by buying up all that could be found in the country, and that he had chartered ships to convey them to California. He bought up all the sewing machines in New York, or thought he did, and all the pianos of the great manufacturing firms, to be sold again in the west, at profits averaging at least 500 per cent.

In Boston, where he was pretty well known, he visited a good many wholesale houses, and, as he thought, purchased all the goods they had on hand. He boarded at the leading hotels, and as he did not pay his bills, was obliged to leave one after the other. As he was known to be the brother of ex-President Grant, every body was as lenient as possible with him.

Fully satisfied that Mr. Grant was deranged, his family called a physician, who, after half an hour's conversation, concluded that Mr. Grant was demented, and that his alleged financial operations were nothing else than so many hallucinations. However, as there was no danger of his harming himself or any body else, he was not deprived of his liberty. He made another trip to Boston, but this time his movements were closely watched and reported to his family.

On the 3d of September, 1870, he started to go home from Boston. Notice of this was received at Elizabeth and when the train which brought him arrived men were on hand to take him in charge and convey him to a safe place. He was put into a carriage and driven to the county jail. From there he was regularly committed to the asylum at Morristown.

From the first to the last he received the kindest treatment and the best medical attention. He could not, however, be cured of his hallucinations. On every other subject except that of his supposed enormous speculations, he seemed to be rational. When his friends called on him he recognized and conversed with them as usual on other topics. He died of general paralysis.

Orville Grant was a native of Ohio and about forty-five years of age. He came to Galena when a young man, and clerked for some years in his father's leather and saddlery hardware store. He was afterwards a partner with Mr. C. R. Perkins in the same line of business under the firm name of Grant & Perkins.

About 1866 he sold out his interest in Galena to Mr. J. A. Packard, and opened an extensive leather and saddlery hardware store on Lake street, Chicago. At this time he had a fortune of about \$100,000. The great Chicago fire destroyed his entire stock of goods and book accounts, and about a year afterward he told the writer of this that he was not worth a cent on earth.

He was afterward engaged at different times in various lines of business with varied results, living at times in Washington, but for the last ten years at Elizabeth, N. J.

The loss of his property preyed upon his mind, and during the last five years his mental condition was such that he was unfit for business. He has twice been in the asylum of the insane at Morristown, where his sad career finally terminated.

Before his mind gave way, Mr. Grant was an unusually shrewd and prompt in action. Industrious and energetic in business, he won a high standing in commercial circles. He was kind-hearted and generous to a fault. He leaves a widow and three children, two sons and one daughter. His widow is a niece of the well known Hon. Samuel Medary, who was governor of Kansas during the trying times of that territory.

Grandmother

Used to say: "Boys, if your blood is out of order try Burdock tea; and then they had to dig the Burdock and boil it down in kettles, making a nasty, smelling decoction; now you get all the curative properties put up in a palatable form in Burdock Blood Bitters. Price \$1.00, trial size 10 cents." codlw.

No Good Preaching.

No man can do a good job of work, preach a good sermon, try a law suit well, doctor a patient, or write a good article when he feels miserable and dull, with sluggish brain and unsteady nerves, and none should make the attempt in such a condition when it can be so easily and cheaply removed by a little Hop Bitters.—Albany Times.

TARRANT'S SELTZER WATER EXPERIMENT

There are Martyrs to headache who might be cured by using Tarrant's seltzer aperient.

The stomach, overburdened until its recuperative power is weakened, revenges itself upon the poor head, which it makes to ache and torture the offender. The use of this aperient will cure of naturally, and almost perceptibly, the curable headache. The disease is removed, and the head ceases to ache.

SOLD BY ALL DRUGGISTS

Ladies

Do you want a pure, blooming complexion? If so, a few applications of Hagan's MAGNOLIA BALM will gratify you to your heart's content. It does away with Sallowness, Redness, Pimples, Blotches, and all diseases and imperfections of the skin. It overcomes the flushed appearance of heat, fatigue and excitement. It makes a lady of THIRTY appear but TWENTY; and so natural, gradual, and perfect are its effects, that it is impossible to detect its application.

KENNEDY'S EAST-INDIA BITTERS

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CONTINUES TO Roar for Moore (s) Harness and Saddlery.

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Have you adopted the Lion as a Trade Mark, and all my goods will be STAMPED with the LION and my NAME on the same. NO GOODS ARE KEPT WITHOUT THE ABOVE STAMPS. The best material is used, and the most skillful workmen are employed, and at the lowest cost. A favor by sending a postal card of good will, confer a favor by sending for one.

NOTE: If you are a sufferer from any of the following ailments, you will find Hop Bitters a most valuable remedy. It is a most reliable and powerful medicine, and is sold by all druggists.

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NOTICE OF SITTING OF CITY COUNCIL AS BOARD OF EQUALIZATION.

City Clerk's Office, Omaha, August 1st, 1881.

In accordance with section 3 of the Omaha city charter notice is hereby given that the city council will sit as a board of equalization at five o'clock, commencing on Tuesday, August 9th, A. D. 1881. Said sitting will be held in the council chamber and continuance at 9 o'clock, on each day. Section 17 of the city charter is as follows:

"SECTION 17. The council shall have power to act as a board of equalization for the city, to equalize all assessments, and to correct any error in the listing or valuation of property, and to supply any omissions in the same, and shall have the same powers as county commissioners have in similar cases."

J. L. C. Jewett, City Clerk.

WISSE'S Axle Grease NEVER GUMS!

Used on Wagons, Buggies, Reapers, Thrashers and Mill Machinery. It is especially adapted for all kinds of screws on Horses and Sticks, as well as on nuts.

CLARK & WISSE, Manuf'rs.

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THIS NEW AND CORRECT MAP

Chicago & North-Western RY

Chicago and all of the Principal Points in the West, North and Northwest.

Carefully examine this Map. The Principal Cities of the West and Northwest are Stationed on this Road. Its Through Trains make close connections with the trains of all railroads at junction points.

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