

APPLETON'S AMERICAN CYCLOPEDIA

Fun on the Plains. El Perkins on the Kansas Pacific

Westward westward we have been riding all day over the Kansas Pacific. From Kansas City the road runs straight up the Kansas River bottom and along Smoky Hill and the buffalo country to Denver.

On the train are Grangers from Carson and Hugo, and killers and stabbers from Wild Horse and Eagle Lake. The men of the conductor Cheney come along to collect the fare. Touching a long-haired gentleman on the back he looks down and says: "Thickets!"

"Hain't got none," says the passenger, holding his gun with one hand and smoking out from under his hat with the other. "But you must pay your fare, sir!" expostulated the conductor.

"Now Jos look here, stranger! mobby you'd do your duty, but I hain't never paid yet' point' through this country, and..."

Just then a slouchy, old frontiersman who had been compelled to mobby you'd do your duty, but I hain't never paid yet' point' through this country, and..."

"Well, yes, but not so often as they used to in '85 and '89, Mr. Perkins," he said. "I've paid my fare, and I don't anybody ride on this train free if I don't—if they do damme!"

"All right, you've got the drop on me, you'd do your duty, but I hain't never paid yet' point' through this country, and..."

"Just you count that money back, conductor," he said, "and after I had done it, continued the conductor, one of the head miners upon the train, and we'll hang these three card monte fellows to the telegraph pole."

"But the monte men flow out of the door too quick for 'em." To illustrate the value of human life in this country, Mr. Locke, the manager of the Kansas City Opera House, tells me this story:

Two years ago the James brothers, the same two desperadoes who sacked the express car, and went through the passengers in the Chicago, Rock Island & Pacific and at Gad's Hill, stole the money box at the Kansas State Fair. They rode into Kansas City on horseback, and when the cashier was walking to the bank with the receipts of the day, they pointed their pistols at his head, and he fled, and galloped off. This was done in broad daylight, in the midst of a great crowd.

Well, some time afterwards one of the Kansas City reporters wrote an article about these highwaymen, saying some kind things. He called them brave, and said they had done the most daring deed in the highwayman's record. A few nights afterwards the James Brothers rode into Kansas City, went to the newspaper office, and holding the reporter by the collar, and his handsome watch and chain. They said the article in question touched them in a tender spot, and they desired to show the reporter.

"But do it to gratify us. We didn't steal this watch; we bought it and paid for it with our own money," continued the desperadoes.

"No; you must excuse me," continued the reporter.

"Well, you mustn't take this watch," replied the James Brothers, regretfully, "perhaps you can name some man around here you want killed?"

"El Perkins," CARSON, Colorado, March 17. [From the Rochester Advertiser.] The man who called at the office the other day to exhibit what he called a patent pre-er-extinguisher is evidently a lunatic. He came again this morning, and after sitting down in a well-favored dish of paste which had been prepared for the benefit of an "exchange friend," he remarked:

"Well, so-so. What is it?" "So-so," he aspirated mysteriously. "I've just got the biggest idea in my head that any man ever 'traded with'."

"Yes, sir—ee. Now, you see, I just propose to be a benefactor to the human race. This here idea of mine will just pay off the hull of the national debt if you will only give me through, an' I don't want to make a cent out of it neither."

"Might it not be well to..." "Oh, I know what you're goin' to say, an' I'll just come right to the pint at once. This here idea, which you call might pay off the hull of the national debt, is like this: I propose to get a patent plan to prevent the canal from freezing in winter or summer. This hain't no chemical idea, but it's a mechanical one. In the first place, an' my notion is about this: I propose to build a nice fire-proof building over the canal, extendin' its full length. This building will be ornamental, and the canal will be used as offices and elevators. Business will flow into 'em, it can't be helped. Along in places where there ain't much business the buildings needn't be more than two-story high, but in cities it can be as big as Powers' Block. The offices will be warmed by steam, and of course the canal won't freeze. I propose to have a law passed requiring each boat to pull a certain quantity of water an' pour it into the canal every mile she makes. This water will flow into the magnificent structure over the canal, an' the tow-path will be kept dry. In summer, the sun will be kept from the backs of the mules, an' the water will be saved, not to mention property. In regard to the Hudson River, well, that'll only require a little more of the same plan."

"Well, sir, how do you propose to carry out this scheme?" "Simple as milk. Suppose the length of the canal from Buffalo to Albany is 352 miles, that this building costs \$3,000,000 a mile, that is in the neighborhood of \$1,080,000,000. Now in order to build the canal, we must form a stock company, issue stock an' mortgage, not to mention bonds an' such. You comprehend the plan, now a-bout how much stock will it take?"

The writer, who perhaps did not attend the Sunday school with becoming regularity in his youth, uttered a few impatient adjectives of a Christian nature, and slow the lunatic on the spot.

PIUS IX. His Faith, Hope and Adversities. [From a Roman Letter to the London Post.] The Pope, who a few weeks ago showed so great an anxiety to administer the sacraments to his Secretary of State, is now pressing upon him the expediency of making his will. Thoroughly reassured on the score of the son from view, and the old woman almost boundless length of years that is yet in store for himself, the Holy Father seems to look with serene resignation on the fate of his endowments. Cardinal Capaldi, the great champion of infallibility in the Ecumenical Council, has been for weeks dying by inches. Cardinal Infirmity or mental alienation has made wrecks of many senior members of the Sacred College. The staunchest friends and servants of Pius IX. are being taken from him one by one, overpowered by disease or decrepitude. He alone walks erect and undaunted, ever young, ever sanguine, outstripping his youngest chaplains in his fervent prayers in the Vatican garden, astonishing even more than his liveliness his gravest counsellors by the dryness of his humor and the keenness of his sarcasm. Certainly no such scenes as the Vatican garden, astonishing even more than his liveliness his gravest counsellors by the dryness of his humor and the keenness of his sarcasm.

Money and Commerce. Daily Review. OFFICE OMAHA DAILY BEER, March 28, 1874. Business in wholesale lines was fairly active to-day in all branches. The demand for dry goods was larger than usual. Groceries moved in heavy lots and prices were well maintained throughout. Coffee settled at yesterday's quotations and the impression in business circles seems to be that they have touched bottom, for the present at least. The market is well stocked with the better brands of teas and prices are low enough to compete with New York or San Francisco.

OMAHA MARKET. Carefully Corrected Daily. DRY GOODS. American, 10; Albion, 10; Allens, 10; Conestoga, 10; Danella, 10; Truman's, 10; Garner & Co., 10; Hamilton, 10; Merrimack, 10; Oregon, 10; Pacific Mills, 10; Sprague, 10.

red and closed, 1 00 to 1 25 per lb. to color; fox, silver gray, 10 00 to 20 00; do, cross, 3 00; do, red, 1 50; deer skin, hair red and about, 25c per lb. Cooks & Ballou furnish the following quotations for butcher's stock, native, 44 1-2 Texas steers, 31 1-2; hogs, unsettled, prime, 4 1-2-50; sheep, firm and active at 1-25-00. MEATS. Dressed beef, 6 1-2; dressed pork, 6c; dressed mutton, 11-2c; S. C. hams 13c; shoulders, 7 1-2; breakfast bacon, 10c; clear sides, 10c; lard, firm at 9c.

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WALTER CRAIG'S LANDS FOR SALE. I offer for Sale, on LIBERAL TERMS, to suit purchasers, 30,000 Acres! IN NEBRASKA, known and described as follows: STANTON COUNTY. All of T. 21, R. 1, E. 21,760 acres, suitable for a large colony; 600 acres in cultivation, thousands of apple trees and forest trees; living water on nearly all the sections; and a fine water power.

THAYER COUNTY. 2640 acres in solid body, in T. 2, R. 2, W., suitable for a colony; 100 acres in cultivation, within 1-4 miles of County Seat and a fine flour mill; living water. Gage County. Douglas County. Dodge County. Colfax County. Sarpy County.

All these lands are good farming lands. Their surface is, in general, smoothly rolling table or upland, but comprising many thousands of acres of level bottom. Most of the tracts are supplied with living water: some of them with small groves of wood. The soil of the creek and river bottoms is a deep, black alluvial or vegetable mold, and most of these bottoms are natural meadows. The soil of the uplands is a lively brown or yellow loam, with a very deep and porous subsoil. The more elevated parts abound with those peculiar soft, brittle, limy lumps, which always denote the best wheat land.

One tract in Sarpy County contains an extensive quarry of stratified limestone. Nearly all these tracts are within the sound of the locomotive whistle, and many of them are close to Railroad Stations. Two or three pieces only are inconvenient to Schools, Mills, Post Office and Stores. For any tract in WASHINGTON COUNTY, apply to ALEX. REED, in Blair, Neb. For any other tract, to I. N. TAYLOR in Omaha.

WALTER CRAIG. Omaha & St. Louis Short Line 1874! The Kansas City, St. Joe and Council Bluffs R. R. It is the only line to ST. LOUIS AND THE EAST, FROM OMAHA AND THE WEST. NO CHANGE OF CARS BETWEEN OMAHA AND ST. LOUIS AND NEW YORK. This the only line running PULLMAN SLEEPING CAR EAST FROM OMAHA, ON ARRIVAL AT ST. LOUIS AND NEW YORK. Passengers taking other routes have a disagreeable transfer at the other station.

PASSENGER TRAINS DAILY: REACHING ALL EASTERN AND WESTERN CITIES. With Less Change and in Advance of Other Lines. This Extra Line is equipped with Pullman's Palace Sleeping Cars, Palace Day Coaches and Chair Cars, Miller's Safety Platform and Coupler and the Celebrated Westinghouse Air Brake. See that your tickets read via Kansas City, St. Joseph & Council Bluffs Railroad.

LOS ANGELES VINEYARDS. Depot for the sale of his NATIVE WINES AND BRANDIES. M. KELLER & Co., Corner of Battery and Washington Sts. AN FRANCISCO, CAL. No. 711

F. M. & H. EROCKE, GENERAL Commission Merchants 1916 & 1918 Market St., PHILADELPHIA. Grain, Flour, Seeds. Specialties: Barley, Malt, Hops. FRANK M. BROOKS, BUTTER BROKER

WILLIAM SEXAUER, 225 Farnham Street, Omaha, Neb. FURNITURE, BEDDING, ETC. Furniture of all kinds upholstered to order, and repaired by any competent hands.

PIERCE'S Pleasant Lurgative Pellets. The following Premiums have been awarded for Dixon's American Graphic. First Premium Cincinnati Industrial Fair, 1873. First Premium Brooklyn Industrial Exposition, 1873. For Samples or Information apply to the Jos. Dixon Crucible Co., 77 Madison Street, JERSEY CITY, N. J. Proprietor of the RISING SUN AND LOS ANGELES VINEYARDS. Depot for the sale of his NATIVE WINES AND BRANDIES. M. KELLER & Co., Corner of Battery and Washington Sts. AN FRANCISCO, CAL. No. 711. BAKING SODA! BEST IN USE! Made by all FIRST-CLASS SCHOOLS. United States Confectioners' Tool Works. This Mills & Bro., Manufacturers of Confectioners' Tools. Nos. 1301 & 1303 North Eighth St., PHILADELPHIA, PA. Proprietors: THOMAS MILLS, ESTABLISHED 1835. GEO. M. WELLS, PHILADELPHIA, PA. ADVERTISE IN THE DAILY BEE

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