

Narrow Escape. Rochester, June 1, 1885. Ten years ago I was attacked with the most intense and deadly pain in my back and...

When my wife heard a neighbor tell what Hop Bitters had done for her, she at once got and gave me some. The first dose eased my brain and seemed to go hunting through my system for the pain.

"That poor invalid wife, Sister. Mother, "Oat" brought it!!! "Can be made the picture of health!" "With a few bottles of Hop Bitters!" "Will you let them suffer!!!"

Prostrate the Swindlers!!! If when you call for Hop Bitters (see cluster of Hops on the white label) the drug dealer hands you any stuff called C. D. Warner's Hop Bitters or with "Hop" name, refuse it and shun that druggist as you would a viper; and if he has taken your money for the stuff, indict him for the fraud and sue him for damages for the swindle, and we will reward you liberally for the service.

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FARM MATTE RS. Feeding Farm Horses. This is a very trying season of the year for farmers' teams. The work is driving, it is heavy, with no off days except Sunday, and all of them do not enjoy that season of rest.

The wear of the work now comes most heavily on the muscles, and the food should not only be sufficient, but rich in nitrogenous or muscle producing elements. Corn is very generally used as the concentrated feed for horses in the west. This is a mistake, since corn is a fat and heat-producing food.

Mr. Stewart says a good summer ration for work horses is sixteen pounds of oats and corn in equal quantities, ground together, with twelve pounds of cut hay. Some English and European authorities make a ration of ten to twelve quarts of oats, six to eight pounds of hay, with straw and steamed chaff.

More Mutton. National Stockman. Mutton-raising seems to be attracting the attention of sheepmen to an unusual extent in these days of low wool, and they are discussing through the papers the relative profitability of this and wool-growing with a tendency just now to make the sheepman appear in the favor of mutton-growing. All the time it is stated that the sheep must be big, well-shaped, plump and fat, or the best of their kind, to make exclusive mutton-raising pay.

THE CATHOLIC UNIVERSITY. The Proposed New Institution at Washington to be Run on a Grand Scale.

The scope of the Catholic University to be founded in Washington is surprising as it becomes known. The institution will be called the American University. Its professors will be sought in Europe, and many of them of world-wide reputation will be offered chairs. Bishop Ireland, who has had principal charge thus far of the preliminary work of selecting a site and drawing up the charter which will be asked of congress next winter, says that in the choice of the faculty the matter of religion will have national importance.

On we went, up hill and down, forty miles an hour, no stops far way stations. We climbed the summit at Pinson's an' dashed by like a skinned deer, on down the long terraced Dykes' run an' the big grade. I tumbled every minute of timber in the front of the cab. The one long arm reached out, an' skin' hold o' the throttle shut of steam. The other pulled three long blasts of the whistle, the signal for brakes, an' then before I could say a word the man caught the lever in both hands an' reversed her clean back to the lowest notch. The same long arm again reached the throttle, an' pulled her wide open. One of Six's drivers began to spin around backward an' the train began to slack up. Jumpin, up I made a lunge at the ole man, but instead of hittin' him I fell flat across the cab. I got up an' saw him still steady in there lookin' out ahead. I throwed my arms around him to pull him away, but he passed right through his body and fell at my side. He turned an' looked at me, an' I saw it was Dave--Dave Griffin, come back from the grave!

Accidents of Grant. Ex-Staff Officer in the Boston Traveller. "That tired feeling" from which you suffer so much, particularly in the morning, is entirely thrown off by Hood's Sarsaparilla. Many a victim to Bright's Disease has been restored to sound health by Hood's Remedy. Hunt's Remedy is not a new compound; it has been before the public thirty years. Hunt's Remedy purifies the blood by ridding the kidneys to carry off all impurities.

HER TITLED HUSBAND. The Romance of a Rochester Girl Who Married the Russian Count Mitzkewicz. The probate court held at Northampton on the 10th inst., writes an Amherst, N. Y., correspondent of the New York Sun, witnessed the equal of an interesting romance in real life. Caroline Mather Lester was the daughter of a wealthy banker of Rochester, N. Y. She was educated at a leading institution in New York city, where she became proficient in at least five languages, which she could speak and write with fluency.

Miss Lester returned to America, and was soon followed by the count, whose love-making was of the most ardent character. The young lady's friends and relatives were greatly opposed to the match, and did everything in their power to break it off, but at length, her mother's consent having been obtained, the wedding took place on April 30, 1872. The local paper, printed a few days later, gave a glowing account of the wedding, which was a most elaborate one.

A PHANTOM ENGINEER. Come Back From the Grave to Save a Train--Jim Pace's Grave Story.

It is only a ghost story. Jim Pace told it one dark night to a little crowd that gathered in the round house. Jim's a veteran of the rail. He was 72 last week, and has pulled a throttle as many times as any man living. "He used to make ole Six walk," is the common expression whenever Jim's name is mentioned in a crowd. He loved the engine better than any thing else, and nearly broke his honest heart to give her up. Jim never had an accident, but that wasn't his "fault," he always said. "It wasn't me that missed 'em. It wuz ole Six. She wouldn't ever go into the back end of the train o' the blackest night an' all lights out. You couldn't drive her. Couldn't get'er nigh'er broken bridge or treat'er washin'."

Jim never got any further with his explanation until that night at the round house, when some of the boys begged him to tell them why ole Six wouldn't get into trouble. "I don't mind tellin' yer just why. Reckon y' all know I took to drivin' with Dave Griffin, an' all I know about er engine I learnt from him. He was like er father ter me, an' when he died I lost the best frin' a long yer had. Lost, did I say? N, not but I. He wuz at one time engaged in a muckin' making scheme known as the "Rock Point Oyster Company" whose headquarters were at Lunenburg wharf, Great Wicomico bay, Potomac river, but his genius was to spend money rather than earn it, and he paid little attention to business. In spite of his spendthrift ways his wife continued to love him, and many years ago she died. He had nine children were born to them, one of whom died while the family was in Europe, and another, aged 2 years, died a few weeks ago.

Some months ago the family came to Amherst to reside, living at the Amherst house. Here the countess, as she was always called here, was taken ill and died on April 21. The count is said to have been a devoted husband during his wife's illness, but visitors to the local billiard room expressed surprise to see him every evening, up to the day of her death, and afterward, engaged at his favorite game of pool, smoking cigarettes and seemingly caring more about the game than all other earthly interests.

In appearance the count is rather above the middle height, has a good figure and sports Dunsmuir whiskers, of a sandy hue. He is a good specimen of the Chevalier de l'Industrie, and his society is much affected by students and those who think a title excuses anything in a man.

The proceedings at the probate court were in reference to the appointment of a guardian for the children. There is an estate of \$25,000 left to them, and on the death of the countess, Mrs. Lester, they will receive about \$100,000. The count knew that he was able to provide for the children, and was willing to have a guardian appointed, but he desired to select the man. To this Mrs. Lester demurred, and the court, on her petition, appointed as guardian the Rev. Dr. Howland Ayers, of Hadley.

Improvements in Travelling. The adoption of a time table on the New York Central route to the west, which lands the traveler in Chicago on Tuesday morning at the same hour of the day on which he left New York on Monday morning, marks a long step forward in the development of speed on American railroads. For two or three years the New York Central and the Pennsylvania Company each run a special through fast train known as the "Chicago Limited," which made the trip in shorter time than was ever before known. The Pennsylvania line recently knocked off an hour and a half of the period previously allotted, and the New York Central has now followed suit. Hereafter, therefore, one has his choice between two trains, which start at 9 and 10 a. m., and promise to reach Chicago at the same hour the following morning. From New York to Chicago by the Pennsylvania route is a distance of 912 miles, by the New York Central 980 miles. Obviously these trains cover the distance in exactly 24 hours, as the hands on the clock should occupy the same position when the traveller reaches Chicago as when he left New York the previous morning. Really, the space of time is twenty-five hours, as the train leaves here by "Eastern time," and arrive in Chicago by "Central time," which is sixty minutes slower. The average speed by the Pennsylvania line is thus almost precisely 38 1/2 miles per hour, while by the more northern route it is 33 1/2 miles. This latter speed is the highest ever attempted for a long distance in the United States, and constitutes an achievement which commands notice.

Only one gets an adequate idea of the great progress which our railroads have made in the matter of speed during the last dozen or fifteen years by stumbling over some old traveler's guide, and comparing the time tables then in vogue with the present schedules. Such a contrast would be made for a few of the more important routes. In 1870 the fastest train from New York to Philadelphia consumed three hours and fifteen minutes, and even then left one of the outskirts of the town; 1885 the ninety miles are covered in a couple of hours, and the traveler is landed in the heart of Philadelphia. Fifteen years ago the shortest route between New York and Boston was nine hours and twenty minutes, now the trip is made in but six hours. In 1870 it took at the least eight hours and forty minutes to go from New York to Washington; six hours and five minutes now

office. Fifteen years ago St. Louis was forty-six hours from New York, and New Orleans eighty-six hours away; now it requires only thirty-four hours to reach St. Louis, and but fifty hours for the trip to New Orleans.

These comparisons are sufficient to illustrate the extent of the progress, which has been for the most part so gradual that its importance is not easily appreciated except by such a contrast. Improvements in roadbed, the abolition of grade crossings, and better rolling stock have been the chief agencies in bringing about the change. The cutting down of time has been accompanied by other improvements, which add no less to the comfort of the traveler. The cars nowadays run more smoothly than formerly, and the marked diminution in jolting is a very decided relief in a long journey. A better system of ballasting the tracks has been accomplished, and securing the admission of fresh air into a car without bringing in a cloud of smoke and cinders. The comfort with which a thousand miles can be traversed on such a train as the "Chicago Limited," with easily running parlor and sleeping cars and excellent meals served after a civilized fashion in a dining car, was hardly dreamed of fifteen years ago. Even the railroad eating hours of hateful memory are fast showing signs of getting out of its old dyspeptic ruts. The experienced traveler reports each year a large number of places where table and even good meals are to be procured, while a few--alas! too few--railroad companies are making this branch of their service worthy of high praise. Some enterprising companies are also building stations which, so far from being an objection to a traveler, have claims to beauty. Nothing could well be more depressing than the average depot of a generation ago; now there are at least a few lines on which the stations and the grounds about them are grateful to the weary traveler.

But, after all, a beginning only has yet been made. The fastest trains are yet too slow. It still takes much longer than it should to pass between New York and Boston. By the shortest route the distance is but 213 miles, and the time consumed ought to be nearer four hours than six--will be some day, we do not doubt. Almost as much should be said regarding the 228 miles between New York and Washington. Credits as is the new schedule of the western roads, twenty-four or rather twenty-five hours are still too many for a distance of more than a thousand miles. A man ought to be able to spend the whole forenoon, at least in New York, and still reach Chicago by the opening of business hours the next morning. The highest rate of speed required to meet these demands would not equal that already reached by many trains in Great Britain. The Great Northern requires but four hours and fifteen minutes, although the distance is 203 miles, or nearly as great as that between New York and Boston; while the slowest expresses over this route, the quickest trains to Boston. The fastest train between London and Glasgow covers the 440 miles in 10 hours and 20 minutes, or at an average speed of 42 1/2 miles per hour, at a rate which if maintained between New York and Chicago would cut off between three and four hours from even the new schedule.

The fact is the American public is just awakening to a sense of the improvements possible in travelling by rail. As time becomes constantly worth more money, the demand for faster trains will increase, while, as the railways of national youth grow up, the utility of beauty in the accessories of travel will become more manifest. Encouraging as is the progress that has been made in the last fifteen years, it will be strange if the next fifteen years do not bring still greater changes. The traveler in 1900 will doubtless look back upon his predecessor o 1885 with as much pity as the latter to-day bestows upon him of 1870.

A WESTERN MAN AT DINNER. How He Succeeded in Getting the Waiters to Wait on Him.

Those who had not "tipped" the waiters received but tardy attention. It chanced that one of this class, big, broad-shouldered fellow, with huge whiskers, a regular basso-profundo voice, rough clothing, and a head of hair like a buffalo's frontlet, swaggering in, and with a free and independent air, took an unoccupied seat at the dinner table.

It chanced that there figured upon the bill for five minutes, the waiter on either side of him was of a sort of rarity, and immediately turned up last come guest, immediately objectionable to the head waiter might get in at that point. After sitting five minutes he grabbed hold of a waiter who was passing behind him.

"Say, waiter, you got any bar meat for dinner?" "Yes, sir." "Well, bring me some, and quick, too, for I'm hungry as a hound."

Away went the waiter, but he didn't return, and the color began to mount in the face of the backwoodsman. He gave a third order, which was treated with the same sublime contempt. Patience could no farther go; he seized hold of the heavy dining plates that were laid on either side of him, and dashed one after the other down, so that they fell upon the table with a crash that smashed them to pieces, brought the head waiter and two or three others to him in an instant, and started some of his immediate neighbors to their feet in alarm. "Look here!" said the cause of this alarm, seizing the head waiter by the arm. "Kin I get waited on in this hotel and not get paid for it?" "Certainly, sir," said the head waiter, squirming ineffectually in the grasp of the big left hand of the westerner that held him in an iron grip. "Well, then, do you see that?" slapping down a \$10 gold piece with his right hand and then throwing back the upper part of his coat, from one inside pocket of which protruded a revolver and from the other the handle of a huge bowie knife. "That's my money and here's my weapon; if you don't have a plate o' that bar meat here in two minutes I'll rub some of you out."

Released from his grip, the head waiter retired and in a moment more a plate of the desired delicacy was placed before him.

"Gentlemen, I apologize for interrupting your dinner, but I had to do something to get waited on by these infernal niggers. Won't you take a drink with me?"

It was thought best to humor him--Commercial Bulletin.

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