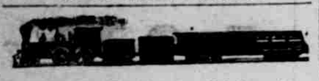
R. R. TIME TABLES.



B & M. R. R. in Nebraska,

MAIN LINE

STATIONS:	EXPRESS TRAINS GOING WEST. No. 1.	No. 3.
Plattsmouth	9:00 a m	6:55 p m
Oreapolis	9:20 a m	7:15 p m
Concord	9:35 a m	7:28 p m
Cedar Creek	9:48 a m	7:42 p m
Louisville	10:04 a m	7:56 p m
South Bend	10:20 a m	8:10 p m
Ashland	10:47 a m	8:30 p m
Greenwood	11:05 a m	8:45 p m
Lincoln	Ar. 11:55 p m / L've 12:30 p m	Ar. 9:30 p m / L've 10:15 p m
Hastings	Ar. 4:25 p m / L've 4:35 p m	Ar. 3:15 a m / L've 3:30 a m
Red Cloud	Ar. 5:55 p m / L've 6:20 p m	Ar. 6:30 a m / L've 8:05 a m
McCook	Ar. 11:00 p m / L've 11:10 p m	Ar. 12:05 p m / L've 12:25 p m
Akron	Ar. 4:20 a m / L've 4:50 a m	Ar. 5:35 p m / L've 6:00 p m
Denver	Ar. 8:05 a m	Ar. 10:00 p m

STATIONS:	EXPRESS TRAINS GOING EAST. No. 2.	No. 4.
Plattsmouth	Ar. 5:10 p m	Ar. 9:00 a m
Oreapolis	Ar. 4:50 p m	Ar. 8:50 a m
[illegible]d	Ar. 4:35 p m	Ar. 8:35 a m
[illegible] Creek	Ar. 4:22 p m	Ar. 8:25 a m
[illegible]ville	Ar. 4:10 p m	Ar. 8:17 a m
[illegible] Bend	Ar. 3:55 p m	Ar. 8:05 a m
Ashland	Ar. 3:35 p m	Ar. 7:48 a m
Greenwood	Ar. 3:15 p m	Ar. 7:34 a m
Lincoln	Ar. 2:00 p m / L've 2:55 p m	Ar. 3:30 a m / L've 7:00 a m
Hastings	Ar. 9:50 a m	Ar. 10:15 p m
Red Cloud	L've 10:10 a m / Ar. 8:00 a m	L've 10:30 p m / Ar. 6:55 p m
McCook	L've 8:25 a m / Ar. 3:55 a m	L've 7:45 p m / Ar. 3:00 p m
Akron	L've 4:00 a m / Ar. 10:45 p m	L've 3:20 p m / Ar. 10:55 a m
Denver	L've 10:55 p m / L've 7:05 p m	L've 11:05 a m / L've 7:35 a m

Trains 3 and 4, numbering 39 and 40 west of Red Cloud, run daily except Sunday.

K. C. ST. JOE & C. B. R. R.

STATIONS:	EXPRESS TRAINS GOING NORTH.	
Plattsmouth	4:50 a m	5:52 p m
Oreapolis	5:03 a m	6:07 p m
La Platte	5:11 a m	6:14 p m
Bellevue	5:28 a m	6:26 p m
Omaha	6:00 a m	6:50 p m

STATIONS:	EXPRESS TRAINS GOING SOUTH.	
Plattsmouth	9:20 a m	8:10 p m
Oreapolis	9:10 a m	8:00 p m
La Platte	9:00 a m	7:55 p m
Bellevue	8:47 a m	7:42 p m
Omaha	8:25 a m	7:20 p m

TIME TABLE
Missouri Pacific Railroad.

	Express leaves going SOUTH.	Express leaves going SOUTH.	Freight leaves going SOUTH.
Omaha	7.40 p.m	8.00 a.m.	12.50 a. m.
Papillion	8.17 "	8.37 "	2.00 p. m.
Springfield	8.42 "	9.00 "	3.05 "
Louisville	8.59 "	9.15 "	3.50 "
Weeping Water	9.24 "	9.40 "	5.00 "
Avoca	9.37 "	9.53 "	5.45 "
Dunbar	10.07 "	10.21 "	6.45 "
Kansas City	6.37 a.m	7.07 p.m.	
St. Louis	5.52 p.m	6.22 a.m.	
	Going NORTH.	Going NORTH.	Going NORTH.
St. Louis	8 52 a.m	8.32 p.m.	
Kansas City	8.38 p.m	7.57 a.m	
Dunbar	5.10 a.m	4.24 p.m.	1.01 p. m.
Avoca	5.45 "	4.54 "	2.10 "
Weeping Water	6.03 "	5.08 "	2.45 "
Louisville	6.32 "	5.33 "	3.50 "
Springfield	6.51 "	5.48 "	4.25 "
Papillion	7.20 "	6.15 "	5.25 "
Omaha arrives	8.00 "	6.55 "	7.06 "

The above is Jefferson City time, which is 14 minutes faster than Omaha time.

ARRIVAL AND DEPARTURE OF PLATTSMOUTH MAILS.

ARRIVES.		DEPARTS.
7.30 p. m. / 3.30 a. m. / 9.00 a. m. / 5.00 p. m.	EASTERN.	9.00 a. m. / 3.00 p. m. / 8.00 a. m. / 6.55 p. m.
11.00 a m / 7.50 p. m.	NORTHERN. / SOUTHERN.	4.25 p. m / 9.00 a. m
10.30 a m. / 7.30 p. m.	OMAHA.	8.25 a. m. / 4.25 p. m.
4.00 p. m. / 11.00 a m.	WEEPING WATER. / FACTORYVILLE.	8.00 a m / 1.00 p. m

Dec. 17, 1881.

RATES CHARGED FOR MONEY ORDERS.

On orders not exceeding $15 - - - 10 cents
Over $15 and not exceeding $30 - - - 15 cents
" $30 " " $40 - - 20 cents
" $40 " " $5 - - 25 cents

A single Money Order may include any amount from one cent to fifty dollars, but must not contain a fractional part of a cent.

RATES FOR POSTAGE.

1st class matter (letters) 3 cents per ½ ounce.
2d " " (Publisher's rates) 2 cts per lb.
3d " " (Transient Newspapers and books come under this class) 1 cent per each 2 ounces.
4th class (merchandise) 1 cent per ounce.

J. W. MARSHALL P. M.

OFFICIAL DIRECTORY.

CITY DIRECTORY.

GEORGE S. SMITH, Mayor.
WILLIAM H. CUSHING, Treasurer.
J. D. SIMPSON, City Clerk.
WILLETT POTTENGER, Police Judge.
R. B. WINDHAM, City Attorney.
P. B. MURPHY, Chief of Police.
P. McCANN, Overseer of Streets.
C. KOENKE, Chief of Fire Dept.
W. H. SCHILDKNECHT, Ch'n Board of Health

COUNCILMEN.

1st Ward—Wm. Herold, H. M. Bons,
2nd Ward—J. M. Patterson, J. H. Fairfield.
3rd Ward—M. B. Murphy, J. E. Morrison.
4th Ward—F. D. Lehnhoff, P. McCallan.

SCHOOL BOARD.

JESSE B. STRODE, J. W. BARNES,
M. A. HARTIGAN Wm. WINTERSTEEN.
L. D. BENNETT, V. V. LEONARD,

Postmaster—JNO. W. MARSHALL.

COUNTY DIRECTORY.

W. H. NEWELL, County Treasurer.
J. W. JENNINGS, County Clerk.
J. W. JOHNSON, County Judge.
R. W. HYERS, Sheriff.
CYRUS ALTON, Sup't of Pub. Instruction.
G. W. FAIRFIELD, County Surveyor.
P. P. GASS, Coroner.

COUNTY COMMISSIONERS.

JAMES CRAWFORD, South Bend Precinct.
SAM'L RICHARDSON, Mt. Pleasant Precinct.
A. B. TODD, Plattsmouth

Parties having business with the County Commissioners, will find them in session the First Monday and Tuesday of each month.

BOARD OF TRADE.

FRANK CARRUTH, President.
J. A. CONNOR, HENRY BECK, Vice-Presidents.
WM. S. WISE, Secretary.
FRED. GORDER, Treasurer.

Regular meetings of the Board at the Court House, the first Tuesday evening of each month.

MILK.
J. F. BAUMEISTER

Furnishes Fresh, Pure Milk

DELIVERED DAILY.

Special calls attended to, and Fresh Milk from same furnished when wanted. 4ly

PLATTSMOUTH MILLS.

PLATTSMOUTH NEB.

C. HEISEL, - Proprietor.

Flour, Corn Meal & Feed

always on hand and for sale at lowest cash rates. The highest price paid for Wheat and Corn. Strict attention given to custom work

Plattsmouth Telephone Exchange.

1 J. P. Young, residence.
2 Bennett & Lewis, store.
3 M. B. Murphy & Co., "
4 Bonner Stables.
5 County Clerk's office.
6 E. B. Lewis, residence.
7 J. V. Weekbach, store.
8 Western Union Telegraph office.
9 D. H. Wheeler, residence.
10 D. A. Campbell, "
14 R. B. Windham, "
15 Jno. Wayman, "
16 J. W. Jennings, "
17 W. S. Wise, office.
18 Morrissey Bros., office.
19 W. R. Carter, store.
20 G. W. Fairfield, residence.
21 M. B. Murphy, "
22 D. H. Wheeler & Co., office.
23 J. P. Taylor, residence.
24 First National Bank.
25 P. E. Ruffner's office.
26 J. P. Young, store.
28 Perkins House.
29 R. W. Hyers, residence.
31 Journal office.
32 Fairfield's ice office.
34 HERALD PUB. Co office.
35 J. N. Wise, residence.
36 S. M. Chapman, "
37 W. D. Jones, "
38 A. N. Sullivan, "
39 H. E. Palmer, "
40 W. H. Schildknecht, office.
41 Sullivan & Wooley, "
42 A. W. McLaughlin, residence.
43 A. Patterson, livery.
44 C. M. Holmes, "
45 L. D. Bennett, residence.
46 Geo. S. Smith, office.
47 L. A. Moore, florist.
49 J. W. Barnes, residence.
50 R. R. Livingston, office.
307 J. V. Weekbach, residence.
335 Chaplain Wright, "
340 W. H. Schildknecht "
346 Geo. S. Smith, "
350 R. R. Livingston, "
315 C. C. Ballard, "

The switch board connects Plattsmouth with Ashland, Arlington, Blair, Council Bluffs, Fremont, Lincoln, Omaha Elkhorn Station, Papillion, Springfield, Louisville South Bend and Waverly.

PROFESSIONAL CARDS.

SMITH & BEESON.

ATTORNEYS AT LAW. Will practice in all the Courts in the state. Office over First National Bank. 49y1

PLATTSMOUTH - NEBRASKA.

DR. A. SALISBURY.

DENTIST.

Office over Smith, Black & Co's. Drug Store. First class dentistry at reasonable prices. 23ly

H. MEADE, M. D.,

PHYSICIAN and SURGEON. Office on Main Street, between Sixth and Seventh, south side Office open day and night

COUNTY PHYSICIAN.

Special attention given to diseases of women and children. 21tf

M. O'DONOHOE

ATTORNEY AT LAW & NOTARY PUBLIC. Fitzgerald's Block,

PLATTSMOUTH, - NEBRASKA

Agent for Steamship lines to and from Europe. d12w52ly

R. R. LIVINGSTON, M. D.,

PHYSICIAN & SURGEON.

OFFICE HOURS, from 10 a. m., to 2 p. m.—Examining Surgeon for U. S. Pension.

DR. S. MILLER,

PHYSICIAN AND SURGEON, Can be found by calling at his office, corner 7th and Main Streets, in J. H. Waterman's house.

PLATTSMOUTH, NEBRASKA.

JAS. S. MATHEWS

ATTORNEY AT LAW.

Office over Baker & Atwood's store, south side of Main between 5th and 6th streets. 21tf

J. B. STRODE.

ATTORNEY AT LAW. Will practice in all the Courts in the State.

District Attorney and Notary Public.

WILL S. WISE.

COLLECTIONS A SPECIALTY.

ATTORNEY AT LAW, Real Estate, Fire Insurance and Collection Agency. Office—Union block, Plattsmouth Nebraska. 22m3

D. H. WHEELER & CO.

LAW OFFICE, Real Estate, Fire and Life Insurance Agents, Plattsmouth, Nebraska. Collectors, tax-payers. Have a complete abstract of titles. Buy and sell real estate, negotiate plans, &c. 15y1

JAMES E. MORRISON,

Notary Public.

ATTORNEY AT LAW. Will practice in Cass and adjoining Counties; gives special attention to collections and abstracts of title. Office in Fitzgerald Block, Plattsmouth, Nebraska. 17y1

J. C. NEWBERRY,

JUSTICE OF THE PEACE.

Has his office in the front part of his residence on Chicago Avenue, where he may be found in readiness to attend to the duties of the office. 47tf.

A. H. KELLER, Ph. G. M. D.

Graduate in PHARMACY AND MEDICINE, Office in Perry's drug store opposite the Perkins house,

ROBERT B. WINDHAM,

Notary Public.

ATTORNEY AT LAW.

Office over Carruth's Jewelry Store.

Plattsmouth, - - - - Nebraska.

M. A. HARTIGAN, LAWYER.

FITZGERALD'S BLOCK, PLATTSMOUTH NEB

Prompt and careful attention to a general Law Practice.

A. N. SULLIVAN. E. H. WOOLEY

SULLIVAN & WOOLEY,

Attorneys and Counselors-at-Law.

OFFICE—In the Union Block, front rooms second story, south. Prompt attention given to all business. mar25

BOYD & LARSEN,

Contractors and Builders.

Will give estimates on all kinds of work. Any orders left at the Lumber Yards or Post Office will receive prompt attention.

Heavy Truss Framing,

for barns and large buildings a specialty.

For reference apply to J. P. Young, J. V. Weekbach or H. A. Waterman & Son. d&w

G. A. WRISLEY & CO'S

Napkin SOAP

BEST IN THE MARKET.

Made ONLY of Vegetable Oil and Pure Beef Tallow.

To induce housekeepers to give this Soap a trial, WITH EACH BAR

WE GIVE A FINE TABLE NAPKIN FREE

This offer is made for a short time only and should be taken advantage of at ONCE. We WARRANT this Soap to do more washing with greater ease than any soap in the market. It has no EQUAL for use in hard and cold water.

YOUR GROCER HAS IT.

G. A. Wrisley & Co.

CHICAGO,

Manufacturers of Standard Laundry and Toilet Soaps.

RAILROADING.

The New Ideas and Developments in Railroads.

Italian Laborers----English Cars---- Railroad Gains---The West Shore Road---The Limited Express Trains.

"Gath," interviewing prominent officials of the West Shore Hudson River railroad, made these discoveries:

"What do you pay these Italians?"

"One dollar and thirty-five cents a day. They live very close. The only way you can get good work out of them is to drive them hard; consequently, our foremen and contractors start out at first to learn all the Italian oaths, and that, I think, is about all the Italian many of them know. They swear all day without interruption, and thus succeed in getting moderately good results. The moment you delay your payments to the Italians they become fiendish. We have had as high as 20,000 workmen at one time on the road, and discharged 5,000 hands on the 1st of June."

Said I to one of these gentlemen: "You have been in England as a railroad man. How do American railroads compare with theirs?"

"Why, their road-beds are altogether better than ours. I think their system of coaches, too, is better. This plan of putting the people in little box-seats, without regard to privacy, and making them ride long distances cramped up, is behind our age. In the foreign compartment cars you have at least a back to your seat clear up and down. We owe a good deal more to the English system than we concede. For instance, the ticket-boxes used by our general agents and in all our offices were invented in England about 1840, and there has been no improvement made on them since."

"Do you anticipate that there will be any great change in the style of American cars?"

"I think the people in this country can have whatever they demand of the railroads. If they want more privacy they can have it. The competition has now become so great between the railroads, and there are so many railroads being launched, that they will hasten to meet the public expectations. On this road, for instance, we are going to have, I understand, a system of ushers at the depots, uniformed, to answer questions, instead of letting passengers drift aimlessly around, not knowing whether trains are to start or what they are to do."

"How long, do you think, will the Pullman cars hold their own in this country?"

"As long as they continue to make improvements and meet the rising demands of travel. Our people are getting more and more in the habit of wanting private compartments, where a family can ride and sleep and not be disturbed."

My acquaintance then observed: "The English are far behind us in the checking of baggage. They seem unusually dull to learn that simple thing. Brass checks for baggage are now made in half a dozen places in America. They cost about $6 to $8 per pair of checks with the accompanying strap. Railroad tickets engraved on steel have become so cheap that about ten are given for one cent. The largest bank note company in New York is running full on railroad orders, which come all the way from Chicago. I observe that New York can deliver your printing to you faster than is usual in the west, where we generally had to wait for a job of printing."

"How many railroad guides are there?"

"There are three, besides a good many local or state guides. The most complete guide in the world is issued by a stock corporation in New York, in which many of the general ticket agents are stockholders. They went into it to have a record that should be thorough, and could be referred to in cases of accident or damages. It is a private concern, pays first rate dividends, and is handled by the general passenger agent of the greatest line in this country, who resigned his office to edit it. Another guide published in New York has still a fair circulation in New England. One of the western guides has perhaps the largest sale."

"What do conductors of railroads do with the money they collect?"

"They take it to bank at the conclusion of the round trip and make a deposit. The treasurer of the company debits them with money given them to make change, etc., and credits them with all that they turn in, and the country bank where they deposit sends the balance to the treasurer by draft."

I said to another person intimate with railroad matters: "Do you anticipate that this West Shore railroad will be sold out like the Nickel-Plate?"

"No. I reason from two or three things. In the first place, the class of men who went into this road do not want to sell anything, but need a place for investment and for income. It is not easy in these days to get out of a good security and put your money to the same advantage in loans. In the next place, Pullman is largely interested in this road, and his interest in having his cars come to New York city through the middle of New York state is greater than his desire to sell. In the third place, if the road was built to sell it could have been built at one-half its cost. Everything in it has been made first class. The character of the stations, of the rolling stock, etc., has all been looked into with such thoroughness that it bespeaks an intention to run and to hold the road. Stations of the first class have been contracted for at Utica, Syracuse and other large towns, and even here at Haverstraw the station has cost $25,000. The locomotives have been built under the care of the best construction in the country. Paper wheels of the largest diameter ever made are under the ordinary rolling stock, and make the fore wheels of the locomotives. Spark consumers and smoke consumers are on the engines. The large engines we use cost $13,000 apiece. The common coaches cost $7,000 apiece, when plenty could have been had for $3,000."

"Is this road to be opened to Saratoga this summer?"

"We think it is; but Gen. Payne, our superintendent, is not a promiser. We are going to get the Catskill trade, at any rate. Our policy is going to be liberal with all other railroads. Instead of playing the hog, we expect to sell half tickets, so that if a passenger wants to get back by some other road or by steamer, and take half his journey with us, we will accommodate him."

"What is the trouble about getting beyond the Catskill Mountains?"

"There is a place there where there is a lot of blue clay, or blue mud, that will not hold, and they are having some trouble in getting a road bed over it. We hope to run to Saratoga by the 1st of July. We expect in a little while to run from Jersey City to Albany in three hours. We shall make the run from New York to Montreal between morning and evening easily, going over the Deleware & Hudson Canal company's track. We shall also run through trains from Washington city to Saratoga between morning and evening, thereby accommodating the four large cities of the east."

"Do these limited express trains pay?"

"Only as advertisements. The limited from Chicago to New York is a first-class advertisement; but I think it makes no money. The limited from Washington to New York is profitable nine months in the year, but I think if you were to take into consideration the delay to freight trains and way trains to let that train pass it would be found not so profitable as it appears."

"Which of the lines of the Pennsyvania road west of Pittsburg is the most profitable?"

"The Fort Wayne is generally considered their big road, but the Pan Handle brings them more first-class passengers. They do not make the time they ought to make on the Pan Handle, considering its relative value to them. Some of their western lines are not very profitable. The Little Miami, for instance, which they leased at a very high rental, has been paralleled since, and the traffic divided. The Muskingum Valley branch is not of much good to them. The Columbus and Indianapolis line toward Chicago is of slight benefit. The Vandalia line does very well. The Philadelphia & Erie Railroad has not been very profitable; yet you take the aggregate of their business west of Pittsburg and it is profitable, pays the fixed charges and leaves a surplus."

BALTIMORE.

An Interview With a Citizen of the Monumental City.

George Alfred Townsend.

"What is the present status of the city of Baltimore?"

"In some directions it has grown vigorous, while in others it is behind the standard of its population. Its commerce has expanded well, but it has nas not shown the manufacturing energy it ought to have done, and must do to retain its increase. It wants manufactories badly. They do not make anything like the variety of products that Philadelphia and the western cities do. Our principle manufacture, so to speak, is canning vegetables, oysters, etc. This is not enough to give stability to such a large place. The portions Maryland adjacent to Baltimore do not develop at all as they ought to. Washington city has become a very important factor among our farmers, and it takes a very large portion of our poultry, eggs and garden truck. It is a more expensive city to spend the winter in than Baltimore; but the time is near at hand when Maryland people will hesitate before wintering in Washington or Baltimore. Baltimore has not very many men of large fortunes. Johns Hopkins was our wealthiest man, and he left his fortune to found asylums and a university. We want another kind of rich man in Baltimore to point the way to industries which will employ the people and educate mechanics and operatives. I regard the city of Baltimore as in a tolerably precarious position among large cities unless she develops manufactures. There is no comparison, for instance, between Baltimore and Philadelphia for a variety of occupations, and for the increase of wealth by mechanical enterprise, stock companies, etc. Indeed, my friend," said this old slaveholder, "slavery sits on our necks yet. None know what a curse it was but men who live in these old slave regions, and were themselves partakers in the institution. We have good blood in this state, and very little false chivalry. Nevertheless the young men do not know what to put their hands upon to change their condition. In many of these old counties the young ladies have to marry what they find around them. With a soil long ago worn out for corn and tobacco, still corn and tobacco one must plant, because we know no other form of avocation."

Theatrical Combinations.

Augustin Daly.

The combination system is gradually destroying itself, and eventually we shall have a return to the stock company system which formerly prevailed, with a few leading stars traveling with their own principal support only, say two or three persons. Formerly stars traveled with a leading support only of the opposite sex. This change is being brought about by two existing conditions: the people have been surfeited with uneven and oft-repeated performances of numerous combinations which play one piece the season through, and repeat it two or three times in the same town. The companies are so numerous that the standard has been greatly lowered, and this the public is quick to resent. The public of other cities may be beguiled once or twice by the trade-mark of a well-known metropolitan theater, but when they are asked to accept as original companies combinations of the same name, but numerically titled, they reject the whole of them as fraudulent. Then, too, managers find the star and combination systems uncertain, and sharing terms uneven; besides, they are expensive. Managers are compelled to recognize the custom of paying for billboard privileges by admission, and these are very exacting in the smaller cities. Why, many of these combinations spend more money on their wall and window printing than they do on salaries. Managers frequently lose on one combination what they make on three or four other engagements. The public evinces a disposition to support good stock companies in the principal cities, and in these there is a notable increase in stock-playing theatres. This past season New York had three stock companies; next season it will have seven. These will be Wallack's, the Star, the Union Square, Madison Square, Fifth Avenue, the Bijou and Daly's, though the Bijou will be a musical company, I understand, but still a stock company. In Boston the Bijou, the Boston and the Museum will be stock theatres.

Pen Pictures of Talmage.

New York Letter.

His voice is like the rasping of ten thousand files. His manner and gestures are awkward and ungainly; his modulation is most defective. You can not feel serious and religious when you hear him, try ever so hard. The impulse is to laugh, and laugh you do. You feel ashamed of yourself, but as you look around you find that many smiling faces give indication that others have been struck just as you have. It is terribly wicked, but I defy you to help it. No one will deny that this famous preacher is original, both in his manner of thought and in his verbal expression. That's what ails him. There is a point beyond which originality becomes grotesqueness and is rendered thoroughly unsuitable for the solemn purposes of the pulpit, and he has reached it. He is an actor without grace, an orator without voice. The oddest genius that ever stood in the sacred desk. A brilliant man, but still a man of no great depth.

Henry Clay and Emancipation.

Ben: Perley Poore.

Henry Clay, in the last year of the last century, appeared before the people of Lexington, Ky., and, in lofty and manly tones of eloquence, pleaded the cause of emancipation. His wonderful gifts of oratory, his extraordinary powers as a logician, and his rare sagacity struck all who heard him with astonishment. I have often heard those who had listened to his speeches of that day declare that the ears of man had scarcely ever listened to such eloquence as this young man then exhibited. I have heard both ladies and gentlemen say, years afterward, that his voice then rang in their ears, and his appeals remained in their memories as though they had been heard but the day before, and I have heard Henry Clay say that, had not the British abolitionist interfered, awakening public sentiment at the north, and provoking the slave owners, the southern states would have agreed upon some plan for gradual emancipation.

SUSPENDED ANIMATION.

Wonderful Cases of Voluntary Trance as Practiced by the Fakirs of India.

Cincinnati Enquirer.

The fakirs, of India, according to Napier, Osborne, Magir, Lawes, Quenouillet, Nikiforovitch and many modern witnesses, are able, by a long course of preparation, diet and repose, to bring their bodies into a condition which enables them to be buried under ground for an indefinite period. Sir Claude Wade was present at the court of Rundzgit Singh, when the fakir mentioned by the Hon. Capt. Osborne was buried alive for six weeks in a box placed in a cell three feet below the floor of the room. To prevent the chance of deception, a guard, comprising two companies of soldiers, had been detailed, and four sentries were furnished, and relieved every two hours night and day, to guard the building from intrusion. "On opening it," says Sir Claude, "we saw a figure inclosed in a bag of white linen fastened by a string over the head. * * * The servant then began pouring warm water over the figure. * * The legs and arms of the body were shriveled and stiff, the face full, the head reclining on the shoulder like that of a corpse. I then called the medical gentleman who was attending me to come down and inspect the body, which he did, but could discover no pulsation in the heart, temples or the arms. There was, however, a heat about the region of the brain which no other part of the body exhibited. The process of resuscitation included bathing in hot water, friction, the removal of wax and cotton pledgets from the nostrils and ears, the rubbing of the eyelids with ghee, or clarified butter, and, what will appear most curious, the application of a hot wheaten cake about an inch thick to the top of the head. After the cake had been applied the third time, the body was violently convulsed, the nostrils became inflated, the respiration ensued and the limbs assumed a natural fullness, but pulsation was faintly perceptible. The tongue was then anointed with ghee, the eye-balls dilated and recovered their natural color, and the fakir recognized those present and spoke. Not only had the nostrils and ears been plugged, but the tongue had been thrust back so as to close the gullet, thus effectually stopping the orifice against admission of atmospheric air. This was done not only to prevent the action of the air upon the organic tissues, but to guard against the deposit of the germs of decay, which, in the case of suspended animation, would cause decomposition as they do on other meat exposed to the air." If, then, a fakir could suspend animation for six weeks, why could not a Lazarus, a Shunammite boy, or the daughter of Jairus? complacently remarks the queen of the Theosophs, Mme. Blavatosky. The most wonderful case is that related by Mrs. Catharine Crowe in her Nightside of Nature of the burial of a fakir in the presence of Gen. Ventura, the Meharajah and many of his Sirdars. The political agent at Loodhiana was present when he was disinterred ten months after he had been buried. "The coffin, or box, containing the fakir being buried in a vault, the earth was thrown over it and trod down after a crop of barley was sown on the spot, and sentries placed to watch it." The Maharajah was so skeptical that in spite of these precautions he had him twice in ten months dug up and examined, and each time he was found in exactly the same state as when they shut him up.

Gathering Midgets for the Kindergarten.

San Francisco Cor. Detroit Free Press.

I feel that it would not be out of place to state my experience while strolling through the squalid quarters round about the "Barbary Coast," San Francisco, a few days since, when "Peeping Tom" had ocular proof of the good work the kindergarten teachers are doing.

That portion of the city is heavy with foul smells overhead, and black with fouler mud under foot. Small shops, frail tenements, and unkempt and dirty children fairly swarm in the streets.

A pleasant little lady with beaming face was boldly entering these places and persuading the parents to allow the little ones to come to school.

Following her was a crowd of children ranging in age from a little midget who could hardly toddle, to those of 5 or 6 years of age. Some had hold of her hands and arms, some clung to her dress, some piloted her away and the balance were strung out behind her like a straggling sutler's guard.

I watched her dive in an out; I listened to her arguments and saw her boldly bear away her little captives for fully twenty minutes unobserved.

During the whole time she never provoked an angry word or a retort.

The children seemed to love her and were as interested in the recruiting service as herself.

I went quietly and thoughtfully away, fully confirmed in my own good opinion of the brave, quiet work that is going steadily on to make the next generation fit to endure and wise to encounter the perils of the future.

That "American Girl."

Lady Wilde has written a long article on Americans. She says, among other things: "The English, so say our transatlantic cousins, speak nicely and pronounce clearly, but they do not know how to converse; they have no fluency, are crude and abrupt in expression, and quite infelicitous in smooth transitions. The girls are dull, diffident and monotonous; with their pale eyes, pale hair and sealskin jackets, one might gather a thousand, or fifty thousand of them together and they would all be found precisely alike.

The American woman, on the contrary, disdains this colorless uniformity, revolts against social usages that would limit her bold originality and assertive self-manifestation. She is proud, conscious, strong-souled and self-reliant. 'I am an American girl,' is answer enough to any timid old world bigot. That phrase expresses at once dignity, courage, self-respect and the independence of the emancipated republican. The English girl, in one of the novels, utters her little harmless platitedus in a soft, low monotone of broken sentences. "'How nice,'" she murmurs, "'to have pictures on a rainy day—and it rains so often!'" and so on, and so on, in a limpid, weak, watery way. Always shy and indistinct with her half utterances, the stiff conventional attitude never changed, nor the level murmurs illustrated by gesture or laughter. But the vigorous, vivacious American girl never omits a syllable; she speaks in a loud, clear voice, as if for the reporters, and as one worth hearing, who demands and extorts attention. She accentuates all she says with grim purpose and resolute determination to be heard. She is sharp, smart and terrible at repartee, and may perhaps be sometimes fatiguing to the English ear with her voluble flow of words. The English girl never stares nor asks questions with obtrusive curiosity. She is trained to seem and be a negation—a dormant soul without volition or an opinion on any subject, felt or expressed. Her American cousin, however, has an aggressive frankness, based chifly upon interrogatories and bold personalities. Her gaze is clear and direct; not 'the stony British stare,' but with the large, truthful eyes of childhood—the eager, inquiring glance of a candid nature. Truth is in all her words. This Puritan virtue has indeed remained an heirloom in the American family. They have none of the subtle evasion and graceful mendicities of high life in Europe—the delicate flatteries, so charming and so false. These are stamped out at once by the frank, fearless candor of the American girl. Yet one trembles a little before a candor so uncompromising; for we all shrink from the downright expression of the actual, and the glare of an unshadowed truth makes one nervous. But the Americans have no mercy. Nature meant them for a nation of interviewers. They generalize, describe, and label you after ten minutes' inspection, and send off your portrait across the Atlantic, with all your imperfections on your head, for the amusement of the crowd, who must be propitiated by a victim, and who applaud and shout 'Bravo, Toro!' when a 'special' has been more than usually successful in tossing the victim from his horns, to be trampled in the dust of the arena. Yet they are by no means an ill-natured or cruel people; on the contrary, they are kind, generous, and charming to the passing stranger who enters within their gates.

On the Big Bridge.

New York Cor. Inter Ocean.

No other such thorough mixture of rich and poor has ever come under my eye as that which is daily made on the Brooklyn bridge. Everybody must walk across at least once, and that brings whole broadcloth into contact with holes in tweed, while satin flaps against calico. It is not a bad place to study the newest fashions in women's dress, though a severely trying one, for the glaring sunlight renders colors unendurably bright that, when less illuminated, are only artificially gay. Besides this, the slightest artificiality of skin or hair is pitilessly exposed. The more artful promenaders, however, are careful to dress in sober hues, and to soften their complexions, whether natural or painted, with the screen of a parasol. Here comes in a positive novelty—a transparent parasol. The sticks and frame are ivory, and the covering is filmy lace, either white or tinted. Through this new parasol the carrier's head can be distinctly seen, with an indistinctness just sufficient to increase whatever beauties it really possesses. I am told that this device is going to be common at the summer resorts.

When Planting Trees.

Those who plant trees for landscape effect should give attention to the grouping of variously colored foliage in the trees planted. A

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