

LITERARY NOTES.

WOMAN ON THE FRONTIER—By William W. Fowler, M. A. C. B. Beach & Co., Chicago, Ill.

THE TRIALS OF RAISAS—A Russian love story by Henry Greville, 1 vol., paper cover, 50 cents. Peterson & Co.

THE INTERNATIONAL REVIEW—A. S. Barnes & Co.

We have received a copy of Woman on the American Frontier, a volume of great interest, containing an authentic history of the heroism, adventures, trials, privations and noble lives and deaths of the mothers of the republic.

The same firm of publishers, Messrs. C. B. Beach & Co., also furnish for review a volume entitled, "Nick Putzel, or Arthur Gurney's Run."

The trials of Raisas, a Russian love story by Henry Greville, published by T. B. Peterson & Brothers, Philadelphia, is a love story full of fascination and power, the more felicitous and interesting because of the common track.

The international review, published by A. S. Barnes & Co., on a broad and generous basis, with the intent of collecting into it the best thought of the writers of more than one nation, and making it serve as an organ of intercommunication between all English-speaking people.

The German singing societies of Chicago have appointed a ways and means committee to fix upon a popular plan of raising the \$40,000 required to meet the expenses of the North American Sangebund, which is to be held in this city next June.

"Widow Bedot" will be played at two different theatres in New York early in February, Burgess running one and Manager Haverly the other.

A paper recently read before the French Academy of Science concerning the changes likely to take place in the human voice in the course of centuries, caused The New York Times to say: "The girls of the future will have a voice like that of Carl Formes in his best days."

RELIGIOUS.

At the close of the war there were but two Congregational churches in the south. Now there are 73.

Pennsylvania's charitable societies will receive under the will of Mary Shields, of Philadelphia, \$875,000.

A Sunday movement in Switzerland has been the means of changing the market day from Sunday to a week day.

Mr. Cyrus H. McCormick has given in all to the Presbyterian Theological Seminary in Chicago the sum of \$300,000.

The northern and southern Presbyterians of Louisville joined in Thanksgiving services for the first time since the war, last month.

There are 639 Baptist churches, white, in South Carolina, with 55,183 members, or one member to every seven in the population.

The gifts already made by Mrs. Valeria G. Stone, of Boston, out of the estate left by her husband, to aid and endow colleges and seminaries in this country and in missionary fields, amount to more than \$800,000.

The Episcopals of St. Louis are fully committed to the theatre. Their churches clubbed together lately, hired a theatre for a week, paid the manager the salary of the players, selecting, of course, a moral play, stirred up their friends to patronize the play, and at the close turned over the profits to the local charity for the sake of which this new departure was made.

The thirtieth anniversary of Methodist Freedman's aid society has just been held at Cincinnati. The secretary Dr. Rust, reported that the year past was the most prosperous in the history of the society.

A London paper says: "Whenever a member of the royal family is buried, a fee for 'breaking the ground' of £250 is demanded by the Dean and Chapter of Windsor, although not an inch of ground is disturbed, but merely a stone taken up in the centre of the choir of St. George's Chapel, which gives entry to the passage leading up to the royal vault or 'tomb-house,' a spacious chamber, to which the Queen has recently paid more than one visit.

Miss Ada Cavendish will play in New Orleans next week. McCullough's receipts in New York have averaged \$7000 a week. Hermann will be attraction at McVicker's following Mr. Jefferson.

MUSICAL AND DRAMATIC.

Gray's French opera company is doing an immense business in Havana. Paola Marie's recent benefit drew over \$4000.

Miss Emma Von Elner, a sister of Mlle. Litta, the well-known contralto of Bloomington, has commenced a course of musical studies under an eminent teacher.

A. M. Palmer closes at Union Square on the 1st of May, and he will build a theatre near Twenty-third street and Fifth avenue before October next.

Bernhardt leaves Boston after two weeks, in a palace car for Montreal, stopping one day at Burlington, Vt., and on her return she plays one night at Springfield, Mass.; also Hartford and New Haven, passing through New York without stopping.

Miss Van Zandt, the favorite American prima donna, was presented in London with a very beautiful floral tribute by several of her transatlantic admirers.

Mary E. Geitinger, the great German actress, left Hamburg on the 19th, appearing at the Thalia, New York, on January 3, in "La Grand Duchess." She will play the same parts as Bernhardt, and opera bouffe on alternate nights, all in German.

J. W. Crawford, ("Captain Jack" of The Box) has quit the business of frontier theatricals, and is now chief scout and prospector for the "Lode and Placer Prospecting and Mining Association," of Denver, Col. Jack is in receipt of the fat salary of \$200 per month, and has forty men under him.

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ing the changes likely to take place in the human voice in the course of centuries, caused The New York Times to say: "The girls of the future will have a voice like that of Carl Formes in his best days. She will no longer whisper her love, but will growl it in tones that will suggest the muttering of distant thunder. The silver lull of the school girl of the present will give place to the deep diapason of the 'tee hee' of bass voice girls, and the shriek of the frightened woman who sees a mouse will be as the sound of Niagara when the tumult of the hackmen has temporarily ceased."

Air Engines for Streets and Railways.

The London Times says a practical experiment has been made with an air engine at Woolwich, which so far affords hope that before long humanity and economy may be promoted by the abolition of tramway horses, and that the sufferings of travelers by the underground railways may be mitigated by the substitution of atmospheric-propelled power for sulphurous locomotive power.

The engine is driven by six cylinders and a double set of machinery at one end, and having no smoke stack, resembles in appearance a locomotive tender rather than a locomotive. It runs on four wheels, and is in size less than an ordinary omnibus.

The return journey commenced with a store of 510 pounds. Although the minimum for effective working is considered to be a pressure of 200 pounds. Primstead Station was reached again at 2:10, but the engine was pumped out, having a pressure of barely 90 pounds remaining. The strange looking engine, running without steam or any other apparent motive power, was regarded with amusing wonder by the country people as it passed at full speed, and was naturally an object of unusual interest at the various railroad stations.

It was stated that another engine is under construction more powerful, capable, in fact, of traveling double the distance with a single charge. The operation of pumping the compressed air occupies about fifteen minutes, and it is calculated that an air engine on this principle, as large as the usual steam locomotive of fifty tons weight, would be considerably more powerful than any locomotive yet made.

The objection to steam that it frightens horses can not apply to this system, as there is no escape of steam visible or audible, and the only noise to be distinguished is a rumbling sound something similar to the rattling of street traffic. The general belief of those who witnessed the experiment was that the application of atmospheric power to the science of traveling was a thing of the near future.

A Sorrowing Dove.

A year or so ago a little girl living near Rathboneville, New York, a village on the line of the Erie Railway, was presented with a pair of doves. One day, three weeks ago, they were flying across a railway track, when the male bird came in collision with the smokestack of the Pacific express, which passed the spot about 7 o'clock in the morning. The bird was killed by the shock and instantly thrown out of sight of his mate. The female circled about the spot for a few minutes, in evident amazement at the disappearance of her mate. She then flew to a milepost near by and for a long time gave utterance to the mournful notes characteristic of a dove. Suddenly she seemed to realize what had carried the mate from her sight, and she rose in the air and flew swiftly in the direction the train had gone.

She alighted at her cot, where she remained the rest of the day uttering her plaintive cries. Next morning, just before 7 o'clock, she was seen to fly away and take a position near the spot where she last saw her mate the day before. When the express train came along she flew at the locomotive, hovering about the smokestack and around the cab as if looking for her mate. She accompanied the locomotive for a mile or so and then returned to her cot. Every day since then she has repeated this strange conduct. She goes to her lookout for the train at precisely the same time each morning and waits until the train comes along no matter how late it may be. She never goes further than about a mile with the train, running to her cot, and moaning piteously all day.

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ORDER OF ATTACHMENT. Morris Elguter, plaintiff, vs. H. Murray, first name unknown, defendant.

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