

IRISH INDUSTRIES.

Aversion of the Farm Hands to Labor-Saving Machinery.

Inability to Compete With American Products—Persuasion of Landlords.

Wonderful Decrease in Population—Enforced Emigration.

The whole people were profoundly moved with sympathy for us, and from the highest to the lowest express their gratification at his recovery. I am told that the same feeling prevails throughout England and Scotland. The English and Scotch tourists say that nothing has ever so stirred the hearts of their people with sympathy for us as this crime against a man whom they have learned to regard as one of the greatest and best that our country has produced.

The poverty of many of the people in this part of the country is the important element to be taken into account in any system looking to their advancement. In a previous letter I described some of the houses that are found on the road from Macroom to Glengarriff. I have seen many similar ones to-day. They are, of course, generally found in the poorer parts of the country, though not by any means confined to out-of-the-way places.

The wretched condition of these cottages is, of course, attributed by many to the poverty of their occupants. Undoubtedly the people are in many instances very, very poor indeed, with no prospects of ever being richer. While many of them do not hope for the better things they almost all take great interest in having these old places, and are very tender and affectionate toward each other, and especially toward their families. Nor is there the sort of beastly ignorance and brutality that one would expect to find among the dwellers in such abodes, and their persons and clothes are often clean, while their houses can only be approached throughout the dung-pits. They usually have plenty of leisure to clear up their houses and yards and plant a few trees and flowers, and the expense would be nothing.

A landlord told me it was the Celtic character that loved filth for its own sake; that the priests, having more delicate noses, required the people to keep their persons and clothes clean when they came to church or school. I am told that in some of the out-of-the-way places in the highlands of Scotland the Celtic population lives in a somewhat similar style. On the other hand, there is no doubt that landlordism has a good deal to do with the forlorn condition of a good many of the houses.

A BIG PAVEMENT STONE.

Quarried in Sullivan County for Mr. William H. Vanderbilt.

What is claimed to be the largest pavement stone ever quarried in the United States, is now resting upon blocks in front of the main entrance of William H. Vanderbilt's new house on Fifth avenue, between Fifty-first and Fifty-second streets. One of the firm of H. & A. S. Dickinson, of West Fourteenth street, who have the contract for the stone-work, reiterated the statement that the block was the largest ever quarried. It was, he said, twenty-five feet two inches long, fifteen feet wide, and eight inches thick, and weighed something over 44,000 pounds. The stone was taken from the quarry of a Mr. Hickok, at Barryville, Sullivan county, N. Y. The block from which it was taken was perfectly level, about ninety feet long and nineteen feet in width. From this surface the block was cut out, and then raised by wedges. In this instance the stone was so open that the stone was raised without difficulty, and that was unusually gratifying to the contractors as the perfectly clean and level bed below, which required comparatively little dressing. The block could have been made thirty-five feet in length, but the weight would have made its transportation very risky. As it was, a great deal of difficulty was met in bringing it to the city. It was first rolled down a hill a distance of half a mile to the river bank, and then placed edgewise in a canal boat especially arranged to receive it.

The canal-boat brought it to the foot of West Thirtieth street, in this city, when it was taken up by one of Delamater's floating derricks and placed upon the deck of the derrick. From Thirtieth street the derrick was towed to the foot of West Fifty-first street, where the stone was lifted out and placed upon two trucks built for the occasion, and capable of carrying thirty-five or forty tons. Six teams of horses hauled it to its present resting place. The risk of handling such a block of stone is very great, as a sudden jar or fall would be apt to break it. It was estimated that it would cost from \$5,000 to \$6,000 to duplicate it. It will be laid directly in front of the Fifth avenue entrance to the building, overlapping it a few inches on either side.

The contract for the stone-work called for such a pavement at the main entrance, if such a one could be procured, and Mr. Dickinson said they were particularly fortunate in finding one at Mr. Hickok's quarry. Aside from this monster stone, the others that have already been placed in position are of no ordinary size. Nineteen blocks, including the one already described, serve to make up the entire front on Fifth avenue. It was a fine blue stone, twenty-four and a half feet in length, three and a half feet wide, and thirteen inches deep. It will take the men from two to three weeks to dress the large stone, but it is expected that all the work in this direction will be completed during the present month.

That Great Refrigerator Enterprise St. Louis Republican, Aug. 9. It has been known for some time throughout the various railroad circles and to many of our citizens that the management of the Gould system of railroads had decided upon organizing a company for the purpose of handling and transporting perishable goods of every description. To be brief, this has been done, and the company starts their cars running this day, and we shall endeavor in our short space to give a description of the method of doing the business.

The company is a regularly chartered institution, owned by the railroads interested and in many respects may be called a great benefactor. "What is worth doing is worth doing well," and "wiffling waste makes woful want." These adages can be aptly applied to the transportation of perishable goods, such as dressed meats, butter, eggs, cheese, beer, poultry, game, fruits and vegetables. There are to-day thousands of merchants within a radius of St. Louis who have never been able to develop the particular trade in which they are engaged for the want of facilities to get their goods in proper shape to market.

A visit heretofore to any of our depots would show hundreds of tubs of butter and boxes of cheese and eggs standing on the hot platform, the butter running out onto the floor, the cheese boxes all swelled up and the eggs stinking. This was the result of eggs on for years and years, and there is no way of stopping it.

The same with vegetables and fruits; they either had to go by costly express, in which case the charges were enormous, (but not too high, considering the costly nature of the service, yet high enough almost to prohibit) or to be shipped in boxes with consequent loss.

bringing from all portions of the west dairy products, fruits, vegetables and everything of that character. These cars are run on the closest schedule time and with the regularity of passenger trains. A shipper in Elgin can put a krin of butter in a local car of the American Refrigerator Transit company and it will never be taken out of a temperature of fifty degrees until it reaches the Gulf of Mexico.

Many readers would be astonished to know that the value of the butter product of this country for the past year is greater than that of the wheat crop. St. Louis and its merchants will take an interest in the growth and prosperity of this organization and will bear in mind that money spent in it is spent at home, and does not go east to enrich millionaires who know nothing of this western country and care less. The cars of this company will be found in the Union Depot yards; also its cold-storage-house in warehouse No. 4, and a cordial invitation is extended to examine both. They are the finest specimens of workmanship ever put on wheels, take it as you will, either as a refrigerator car or as a car for the carriage of merchandise. The president of this company, Mr. George B. Hopkins, is a well-known citizen of our town and will be remembered in his connection with the Wabash and brings to the new enterprise the fullest knowledge of railroad matters, combined with the most agreeable manner and ambition and love of the work he has in hand.

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.—(Allaby Times, al-15)

Beck's Arnica Salve. The best salve in the world for cuts, bruises, sores, ulcers, salt rheum, fever sores, tetter, chapped hands, chilblains, corns and all kinds of skin eruptions. This salve is guaranteed to give perfect satisfaction in every case or money refunded. Price, 25c per box. For sale by I. H. & McMANON, Omaha.

TARRANT'S SELTZER WATER. There are martyrs to headache who might be cured by using Tarrant's Seltzer Water.

No Changing Cars. OMAHA & CHICAGO. Where direct connections are made with SLEEPING CAR LINES FOR NEW YORK, BOSTON, PHILADELPHIA, BALTIMORE, AND ALL EASTERN CITIES.

The Short Line via Peoria. FOR INDIANAPOLIS, CINCINNATI, LOUISVILLE, AND ALL POINTS IN THE SOUTH-EAST.

For ST. LOUIS. Where direct connections are made in the Union Depot with the Through Sleeping Car Lines for ALL POINTS SOUTH.

NEW LINE FOR DES MOINES THE FAVORITE ROUTE FOR Rock Island.

The unequalled inducements offered by this line to travelers and through sleeping car lines. The celebrated PULLMAN (16-wheel) PALACE SLEEPING CARS run only on this line. C. R. & Q. PALACE TOURIST ROOM CARS, with Horton's Reclining Chairs. No extra charge for seats in Reclining Chairs. The famous C. R. & Q. Palace Dining Cars. Superior Smoking Cars fitted with elegant high-backed patent revolving seats, for the exclusive use of first-class passengers.

To Contractors, Builders and Property Owners. The undersigned having been appointed agent for the extensive iron and wire manufacturing houses of E. T. Barron, of Detroit, and the United Iron Works and Works at Toledo, Ohio, capacity of 50 tons daily, is prepared to furnish estimates and prices for iron columns, etc., for store fronts, window caps and sills, threshold plates, wrought iron beams and girders, by special contract, castings, etc., in endless variety. Catalogues supplied upon application.

1880. SHORT LINE. 1880. KANSAS CITY, St. Joe & Council Bluffs RAILROAD. Direct Line to ST. LOUIS AND THE EAST.

From Omaha and the West. No change of cars between Omaha and St. Louis, and but one between OMAHA and ST. LOUIS.

Daily Passenger Trains EASTWARD AND WESTWARD with LESS CHARGES AND IN ADVANCE OF ALL OTHER LINES.

Excursion Tickets TO CHICAGO \$10.00 ROUND TRIP, \$19.00 Via the C. B. & O. R. R.

Business College. THE GREAT WESTERN CREIGHTON BLOCK, OMAHA, NEBRASKA.

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SCANTLIN'S Seamless Evaporator. "SOUTHERN" CAME MILL. FIRST CLASS SUGAR MANUFACTURING.



"Great Rock Island Route!" West end being the most direct, quickest, and safest line connecting the great Metropolitan, CHICAGO, and the EASTERN, NORTH-EASTERN, NORTH and SOUTH EASTERN LINES, which terminate north with KANSAS CITY, LEAVENWORTH, ST. LOUIS, COUNCIL BLUFFS and OMAHA, the COMMERCIAL CROSSING FROM THE EAST.

CHICAGO ROCK ISLAND & PACIFIC RAILWAY. It is the only line from Chicago, sending track into Kansas, or which, by its own road, reaches the points above named. No transfers by Carriage!

Through Cars between Chicago, Peoria, Ill. and St. Louis, and Peoria, Ill. and Chicago, are run on all days of the week, except on days of public holidays, and are run on all days of the week, except on days of public holidays, and are run on all days of the week, except on days of public holidays.

CHICAGO BORDEN'S QUINCY R. FOR ALL PORTS EAST & WEST.

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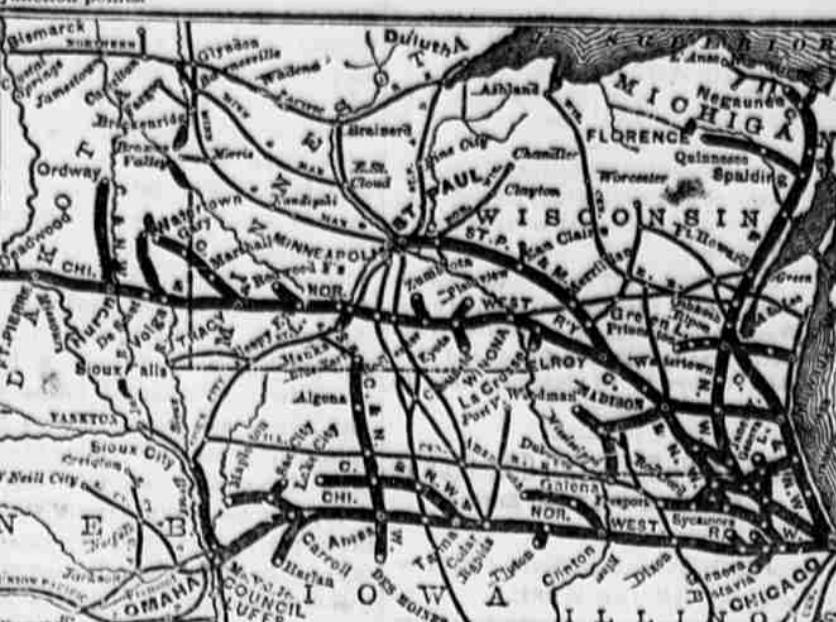
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THIS NEW AND CORRECT MAP Shows beyond any reasonable question that the CHICAGO & NORTH-WESTERN RY is by all odds the best road for you to take when traveling in either direction between Chicago and all of the Principal Points in the West, North and Northwest.



THE CHICAGO & NORTH-WESTERN RAILWAY. Over all of its principal lines, runs each day from two to four or more Fast Express Trains. It is the only road west of Chicago that uses the Imperial Palace Dining Cars.

INVITATION TO ALL WHO HAVE WATCHES AND CLOCKS TO BE REPAIRED, ENGRAVING TO BE DONE OR—JEWELRY TO BE MANUFACTURED. While our Work is better, our Prices are Lower than all others. AT THE LAST STATE FAIR I received all of the SIX FIRST PREMIUMS offered for Competition in our line Over All Competitors! For the Best Watch Work, For the Best Jewelry, (own make.) For the Best Engraving, For the Best Diamonds (own importation) FOR THE BEST QUALITY OF GOODS DISPLAYED, ETC.

My Motto has always been and always will be: "First to gain superior facilities and then advertise the fact not before now wild advertisements. Some unprincipled dealers being in the habit of copying my announcements, I would beg you, the reader of this, to draw a line between such copied advertisements and those of Yours, very truly, A. B. HUBERMANN, The Reliable Jeweler, Omaha, Neb. Sign of the Striking Town Clock.

Chas. Shiverick. FURNITURE, BEDDING, Feathers, Window Shades, And Everything pertaining to the Furniture and Upholstery Trade. A Complete Assortment of New Goods at the Lowest Prices.

CHAS. SHIVERICK, 1208 and 1210 Farn. S. NOT THE LARGEST BUT THE CHEAPEST Dry Goods Store in the West (without exception).

BARGAINS! BARGAINS! BARGAINS! For the next ten days to close out Summer Goods to make room for Fall Stock. GUILD & McINNIS, 603 N. 16th St., 2nd door N. of Cal., E. Side.