THE PARDON OF SCHLENCKER

Governor Thayer's Action Based on the Strongest Recommendations.

THE WATERLOO BRIDGE CASE.

An Answer Filed By the Union Pacific Denying the Authority of the Board of Transportation —Lincoln News.

[FROM THE BEE'S LINCOLN BUREAU.]

The governor yesterday stated that he was frank to say that he believed he had made a mistake in the pardon recently granted Fitzsimmons for a crime almost exactly like that committed by Schlenker, whom he pardoned on Friday last. The governor has not ascertained but what the facts presented for Fitzsimmons' pardon were true, but the relatives of the man have not kept their promise in regard to Fitzsimmons' acts since he was pardoned. Schlenker's friends, after Fitzsimmons' release, have worked industriously for his pardon. He had several years longer than Fitzsimmons and with a good record at the penitentiary, and the petition was a voluminous one for his pardon. The following is the text of one of the communications:

"Understanding that an appeal is to be made to you for a pardon in the case of Henry A. Schlencker, convicted some ten years since of murder in the second degree, and sentenced to imprisonment for fifteen years in the penitentiary, I desire to say that, being conversant with the circumstances of the case and having personal knowledge of the character and habits of the prisoner prior to his conviction, and having favorable reports of his conduct in prison, I most heartily sympathize with the movement for a pardon that will anticipate his release in due course of law in a few months and restore him to citizenship. Your obedient servant,

C. H. GERE.

I heartily concur in the foregoing:

CHARLES H. GOULD,
N. I. HARWOOD,
G. M. LAMBERTSON,
W. J. LAMB,
T. M. MARQUETTE."

Judge Pound, who presided at the trials of Schlencker in the lower courts, said, in a letter to the governor; "I am in sympathy with the movement and join in the request and prayer of the petitioners. From all I can hear and learn concerning him and his conduct, I am led to believe that the public interests will be best subserved by the exercise, in his behalf, of the pardoning power."

Ex-Warden Nobes, of the penitentiary, wrote recommending Schlencker's pardon for his general good conduct and, taking the place and circumstances of the crime into consideration, Mr. Nobes' conclusion was that Schlencker was a fit subject for executive clemency and that if pardoned he would make a good, upright, honest citizen.

John C. Watson, of Nebraska City, who was prosecuting attorney at the final term of court, in which the plea of murder in the second degree was accepted from Schlencker, wrote the governor that he accepted the plea and sentence as the evidence was not entirely conclusive for a crime of a higher character, notwithstanding the indictment. Mr. Watson also referred to letters that he had received from the ex-warden and warden of the penitentiary relative to the good character of Schlencker while in prison and concluded that he believed the well being of society and the ends of justice would not be injured by executive clemency. George S. Smith the prosecuter in the case, also approved of a pardon and Warden Hyers, while not expressing a recommendation, told the governor that if pardons were granted he thought Schlencker should be first.

THE UNION PACIFIC'S ANSWER.

The Union Pacific yesterday filed with the board of transportation the following answer in the Waterloo bridge case:

Before the Board of Transportation of the State of Nebraska. In the Matter of the Complaint of J. R. Watts Against the Union Pacific Railway Company.

The respondent, the Union Pacific railway company, comes and shows cause against the finding and order of the board of transportation of the state of Nebraska made in this cause on the twenty-third day of December, A. D., 1887, by the following answer, as provided by the act of legislature of the state of Nebraska, creating said board of transportation.

Respondent denies that the allegations of said complaint are true as therein stated, but admits that the first track built by the Union Pacific railway company from the Elkhorn river eastward to the bluffs opposite to what now is the village of Waterloo, consisted of an entire embankment without trestles or water ways, but respondent states that at that date there were few or no settlers residing upon lands adjacent to said embankment on either side of the river, that there was no town, village or collection of inhabitants upon the present site of the village of Waterloo, and that the grade as laid at the time was wholly different to the present, that the cut in the bluffs west of Elkhorn station was comparatively light, and that the elevation of the grade upon the Elkhorn bottom between said bluffs and the Elkhorn river was very low, making an ascending grade from said Elkhorn bottom across said bluffs which was steep and difficult; that in the years 1866 and 1867, when said embankment was carried away by a freshet or inundation of the Elkhorn river, the Union Pacific railroad had not yet been accepted by the government as a completed road, and that the work thereon at that point was temporary and provisional, sufficient for the operation of the road and the transportation of freight and passengers temporarily until said grade could be reduced to its proper standard; that it admits it to be true that the temporary and provisional grade was swept away by the inundation, and that in hastily rebuilding the same a trestle was used about 400 feet long, which continued to be used until 1880, but respondent denies that during this period and more than any other period the land upon which the town of Waterloo is now situated was free from inundation, and respondent is advised by its engineers and believes that the existence of said trestle relieved said inundation to a very limited extent, if at all. That in the year 1880 the respondent undertook to conform the road from Waterloo eastward to a point a short distance east of Elkhorn station to such a permanent grade and structure as its engineers regarded as necessary for the economical and safe operation of its road in the transportation of freight and passengers, then increasing rapidly in extent and importance, that the embankment was raised east of the Elkhorn river and towards the Elkhorn bluff, and that the cut in said Elkhorn bluff was raised to such an extent as to constitute, with the raised embankment, an easy and workable grade for the business of the road between the Elkhorn river and the Elkhorn station, that at that time the trestle was discarded and the embankment made solid upon the advice and instruction of the chief engineer of said road that such action was necessary in order to secure the convenient, economical and safe transportation of freight and passengers over said road, and that at the same time after making careful and exhaustive surveys of the country north of said grade said chief engineer was of the opinion that the closing of said trestle and the building of said solid embankment had little or no effect in producing so-called inundations at the town of Waterloo, which, in the meantime —between 1879 and 1886—had become an incorporated village, as shown by the last census, of about three hundred and fifty persons, and respondent submits that it is advised and believes that it can establish to the satisfaction of any board of expert engineers, that the construction of said grade was wise, necessary and indispensible to the safe and successful transportation of the immense traffic in freight and passengers constantly growing upon the east forty miles of said road.

Respondent further answering says that it believes that said board of transportation is mistaken, as a matter of fact, in its finding that the excess of water overflowing the banks of the Elkhorn river finds its way through the depression between the Elkhorn river and said Elkhorn bluffs and becoming obstructed by said grade overflows the present town site of Waterloo by reason of the construction of said grade, but respondent believes the fact to be that long before said grade was constructed and long before said road was built that the present town site of Waterloo was repeatedly overflowed by water whenever the rise in the Elkhorn river was sufficient to carry it out of its banks, and respondent declares that the town of Waterloo was located, built and has since been occupied with the full knowledge of the fact that said overflow is inevitable and that if the railroad was absolutely removed between the Elkhorn river and the Elkhorn bluffs, in times of great freshets in the Elkhorn, said town of Waterloo would still be inundated and overflowed, and respondent denies that said overflow, whenever it has occurred, has been injurious to the health of the citizens of Waterloo and vicinity, or that it has inflicted any considerable amount of damage upon the property of the citizens of Waterloo, as is evidenced by the fact that said citizens have a remedy, if the theory of the board of transportation is correct, for damages for every injury incurred; that only one suit has ever been brought against the railway company for such damage, and that in that suit it turned out, upon trial, that the party had not been damaged and failed to recover a verdict.

And respondent further says that it denies that the comfort, convenience and accommodation of the public and of the individual citizens of Waterloo and vicinity, considered with reference to said overflow and inundation is entitled to be considered against the safety and security and convenience of continental traffic in freight and passengers which passes over said grade and solid embankment, that to open said solid embankment and insert either a trestle or culvert or bridge or any structure which can be placed therein will imperil the safety of trains and result, in the opinion of the respondent, in a vastly greater amount of injury to the public than can possible accrue from its maintenance, that it is unwise, injudicious and indefensible, in the opinion of the respondent, when the citizens of Waterloo and vicinity and the property adjacent thereto have an adequate remedy at law for whatever damage may be inflicted upon them, to compel the railway company to mutilate and weaken and deteriorate its grade and roadbed by opening said solid embankment and thus converting a safe, strong and secure roadbed into an unsafe, weak and insecure roadbed.

Respondent further denies that the low ground between the left bank of the Elkhorn river and the bluffs east thereof is a natural water course and that the natural flow of water, except in case of uncontrollable freshets, is through said depression and avers the truth to be that at the time of such freshets and during their continuance no amount of opening, even the complete removal of the entare grade from the Elkhorn river to the bluffs, will prevent the inundation of the town of Waterloo.

Respondent further says that the Union Pacific Railway company is a corporation formed by the consolidation of three other corporations in pursuance of the charter granting it corporate existence, to-wit: The Kansas Pacific railroad, eastern division; the Union Pacific railroad company, and the Denver & Pacific Railway & Telegraph company, all of which corporations have amalgamated and consolidated in pursuance of law into a single corporation known as the Union Pacific railway company, which now owns and operates the entire Union Pacific system, including the particular portion of road complained of by the complainant; that said corporations were created by the federal congress in pursuance of the constitutional powers of the government of the United States, for the transportation of troops, munitions of war, army supplies, Indian goods, and other transportation required by the government of the United States in its dealings with the Indian tribes, and in the prosecution of offensive or defensive war and in the maintenance of its stores, arsenals and navy yards and other appliances for the maintenance of its army and navy, for the transportation of mails and postal matter and the execution of its powers in maintaining for the use and benefit of the United States and all portions thereof of post routes and post roads; that in pursuance of said charter said Union Pacific railroad company built its road from Omaha, Neb., to Ogden, Utah, a portion of which is the section complained of in this controversy, and that since the year 1865 the portion of the road complained of has been operated and maintained under and by virtue of said acts of congress; that the method of the construction of said road, the terms of its acceptance by the government of the United States, the conditions upon which it should be accepted as a completed road, and everything necessary to comply with the law of congress authorizing the construction of said road, is provided for by federal law; that from time to time as sections of twenty and forty miles of said road were completed, it was accepted by commissioners appointed by the president of the United States as a compliance with those provisions of the charter relating to the construction thereof, and that afterwards, upon a full and complete examination of said road by a commission appointed by the president of the United States, the same was accepted subject to certain additions and changes thereafter to be made, and which have since been made and completed in accordance with the terms and conditions of the act of congress under which the same was built, and respondent insists that the matter of the construction and operation of said road are within the exclusive jurisdiction of the federal government and that the state of Nebraska, through its board of transportation or any other agency is without power to control or direct the destruction of any portion of said roadbed, or to require the reconstruction or the rebuilding thereof, or any portion thereof, and respondent says that at the time said act of congress was passed, and at the time said road was constructed the state of Nebraska was a territory in which the power of congress was supreme, and that the right of the federal government to incorporate said road and assume and maintain federal jurisdiction over it cannot be questioned.

Wherefore, respondent submits that the board of transportation has no jurisdiction to make the finding or order herein made, and that if the question is cognizable by any existing body or organization, its jurisdiction is exclusively vested in the board of commissioners created by the act to regulate commerce passed and approved by the congress of the United States at its last session.

Respondent further submits that if the board of transportation shall overrule this answer and the showing thereunder to be made and shall be of the opinion that its jurisdiction and power in the premises is plenary, that the order of said board as made is vague, uncertain and ambiguous and that it is impossible for the company to comply therewith with any safety to itself or any assurance of freedom from vexations, litigations and annoyance after such order shall have been complied with, the respondent prays that the board of transportation may call to its aid a body of skilled and expert civil engineers, if necessary, and so modify its order as to fix specifically the precise work and the precise extent of the work to be done by respondent in order to accomplish the purpose sought by complaint: that the order as made throws the respondent wholly upon the discretion and judgment of the engineers of the respondent as to the extent and kind of openings to be made in said solid embankment, when the judgment of said engineers is that no opening that can be made will effect the purpose sought by the complainant; that respondent is of the opinion that no matter what opening is made an extraordinary freshet in the Elkhorn river will result in the inundation of Waterloo as heretofore, and that in that case the respondent will be subject to claims for damages and litigation by reason of the defective construction of its roadbed precisely as if the order of the board of transportation had not been made.

Respondent therefore submits that it is the duty of the board of transportation to make such order definite and certain, at least as to the extent of the opening in said embankment to be made by respondent, and that such order should be made as to operate as a defense to said railway company, when it is complied with, against any complaint which may hereafter be made by reason of the obstruction of the flow of water in said alleged dry channel near the Elkhorn bluffs.

Respondent believes that the order of the board as made imposes upon the company an impossibility when it uses this language: "The length of said opening must be sufficient to permit a free and unobstructed passage of the water so that the height of the water below or on the south side of said embankment shall maintain its level with the water above said embankment to a natural fall," and that such result can only be accomplished by the absolute removal of the entire railway embankment from the Elkhorn bluffs as far west as Valley station, five miles west of Waterloo.

And further answering, respondent submits that the act of the legislature of Nebraska entitled "An act to regulate railroads, prevent unjust discrimination, provide for a board of transportation, and define its duties, and repeal articles 5 and 8 of chapter 72, entitled 'Railroads,' of the revised statutes, and all acts and parts of acts in conflict therewith," is unconstitutional and void, and that in its terms and on its face it grants no power or jurisdiction to the board of transportation to make the order in controversy.

Wherefore, respondent prays that said complaint may be dismissed.

UNION PACIFIC RAILWAY COMPANY,
By A. J. Poppleton, its attorney.

NEW NOTARIES.

Governor Thayer yesterday commissioned the following notaries: John M. Clarke, Omaha; Thomas J. Griggs, Mission Creek, Pawnee county; S. Barker, Harrison, Sioux county; Benj. H. McGrew, Crawford, Dawes county; John D. Pope, Friend, Saline county; A. B. Christian, Niota, York county; Horatio Smelser, Loup City, Sherman county; C. H. Gardiner, O'Neill, Holt county; W. E. Rhoades, Omaha; William A. Albright, Dawson, Richardson county; C. M. Parker, Lincoln; H. B. Austin, Hemingford, Box Butte county.

ARTICLES OF INCORPORATION

of the Minden Loan and Building association have been filed with the secretary of state. The capital stock of the association is limited to 1,000 shares of $300. The indebtedness is limited to $500. The incorporators are John R. Maxon, A. H. Burnett, L. W. Hoague, E. German, W. T. McGinniss, Geo. F. Nulburn, S. J. Johnson, T. J. Courtney and E. L. Adams.

MONTHLY APPROPRIATIONS.

The board of public lands and buildings were in session yesterday allowing the regular monthly bills for the different state institutions. These amounted to the following:

Hospital for the insane, Lincoln	$9,411 97
Deaf and dumb asylum, Omaha	3,973 88
Reform school, Kearney	4,701 37
Institute for blind, Nebraska City	1,835 63
Home for the friendless, Lincoln	707 55
Hospital, insane, Norfolk	2,175 36

CONTRACTS AWARDED.

The board of public supplies made the following awards yesterday for supplies for state buildings the ensuing quarter:

Lincoln hospital for the insane—butter, Betts & Sewell; groceries and provisions, George Bossleman; boots and shoes, Perkins Bros.; drugs and medicines, Zenug & Dunn: coal, Whitebreast Coal company; dry goods, J. and D. Newman; paints and oils, J. H. Harley; flour, Betts & Sewell: clothing, T. Ewing & Co., all of Lincoln.

Industrial School—Meats, Weaver & Bond, groceries, R. R. Greer, flour, Kearney Milling and Elevator company; dry goods, J. H. Irwin & Co.; coal, C. D. Ayers, all of Kearney, Neb.

Feeble minded Institute, Beatrice—Ice, A. W. Bradt; bread, A. P. Sperry & Co.; coal, W. W. Hunt, agent Whitebreast Coal company; meats, P. H. Mahlew; groceries, La Selle, Fiske & Co., all of Beatrice.

Institute for the blind—Coal, Chicago Lumber company; meats; M. Gardiner; groceries, W. E. Dillon, all of Nebraska City.

Deaf and dumb institute—Groceries, W. Fleming & Co.; Coal, Omaha Coal & Produce company; drugs, C. F. Goodman; bread, Schwab & Camp; meats, Harris & Fisher; dry goods, Kelley, Stiger & Co.; paints and oils, C. F. Goodman, all of Omaha.

CAPITAL NOTES.

The supreme court met yesterday for the first term of the year according to statute, Judge Reese taking his seat as chief justice.

Mr. D. D. Gregory, of Omaha, was admitted to practice.

The case of Plumer vs Shelhorn was continued.

The following causes were argued and submitted: State, ex rel city of Columbus, vs Babcock; Cobbey vs Knapp. Adjourned until to-day.

Deputy Land Commissioner C. M. Carter was at Nebraska City yesterday selling the Fulton tract of school land at that place. He goes from that place to Sheridan county to conduct a sale of school land for that county.

Judge W. F. Norris, of the Seventh judicial district, and Judge George W. Doane, of the Third judicial district, filed their oaths of office with the secretary of state yesterday.

Storm Calendar and Weather Forecasts for 1888, by Rev. Irl R. Hicks, with explanations of the "Great Jovian Period," upon which our planet is now entering, mailed to any address, on receipt of a two cent postage stamp. Write plainly your name, post office and state. The Dr. J. H. McLean Medicine Co., St. Louis, Mo.

Carnot's Happy Father.

London Figaro: The president's father is a hale old man of eighty-five, who is a life senator, and is by virtue of his age the doyen of the senate. Old as he is, it was he who was the first to carry to his son the news of his election on Saturday. M. Carnot had come down to Versailles on the morning of the fateful day, and had taken a room at the Hotel des Reservoirs, the number of which, by a strange coincidence, was thirteen. But it was not to this room that the news was brought. M. Carnot, on hearing the result of the second ballot, had gone to the palace of Versailles to be nearer his friends, and he was in one of the salons close to the corridor full of busts, which English visitors to Versailles will remember, while the final vote was being given. He had drawn up an arm chair covered with green leather in front of the immense window which looks upon what was once the garden of the king, and was sitting there gazing at the bronze groups of statuary which were becoming indistinct in the fading light, when suddenly he heard the sounds of rapid footsteps, and in an instant he felt himself seized in a strong embrace and his face covered with kisses. As M. Carnot is a Frenchman, he was not astonished to find that he was being embraced and kissed in this way by his aged father, who for some moments said nothing. In fact, neither spoke for a time, and it was then the father who exclaimed: "What joy for me, dear son!" Both father and son seem to have been affected to tears, and presently the new president said: "You must come and live at the Elysee with me. I must have you always near me," and to this the old senator, after some show of resistance, assented. The scene between father and son in that room of Louis XIV's palace, interesting though it was, is curiously suggestive of the very different way in which Frenchmen and Englishmen behave when under the influence of lively pleasurable emotion.

Snow in Bulgaria.

SOFIA, Jan. 3.—A heavy snow storm prevails in Bulgaria. The railroads are blocked and European mails due Saturday have not yet arrived.

SCRATCHED 28 YEARS.

A Scaly, Itching Skin Disease With Endless Suffering Cured by Cuticura Remedies.

If I had known of the CUTICURA REMEDIES twenty-eight years ago it would have saved me $200.00 (two hundred dollars) and an immense amount of suffering. My disease (Psoriasis) commenced on my head in a spot not larger than a cent. It spread rapidly all over my body and got under my nails. The scales would drop off of me all the time, and my suffering was endless and without relief. One thousand dollars would not tempt me to have this disease over again. I am a poor man, but feel rich to be relieved of what some of the doctors said was leprosy, some ringworm, psoriasis, etc., I took . . . and . . . Sarsaparilla over one year and a half, but no cure. I went to two or three doctors and no cure. I cannot praise the CUTICURA REMEDIES too much. They have made my skin as clear and free from scales as a baby's. All I used of them was three boxes of CUTICURA, and three bottles of CUTICURA RESOLVENT, and two cakes of CUTICURA SOAP. If you had been here and said you would have cured me for $200.00 you would have had the money. I looked like the picture in your book of Psoriasis (picture number two, "How to Cure Skin Diseases"), but now I am as clear as any person ever was. Through force of habit I rub my hands over my arms and legs to scratch once in a while, but to no purpose. I am all well. I scratched twenty-eight years, and it got to be a kind of second nature to me. I thank you a thousand times. Anything more that you want to know write me, or any one who reads this may write me and I will answer it. DENNIS DOWNING.

WATERBURY, VT., Jan. 20th, 1887.

Psoriasis, Eczema, Tetter, Ringworm, Lichen, Pruritus Scall Head, Milk Crust, Dandruff, Barbers', Bakers', Grocers,' and Washerwoman's Itch, and every species of Itching, Burning, Scaly, Pimply Humors of the Skin, Scalp and Blood, with Loss of Hair, are positively cured by CUTICURA, the great Skin Cure, and CUTICURA SOAP, an exquisite Skin Beautifier externally, and CUTICURA RESOLVENT, the new Blood Purifier internally, when physicians and all other remedies fail.

Sold everywhere. Price, CUTICURA, 50c; SOAP, 25c; RESOLVENT, $1. Prepared by the POTTER DRUG AND CHEMICAL CO., Boston, Mass.

Send for "How to Cure Skin Diseases," 64 pages, 50 illustrations, and 100 testimonials.

PIMPLES, black-heads, chapped and oily skin prevented by CUTICURA MEDICATED SOAP.

FREE! FREE FROM PAIN!

IN ONE MINUTE THE CUTICURA ANTI-PAIN PLASTER Relieves Rheumatic, Sciatic, Sudden, Sharp, and Nervous Pains, Strains and Weakness. The first and only pain-killing plaster. 25c.

CAPITAL PRIZE

OF $500,000.

Tickets can be procured FREE OF CHARGE by applying at

1119 Farnam St., Omaha, Neb.

Drawing Takes Place Daily Bet. 7 a.m. and 9 p.m. No Blanks; every Applicant Gets a Prize, as the amount will be divided into 31250 Prizes as follows.

A PAIR PANTALOONS.

AT		FOR
$3.10	Which was made to order by a Merchant Tailor	$6.00
$3.70	" " " " " " "	$7.00
$4.30	" " " " " " "	$8.00
$4.70	" " " " " " "	$9.00
$5.70	" " " " " " "	$10.00
$6.20	" " " " " " "	$12.00
$6.90	" " " " " " "	$13.00
$7.40	" " " " " " "	$14.00
$8.05	" " " " " " "	$16.00
$9.10	" " " " " " "	$18.00

A SUIT.

AT		FOR
$9.80	Which was made to order by a Merchant Tailor	$18.00
$11.60	" " " " " " "	$22.00
$14.40	" " " " " " "	$28.00
$16.80	" " " " " " "	$32.00
$18.50	" " " " " " "	$36.00
$22.30	" " " " " " "	$45.00
$25.70	" " " " " " "	$50.00
$28.20	" " " " " " "	$55.00
$31.35	" " " " " " "	$60.00
$35.60	" " " " " " "	$70.00

AN OVERCOATS.

AT		FOR
$9.60	Which was made to order by a Merchan tTailor	$18.00
$10.70	" " " " " " "	$20.00
$12.60	" " " " " " "	$25.00
$14.70	" " " " " " "	$28.00
$15.90	" " " " " " "	$30.00
$17.70	" " " " " " "	$35.00
$20.80	" " " " " " "	$40.00
$23.10	" " " " " " "	$45.00
$25.35	" " " " " " "	$50.00
$31.20	" " " " " " "	$60.00
$35.60	" " " " " " "	$70.00
$40.80	" " " " " " "	$80.00

Including a complete stock of furnishing goods, hats and caps, at 50c on the dollar in which your savings will award a nice prize

AT THE MISFIT PARLORS,

1119 Farnam Street 1119

N. B.--Orders by mail receive prompt and careful attention.

WAX NOSES AND EARS.

Curious Artificial Members and How They Are Made.

New York Journal: "Do you ever have requests to make queer artificial limbs?" was asked of a manufacturer, who had a woden leg prominently displayed in a showcase.

"Oh, yes," was the reply, "we have all kinds of visitors, some of them want very odd things. Only a short time since a man dropped in who wanted me to make him an artificial nose. It was not in my line, however, as I can only make legs, arms and fingers, so I was compelled to decline his request. There are many curious things about my business. For instance, if a man only loses his foot he is compelled to wear an entire false leg, just as if he had lost his leg up above the knee. If he loses his hand he is compelled to wear a false arm, because otherwise it wouldn't work right and couldn't be fastened securely. With a finger, however, it is different, as we can generally fasten that on so that no one could tell the difference."

"Do you make cork legs," was asked.

The manufacturer laughed heartily as he replied:

"No, I do not; and I never knew one who did. The cork leg is a fable, and I suppose had its origin in that famous song about "Mynheer Von Dam," the richest merchant in Rotterdam, who kicked a poor relative out of doors and in doing so fractured his leg so that he was compelled to wear one made of cork that finally ran away with him. Anyway, I never saw a cork leg myself. All artificial arms and legs are made of wood, such as willow, basswood, or something of that sort. The wood is covered with raw hide to preserve it, and the top, as you see, is made of leather nicely padded, where it fastens on the stump of the real leg."

"What is the cost of artificial limbs?"

"An artificial leg usually costs $75, although we have made them as high as $150. An arm doesn't cost quite so much, and fingers are less in proportion."

"How long will the limbs last?"

"We guarantee a leg to last five years, although I have known one to be worn for fifteen years. If a man is careless and gets his artificial foot wet it will soon rot, and then he will be compelled to have a new one fastened to his leg. We can put a new foot on just as easily as a shoemaker puts a sole on your shoe."

"Do you ever sell ready-made artificial limbs?"

"Oh, no," responded the manufacturer, "every one has to be made to order, because no two men are exactly alike. When a man wants a limb we measure him very carefully for it, as it must be exactly the same size as his natural limb, or he would feel awkward. It is made just as near the same shape of his natural limb as possible, and he soon gets accustomed to it."

"You mentioned requests that you sometimes had for odd limbs."

"Yes," replied the manufacturer; "there was the man I mentioned who wanted the nose. I have seen several artificial noses, but never made any. They are usually made of wax or plaster of Paris, and are generally fastened to the face by a pair of spectacles caught over the eyrs. They generally have rather a queer appearance, and don't look much like the natural article. They are also very expensive, as there is a great deal of work on them, especially in the coloring. The object, of course, is to make them as much like the natural-skin color as possible. I know an ald army officer who lost his nose in the war and had an artificial one made. He was a very hard drinker, and he used to go to the man who made his nose every six months and have it colored up a little more, to make it look natural, as he said.

"I also knew a man," continued the manufacturer, who lost an ear, and had one made of India-rubber. It was a beautiful piece of work, and was a very delicately tinted the exact color of a human ear. No one could have told the difference, and very few people knew that he wore an artificial ear until one day he dressed in a hurry and put it on wrong side before. He came down town with it that way and created a great sensation before he discovered his mistake.

"The queerest case I ever heard of," continued the manufacturer, "was of a man who lost his lower jaw and had it replaced by an artificial one composed of rubber and wax. By an arrangement of springs he could use it almost as well as an ordinary jaw. Then there is the case of that boy at Belleville, N. J., who lost both hands in a machine last spring. His friends took up a subscription for him and had two hands made for him. From the wrist up they were made of ash and the hands were made of rubber, covered with kid gloves. I understand that he can use them as nearly as well as natural hands and pick up a pen and write with it easily.

"I tell you we can replace almost any part of a man except his head, and perhaps in another century they'll be able to do that."

Read the Death Roll

Which the bills of mortality of any large city may be fitly designated, and you will find that renal and vesical maladies, that is to say, those that affect the kidneys or bladder, have a remarkable prominence—we had almost said—preponderance. Bright's disease and diabetes in the chronic stage are rarely cured, and gravel, catarrh of the bladder and enuresis slay many. Yet at the outset, when the trouble merely amounts to inactivity of the organs involved, the danger may be nullified by that pleasant renal tonic and diuretic, Hostetter's Stomach Bitters, which imparts the requisite amount of tone to the organs, without over-exciting them, and the use of which is convenient, and involves no elaborate preparation. Dyspepsia, a usual concomitant of renal complaints, and debility, which they invariably produce, are remedied by it. So also are constipation, malarial, rheumatic and nervous ailments.

She Kissed the Officer.

Chicago Herald: An austere and inexorable policeman, with the solicitude and air of reserve power common to members of the force, was traveling his beat at Washington and Halstead streets about 1 o'clock yesterday morning. It was Officer Hoffman, of Captain Lewis' command. Suddenly the cry of a woman broke upon his ear. He listened a moment and the cry was repeated.

"He's my husband!" shrieked the voice in high falsetto.

"You're a liar; he's mine, you black niggah!" yelled another in a strong contralto.

Running quickly around a corner whence the shouts came, Policeman Hoffman came upon two colored women of giant proportions, each of them seemingly six feet tall and weighing 200 pounds. They were struggling over the possession of a huge and very black negre, who seemed unwilling to go with either. The women were of the quadroon type and had been imbibing freely.

Putting on his boldest front, the officer interferred in the domestic quarrel. In the name of the law he demanded the whole party to accompany him to the station.

"Ef dar's anybody I toves better dan my husban' it's a copper, suah yo' born," exclaimed one, and before the officer was aware she fell on his neck and embraced him most affectionately.

Smack! and there was a sound as of pulling her hoof out of the mud.

The second Amazon had kissed him.

"Uh!" said the officer, "Don't do that again."

Meanwhile the black man ran away, leaving poor Hoffman to take his place in the struggle with the women. One of them held him securely with both hands locked tightly under his arms, while other grabbed him by the feet. They lifted the stalwart officer from the ground and started to carry him toward the station. He yelled and raved and kicked, but all to no purpose.

"Instead o' yo' taken' us niggahs to stashun, we'll jes' take yo'," they sang in chorus.

As they marched along the fine and soldierly figure of Lieutenant Alexander Ross appeared on the scene. When the lieutenant comprehended the situation fully he was almost paralyzed with laughter, but he managed to blurt out: "Ladies, you must drop that; it is city property."

The women obeyed, and willingly accompanied the lieutenant to the station. When court opened they were arraigned before Justice Scully. They said they lived at 141 West Madison street; their names were Mary Melloun and Lydia Terry, and that they were "jes' out havin' a good ole time."

"Did Mary kiss you?" the justice asked of Officer Hoffman.

"No, she didn't, judge, yer honor."

"Did she embrace you?"

"Yes, she did, an' may the divil take her."

"Three dollars and costs each."

Buckskin Joe.

San Francisco Chronicle: Joseph Garrison, the noted government scout and trailer, once the companion of Kit Carson, and widely known as the "Buckskin Joe" of many of Ned Buntline's novels, is enroute to Sacramento, at which place he will prove up on a pension which has been granted to him for thirty-nine years past for several wounds received at the capture of the City of Mexico, where he was nearly cut to pieces and had his skull fractured.

In the civil war Garrison served in Company G, Second cavalry, California volunteers, and during one year acted as vidette rider between Los Angeles and Fort Yuma, cutting his way through the Indians more than once to make communication.

Garrison is decorated with the medals of the Grand Army of the Republic, Mexican War Veterans, and California Pioneer societies. He is now sixty-two years of age, and is yet a magnificent specimen of physical manhood. On account of the numerous reports of his death, it was not until about a year ago that he was notified that his pension had been allowed, and he believes it now amounts to between $12,000 and $13,000.

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CAPITAL PRIZE, $150,000.

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LIST OF PRIZES:

1 CAPITAL PRIZE OF	$150,000	$150,000
1 GRAND PRIZE OF	50,000	50,000
1 GRAND PRIZE OF	20,000	20,000
2 LARGE PRIZES OF	10,000	20,000
4 LARGE PRIZES OF	5,000	20,000
20 PRIZES OF	1,000	20,000
50 "	500	25,000
100 "	300	30,000
200 "	200	40,000
500 "	100	50,000
APPROXIMATION PRIZES:		
100 Approximation Prizes of	$300	$ 30,000
100 " "	200	20,000
100 " "	100	10,000
1,000 Terminal "	50	50,000
2,159 Prizes, amounting to		$436,000

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