IN NICARAGUA.

A JAUNT INTO THE INTERIOR OF THIS ISTHMUS STATE.

Description of Its Wonderful Inland Sea, and a General View of the Country.

[Special Correspondence of the RECORD-UNION.]

CITY OF NICARAGUA, January 3, 1889.

Since the attention of the world is just now directed toward this country—not only on account of the projected route between the oceans, but because that great American enterprise has stirred up other nations to send thither agents and emissaries, with a view to establishing closer commercial relations between the Nicaraguan Government and their own—let us observe carefully some of its distinguishing characteristics.

First, let us look upon the map. It is to be hoped that every reader—unless he be better posted on geographical points in general than the writer—has some good map at hand. Those of us whose school-days are not of yesterday have lost, in the hurry and worry and bustle of life, many of those bits of learning that the pedagogues so laboriously drilled into us. The human head cannot carry everything; and when taxed with sterner realities, memory lets slip many things of minor importance. Besides, in these days of easy aids to all sorts of information, it is no longer necessary to make a walking encyclopedia of one's self, burdened with an Atlas load of facts and figures—for compilations of many kinds have been made, expressly to save us that trouble.

Referring, therefore, to the indispensable map, we find the Republic of Nicaragua midway between Panama and the southern end of Mexico, with Costa Rica immediately south of it, the States of San Salvador and Honduras on the north, the Caribbean sea on the east and the Pacific ocean on the west. With an eastern coast line of 280 miles, its only Caribbean port is San Juan del Norte (otherwise called Graytown) formed by the northern branch of the delta of the San Juan river, and even this is so choked with sand as to be now nearly useless.

Its Pacific coast, extending from Conseguina Point to Salinas bay—a distance of nearly 200 miles—is mostly bold and rocky. It has several commodious harbors, however, Realijo being the best of them, the others, Brito, San Juan del Sur and Conchagua bay.

That long contested, but not very well defined strip of country, known as Mosquito Territory, cuts off a large portion of Nicaragua's eastern shore line, precisely as British Honduras robs Guatamela of hers. This insignificant territory (about forty miles wide and supposed to include an area of 34,000 square miles) was ceded to Nicaragua in 1860, but the disputes which have been rife for many generations concerning it are still unsettled and likely to remain so for generations to come.

Exclusive of this ancient bone of contention, Nicaragua's area is estimated at about 45,000 square miles. Along its western coast runs a ridge of hills, from ten to twenty miles distant from the ocean, at no point rising higher than 5,000 feet, until they approach the confines of Costa Rica, where they suddenly shoot up to 11,000 feet. The eastern portion of Nicaragua is traversed by a part of this great range of the Cordillera, running nearly parallel to it and sending off several spurs toward the Caribbean sea; while along the borders of Honduras and San Salvador other lofty hights trend off in various directions. There are also several isolated volcanoes in the State, each standing alone near the sea, or but slightly connected with the main ridge, none of them attaining a hight of more than 5,000 feet.

Between the eastern and western ranges is a vast interior basin, in which lie the great lakes of Nicaragua and Managua. All this central portion of the Republic is known to the natives as Los Llanos de Nicaragua—the word *llano* meaning plain; and between the wonderful inland sea, from which the country derives its name, to the western hills, it is level as a Kansas prairie, and more fertile than a New Englander can easily imagine.

As for rivers, Nicaragua is exceptionally well supplied for a tropical region, though none of the streams, except the San Juan, are of much navigable importance. Besides that much-talked-of river St. John, which connects Lake Nicaragua with the Caribbean sea, and was known to the aboriginal owners as the Usaguadero—there is the Coco, or Segovia, forming part of the boundary line between Honduras; the Escondida or Bleufields, and the Lama or Sequia, all flowing eastward; the Malacoloya and the Mayales flowing into Lake Nicaragua from the north, and the Frio ("cold") river emptying into it from the south, besides several small streams of minor importance running into the Pacific.

Lake Managua—or Saint Leon as it is frequently called—we have already described in the previous letter, together with Nicaragua's capital city, which stands upon its banks and bears its name. Lake Nicaragua (whose native name was Cocibalca) is one of the most beautiful as well as remarkable sheets of fresh water in the known world. One hundred miles long, by from thirty to fifty miles wide, its elevation above the Pacific—from which it is separated only by a low range of hills, which at one point dwindle down to a hight of forty-eight feet above the lake itself—is about 100 feet. Its banks are beautifully wooded with some of the nobiest trees of the far-famed Nicaragua forests, and under them to Nicaragua City winds the Camino Real, or King's highway, built by the conquering Spaniards—in some places running so close to the shore that passing travelers are sprinkled with spray. For this inland sea has tides, like those of the near-by ocean, and especially when north winds sweep its surface, long, rolling billows of surf break upon the shore with solemn majesty. Wherever one stands on the banks no land is visible upon the farther side, and the prominent feature of the landscape is that great volcano Omotpeyne, a smooth, unbroken cone 6,000 feet high, reminding one of Mount Etna, since, like the pride of Sicily, it rises from the water's edge. The islands of the lake are many, lying mostly in groups, the largest of them being Isola and Ladiera, each crowned with cloud-piercing mountains.

Starting from San Juan harbor, where that mighty river empties itself into the Pacific, we made a journey across the country to Nicaragua City, which stands on the shore of the lake whose name it bears. How many times before that tedious jaunt was finished did we find reason to regret that fool-hardy spirit of adventure which had led us into many similar scrapes, and doubtless would lead us into many more. Though a tropic wilderness is delightful to read about and charming to look upon—at a distance—passing through it is quite another matter. Nature's luxuriant bounties, so lavishly showered upon this part of the world, but present fresh obstacles in unbroken paths, to which the track of the children of Israel to the Red Sea must have been a well-paved readway in comparison.

Next to Realijo, the harbor of San Juan del Sur—"Saint John of the South"—is the the finest in the Pacific. It is not extensive, but excellently protected, being in the exact form of a capital U, the arms high and parallel, running north and south, and terminating in high bluffs. Under these perpendicular cliffs the water is very deep, and vessels of largest size can anchor with perfect safety. The only objection which some have advanced to making it the Pacific terminus of the proposed canal, is that during the summer months the prevailing north winds sweep with such violence over Lake Nicaragua and through the Gulf of Papajago, it would be difficult for vessels to enter the port of St. John at all, but if this be true, steam tugs would no doubt obviate the difficulty.

John L Stephens, the veteran explorer, who visited this place when the canal scheme was new, thus wrote of it: "I had been sanguine, almost enthusiastic, in regard to the gigantic enterprise; but on the spot the scales fell from my eyes. The harbor was perfectly desolate, for years not a vessel has entered it; primeval trees grew around it, and for miles there was not a habitation. Since Mr. Bailey (an early engineer) left, not a person has visited it; and probably the only thing that keeps it alive, even in memory, is the theorizing of scientific men, a long way off, or the occasional visit of some Nicaraguan fishermen, who, too lazy to work, seeks his food in the sea. It seemed preposterous to consider it the focus of a great commercial enterprise; to imagine that a city is to rise up out of the forest, the desolate harbor to be filled with ships, and become a portal for the thoroughfare of nations."

Since Mr. Stephens' visit to Nicaragua surprising changes have taken place. Even "St. John of the South" has been invaded by greedy Gringos, and Brito, the terminus at present most talked of, 17 miles from the lake, via canal, is booming.

From the mouth of the St. John a wagon road, cut years ago with mechates through the tractless forest, runs to Nicaragua City, crossing that variable river a score of times in its zigzag course. The valley of San Juan del Sur is about 100 yards broad, and during the rainy season—from May to November—is frequently entirely covered with water. During the dry months a part of the way leads through the shallow bed of the stream; at other times of the year ascending among tangled thickets.

Further down the valley opens upon a stony and barren plain, where the sun beats down with prodigious force, and flocks of turkey buzzards—here called sopilotes—watch for carcasses, whether of man, mule, serpent or alligator, it is all one to these voracious birds. All this region is a happy hunting ground for the enthusiastic sportsman, for deer, wild turkeys and other small game abound, and big black apes walk about among the trees.

Just before crossing the mountain we strike a branch of the camino real—a straight track, ten feet wide, shaded by magnificent trees, some of which have branches forty feet long. Looking back from the hill-top, one sees the two great ranges, standing like giant portals, and imagines the magnificent spectacle soon to be presented, when the ships of the world shall pass through those splendid doors on their way between the oceans.

After crossing the mountains the whole country is a scene of beauty. The fields are covered with tall, rank grass, studded with gigantic trees, while encompassing all, at only a short distance, stretches the dark forest, and just ahead, like a spectral sentinel, stands the white cone of Omotpeyne. Before reaching our destination we plunge into the woods again, and after an hour's ride, before the city is yet in sight through the thick trees, we hear the ringing of vesper bells and hear the barking of dogs in its suburbs.

The town itself possesses little of interest. It is called Rivas as commonly as Nicaragua, and stands on the western shore of the lake. When in its normal condition—that is, when not over-run by canal-speculating Americans—its population is about 8,500. But it is not of much consequence and probably never will be, since Grenada, thirty-five miles distant, monopolizes the lake commerce.

FANNIE B. WARD.

SALMON FISHERIES.

A Letter from Dr. H. W. Harkness Concerning their Protection.

The reference in the Governor's recent message to the salmon fisheries, and the means necessary to their protection, makes of interest the following letter from Dr. H. W. Harkness, President of the Academy of Sciences, in San Francisco. The letter is addressed to the *Bulletin* and is from a practical standpoint, as relating to the people of the State. The letter says:

The scarcity of salmon in our rivers has been made the subject of considerable study and comment recently. Before re-examining the subject with the view of determining the causes for the scarcity of salmon in our rivers, we find that the principal agent in their destruction is man. Man accomplishes this in various ways—by fouling of the rivers by the refuse from manufactories, by dams or other obstructions, but chiefly effecting their capture by use of nets. The modern appliances are so perfect, and the pursuit of fish so active and persistent, that we are led to believe that should the fishermen comply with the laws in every particular, still the salmon must soon disappear altogether from our inland waters. But when we take into consideration the fact that all unfair means are resorted to for the purpose of increasing the catch, we are no longer at a loss to account for their scarcity.

If our fishermen would but pay a decent respect to the laws and, furthermore, would capture only a sufficiency for the supply of the market with fresh salmon, our rivers (with assistance from the State, in the way of restocking at intervals) might still continue to be productive for an indefinite period.

There is one source of waste—as we look upon it—which should be prevented by the authorities, viz., the canning industry. From time to time the Government has expended large sums of money for the purpose of stocking our rivers with salmon. This is the act of a paternal Government with the sole idea, as we view it, of furnishing to all of the inhabitants of the State (so far as it is possible to do so) an opportunity for supplying the table with a cheap nutritive article of food. The taxpayers at large are called upon to pay the cost, and ought alike to share in the benefits. Let us examine for a moment, to see if there is a fair distribution of the results of this outlay. If, as has been previously stated, after the stocking of the rivers, fishing were conducted in accordance with the laws, fishing being prohibited during certain days, in order that a percentage of the breeding fish might escape, also, that the close season should be strictly observed, and, further, that the exportation of fish should cease, under these conditions we believe that our rivers would, for an indefinite period, continue to furnish salmon in quantity sufficient to meet the home demand. No sooner, however, does the salmon appear in tolerable abundance than the canner begins his work. Either by hiring boats and fishermen himself, or by offering tempting rewards to the fisherman for his catch, he is enabled to cover the river with boats in such numbers as to capture a large proportion of the product of the stream before they can pass his establishment. If the fish so captured from the Government preserves were distributed as canned provisions amongst our people there would be some slight excuse, but when we come to learn that all, or nearly all, are shipped away to foreign countries, we begin to realize that the people are being defrauded of their just dues.

The canner may claim that he is realizing but a small percentage of profit or he may affirm that he has met with material loss, yet this has nothing to do with the question; he is in a great degree responsible for the increase in the price of fresh fish, and he is to blame for the final exhaustion of the rivers. There is no river on earth, however rich it may be in salmon, but must eventually become impoverished if the canner is to be allowed to pursue his vocation, even when under limited Government surveillance. (Note—Four or five years ago there were 2,000 men and 1,000 boats engaged in the salmon fisheries of the Sacramento river alone. How many out of these were employed by the canners we are unable to determine.) As his means for canning fish are practically unlimited and he has the world for a market, the canner has but to increase the number of his fishermen until the stream is so far exhausted as to be of no further value. In our judgment the business of the canner should cease, or else the Government should abandon the plan of stocking the rivers when the results are so unsatisfactory. We feel that this is a question of the greatest importance, and that the attention of the authorities should be called to it, and that the facts should be set forth so clearly as to induce them to take steps to remedy the evil.

To illustrate the case still more fully, we will suppose that our rulers should, while acting in the capacity of a paternal Government, determine to set aside a large tract of land for a deer park, where large bands of these animals might be cared for with the view ultimately that venison should be furnished cheaply at certain season to the people of the State. What would be said of the economy of such a proceeding if the Government during the hunting season should permit individuals to kill the deer without hindrance, for the purpose of canning the flesh so secured and sending it away to a foreign market?

For Constipation Use Horsford's Acid Phosphate.

Dr. J. R. Fortson, Kiowa, I. T., says: "I have tried it for constipation, with success, and think it worthy a thorough trial by the profession."

JOHN BROWN'S RAID.

THE DELIBERATIONS AND PLANS LAID AT CHATHAM, ONT.

An Interesting Reminiscence of the First Break Toward Freeing the American Slaves.

A correspondent of the St. Louis *Globe-Democrat*, writing from Toledo, Ohio, says:

Among the forty-five persons who attended the secret Convention, at which John Brown presented his famous Provisional Constitution and Ordinances, at Chatham, Ontario, May 8, 1859, was James Madison Bell, a colored man, and at that time a resident of Chatham. Mr. Bell was then a bright, energetic man of about 32 years, and was intimately connected with John Brown during his stay in Ontario, and, in daily intercourse with him, became quite familiar with all of his plans.

Mr. Bell is now a resident of this city, and one of its most respected citizens. He resides on Indiana avenue, and conducts a large plastering business.

A *Globe-Democrat* representative called upon Mr. Bell at his home, and found him ready and willing to tell nearly all he knew about John Brown. He is a good scholar, and an easy and interesting conversationalist, using the most correct language, of which he seems to have a perfect control.

Only a few questions were needed to start Mr. Bell, and, his memory working as he went along, he seemed to take as much delight in telling as the reporter did in listening.

MR. BELL'S STORY.

"I first saw Mr. Brown in the spring of 1859," commenced Mr. Bell, leaning back in his large arm chair and closing his eyes, as if to stimulate thought. "He came to my house at Chatham, Ont.—Canada West we called it then—and presented a letter from Wm. Howard Day, colored, a friend of mine, a graduate of Oberlin, and afterward for some years a member of the Pennsylvania Legislature.

"The letter was dated at Toronto, a few days previous, and simply introduced the bearer as John Brown, asking me to do what I could for him during his stay in Canada.

"This was my first introduction to John Brown, and I knew very little of him before that time except what I had heard of his raids in Kansas. He stopped at my house a few days until his men arrived, after which he secured quarters for himself and men in the hotel then known as Ville Mansion, corner of King and Williams streets, where he remained until he left for Harper's Ferry."

"What did he do with the party of slaves he brought with him?"

"He did not bring but one slave over with him, and reports that he brought a party of them are untrue. I don't remember what became of the one he brought with him."

JOHN BROWN'S MAIL.

"Did Mr. Brown receive any letters while in Chatham?"

"Oh, quite a number, and I ought to know something about that, for every letter that he received through the mails while there came under cover addressed to me. They were all from individuals in various parts of the North, though mostly in the New England States. The last letter he received came, as usual, addressed to me, and contained the money which sent Osborn Anderson to Harper's Ferry. All the money Brown received while in Canada West came from one individual, and I have frequently heard him say that the same individual had helped him on numerous occasions when in trouble, and that he was one of the stanchest supporters he had."

"Did you know this man's name?"

"Oh, yes, of course."

"What was it?"

"Well, I am not at liberty to give it. I have frequently seen it signed as 'A Friend of the Black Man,' but I know he was always anxious not to have his name known in connection with this affair."

Although the reporter tried in every way to learn from Mr. Bell the name of the party referred to, he positively refused for the present to divulge anything regarding him, except that he was a friend of the black man, a well-known man in politics, a resident of Massachusetts, and now living.

"Was Mr. Brown in hiding while in Chatham?"

"Oh, no. He didn't disguise his purpose there, nor did he make any spread of his affairs. He was there money-bound, and could not get away until his friend came to his assistance. When he came to Chatham he had no means whatever, and he and his men simply remained there resting a few weeks while waiting for money, and discussed their plans."

BROWN'S PLANS.

"Were you familiar with his plans?"

"Yes, he frequently talked with me and told me freely just what he intended to do. When he came to Chatham his only plan was to raid on Virginia, and while there the plans for this raid were fully discussed and decided upon. Brown was not a revolutionist, but an insurrectionist. His plan, in brief, as he told it to me, was to go to Harper's Ferry with his men, surprise and capture the arsenal, and, with the arms thus obtained, retire to the mountains in the vicinity with all the prisoners they could capture, and there carry on a guerilla warfare. He planned that slaves would flock to him by thousands, and with his small handful of men, reinforced by daily addition of slaves, he could hold an army at bay, and after his movement became fully inaugurated, he expected the North to come to his assistance.

"Another part of his plan was to capture slave owners and prominent Southerners wherever possible, and hold them as hostages, to be ransomed by the liberty of slaves who would then join his movement.

"The plan seemed feasible enough, but Brown never under-estimated its dangers. He expected to die on this raid, and went to Harper's Ferry confident that he would not live to see the end of the movement he inaugurated. I remember a remark he made to his men one day when they were speaking of the great danger involved in the undertaking. Said he:

"'If you are afraid to die you had better not go to Virginia, for the chances are ninety-nine out of one hundred that not one of the men who engage in this movement will come out of it alive. As for me, well, Harper's Ferry is a good enough place for me to die.'

A PRESCIENT REMARK.

"Another thing I remember on this point. It was after the Harper's Ferry battle was over, and Brown and the survivors were prisoners in Charlestown. John Brown, Jr., was at Chatham trying to plan a rescue, and in one of his talks urging the matter, he said: 'As far as my father is concerned, I know he would prefer to die where he is, but there are other valuable men there whose lives should not be sacrificed, for in the years to come nobody will have died at Harper's Ferry but John Brown.'"

"What was Brown and his men doing all the time they were waiting for money at Chatham?"

"Nothing but discussing plans and preparations for the Virginia raid. They had meetings every day in the hotel, at which every point was taken up and thoroughly discussed."

"Was the convention at which the Provisional Constitution was adopted held in the hotel?"

"No, that was a general convention held on the 8th of May, 1859, in the schoolhouse. The proceedings were secret, of course, but the journal of the proceedings was captured in John Brown's carpet-bag in Virginia. There were a number of meetings held subsequently, but they all took place at the hotel.

"Brown was one of the kindest-hearted men you ever saw. He believed in always punishing the party who committed wrong, and protecting the innocent. It is said of him that a man once stole his horse. The thief was captured, and, through Brown's efforts, sent to the penitentiary. While the thief was in prison Brown took upon himself the task of providing for the wife and family thus deprived of a head.

"He thought that many of the slave-owners, because of a lack of intelligence, considered themselves in the right, and as a class he did not blame them, but blamed the whole institution of slavery, and the only way to abolish slavery was to destroy the whole institution was his idea. He was an insurrectionist out and out. He believed that the slaves could emancipate themselves with the assistance of the North, and his plan was simply to furnish the organization necessary to accomplish this end.

"He did not believe in bloodshed under any circumstances when it could be avoided. If one man was making way to liberty and a dozen other men were trying to oppose him, he considered the one man's liberty worth more than a dozen lives that opposed him, and in such a case, if absolutely necessary, the taking of their lives would be justifiable.

"Brown's instruction to his men was always, 'Take no life or shed the blood of any man unless absolutely necessary.'

WELL VERSED IN WARFARE.

"He was well versed in warfare, both modern and ancient. I recollect his telling me of a trip he took to Europe to study their different modes of warfare. In his plans for the raid in Virginia he intended to follow the Circassian mode of warefare, as practiced by them in their wars with the Russians. He was supplied with complete maps of all the country in the vicinity of Harper's Ferry, and with a mere handful of men posted in some of the natural mountain fortresses known only to himself and men, he could defy all the men that could be brought against him, and by making sudden dashes when least expected, capture slave owners and liberate slaves. The slaves thus liberated would join his forces and the masters would be held until they could be exchanged for the liberty of other slaves.

"The plan was a good one, and might perhaps have succeeded had it been carried out as arranged. Brown's great mistake was stopping at the arsenal. The original intention had been simply to capture the arsenal, and with the arms thus secured retreat at once to the mountains, but the arrangements got confused in some way and before they could be straightened again it was too late; they were caught like rats in a trap and all retreat cut off. It was a fatal mistake, and I never could understand what Brown could have been thinking of, for he was generally a very shrewd man, and always seemed to look carefully into everything and figure ahead for results.

THE ONTARIO FIRE.

"As an illustration of this habit, I will relate a little incident that occurred during his stay in Chatham. A store near the hotel at which he was stopping was robbed and a keg of gunpowder was blown up by the thieves to hide their tracks. The building was set on fire by the explosion and considerable excitement ensued. Shortly after the fire started I met Brown and he said to me:

"'Bell, this fire will be attributed to some of my men, and they may charge us with it, because we are strangers here and our business is unknown. They will search our rooms and baggage after the fire, and I am afraid they might cause us trouble if they found and examined my papers.'

"I agreed with him, and asked him what was best to be done. He said:

"'There are letters and papers here I would not have seen, and will turn them all over to you until after the danger is past.'

"He did so, and I found a hiding place for them. Not an hour afterward a crowd of angry suspicious men filled their apartments and examined and searched everything thoroughly, but, of course found nothing of consequence."

"Do you know of any other organization back of Brown, outside of the men he had in Chatham at that time?"

"No, sir. There was none. John Brown was the head and tail of the whole affair. No one outside of the organization in Chatham knew of his plans. I suppose he told me as clearly as any living soul what his plans were, for he used to talk with me daily on the subject, which was, of course, always uppermost in his thoughts, and we held many arguments upon the feasibility of his plans, for I confess I had not much faith, and expected the affair would terminate about as it did.

"I remember on one occasion, while we were conversing on the subject, a friend of mine came in and I introduced him to Brown. Brown continued his argument, and my friend took exceptions to one of the theories advanced by Brown, and said:

"'Mr. Brown, don't you think there are exceptions to all rules?'

"'Yes,' replied Brown, 'but I know of one rule there is no exception to.'

"'What is that?'

"'That nothing great or good can be accomplished without trying.'

"Brown was no novice in warfare, and all his plans were a marvel of completeness. Everything was planned out ahead, and you could not suggest an emergency but what he had his plan prepared to meet it. He was cool, calculating and brave. Without a trace of humor in his composition. I never heard him say a word to cause laughter, and I never heard him laugh. As cold as a piece of lead, never excited or nervous, and never more than a ghost of a smile was permitted to grace his countenance. He was of what I would call the bilious, sanguine, nervous temperament; just enough of the nervous to make him active and prevent laziness. His deep-set, gray eyes had a fashion of looking you through, and seemed to see their way into your innermost thoughts."

I WANT TO DIE AT HARPER'S FERRY.

Mr. Bell very emphatically denied the story that Brown expected a rescue when in prison at Charlestown. He said that Brown fully expected and wanted to die there. John Brown, Jr., now a resident of Put-in-Bay, O., when planning the rescue, had frequently said that he had no intention of rescuing his father; that it was his father's wish to die there. Said Mr. Bell:

"I have heard Brown say at least a hundred times, 'I want to die at Harper's Ferry, for my death there will do more for my cause than anything I could ever do if I live.'

"Brown went there with the intention of dying, and of making as big a disturbance as possible in doing it, and he succeeded."

The printed copies of the provisional constitution found in Brown's carpet-bag were prepared by William Howard Day (colored), who was then the editor of the *Alien American*, published in Cleveland, and the one who wrote the letter of introduction which Brown presented to Bell.

While in Canada, Brown and his men did nothing but plan, and paid no attention to the questions of inquisitive people as to their business there. They were objects of suspicion all the time they remained, but no effort was ever made to interfere with them in any way, except the time of the fire mentioned above.

KAGI'S LETTER.

Mr. Bell says all of the men, as well as Brown, were fully aware of the desperate nature of the undertaking they were about to engage in, and in proof of this he quoted from memory from a letter received from John Kagi just before the Harper's Ferry affair, in which Kagi said:

"Before you hear from me again the first blow will have been struck, and we shall have succeeded in our plans or have failed. You may never hear from me again, for the undertaking is of a most desperate nature."

Speaking of Mr. Cook, Mr. Bell mentioned that he was the possessor of the first repeating gun he ever saw. Cook claimed that it was presented to him by a Methodist minister in the South.

Mr. Bell was an earnest supporter of Brown's cause, and refuses to believe any story that reflects in any way upon him. For full and authentic particulars regarding Brown's history prior to and during the Harper's Ferry affair, he refers to John Brown, Jr., of Put-in-Bay, Brown's only living son, now a wealthy grass-grower of Put-in-Bay.

SHORTNESS of breath, with failing strength, and wasting of flesh, accompanied by a constant cough, all indicate lungs more or less affected, demanding treatment at once. By using rationally, Dr. Jayne's Expectorant, the worst results may be either avoided or palliated.

Flies trouble not the boiling pot.

FREIGHT RATES.

THE INTERESTING SUBJECT OF UNIFORM CLASSIFICATION.

General Manager A. N. Towne's Views Expressed to the Railroad Commissioners.

The San Francisco *Chronicle* of yesterday says:

A. N. Towne, Third Vice-President and General Manager of the Southern Pacific Company's system, has sent a long letter to V. W. Gaskill, Secretary of the Railroad Commission, on the subject of the uniform classification of freights, which the State Commission, with the Interstate Commerce Commissioners, is urging upon the attention of the railroad companies. In this letter Mr. Towne says:

"The Interstate Commerce Commission has given uniform classification much consideration, as have the traffic managers of all the lines of the country. These men have been in conference at different times for more than a year. Meetings have been held at various places in the East, and have resulted in a failure to reach a satisfactory conclusion. The Interstate Commerce Commissioners have expressed wishes that a uniform classification be brought about if possible, and to this end these traffic men have devoted their best endeavors. They found the country too large, the topography too varied, the resources too far extended, the conditions of trade and commerce too complex and the railroad interests too greatly diversified to classify and impartially measure them by fixed and unyielding principles.

"There are few or no complaints from our patrons, who are well and cheaply served, and I need not add a word to the universal testimony of the past as to the prosperity and contentment sure to continue in the future under our present classification. * * * *

"Apply the uniform classification principle to other callings if you will, and take the press as an example. No two papers of the country enjoy the same patronage and circulation, and no two are burdened with the same character of expenses. Does anyone believe that this all-powerful agency would not double-lead its columns in resistance to a law compelling them, little and large, in city and hamlet, to adopt a uniform classification of prices, which the public might enjoy of that which the newspapers have to sell, and further enforce upon them the requirement that they should post their rates and classifications in a conspicuous place wherever their papers were for sale, the same as required of the roads for that which they have to sell—that is, transportation? It might be convenient for the great army of business men and servants seeking places, who might desire to purchase advertising space, to know that the public classification and rates should be the same under all circumstances and in all places, but I submit that it would not be practicable, nor would it be right or fair to the papers."

Mr. Towne makes a detailed comparison between the cost of operating Eastern and Pacific coast lines, including coal prices, topography and other conditions. He shows that at equal fuel prices with those of the Pennsylvania Railway the Southern Pacific Company's operating expenses would have been decreased and its net earnings increased in the year 1887 fully $2,000,000. At the Chicago, Milwaukee and St. Paul's fuel prices there would have been a difference in the same way of $1,800,000; at the Illinois Central prices, $2,300,000; at Chicago and Northwestern prices, $2,200,000, and at Lake Shore and Michigan Southern prices, $2,400,000, this difference being in favor of the Eastern lines in each case. Mr. Towne also says:

"Certainly no one would say that it was just to require us to adopt a classification which is applicable to these great lines, especially since the traffic per mile of road is on the Union Pacific 58.01 per cent. greater than on the Central Pacific Company's lines; on the Chicago and Northwestern, 8.83 per cent. greater; on the Lake Shore and Michigan Southern, 234.13 per cent., and on the New York Central, 388.66 per cent. And, on the other hand, the cost of moving one ton of freight or one passenger (either or both) one mile on the Southern Pacific Company's lines (Pacific system) is 35.27 per cent. greater than on the Union Pacific; 42.66 per cent. greater than on the Chicago and Northwestern, which carries practically the same amount of traffic; 98.88 per cent. greater than on the Lake Shore and Michigan Southern, and 54.62 per cent. greater than on the New York Central."

The General Manager then goes on to show other differences existing between the traffic conditions of Eastern roads and the Southern Pacific, and concludes with this statement:

"Uniformity of regulation without corresponding uniformity of condition will necessarily be a failure, since all regulation should have reference to the condition which makes it necessary or advisable. Completely analogous conditions cannot exist over a widely extended territorial area, existing under the same Government. Governmental regulation must therefore adopt itself by wise variation. * * * In conclusion I will add that our State has grown rich and prosperous under the classification which was made necessary in consequence of the arbitrary and unreasonable low maximum for the higher classes of goods under which our charters were granted; and in view of this and other facts set forth, I am confident that these reasons will be sufficiently clear to convince your honorable Board that there should be no change, and I believe that these arguments, founded on fact, will persuade you to hesitate before introducing such important innovations."

The uniform classification matter is still under consideration by the Board, and it will probably not render a decision until after its conference with the Interstate Commerce Commissioners in Washington.

A Tremendous Sensation

Would have been created one hundred years ago by the sight of one of our modern express trains whizzing along at the rate of sixty miles an hour. Just think how our grandfathers would have stared at such a spectacle! It takes a good deal to astonish people nowadays, but some of the marvelous cures of consumption, wrought by Dr. Pierce's Golden Medical Discovery, have created widespread amazement. Consumption is at last acknowledged curable. The 'Golden Medical Discovery" is the only known remedy for it. If taken at the right time—which, bear in mind, is not when the lungs are nearly gone—it will go right to the seat of the disease and accomplish its work as nothing else in the world can.

THE FINEST MEAT FLAVORING STOCK.

Use it for Soups, Beef Tea, Sauces and Made Dishes.

J. Liebig TRADE MARK

EXTRACT OF MEAT!

N. B.—Genuine only with the fac-simile of Baron Liebig's signature in BLUE INK across label.

Sold by Storekeepers, Grocers and Druggists. LIEBIG'S EXTRACT OF MEAT CO., Ld'd, London. o3-6mWS

CHICHESTER'S ENGLISH PENNYROYAL PILLS

RED CROSS DIAMOND BRAND.

The original, only genuine and most reliable pill for sale. Safe, speedy and effectual. Ladies! Ask for Chichester's English Diamond Brand, in red metallic boxes, sealed with blue ribbon, and accept no other. At Druggists. All pills in pasteboard boxes with pink wrappers are a dangerous counterfeit. Send 4c. (stamps) for particulars and "Relief for Ladies," in letter, by return mail. 10,000 testimonials from LADIES who have used them with Success. NAME PAPER. Chichester Chemical Co., Madison Sq., Phila., Pa. ja4-6mWS&wcow

G.G.G.

Goff's Giant Globules, Strongest Invigorant known. Cures Nervous Debility and restores Lost Vigor in Five Days. At Druggists' or by mail, $1. WILCOX SPECIFIC CO., Phila., Pa.

FOR MEN ONLY!

A NEW BOOK ON DEBILITY & ATROPHY (Explains only method to enlarge and strengthen all weak, stunted, undeveloped organs and parts of the body. ...so quickest, surest cure for nervous, sexual and general physical debility and decay. The effects of early errors and later excesses, weakness of body and mind, unnatural losses, premature decay, impotence, etc., CURED "to stay cured." Every condition of robust, manly manhood fully restored, unless beyond human aid. Men testify from 47 States and Territories and foreign countries. You can write them. Treatment is as absolutely unfailing as any human agency can be. This book sealed (sealed) free of charge. Ad'dress, ERIE MEDICAL CO., BUFFALO, N. Y.

GENERAL NOTICES.

Attention, Exempts! — The regular election of officers of the Exempt Firemen's Association of Sacramento will be held on FRIDAY, the 25th day of January, 1889, at Firemen's Hall, Eighth street, between J and K, Sacramento. The officers of the election are: ELI MAYO, Judge; GEORGE E. KUCHLER and L. B. BERCK, Inspectors. The polls will be open from 3 to 7 P. M. All members three months in arrears for dues and fines cannot vote.

Dated Sacramento, January 15, 1889.

S. S. NIXON, President.
WM. AVERY, Secretary. ja15-td

Advice to Mothers.—Mrs. Winslow's SOOTHING SYRUP should always be used when children are cutting teeth. It relieves the little sufferer at once; it produces natural, quiet sleep by relieving the child from pain, and the little cherub awakes as "bright as a button." It is very pleasant to taste. It soothes the child, softens the gums, allays all pain, relieves wind, regulates the bowels, and is the best-known remedy for diarrhea, whether arising from teething or other causes. Twenty-five cents a bottle. MWFly

I have had catarrh in head and nostrils so bad that there were great sores in my nose, and one place was eaten through. I got Ely's Cream Balm. Two bottles did the work. My nose and head are well. I feel like a different man.—C. S. McMillen, Sibley, Jackson Co., Mo.

Many persons have catarrh in its first stages who suppose themselves to be troubled with nothing more serious than a severe and stubborn cold in the head. Ely's Cream Balm gives instant relief from colds in the head, and a thorough treatment will cure catarrh. For sale by every druggist in the land.

For Holiday Delicacies for the Table, such as Sausages all kinds, Swiss Cheese, Butter, Eggs and fresh Buttermilk by the glass, go to BAUMLE'S, 723 J street. d20-1m

L. H. Taylor, Civil and Hydraulic Engineering. Also Land Surveying. 214 J st. tf

For a first-class Carriage or Buggy go to HARRY BERNARD'S, Sixth and L sts. tf

John Eitel, Assayer and Chemist, corner Seventeenth and J streets. Also buys gold.

The best place in California to have your printing done A. J. Johnston & Co's, 410 J St., Sacramento, Cal

MARKETS.

PORK PACKING.

C. WEISEL & CO., 726 AND 728 L STREET. Established in 1854. FAMILY BREAKFAST BACON and PURE LARD supplied to the trade at the lowest prices. All kinds of FRESH MEAT constantly on hand. Delivery free to all parts of the city. 4plm

NEW MARKET.

GEORGE LLEWELLYN, LATE OF THE L-street Market, has opened the

Grangers' Meat Market

on the N. E. corner of Tenth and Q streets. His old patrons will be welcomed, and also all new ones. All kinds of Fresh and Salt Meats kept, and will be delivered to any part of the city. 1m-4p

BUSINESS CARDS.

H. F. ROOT. ALEX. NEILSON. J. DRISCOL.

ROOT, NEILSON & CO.,

UNION FOUNDRY—IRON AND BRASS Founders and Machinists, Front street, between M and O. Castings and machinery of every description made to order. 4plm

THE BLOOD IS THE LIFE!

HOBB'S TONIC NERVE PILLS

For the Blood and Nerves!

HOBB'S NERVE TONIC PILLS MAKE NEW RICH BLOOD, and cures ANÆMIA, SCROFULA, PIMPLES, BAD CIRCULATION, and all impurities of the blood, as well as the following NERVOUS DISEASES, viz: NERVOUS and PHYSICAL DEBILITY, VITAL EXHAUSTION, PREMATURE DECAY, LOSS OF MANHOOD, PALPITATION OF THE HEART, FLUTTERING, TREMBLING, NERVOUSNESS in any form, NERVOUS HEADACHE, HYSTERIA, NEURALGIA, COLD HANDS OR FEET, PAIN IN THE BACK, and all forms of FEMALE WEAKNESS. Try them. They are sugar-coated. Only 50 cents a bottle. All druggists. HOBB'S MEDICINE CO., Proprietors, San Francisco, Cal. d17-W6eowly&w

ELY'S CATARRH Cream Balm

Cleanses the Nasal Passages, Allays Pain and Inflammation. Heals the Sores. Restores the Senses of Taste and Smell.

ELY'S CREAM BALM CURES COLD IN HEAD CATARRH ROSE-COLD HAY-FEVER DEAFNESS HEADACHE PRICE 50 CENTS EASY TO USE ELY BRO'S OWEGO N.Y. U.S.A.

TRY THE CURE HAY-FEVER

A particle is applied into each nostril and is agreeable. Price, 50 cents at Druggists; by mail, registered, 60 cents. ELY BROTHERS, 56 Warren street, New York. MWF&wly

USE REDDING'S RUSSIA SALVE

FOR CUTS, BRUISES, BURNS, SORE AND INFLAMED EYES

GOLD MEDAL, PARIS, 1878

BAKER'S Breakfast Cocoa

Warranted *absolutely pure Cocoa*, from which the excess of Oil has been removed. It has *more than three times the strength* of Cocoa mixed with Starch Arrow root or Sugar, and is therefore far more economical, *costing less than one cent a cup.* It is delicious nourishing, strengthening, easily digested, and admirably adapted for invalids as well as for persons in health

Sold by Grocers everywhere.

W. BAKER & CO., Dorchester, Mass ja12-5mWS

DELINQUENT SALE.

SUTHERLAND LAND AND CATTLE COMPANY. Location of principal place of business, City and County of Sacramento, California. Notice—There is delinquent upon the following described stock of the Sutherland Land and Cattle Company, on account of Assessment Number One (No. 1), levied on the 27th day of November, A. D. 1888, the several amounts opposite the names of the respective shareholders, as follows:

Names.	No. Certificate.	No. Shares.	Am't.
Mrs. Cathrine Phillips	2	400	$4,000
George Sutherland	3	400	4 000
S. P. Smith,