The Kansas Chief.

SOL. MILLER, ... Editor.

TROY, KANSAS:

Thursday, : : : : November 28, 1872.

Editorial Correspondence.

GERMANTOWN, OHIO, November 25, 1872.

A Winter trip by railroad is not quite as unpleasant as it used to be by stage—on the contrary, were it not for making changes and looking out for baggage, frequently in the night, it would be fatty as pleasant as sitting at home in a warm room.

The trip from Northern Kansas to this place can now be made in less than two days. We missed one connection, compelling us to remain in Indianapolis over night, instead of Cincinnati, which prolonged our journey four or five hours over two days. But, then, Indianapolis is a very fine city, if it does cost something to see it. Of all places, from the Rocky Mountains to Cape Cod, they can tuck on higher charges with better check at Indianapolis, than any other place we ever saw.

But here we are, on the banks of classic Twin Creek, where we fished and "went in swimming" more than a thousand years ago; and all around are the grand old forests where we gathered hickory nuts before the flood. But those grand old forests have been thinned out, until their owners begin to realize that they are not inexhaustible; and now they are shutting down on the indiscriminate slashing of timber, in consequence of which, cord-wood sells by the foot, and at a pretty stiff price per foot, and the people are taking to coal.

The great excitement here, is the "epizoot." It got here just two days ahead of us, and almost everything in the shape of horse or mule flesh has it. When we arrived at the railroad station, four miles from here, we heard that the omnibus made only semi-occasional trips, and we applied at a livery stable for a conveyance. The reply was, that they were afraid of this town, and could not think of sending their horses right into the midst of the "epizoot." Finally they consented to furnish us with a two-horse carriage and a driver; but in consideration of the great risk they run, they should have to charge pretty well for it. We had to get over somehow, and agreed to pay whatever they demanded, expecting that the amount would be not less than ten dollars. With a great deal of hesitancy, and explanation of the risk they were running, they declared that they could not possibly take us for less than *two dollars!* We paid it without gurmbling, and were quickly making good time behind a pair of splendid horses; but upon reaching town, the driver carefully picked his way through by-streets and alleys to our stopping place, to avoid meeting any horses, from which his team might catch the dreaded "epizoot."

The disease has been here just one week, and scarcely any horses have escaped. So far, none have died; and if proper care is taken of diseased animals, the malady does not appear to be dangerous. We are convinced that it is not a contagion, but an epidemic. It travels too rapidly for a contagion, and skips some localities for a time, passing on to others beyond, and horses take it readily that have never been exposed. The disease commences suddenly, with a sort of half cough and half sneeze, and animals show no symptoms before these. In a day or two, the throat becomes sore, and the nose runs—in fact, it greatly resembles influenza in persons. To go into a stable full of horses afflicted with the disease, the coughing and sneezing reminds one of entering a congregation of people during a season of bad colds. It is said to be not generally dangerous, if care is taken of the animals. They should not be worked or heated, and are usually kept in dark stables, with gentle exercise daily. We generally find a kettle of burning tar, leather, woolen rags, and other pleasant substances, in the stables—a remedy that is worse than the disease. The ailment is said to leave the horses predisposed to some worse disease. As a matter of course, the country is flooded with circulars, and the fences are painted over with large letters, announcing that this and that quack doctor's truck is a sure cure for the horse epidemic.

For a while, this epizootic is making dull times in the towns. Farmers are afraid to bring in their horses, but now generally come on foot, or dismount and tie their horses some distance out of town. We hear complaints of scarcity of wood, and a poor prospect of getting a supply soon. One farmer, the other day, having butchered, brought in several dressed hogs on a wheelbarrow. Persons having to travel a distance of from one to five miles, almost invariably walk; and ladies in the country, who have been in the habit of riding to town in their carriages, now come on foot-back. One can now invite as many of his friends as he chooses to ride out with him, and give them as good as he has himself, for all can walk. But it is a little rough on one who has but a couple of weeks to spend in this country, and a good many places that he wants to visit.

All our time now being loafing time, we took one part of a day to visit the extensive distillery of David Rohrer & Co., at Mudlick, in this vicinity. It is one of the largest distilleries in the State, and manufactures only Bourbon; and the proprietors enjoy the reputation of being the only honest distillers in this part of the State, they having steadily refused to enter into the Whiskey Ring, and consequently escaped the penalties visited upon most of the distillers throughout the country. Here would be a paradise for an old "tope," he could have full away. Here is whiskey by the hogshead and the tank; and in the immense warehouse near by, there are from six to ten thousand barrels, piled three deep, and occupying three floors.

We had heard a good deal of the watchfulness of Government over the distilleries, but never before knew how completely Government takes men's business out of their hands and runs it for them, making them pay for it. Government regulates the size of his tubs, erects scales for him, and prescribes the amount of "wash" that shall go to each tub. It prescribes the strength of his liquor, puts in a Tice-meter to gauge it, making him pay for the meter, at a heavy monopoly price. When the whiskey runs from the still, it flows into tanks in charge of a Government watchman, where the proprietor has no right to interfere. A Government Gauger then comes and barrels the whiskey, gauges and stamps the barrels, and bungs them up. Then the barrels are immediately placed in a warehouse built by the proprietor under the direction of Government, the keys of which are kept by a Government Storekeeper. The doors are of iron, and the locks are of a peculiar patent, approved by the Government, but paid for by the proprietor. Occasionally some genius invents a new pad-lock, Government adopts it, and the proprietor of the warehouse has to throw away the old ones, and buy the new. From the time the liquid leaves the fermenting tub, the proprietor has no management of it, until he sells it, when he can take it out of the warehouse, by paying the tax of seventy cents per gallon. In short, about all he has to do on his own premises, is to furnish the money to pay for all this rigmarole. We cannot blame the distilleries, especially those who have earned the reputation of being honest, for becoming impatient at this surveillance and espionage over his business, of one, of the many thousands carried on throughout the land.

The cultivation and manufacture of tobacco is a great industry in this part of the Miami Valley. A great deal of tobacco, of the best quality, is raised about here, and the manufacture of cigars is extensively carried on. A large number of persons find employment in tobacco, in its various forms.

The old hard-shell Democrats in this country who swallowed Greeley, find that they swallowed something that did not agree with them. They try to forget that they voted for Greeley; and even the "reformers" who deserted the Republican party because they failed to be appointed as Storekeepers or Watchmen in distilleries, do not boast of their Greeleyism. Some Democrats did not vote, and some voted for Grant. We have found one man who calls himself a "Grant Democrat." One Democrat in whom there is no guile, who lost six or eight hundred dollars in betting on Greeley, swears that henceforth he is a Republican, and will do all in his power to break up the Democratic party. He has no use for a party that fooled him into the craziness of betting on Greeley. Another Old Liner, who voted straight out for Grant, gave this as his reason: He was always in favor of military men for President, and had all his life been voting for Gen. Jackson. But he had heard, the other day, that Jackson was dead; and now he would vote for Grant, because he was a great General!

The weather and Epizoot permitting, we propose soon interviewing Preble County, the Soldiers' Home and other interesting localities.

A Desirable Work.

The members of the coming Legislature of our State have a field before them of usefulness to the people, and they can spend much of the time allowed them, in preventing legislation. The fault with most Legislatures is in attempting to do too much. Many of the members are of the opinion that to be serviceable to their constituents and popular in the body they are members of, that they must introduce bills, make speeches and bestir themselves generally, while the people at home are asking to be let alone. The great cry of the people of the State of Kansas is for a reduction of expenditures and a lessening of taxes. We are of the opinion that the coming Legislature has desireable work before them. If they give their attention strictly to measures of economy, many of the appropriations generally made can be omitted, while others can be materially reduced. Some changes in our laws in relation to the fees and salaries of many of the local offices are desirable. In other words, every possible measure tending to a reduction of taxes is demanded, and the members of the Kansas Legislature who give this subject an earnest effort, can not fail of receiving the gratitude of their constituents.

A VETERAN.—The New York *Observer*, having completed its fiftieth year as the leader of the Religious Newspaper Press, is now preparing for its thousands of subscribers a New Year's gift in the shape of a JUBILEE YEAR-BOOK, which will be embellished with several appropriate illustrations. The *Observer* was launched in 1823, and for fifty years has sailed in an undeviating course, without once changing its motto or striking its colors. Few papers can present such a successful history; and while there are plenty of good papers published, there are few that we can recommend as strongly as the *Observer* for all the purposes of a family newspaper. Large, comprehensive and well filled, it can not fail to pay those who take it fourfold for their outlay. All subscribers get the *Jubilee Year-Book, gratis.* $3 a year. Sidney E. Morse & Co., 37 Park Row, New York.

☞ The political excitement of the recent canvass is generally dying out, and the people are quietly resuming the many avenues of business. Little interest, apparently, is being manifested in relation to the politics of the country by the masses. Vigorous and earnest work is everywhere witnessed for the purpose of making money and laying by something for a "rainy day." It is well. There is yet a vast domain of rich, fertile soil to be opened up to cultivation. Our schools and colleges are requiring encouragement and attention, while our manufacturing and commercial fields present rare inducements to all who will work. Then we can not but feel glad that rest from politics is given to the people, and that they are alive to the realities of practical every day life.

☞ We are informed by the *Champion* and by members of the order who were present, that the Odd Fellow's demonstration at Atchison on last Tuesday, was the grandest affair that has ever taken place in the State. The day was beautiful, and everything went off to the satisfaction of all interested. Delegations were present from Missouri, and all parts of Kansas. Doniphan County was well represented.

☞ Late dispatches report Horace Greeley insane, one report says he is now in the Lunatic Asylum. There is no doubt but that he is in a criticle condition, and his friends are trying to keep it from the public as much as possible.

The Lesson of Fire.

The great calamity which has just befallen the city of Boston, like the recent disaster to the steamship Missouri, teaches impressively the lamentable inadequacy of our precautions and provisions for resisting conflagration. Our warehouses, crammed with costly, inflammable fabrics, rise, story above story, sixty to eighty feet from the surface of our narrow streets, and cover square miles which present no effective barrier to the sweep of the destructive element; and so a Portland, a Chicago, a Boston, stands opposed to speedy, inveitable destruction. Our Mansard roofs are mainly tinder-boxes; our fire engines are too few and of inadequate power; and any mischance whereby fire is kindled when a high wind prevails may wrap half a city in flames in defiance of the most strenuous efforts of firemen and citizens. Our fire-proof buildings melt like wax in the fierce heat of the roaring, sweeping sea of flame; and thousands stand helplessly and terror-stricken in presence of the devastation which is sweeping away in a night the earnings of long lives of toil and thrift. Next to an earthquake, nothing is so trying to human faith and courage as a great fire.

As to passenger steamships, an immediate change in the mode of constructing them is indispensable. If they cannot be made absolutely fire-proof, they surely may be made relatively so. Their floors and ceilings should be sheathed with zinc or some other non-combustible, while curtains and drapery of all kinds should be severely dispensed with. Safety is of more account than ornament. Hence, every passenger steamship should be constructed in compartments, so that a hole knocked through her bottom, though large as a well, should not fill more than a quarter of her hull. She should be built and equipped so that fire could not run from one quarter to another, but must be impeded and resisted by metalic obstacles, and compelled to make its way through solid timbers, not along their tinder-like surface. In other words, every safeguard that human foresight can devise and human power execute should be opposed to the rapid diffusion of fire.

And yet, fire will be a peril and a terror, more emphatically to those who live in great cities and "those that go down to the sea in ships," especially if those ships are propelled by steam. We shall henceforth look on all the silken garniture of a great Atlantic steamer as strangely out of place, and regret that it is not suppressed in view of its ready yielding to the service of the demon fire.

The Effect of Railroads on Immigration.

According to the census of 1870 there were in Kansas at that time thirty-five towns, exclusive of those which rank as cities, with populations exceeding three hundred. Nine-tenths of these towns are upon the lines of railroads, and nearly one-fourth of them were at that time less than two years old. Southwestern Kansas is far ahead of Northwestern Kansas, and Southern Kansas has been the recipient of a heavier immigration than Northern Kansas. All these facts are significant. They cannot but convince the most casual reader that railroads precede immigration. Every year that passes without railroad connection is a year lost to the pioneer settlers of Washington, Cloud and Mitchell Counties. Throw open the doors of your country to the immigrant, and he will not come in as long as no railroad connects you with the large towns immediately east of you. Immigration will be diverted to other sections that may be reached by rail. The immigrant, going to Atchison, may go South to the Cherokee Nation, North to the Platte river, southwest, four hundred miles to the Valley of the Arkansas and other of the richest portions of the State, by railroad. The Solomon Valley—the Counties west of Waterville, are isolated. They cannot be reached except by a journey overland. Few of the thousands who are passing into the State reach them.—*Atchison Champion.*

The Horse Disease — Preventive Measures.

TREATMENT.

A writer in the *Kansas Farmer* makes this assertion, that among the millions of horses which have been effected with the epizootic, but a very few have died from the effects of the disease only; but have fallen victims of exposure or excessive labor while affected by the disease.

The precautionary measures which the writer recommends are thorough cleansing, disinfecting and ventilation of stables, the administration of tonics or simple condiments, with the best food, so as to put the system in the most robust condition of health; together with constant watchfulness for the first premonitory symptoms of the disease, and instant treatment. The first symptoms are a general appearance of poor condition, rough coat, shivering, dullness of the eyes, and disinclination to work. These are followed by redness of the eyes and discharge of tears, with a running of the nose, at first thin, but rapidly becoming thick and of a yellowish appearance, with cough more or less violent, according to the amount of irritation of the mucous membranes of the trachea or windpipe, and in addition, extreme coldness of the extremities, with fever.

If, on the appearance of the first symptoms, the animal is treated by giving warm bran mashes, in which a teaspoonful of saltpeter, or a tablespoonful of sweet spirits of niter, is mingled, with slightly warm thin linseed tea or oatmeal gruel for drink, and is warmly blanketed and bedded thickly with dry straw, and its stable well ventilated and cleansed, and generally good nursing given to it, the disease will probably run a very mild course in three or four days, without leaving the patient distressed or much weakened.

If these symptoms increase in severity until the animal presents the appearance before described as belonging to the final form of the complaint, in addition to the alleviative measures mentioned, more active treatment must be given. The nostrils and head should be steamed, by means of a bag of scalded bran or hay, hung beneath the nose; the throat should be rubbed with liniment or turpentine, or mustard mixed in lukewarm water to the consistency of cream; the nostrils should be washed with warm water and vinegar; the feet and legs should be bathed in hot water, and rapidly dried with friction; the whole body should be well rubbed at the same time, and then blanketed from head to tail, and measures taken to induce perspiration. Powdered liquorice, or honey and vinegar, in which a little saltpeter has been mixed, should be placed on the rear of the tongue, to relieve the soreness of the throat and the cough.

The feed should be of scalded oats and chopped and scalded hay, given slightly warm. Bleeding and strong medicines are to be carefully avoided, as being not only useless but highly injurious, and no liquid medicines should be administered on any pretence.

The writer adds:

"With this treatment, under the worst circumstances, the disease has not been found to be fatal in well authenticated cases, as yet; and two weeks has been the longest period in which there was need for attention. Should the fall be cold or wet, or the early winter be mild or damp, it is far from impossible that horned cattle and other stock may suffer, in which case, exactly the same treatment should be given. In completing a cure, the proverb, 'Make haste slowly,' combines all the warnings that need to be given; and if the precautions and treatment here mentioned are adhered to, there will be no cause for trouble or apprehension."

A TERRIBLE REALITY.

Eight Hundred Men Starving in the Wilds of Minnesota.

CHICAGO, Nov. 21.—A St. Paul special says gloomy news may be anticipated from Minnesota. The tracklayers on the extension of the Winona & St. Peter Railroad was approaching the western State line, at the rate of two miles daily, when the terrible storm of last Thursday night enveloped them, and cut them off from communication with the civilized world.

The working force numbers over eight hundred men, and so sanguine were the expectations that the favorable weather would outlast November, that no preparation was made to avert the calamity which, it is feared, has befallen them.

Only a limited supply of provisions was kept in store, for, although one hundred miles distant from the telegraph, the construction train maintained regular communication with Sleepy Eye, the nearest white settlement.

When intelligence of the storm reached Winona, J. H. Stewart, the General Superintendent, started out with two locomotives and a train of cars; but so heavy and deep were the snow drifts, and so intense the cold, that up to Saturday morning they had not passed New Ulm.

There two additional locomotives were attached to the train, and then, taking on board rations for thirty days and 150 men, besides materials with which to fit up boarding accommodations in the cars, the train was again started.

A passage was forced through drifts eight and ten feet deep, and even where the snow did not exceed one foot in depth, so hard was it packed that recourse was had to shovels, before an advance could be made.

On Sunday the train had penetrated twenty-five miles. Meantime the storm raging with violence unprecedented, and when last heard from on Tuesday night, the relief train was stuck fast in the ever-accumulating snow, forty miles west of Sleepy Eye, and eighty miles short of the suffering trackmen.

Yesterday morning the telegraph wires were down west of St. Peter, and the latest reports from Winona, in the afternoon, state that the wind had increased into a furious gale. For six days the storm had continued with unabated fury.

The painful impression created is that the men at the end of the track will actually starve before relief can reach them. No supplies are known to be accessible, for the line is being constructed in advance of the government surveys, far into a country inhabited only by a few adventurous squatters and sickly Indians.

Convention in Western Kansas.

It would seem from the call for a convention of the citizens of the western part of Kansas, given below, that an organized movement was well advanced in its plans and projects of dividing the State. The names of the parties who sign the call give evidence that it is no child's play, but that they mean business.

The object of making a new State from the western portion of Kansas can only be, primarily, to create position for aspirants. If there are other good grounds for such a step they have not as yet been brought out; but we shall hear all about it after the 11th of December, probably, and need only wait the action of the convention to be made acquainted with the "course of human events which makes it necessary," etc.:

"We, citizens of Western Kansas, desiring the early development of this part of the State, earnestly request and invite the people residing in the several counties west of and including the counties of Marshall, Pottowatomie, Wabaunsee, Greenwood, Lyon and Howard, to choose delegates to a convention to be held at Solomon City, Dickinson county, on the 11th day of December, 1872, for the purpose of considering such questions of a general character as will tend to accomplish such development. One of the special objects of such convention will be to agree on some additional lines and branches of railroads needed in the western part of the State, and to consider how they can best be constructed and avoid burdening the people with onerous taxation. And, also, to consider such other questions as will tend to advance the material interests of this portion of the State.

"It is recommended that each county west of the line indicated, be allowed five votes in the convention, and that the delegates be chosen at mass meetings held at the county seats on the 30th day of November. A full delegation is desirable, and it is hoped that no county will send less than three delegates:

"J. R. Mead, M. M. Murdock, Sedgwick county; S. D. Houston, L. R. Elliott, R. C. Walker, R. J. Harper, Riley county; E. J. Jenkins, J. M. Hageman, F. McMultz, Cloud county; D. L. Payne, Daniel Ainsworth, Henry county; V. P. Wilson, T. C. Henry, T. Augustine, Dickinson county; N. S. Romigh, Chase county; R. D. Mobbly, Ottawa county; T. F. Hersey, Mitchell county; D. R. Wagstaff, Saline county; Welcome Wells, Pottowatomie county; T. B. Murdock, Butler county.

The real trouble about Mansard roofs is that they are in many cases beyond the reach of water forced by a fire engine. A Mansard roof undoubtedly adds, as a general rule, to the symmetry of fire-proof material, and at a reasonable distance from the sidewalk, there can be no valid objection to it. The fires in Chicago and Boston have made two things apparent—first, if a building is to be erected to a great height, it should be fire-proof from roof to cellar; second, if a building is to have a roof not fire-proof, that roof should be within reach of a stream of water from a fire engine.

MR. GREELEY can congratulate himself upon the fact that he is not the worst beaten candidate for the Presidency that we ever had. In the popular vote, however, he has not made so good a showing as did General Scott in 1852, who received 1,386,580 votes, to 1,601,274 for General Pierce. Scott received 42 electoral votes, while it is generally conceded that Mr. Greeley will receive in the neighborhood of 66 votes of the Electoral College, and will be behind Grant in the popular vote anywhere from 650,000 to 700,000 votes.—*Chicago Post.*

BAR DOCKET DISTRICT COURT.

December Term, A. D. 1872.

First Day—December 9th.

Criminal.

The State vs. David McGoughley. Holt for the State, Stout, Price & Webb, for the def't.

The State vs. J. A. Nixon. Holt for the State, Wood for def't.

The State vs. John Lynight. Holt for the State, Wood & Stout for def't.

The State vs. Newton Pennell. Holt for the State, A. Perry for def't.

First Day—December 9th.

Civil Docket.

Woodson M. Twine, Administrator of George Johnson, dec'd, vs. the City of Atchison. Horton & Waggener for pl'ff., Glenn & Hawkins for def't.

Adam Barr vs. A. C. Low and the A & N. R. R. Co. Perry & Gray for pl'ff. Wood, O'Driscoll & Guthrie for def't.s.

Amanda Corby, Exec'tx. of John Corby dec'd. vs. W. J. Vancuran, et al. Hawkins, Price & Webb for pl'ff., Perry & O'Driscoll for def't.

Joseph McCrum vs. W. J. Vancuran et al. O'Driscoll for pl'ff., A. Perry for def't.

Isaac Beaver vs. Shepherd Fales et al. O'Driscoll & Gray for Pl'ff, Price, deft.

Second Day.

Jason C. Pierce vs. Samuel Kelley. F. M. Keith for pl'ff. and B. A. Seaver, def't.

Nicholas Brister vs. George Clem. A. Perry for pl'ff., Tennent & Price for def't.

The City of Troy vs. the A. & N. R. R. Co. Hawkins, Price & Wood for pl'ff., Guthrie, Medcalfe, Otis & Glick, for def't.

The City of White Cloud vs. John Cuckler. Keith & Williams for pl'ff., A. Perry for def't.

James E. Dryden vs. St. Joe & D. C. R. R. Co. Tennent for pl'ff. John Doniphan & Hawkins for def't.

The St. Joe & D. C. R. R. Co. vs James E. Dryden, Doniphan & Hawkins for pl'ff., Tennent, Perry & Price for def't.

Joel P. Blair vs. St. Joe & D. C. R. R. Co. Perry & Johnston for pl'ff., Doniphan & Hawkins for def't.

Andrew Disque, Administrator of Edgar J. Tracy, dec'd. vs. the St. Joe & D. C. R. R. Co. Tennent Drenning & Holt for Pl'ff., Doniphan & Hawkins for def't.

William Woodworth vs. St. Joe & D. C. R. R. Co. Wood & Price for pl'ff. Doniphan & Hawkins for def't.

Charles W. Johnson vs. John C. Calhoun. C. W. Johnson & Price for pl'ff., Doniphan & Perry for def't.

Third Day.

C. J. Jones vs. St. Joe & D. C. R. R. Co. A. Perry for pl'ff., Doniphan for def't.

John Hackett vs. St. Joe & D. C. R. R. Co. Perry for pl'ff., Doniphan for def't.

James M. Campbell vs. St. Joe & D. C. R. R. Co. Tennent, Price & Webb for pl'ff., Doniphan for def't.

Lucretia B. Lenox vs. Henry Reed. Guthrie & Medcalfe for pl'ff.

Amanda Corby, Exec'tx of John Corby, dec'd, vs. Josephus Robbins and Mary Ann Robbins. Price & Webb for pl'ff's., Perry, O'Driscoll & Gray for def't.

D. A. McKinney vs S. N. Chaffee. Price and Webb for pl'ff, Perry and Wood def't.

H. F. Kanta vs John Alford. Wood for pl'ff, X. K. Stout def't.

Marcum & Macomber vs John Alford. Wood for pl'ff, and Stout for def't.

Silas J. Leonard and Wm. H. Leonard vs Harrison Calvert and William Monroe. Price and Webb for pl'ff's, and Perry for def't.

John Meidinger vs Charles Lang et al. Price and Webb, for pl'ff Perry and Wood for def't.

Fourth Day.

A. Perry vs Board Co. Commissioners, of Doniphan Co. Perry for pl'ff. and Holt for def't.

Stewart and Humphrey vs W. R. Powers and Jennie Powers. Wood and Perry for pl'ff's, Price and Webb for def't's.

James E. Dryden vs Obe Craig et al. Hawkins, Price and Webb for pl'ff, Holt, Stout and Perry for def't.

Henry Game vs G. W. Barr. John A. Ryan for pl'ff. Drenning, Holt and Price for def't.

C. C. Hyatt vs X. K. Stout. Wood and Guthrie for pl'ff, Perry for def't.

John R. Elledge vs Arnold Adler and Sophia Adler. Price and Webb for pl'ff, Perry and Stout for def't.

Cletus Crook vs Sam'l Maquilken. Price and Webb for pl'ff, Perry and Stout for def't.

John W. Brown vs Sam'l Maquilken. Price and Webb for Perry and Stout for def't.

Alexander McCahan vs Franklin & Frick. Wood for pl'ff, and Drenning and Holt for def't.s.

Sam'l Lappin vs Martin Ostrander. Price and Webb for pl'ff.

Fifth Day.

Mary A. Roundy vs St. Joe Fire and Marine Insurance Co. Perry for pl'ff.

Abram B. Covalt vs Samuel Maquilken. Perry for pl'ff.

McCormick & Bro., vs A. G. Ege and Matilda Ege. Wood for pl'ff's, and Perry for def't.

L. Hurst vs Thomas B. Hickman and C. H. Gage. Hawkins for pl'ff, and Holt for def't.

George Cowger vs James W. Jenkins.

J. W. Brink vs R. W. Hunt. Johnston and Wood for pl'ff. Price and Webb for def't.

The Grover and Baker Sewing Machine Company vs T. Parr. Ingalls for pl'ff, and O'Driscoll for def't.

J. S. Hoke vs Matilda C. Ege et al. O'Driscoll and Gray for pl'ff.

Thomas Blankenship vs D. B. Tindle.

Jessie Brown vs John Brazelton et al. Perry for pl'ff, and Drenning and Holt for def't.

Seventh Day.

A. M. Ferguson vs Enoky Kerney et al.

John P. Johnson vs Mary Martin and J. S. Martin. C. W. Johnson for pl'ff.

T. E. Aston vs L. E. Gordon.

G. Meidinger vs S. B. Lehreaux. Drenning and Holt for pl'ff, Wood for def't.

Bridgett O'Brian vs Mary O'Brian, administrator of the estate of Luke O'Brian. Holt and Drenning for pl'ff, and O'Driscoll and Gray for def't.

Francis Berry vs St. Jo & D. C. R. R. Co. Wood for pl'ff, Doniphan and Hawkins for def't.

John Ruffing vs St. Jo. & D. C. R. R. Co. Zimmerman, Price and Webb for pl'ff, Doniphan and Hawkins def't.

K. C. Zimmerman vs St. Joe & D. C. R. R. Co. Zimmerman, Price and Webb for pl'ff, Doniphan, and Hawkins for def't.

T. M. Hamilton vs Joel P. Blair and Wm. L. Blair. Price and Webb for pl'ff, and Johnston for def't's.

The City of Troy vs Martin L. Zimmerman. Perry and Wood for pl'ff, and Glick for def't.

Eighth Day.

Charles Miller et al vs The Inhabitants of the Town of Palermo et al. Price for pl'ff, and Perry for def't.

H. H. Mathews vs. Mahala Mathews. Price & Webb.

Wm. R. Sears vs. Margaret J. Sears. A. Perry for pl'ff., Price & Webb def't.

J. S. Hoke vs. Matilda C. Ege. O'Driscoll & Gray for pl'ff., Price & Webb for def't.

Frederick Lyman, Guardine, vs. M. B. Brown, et al. Guthrie for pl'ff., Price & Webb for deft.

S. A. Hackley vs. Detroit Bridge & Iron Works. Drenning, Holt & Guthrie for pl'ff., Perry for def't.

S. A. Hackley vs. Detroit Bridge & Iron Works. Drenning, Holt & Guthrie for pl'ff., Perry for Deft.

State News.

A Desperate Suicide.

Yesterday forenoon as the northward bound passenger train approached Godfrey, a coal station on the Gulf road, four miles below this city, the persons congregated about the depot observed a man rushing towards the track with the evident purpose of throwing himself under the train. He was caught, however, before accomplishing his purpose. Again, when the train moved off he made a second desperate effort to gain the track, but was again prevented. During the day several coal trains passed the station, and each time the desperado seeker after death repeated his horrible attempt to throw himself under the crushing wheels of the heavy trains; but each time he was frustrated in his designs by the watchfulness of the men about the depot. At about 6 o'clock in the evening a coal train left Godfrey for Fort Scott, and this time the fearfully infatuated man escaped the vigilance of his watchers and succeeded in his terrible determination to immolate himself beneath the merciless car wheels. After the train left he was missed, and search being made his body was found upon the track literally cut in two, and otherwise mutilated in the most horrible manner.

He was an entire stranger to those at the station, no one knowing whence he came or any particulars concerning him, and there was nothing found upon his person to establish his identity. He had evidently been drinking for a long time and was undoubtedly insane from the effects of liquor.—*Fort Scott Monitor.*

THE community were surprised and saddened, on Tuesday morning last, by the finding of the dead body of the ferryman at this place—a Swede familiarly known as "Capt." Hohlenberg. The facts, as we learned them, seem to be, that after midnight the boat crossed over to the North shore with Mr. C. M. Albinson as a passenger—the ferryman being aboard, but unable, from intoxication, to work the boat, and obliging his passenger to work himself across. It seems that after the landing, Mr. H. must have gone to the edge of the boat, near the shore end, for some purpose, fallen overboard, and alone and helpless miserably perished. He was found in the morning lying close to the boat; his feet touching it, and his head under the ice that had formed about him. The body was removed, and the Coroner's jury which met and examined it returned a verdict of "Death by accidental drowning."

The "Captain," we understand, was at one time a Swedish soldier, and a member of the body guard of a Swedish King, and had seen a great deal of active service. He had four children, now in Sweden, to whom the news of his death in this far away land, will be a sad message.—*Republic Valley Empire.*

BUFFALO IN FORCE.—A dispatch from Fort Dodge says a construction train on the Atchison and Santa Fe railroad ran into a herd of buffalo to-day covering an extent of country ten miles long by two wide. The valleys are full of hunters. Fourteen hundred buffalo hides and saddles were brought into Fort Dodge to-day.

Hutchinson is but one year old and contains six hundred inhabitants, a newspaper, church, bank, school house and stores of all kinds. There is not a liquor saloon in the city, which is a remarkable thing for a frontier town.

At Ottawa they have transformed an ancient school house into a court house and fire department head-quarters combined.

The case of Joy against the settlers on the Neutral Lands was decided on Monday of this week, by the Supreme Court of the United States in favor of Mr. Joy, the purchaser of the lands from the Indians. This case is one that has attracted a good deal of attention in this vicinity, because of the land being near to us, and matters connected with our own Indian affairs being in such an unsettled condition. There is no appeal from this decision, however right or wrong it may be.—*La Cygne Journal.*

INDIANAPOLIS, November 26.—At an election for United States Senator by the Legislature this morning, the vote was: Senate—Morton, 27; Williams, 1. House—Morton, 54; Williams, 41. Morton's majority on joint ballot 29.

Sheriff's Sale.

STATE OF KANSAS, } SS.
DONIPHAN COUNTY,

In the District Court for Doniphan County, State of Kansas.

Jefferson L. McNamee } Plaintiff,
vs.
Fredrick C. Werner, } Defendant.

NOTICE is hereby given, that I will, on the 31st day of December, A. D. 1872, between the hours of 10 o'clock, A. M., and 4 o'clock, P. M., of said day, at the door of the Court House, in the city of Troy, in Doniphan County, State of Kansas, offer for sale, at public auction, for cash, the following described property, to wit: Lot one (1) of Section twenty-eight, (28) in Township four, (4) of Range twenty-two, (22) situated in Doniphan County, Kansas, taken as the property of Fredrick C. Werner, and offered for sale to the highest bidder for cash, to satisfy a certain judgment and costs, now of record in the District Court for Doniphan County, in the State of Kansas, in which Jefferson L. McNamee is plaintiff, and Fredrick C. Werner is defendant.

Given under my hand, this 27th day of November, A. D. 1872.

SAMUEL MAQUILKEN,
Sheriff of Doniphan County.

November 27, 1872-5w. Pr's fee, $9.00.

THE ILLUSTRATED

PHRENOLOGICAL JOURNAL,

VOLUME FIFTY-SIX, 1873.

The Science of Mind is the central point around which revolve the whole circle of sciences. It is the key to universal knowledge, and Self-Knowledge is the key to the Science of Mind.

Phrenology is the demonstrable basis of Mental Philosophy. It shows how the diversities of human character and capacity are related to the laws of the universe; harmonizes the human being with the Divine, "and justifies the ways of God to man."

"*Know Thyself;*"—Since the Grecian sage inscribed these immortal words on the Temple of Adelphi, the world has struggled as never before towards a solution of the problems of human existence.

The Correlation of Forces, now an established fact, has furnished an enduring basis for all the material sciences, and brought each of the tremendous powers of nature—*Heat, Light, Electricity, Magnetism* and *Attraction*, within the domain of law and order.

The Origin of Races, still earnestly discussed by Ethnologists, is bringing light out of the shadows of the past, and cannot fail to interest the truth seeker.

The Origin of Life, a still more intricate problem, is actively engaging the minds of our leading Physiologists. The results will be given in this JOURNAL.

Physiology and Psychology will be prominent features: embracing the subjects of Soul, Mind, Bodily Structures and Functions, Social Relations, Education, Religious Creeds, Marriage, Training of Children, Criminal Jurisprudence, etc.

Physiognomy and Temperaments, Signs of Character, Peculiarities of Organization, Transmissions of Mental and Bodily Qualities, etc., given.

Self-Improvement.—Vain are all the teachings of science and the marvels of art, unless applied to perfecting ourselves and improving the race. It is for this we "live, move, and have our being," and to this result THE PHRENOLOGICAL JOURNAL will tend.

Happy Homes are the result of a normal education and development, and a life according to the laws of life. These are the symbols of all that is good in the "life to come," and the real Heaven on Earth.

The Phrenological Journal for 1873 will keep pace with the march of events, and while "holding fast to the good," will endeavor to lead the public mind in many things new and true.

Terms.—Monthly, at $3 a year, in advance. Single numbers, 30 cents. Clubs of ten or more, $2 each. Address, S. S. WELLS, Publisher; 389 Broadway, New York.

Administrator's Notice.

NOTICE is hereby given, that letters of administration on the estate of Job McDaniel, deceased, late of Doniphan County, were granted to the undersigned, I. N. Smallwood, by the Probate Court of Doniphan County, State of Kansas, bearing date November 6th, 1872. All persons indebted to the estate, are required to make immediate settlement; and all having claims against the estate, are notified that if the same be not presented for allowance within one year after the date of said letters, they may be precluded from any benefits of said estate; and if not presented within three years after said date, they will be forever barred.

I. N. SMALLWOOD, Administrator.

November 14, 1872-3w. Pr's fee, $5.

"HOW TO GO FAST."

By the Kansas City, St. Joseph and Burlington Route.

"Though last not least," is an adage as true as it is old, and its truth is again exemplified by the completion of the New Line to the East, *via* Creston and Burlington, which, though the *last*, may be called the *best route* to the West.

The Line consists of the Kansas City, Saint Joseph and Council Bluffs R. R., with two daily trains from Kansas City, through Leavenworth, Atchison and St. Joseph, to the Missouri State Line, there connecting with the Burlington Route, which leads direct to Chicago, Cincinnati, Indianapolis, Logansport and Columbus—through cars are being run to all these points.

This Line is well built, thoroughly equipped with every modern improvement, including Pullman's Sleeping and Dining Cars, and nowhere else can the passenger so completely depend on a speedy, safe and comfortable journey.

The Burlington Route has admirably answered the query, "How to go East," by the publication of an interesting and truthful document, containing a valuable and correct Map, which can be obtained free of charge, by addressing General Passenger Agent B. & M. R. R. R., Burlington, Iowa.

A Sure Way to Make Money.

In the buying of goods, most people who wish to prosper, study economy in their purchases; and it is a truth, that the item of Boots and Shoes is no small one, in the families of both rich and poor. To reduce the expense of that item, it becomes necessary to buy where the best and greatest quantity of goods can be found, for the least money; and that place is at an *exclusively* Boot and Shoe store.

C. G. Bridges, of Troy, keeps the only Boot and Shoe store in the city, and has an excellent variety of all goods in that line. He has them fine, and also common, but always recommends *good* goods. He proposes keeping the largest stock in Northern Kansas, and selling them to cash *buyers so low* that they can sustain him in trade, and buy cheaper than at St. Joseph or Atchison. It will pay farmers of the whole County to inquire of their families, in relation to the number of pairs of boots and shoes, the sizes and numbers, and give Mr. B. a call. Liberal discount will be made on large bills, and cash buyers. Recollect this article, and when you come to Troy, inquire for the Boot and Shoe store of C. G. Bridges, which you will find near south-west corner of Public Square, one door north of Shepherd's Drug Store, Sign of the Big Red Boot.

The Tide of Emigration Turned!

Seekers for new homes are pouring into Southwest Missouri, attracted by the cheap Lands of the Atlantic & Pacific Railroad Company.

This Company offers 1,200,000 Acres of the finest lands in the world, at from $6 to $12 per acre, on seven years' time, and with free transportation to all purchasers.

This Road, Never Blockaded by Snow, is destined to become the national highway between New York and San Francisco; and to the industrious farmers of older States we earnestly recommend this land of cheap homes, sure that nowhere can the poor man find a more grateful climate, a better soil, or greater productiveness.

For full information, with Maps and Pamphlets, address AMOS TUCK, Land Commissioner, 25 South Fourth Street, St Louis. octlmd.

Intersecting to Paxmore.

The citizens of the County, who propose planting orchards, will find it to their advantage to give their patronage to E. Snyder, of the Prairie Nurseries, at Highland, who keeps, perhaps, the largest stock in the State, and can furnish them at as low rates as the same class of trees can be purchased at from any of the leading Nurseries of the country. Mr. S. has had a long experience in the business, in this County, and has a thorough knowledge of all the varieties adapted to this climate. Parties who deal with him, may be assured that all orders will be filled with the variety wanted. He keeps everything to be found in a first-class Nursery, and solicits the patronage of the public. Apply to the proprietor,

E. SNYDER, Highland Kansas.

Or to C. G. BRIDG