

MY LITTLE WOMAN.

(San Francisco News Letter.) Would the diamond be so peerless gem? It measured one foot round? Would the rose leaf yield such a sweet perfume? If it covered yards of ground? Would the dew drop be so clear and pure? If it fell like rain about tall? Or the little woman be half so great? If she were six feet tall?

NOMADIC FLIRTATION.

(New York Times.) Nomadic flirtation, or the sweet converse of two souls who travel in one railway car, is the most attractive pleasure known to the miller of young men who love to put on the appearance of a woman. There are multitudes of young men wholly devoid of vices who labor to produce upon the minds of casual strangers the impression that they are among the most reckless and abandoned of youth. The rural undergraduate, who never drinks anything stronger than currant wine, and whose nearest approach to gallantry has been a game of backgammon with his maiden aunt, no sooner enters a railway train on his way home to spend a vacation, than he joins with others of his kind in singing roiling bacchanalian choruses and loudly whistles that he had thought to bring a pack of cards with him so that a game of euchre "for the drinks" might be practicable. It is this longing to be credited with vices which in his innocent heart he spurns, that leads him to seize with avidity any opportunity to enter into conversation with the first silly girl whose attention he may attract. Many a youth who would blush at a glimpse of his sister's innocent stockings floating from the clothes-line, is exalted to the summit of bliss if he can imagine that some censorious person mistakes him for a hardened rascal. In fact, his misdeeds are seldom made known to him, but he takes in innocent amusement from the brand of innocence upon his brow, and proclaims by every action the harmless idiosyncrasy of his character. Nevertheless, his self-conceit is wounded by no suspicion of the truth, and he firmly believes that his innocent ears are hidden by the lion's skin of vice in which he masquerades.

The delights of nomadic flirtation were recently illustrated by the experience of a youthful student of one of the colleges in this State. While in a railway car this young man saw an unprotected young lady, and marked her for his prey. Taking a seat beside her, he began a conversation by a few powerful and convincing remarks upon the weather. The young lady, who was quite his peer in amiable silliness, at first answered him in able monosyllables, and finally yielding to the wiles of her new acquaintance, joined with him in devouring the seductive peach nut and in trying her fortune with the prize candy that cheats but does not inebriate—unless we may regard colic as an intoxication of the stomach. For nearly an hour this rare and radiant maiden, whom her parents named Sarah Jane, and this innocuous undergraduate whose name is charitably suppressed, flirted to their mutual satisfaction, and indulged in that curious as "tee-heeing" until the other passengers even wished that they were dead. Finally, the young man felt that he must retire in order to chuckle in private and ease his strained mind by exultingly calling himself "a wild young devil," and he thereupon sought the smoking-car and painfully began the consumption of a mild Connecticut cigar.

His dream of bliss was soon interrupted by the appearance of the conductor, who abruptly demanded that watch. Now, the young man had no watch of any kind, and said so with a clearness which did him credit. The conductor then explained that he had stolen a young lady's watch, and that he must come with him and restore it without delay. Red as a rose was he when he confronted the young lady, with his collar in the tight grip of the conductor's hand, and he timidly denied her conductor's accusation. Of course, the incident created immense excitement in the car, and the young lady's tears were accepted by everybody as conclusive evidence of the truth of her charge. One old gentleman, who had been unable to read his newspaper in consequence of the prolonged "tee-heeing" already mentioned, remarked on an innocent girl as the undergraduate had done unquestionably pickpockets or perpetrate any other detestable crime. It was the unanimous opinion of the passengers that he should be made to disgorge, and should then be either thrown from the train while in motion, or should be tied hand and foot in the baggage car and delivered to the police at the next stopping-place. One large man, with short hair and partially levelled nose, took the ground that "the fellow" really wanted was, in substance, a change of head, and that he felt it his duty to provide him with a new head without the least delay. Meanwhile the young man begged for mercy, and implored the young lady to look in her pocket and see if she could not find the missing watch. The conductor, who was a married man, never used for watch-carrying purposes, was so indignant at what he called the "cheek" of this suggestion that he called a brakeman to hold the miserable young man, so that he could "go through him," as he metaphorically expressed it. The young man was accordingly searched with great thoroughness, but with no notable result, save the discovery of a small comb, which he promptly carried in his pocket in order to be prepared in case of a sudden and profuse growth of mustache. When it became evident that the watch was not concealed upon his person, it was decided that he had either swallowed it or secretly dropped it out of the window, and the conductor, partly in order to prevent the effusion of blood on the velvet cushions of the car, stopped the train and deposited the young man in a nice strawy spot. Precisely fifteen minutes afterward Miss Sarah Jane gave a joyful shriek and extricated the watch from some mysterious locality immediately behind the front of her dress, into which it had accidentally slipped. Thus was the innocence of the undergraduate established, and he thereupon sank in public estimation from a skillful pickpocket to the most degrading position of an unrepentant idiot.

That particular young man has had a lesson which will probably keep him from nomadic flirtation for some time to come. Let us hope that the rest of his kind will also heed the warning conveyed by his experience, and that young ladies will stifle the conversation and peanuts of strangers, lest they should find themselves entertaining pickpockets unawares.

When the Morning Ledger was started, says Sam Davis, in the Argonaut, Dan O'Connell, Jessop and myself were employed on the local staff. Harry George was manager of the concern, and had an idea that poetry (original poetry) was the main thing to catch the Sunday readers. In this we all concurred, and somebody suggested that the poems should be illustrated. I agreed to furnish the engravings, and the next day called on Alex. Badlam, whom I knew had the facilities, and he loaned me about a bushel of old wood cuts, which had been service in Sacramento on some illustrated newspaper venture of his ten years ago. The drawings were by Nahl, and the engraving very good. When the basket was brought in Mr. George sat down and began to paw over the blocks, distributing them among the staff, remarking as he handed O'Connell a square foot of boxwood, "Here, Dan, is a woman watching for a ship at sea. Dish up half a column of poetry on it entitled 'Waiting.'" Dan took the block and surveyed it carefully, as he observed, "It strikes me this is meant for a washerwoman, and she's waiting to see if the little nigger on the wharf is going to make a raid on the clothes basket." "In that case," replied Mr. George, "we can saw off the nigger and the wharf; that will leave the sea and beach on the right, and it's just the thing." A handsaw was brought into requisition and the block was sawed in two. Now, Dan, start that right up, the printers are waiting for copy. And Sam, tack a few verses on the nigger, and then we'll have first-class cuts and two pieces of original poetry." The next cut he picked up was a woman sitting on a rock watching some mules, but by sawing off of the mules and gouging a club out of the woman's hand with a chisel, Jessop was enabled to build upon it a poem entitled "Deserted," and calculated to bring tears to the eyes of a Mills Seminary girl by the time the sixth verse was read. Sometimes, Mr. George would saw up a big original cut, and pieces and divide it between us. In addition to our regular salaries we got six dollars a column for these verses, and the carpentering work at the head was sometimes counted into the measure as a special tribute to meritorious endeavor. Whenever the saloon keeper next door saw the Sunday issue pretty well filled with original poetry he would contemplate a heavy rain of custom on pay day and view the scores on the slate with more cheerfulness than doubt. One day a temperance poem penned by Jessop got mixed up with a picture intended to represent a widow weeping over her husband's grave, by Dan, and the poem O'Connell wrote got under the picture that had been carefully sawed and trimmed for Jessop. The change looked peculiar, but no one ever noticed it. On one occasion, after an elaborate poem had been written by a combination effort of all three of us, the cut was mislaid just as the paper was going to press. An old vinegar bitters was put in, however, and then a bill for advertising sent the agent of the bitters. He paid it cheerfully.

The paper died.

SLOANAKER'S APPOINTMENT.

WASHINGTON, Sept. 14.—The Tribune to-day says, editorially: "The recent appointment and subsequent withdrawal of Mr. Sloanaker, of wax works fame, give point to the criticism so often made in these latter days, that the President is not well served in political matters by those about him." The truth is not even essentially told in this paragraph. The exact truth about the appointment of Sloanaker, the champion fraud and dead beat of Washington, is as follows: He procured a cheap terra cotta bust of Returning Board Hayes, and induced a few negroes whom he had picked up about town to go with him to the White House. Arrived there with his delegation, Sloanaker represented the motley crowd as a delegation of Louisiana colored men who approved his Southern policy and desired to pay their respects. Admitted to an audience, Sloanaker presented the ten cent bust to His Fraudulency and made a speech. Hayes was so delighted that he forthwith became an ardent admirer of the bummer and fraud, and when, subsequently, Sloanaker asked for an appointment, Hayes specially requested that it be made forthwith. The order was obeyed. At the time Sloanaker called at the White House with his delegation and presented the bust, the true character of the fellow was made known to His Fraudulency and made a speech. Hayes was so delighted that he forthwith became an ardent admirer of the bummer and fraud, and when, subsequently, Sloanaker asked for an appointment, Hayes specially requested that it be made forthwith. The order was obeyed. At the time Sloanaker called at the White House with his delegation and presented the bust, the true character of the fellow was made known to His Fraudulency and made a speech.

THE PAPER DIED.

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PETROLEUM FOR BALD HEADS.

The British Consul at Nicolaieff, Russia, is said to have discovered that petroleum is the greatest of all hair invigorators. In a report to his government he says that a servant formerly in his employ was prematurely bald. The servant was engaged to trim the lamps, and had a habit of wiping his petroleum beamed hands in his scanty locks. Three months of this lamp-trimming and dirty habit procured for him a much finer head of black, glossy hair than he possessed before his baldness. The consul tried the remedy on two Spaniards who had become suddenly bald, and met with the same wonderful success. He then suggested his petroleum cure to the owners of some black cattle which had become bald, and to the possessors of horses which had lost their manes and tails. The remedy not only prevented the spread of the disease from which the animal suffered, but also effected a quick and radical cure. The petroleum, American quality, is to be rubbed in vigorously and quickly with the palm of the hand, and applied at intervals of three days, six or seven times in all, except in the case of horses that have tails and manes, when more applications may be requisite.

EUROPEAN WATERING-PLACES.

The European watering-places have been crowded this year. The London World of September 5 announces no fewer than 40,000 visitors at Wiesbaden, 20,000 at Baden, despite the withdrawal of the gambling tables; 14,000 at Aix-la-Chapelle; more than 11,000 at Ems, and 10,000 at Pyrmont. The lowest on the list in Germany is little Bewahl, with 400 guests. The French springs and seaside resorts are equally thriving, and more visitors are reported by the Eyaoca at the Spanish resorts than ever before.

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RAILROADS.

PONCHARTRAIN RAILWAY.— Depot at the head of Esplanade, near the Levee, Third District. Excursion to or from the Lake and return same day, 20 cents. Children under twelve years, 10 cents. Trains will leave as follows: From the City. From the Lake. 7 1/2 o'clock a. m. 7 o'clock a. m. 8 o'clock a. m. 8 1/2 o'clock a. m. 9 o'clock a. m. 9 1/2 o'clock a. m. 10 o'clock a. m. 10 1/2 o'clock a. m. 11 o'clock a. m. 11 1/2 o'clock a. m. 12 o'clock p. m. 12 1/2 o'clock p. m. 1 o'clock p. m. 1 1/2 o'clock p. m. 2 o'clock p. m. 2 1/2 o'clock p. m. 3 o'clock p. m. 3 1/2 o'clock p. m. 4 o'clock p. m. 4 1/2 o'clock p. m. 5 o'clock p. m. 5 1/2 o'clock p. m. 6 o'clock p. m. 6 1/2 o'clock p. m. 7 o'clock p. m. 7 1/2 o'clock p. m. 8 o'clock p. m. 8 1/2 o'clock p. m. 9 o'clock p. m. 9 1/2 o'clock p. m. 10 o'clock p. m. 10 1/2 o'clock p. m. 11 o'clock p. m. 11 1/2 o'clock p. m. On Sunday the trains will be run every half hour from 9 o'clock a. m. on Sunday morning the trains leave the city at 8 o'clock for the accommodation of sportsmen. Passengers for the Lake should notify the conductor prior to the departure of the train, and 77 1/2 D. B. ROBINSON, Receiver.

THE ATLANTIC COAST LINE.

PASSENGER ROUTES TO ALL POINTS NORTH AND EAST. Reorganized for the summer of 1877. Working out of New Orleans via the N. O. and M. B. R., and presenting the following attractive lines to the attention of all North-bound Tourists and Travelers:

Route No. 1—All Rail. Via Montgomery, Columbus, Macon, Augusta, Wilmington, Richmond. 62 Hours, New Orleans to New York. The same time always by any other line. Pullman Sleeping Cars to Opelika. Through trains to and from Augusta, with Pullman Sleeping Cars attached at Macon for Wilmington. Through train to Richmond and New York, with Elegant Parlor Cars attached to Richmond—these Pullman Sleeping Cars to New York. ALL CHANGES AT REASONABLE HOURS AND IN CLEAN AND PROPERLY VENTILATED CARS.

Route No. 2—Bay Line. Over the same lines to Wilmington and Portsmouth as Routes 1 and 2, then on Mondays, Wednesdays and Saturdays at 5:30 p. m., by the magnificent sidewheel steamships of the OLD DOMINION COMPANY, which invariably arrive at their New York wharves at 9 a. m. A sixty-nine hour run—only seven hours in excess of all rail time, with the advantage of an undisturbed night's rest and superior accommodations upon the Chesapeake Bay.

Route No. 3—The Old Dominion Line. The same lines to Wilmington and Portsmouth as Routes 1 and 2, then on Mondays, Wednesdays and Saturdays at 5:30 p. m., by the magnificent sidewheel steamships of the OLD DOMINION COMPANY, which invariably arrive at their New York wharves at 9 a. m. A through run of 76 hours, combining the essential elements of Cheapsness, Speed and Comfort. For Tickets, Checks, Time Cards, and all information, apply at the offices of the New Orleans and Mobile Railroad. For Tickets, Checks, Time Cards, and all information, apply at the offices of the New Orleans and Mobile Railroad. J. H. WHITE, Southern Passenger Agent, H. W. FOWLER, New Orleans Agent, corner St. Charles and Common streets. my14

GREAT JACKSON ROUTE.

NEW ORLEANS, ST. LOUIS AND CHICAGO RAILROAD LINES. DOUBLE DAILY THROUGH TRAINS. Will depart and arrive as follows: From Cairo to New Orleans, Sept. 15, 1877. DEPART. ARRIVE. Express No. 1, 5:30 p. m. Express No. 2, 10:30 a. m. Express No. 3, 10:30 a. m. Express No. 4, 5:30 p. m. Express No. 5, 1:30 p. m. Express No. 6, 1:30 p. m. Express No. 7, 1:30 p. m. Express No. 8, 1:30 p. m. Express No. 9, 1:30 p. m. Express No. 10, 1:30 p. m. Express No. 11, 1:30 p. m. Express No. 12, 1:30 p. m. Express No. 13, 1:30 p. m. Express No. 14, 1:30 p. m. Express No. 15, 1:30 p. m. Express No. 16, 1:30 p. m. Express No. 17, 1:30 p. m. Express No. 18, 1:30 p. m. Express No. 19, 1:30 p. m. Express No. 20, 1:30 p. m. Express No. 21, 1:30 p. m. Express No. 22, 1:30 p. m. Express No. 23, 1:30 p. m. Express No. 24, 1:30 p. m. Express No. 25, 1:30 p. m. Express No. 26, 1:30 p. m. Express No. 27, 1:30 p. m. Express No. 28, 1:30 p. m. Express No. 29, 1:30 p. m. Express No. 30, 1:30 p. m. 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