INDO-EUROPEAN RAILWAY.

Rapid Revolution of the World---The Impulse from Asia to the Antipodes.

Great Britain Dozy Over the Great Enterprises—The Pacific Railroad and Suez Canal.

The Euphrates Valley Railroad Survey in the Time of William the Fourth.

Vast Projects—Across Europe to Constantinople and Thence to India.

Routes, Difficulties of Nature, Means of Work and Calculation of Profits.

Stephenson's Plan—From London to the Bosphorus, Asia Minor, the Persian Gulf and India.

TO INDIA IN NINE DAYS.

How You Travel and What May be Seen by the Way.

By the European mail at this port we have the following special communication from the far East on the subject of railroad progress, in the present and for the future, in that quarter of the world. It is one of the most animated, accurate and inspiriting contributions which has been made to the "go-ahead" and material progress of newspaper literature of the day. The writer points out how the intercommunion of the peoples of the world may be completed and the inhabitants of Europe, Asia, Africa and the antipodes be made not only to speak to each other by electricity, but to join hands personally, almost daily, by steam travel on the ocean and the iron rail.

To India in Nine Days—How You May Travel and What Can be Seen.

BAGHDAD, Sept. 14, 1870.

"The world rolls round !" said Galileo; "The world rolls round, circumstances vary every hour," repeats the philosopher, as he sits thoughtfully in his comfortable armchair in his study; "The world rolls round !" shouts the smaller fry of people. That tiny spheroid in space called earth certainly revolves. I would fain believe that the "world" rolled round—that is, the world of ideas and enterprises, of quickening energies and industrial projects. The central continent, as an indubitable fact, is morally revolving "every hour," every minute. Indeed, it revolves so rapidly, and changes its means and methods so fast, that there are many nations extant who have not learned as yet how to calculate and take note of these revolutions. But the antipodes are at a stand still, though some writers say that they do move. Burlingame not long ago told us that China had shaken off her lethargy and was revolving forward so fast—well, faster than we *ignoramii* had any idea of. I would advise people to think seriously before they utter such startling things, however. As for the other antipodes, England, did not a Boston philosopher say of the English, "They have a wonderful heat in the pursuit of a public aim!" and "in every path of practical activity they have gone even with the best." I would respectfully suggest that the above quoted sentences be revised.

What influence laps Britannia into this fatal drowsiness which betokens the death inevitable? How is it that John Bull is drifting towards the *terra incognita* of seediness and forgetfulness? "Practical activity! Splendor of God," as the Conqueror William would cry out, did not America teach England that the Pacific Railway could "be done," and was it not "done" despite the "impossibles" of English journalists? Did not the French prove to them, contrary to all their predictions, that the Suez Canal was a possibility, and did it not become an actual fact, of which the English are not slow to avail themselves? Did not America teach England what monitors and rams and torpedoes were? Does not Russia teach her how to conquer and turn a grievous calamity into a lasting blessing? Does not Prussia teach her the arts of war, of conciliation and government, economy and polity?

THE EUPHRATES VALLEY ROAD PLAN.

Years before the project of the American Continental Railway had been conceived a "Euphrates Valley Railway" scheme was discussed in the money marts of London. Then, in 1855, the "Union Pacific" was a myth, as yet untalked of. Fifteen years have rolled by, and lo! without the aid of Aladdin's lamp, magic or Fortunatus properties, passengers leaving New York arrive at San Francisco within five days, as per railway bill. What has become of the Euphrates line? They are still talking of it in London and Calcutta, but they say that there is now a better chance of it being constructed than ever; that there is some great person prepared to launch the prospectus; that the Indian government is prepared to do a very handsome thing in the way of subsidy; that the English government will also present the company with money, credit and unlimited patronage; finally that the Sultan has offered of his own free will to construct the whole line from Constantinople to —, it is not yet decided where. But the above long paraphrase has prepared your readers for what is to follow.

FIRST SURVEYS—COLONEL CHESNEY'S COMMISSION.

Lieutenant Colonel Francis Rawdon Chesney was despatched by King William Fourth to explore the valley of the Euphrates, and to "determine the depth, current and state of it generally," also to put this route practically to the test; more particularly, as his Majesty observed, "on account of the manifest advantage which it presented of involving little more than one half of the length of sea voyage compared with that of the route by the Red Sea." Colonel Chesney succeeded very well in his task, but the five bulky volumes which have been his products prove that not much can be accomplished by transit across the mountains from Alexandretta to Biredjik, thence down the Euphrates to the Persian Gulf and India. In this era of swift locomotion, steamboating up and down the Euphrates will not do at all. The Suez Canal route is a far better one and safer.

A few years later, or about sixteen years ago, General Chesney proposed to connect the Mediterranean seaboard with the Persian Gulf by means of an iron railway. Sir John MacNeill and Mr. W. P. Andrew were also of the opinion of General Chesney. This scheme, backed by such influential men, was agitated a long time; but capitalists, though Mr. Andrew was an able man, and could speak and write eloquently, failed to be persuaded that it would be very remunerative.

There was a second scheme broached by a Mr. Latham, but this was only an attempt to modify that of Chesney. The latter proposed to start a line from Suedia (ancient Seleucia) at the mouth of the Orontes to Aleppo, thence to the Euphrates, and following the course of that river via Baghdad to Bussorah or some point near it hereafter to be decided. The former proposed to start from Alexandretta, through the Beilan Pass to Aleppo and Biredjik and along the Euphrates to the Persian Gulf.

ACROSS EUROPE TO CONSTANTINOPLE AND THEN TO INDIA.

The third, and most gigantic and best in the end, was that proposed by Sir Macdonald Stevenson in 1855, viz.: from Calais, on the northwest coast of France, by a line of continuous railways diagonally across Europe to Constantinople, thence in a lengthy diagonal line via Afium, Karan, Hissar, Diarbekir, Baghdad, Bassora, Bushire, Bunder Abbas, to Kurrachee in India. Your correspondent, having travelled much of this latter route, feels confident in his ability to discuss the advantages of each of the three routes, and will now set about presenting your readers with a complete knowledge of those advantages, separately and in order.

ADVANTAGES AND DISADVANTAGES—CHESNEY'S SCHEME OF A RAILWAY.

Stations.	Distances. Miles.	Time. Hours.
London—		
Paris	349	10
Marseilles	535	19
Suedia	1,170	117
Biredjik	50	2
Bagdad	475	16
Bussorah	290	9½
Bushire	250	8
Bunder Abbas	350	15½
Kurrachee	750 (via Hydrabad)	25
Bombay	803	26½
Totals	5,023	244½

Thus you have 5,022 miles to be traversed in eleven days. But of that distance there is 1,170 miles to be run by steamer, in 117 hours, or five days; the remainder of the distance, except the twenty-five miles across the British Channel, will be by rail, occupying six days. Five thousand and twenty-two miles seems an immense distance; but we must not forget that 1,105 miles are by sea, that 1,350 miles (thus:—From London to Paris, 324; thence to Marseilles, 535; Kurrachee to Hydrabad, 100 miles; Ahmedabad to Bombay, 382 miles) are already completed and running, so that there are but 3,477 miles of railway to be constructed.

AMERICAN INTELLECT AND ENTERPRISE.

The English accuse Americans of loving "immensity." That love of immensity is the secret of our success. We accustom ourselves to look with unflinching eyes at any and every project, however vast, so that when we are called to perform it we begin to reckon up, mathematically, the distance and cost, and then set to work. Instances—the crushing of the rebellion with 1,500,000 soldiers; the construction of the Union Pacific, 3,500 miles in length; the Chicago tunnel under the lake; the Hoosac Tunnel, the removal of the great hotels from their foundations, &c. Now, if we had to construct these remaining 3,477 miles of the Indo-European Railway, we would naturally inquire first, what is the physical nature of the countries through which they will have to run? Secondly, the cost. We would then find that between Suedia and Biredjik there are two ranges of mountains, one of which is the Kurdish range—but then the distance in an air line, according to Chesney, is only fifty miles—that the country between Biredjik and Bussorah is an undulating expanse of sand-clay, similar in contour to our plains between Omaha and Laramie, and this in length is 760 miles; that between Bussorah and Bushire, across the Kerun river, through the Dorghestan district, running south of Huldian and the chalky cliffs of Djebel Kalaat, is also very level, and this for a distance of 250 miles; that between Bushire and Kurrachee, which crosses Southeastern Persia and the southern coast of Beloochistan, is one immense stretch of sand, crossed by about a dozen narrow ranges of soft rocks, which might easily be pierced by tunnels of no great length, and some of them, as at Guadour and Lingah, and Bunder Abbas, might easily be circumvented by short detours (this distance is 1,100 miles); that between Hydrabad and Ahmedabad the distance is almost evenly divided among hills and Scinde flats for a length of 312 miles.

NATURAL DIFFICULTIES.

However, to be literally accurate, we will say that out of the 3,477 miles, 477 miles will consist of a mountainous country, the remaining 3,000 over low and gently undulating expanses of sand and comminuted rock.

COST OF THE WORK.

Now let us glance at the cost of such a railway. On the Great Indian Peninsular Railway, there is a portion of it called the "Ghat Ghat incline" (which is ten miles long, the railway climbs upwards of 1,000 feet in that short distance, passes through thirteen tunnels, 2,562 yards long, and over 741 yards of viaducts, one of which is 200 feet high), which cost £50,000 or $250,000 per mile. It is almost needless for me to state that there need be no such expenditure as this on any part of the Indo-European line via the Euphrates. The average cost of railway lines through India may be said to be £12,000 per mile, equal to $60,000 of our money. But those who have been in India are well aware how the Indian officials squander the revenues, and how high priced everything has become in consequence of this example of the government. Except the government of the Abbaside Khaliphate at Bagdad, none was ever so guilty of such riotous waste of public moneys as the military government of India. Therefore, the cost per mile must not be reckoned from an Indian view. We shall be within reasonable limits if we calculate the construction of 3,000 miles of the Indo-European single line at £5,500 per mile, and 477 miles at £10,000, and the aggregate cost of the line at £21,277,000, or $106,385,000, equal to the cost of the Suez Canal.

WOULD IT PAY?

This is the next question. Would the earnings of the passenger and freight traffic on this line be equal to the interest that could be derived from such capital? Investments in British consols return three per cent interest per annum. If this sum of £21,300,000 was funded government security the annual interest on it at three per cent would be £639,000. Money is easy in London at five, five and a half and six per cent interest. At the latter rate the aggregate interest would be £1,278,000. It is an immense sum, is it not? But do you think it cannot be covered? Let us make comparisons with some English lines already constructed:—

THE PENINSULAR RAILWAY IN INDIA.

In 1827 the Great Peninsular Railway of India, on a length of 1,231 miles, reported gross receipts for one year of £2,012,680, which is equivalent to £1,635 per mile. On the Indo-European, 3,477 miles in length—that is, from London to Bombay—were the receipts per mile £1,635, the total or gross sum would amount to £5,684,895 in one year. In the same year on the Madras Railway, a length of 645 miles, the receipts were £678 per mile, or £2,357,406. This latter sum would not pay at all for the Indo-European Railway. The British government subsidizes the Peninsular and Oriental Steam Navigation Company to the extent of £450,000 per annum. Over 15,000 passengers, outward and homeward bound, travel every year between England and India, who pay £80 each, or altogether £1,200,000; also 50,000 passengers, who average £40 each, or altogether £2,000,000. Then from Alexandretta to Bombay, after deducting the fares between England and Alexandretta, so much business at the same ratio as obtains on the steamer service would stand thus:—

British government, carriage of mails	£300,000
Fifteen thousand first class passengers (through) at £50	750,000
Fifty thousand second, third and fourth class passengers (through) at £30	1,500,000
British troops, 15,000, at £10	150,000
Total	£2,700,000

These figures only include, for through passengers and government subsidy, taking for our criterion the number of passengers who travel between England and India per Peninsular and Oriental line. At what sum shall we state the proceeds derived from through passengers by the cheap lines of steamers, the Bombay and Bengal line, the Messagerias Imperiales, Marc Fraiseret, père et fils, and the Rubbatinu line? Suppose we say—for all passengers bound to Australia, China, Ceylon, Point de Galle, Rangoon, Akyab and Singapore, who would take tickets to Bombay per Indo-European Railway, £2,000,000 more, which will give us £4,700,000.

TRADE DEVELOPMENT.

What shall we rate the by-traffic to be from the great cities and towns through which the Indo-European must run, from Kurrachee, Gwadur, Bunder Abbas, Muscat, Luigah, Bushire, Shiraz, Ispahan, Bender Dileur, Hindian, Fas, Mohammerah, Bussorah, Baghdad, Anah, Deir, Rakka, Orfa, Biredjik, Aleppo and Alexandretta? What shall we value the proceeds from the cotton, the opium, the silk, the spices, the tobacco, the wool, mohair, tallow, fruits, honey, galls orpiment, wax, gums, maize, wheat and barley, the products of Mesopotamia, Southern Persia and Northern Syria? What shall say, of all the imports and exports to and from England and India, which would be sent by rail? But I desist just here to describe in brief Mr. Latham's scheme.

THE SECOND SCHEME.

This differs but little from that of General Chesney. Mr. Latham proposes to run the line from Alexandretta instead of Suedia, to Antioch, Aleppo, Biredjik, across the Euphrates to Orfa, Mardin, Jezireh, Mosul; thence down south along the Tigris (instead of the Euphrates) to Bagdad, and so on to the Persian Gulf or Kurrachee, as the company would decide. His project involves an extension of 325 miles more than Chesney's, and instead of going direct from the Mediterranean seaboard to India by the shortest and most feasible route, takes a detour eastward in order to draw the trade from the great centres of Asia Minor. As a commercial undertaking Mr. Latham's scheme is much to be commended over General Chesney's, while the delay in the direct transit would be but half a day.

THE THIRD SCHEME,

that of Sir Macdonald Stephenson, is by far the best plan for all countries concerned in it—for England, France, Prussia, Austria, Turkey and India—commercially and politically. All nations regarding the diffusion of civilization and the growth of commerce with favorable eyes must feel convinced that this scheme offers double advantages over any other. As I have travelled over the major part of this route I shall be able to describe it more intelligently. Stephenson proposes to run a line from London to the Bosphorus, thence across Asia Minor to the Persian Gulf, and India if necessary:—

Stations.	Distances. Miles.	Time. Hours.
London—		
Via Strasbourg to Basle	701	21
Zurich	53	1½
Munich	189	5¼
Salsbourg	88	2¾
Vienna	169	4¾
Pesth	200	5¾
Temesvar	175	6
Vidin	175	5
Eilibe	175	5
Adrianople	100	3
Constantinople	150	4¾
Ismidt	50	1½
Broussa	60	2
Kutahia	96	3
Afium Kara-Hissar	60	2
Konia	150	5
Akserat	85	2¾
Kaisaria	90	3
Kermes	70	2¼
Marache	60	2
Aintab	40	1
Aleppo	70	2¼
Balis	55	2
Rakka	55	2
Deir	70	2¼
Anah	135	4½
Baghdad	160	5½
Bussorah	290	9¾
Bushire	350	11¾
Bunder Abbas	350	11¾
Kurrachee	750	25
Bombay	803	26¾
Total	5,995	189¾

Thus 6,000 miles, say, will be run in 190 hours (the European portion, or 2,157 miles, at thirty-five miles an hour, in sixty-one hours and twenty minutes; the Asiatic portion, or 3,838 miles, at thirty miles an hour, in 128 hours), or, in round days, eight; add twenty-four hours stoppages, and you have nine days for the total distance from London to Bombay. Out of the European portion, 1,682 miles, or from London to Vidin, in Roumelia, may be said to be completed; nay, since they are actually at work between Temesvar, Adrianople and Constantinople, why may we not say that the entire European line is ready? Then we have 2,157 miles of the line accounted for. Out of the Asiatic portion there are 803 miles completed and contracted for, 491 miles being in running order, 312 miles contracted. There thus remains 3,035 miles—that is, the distance between the Bosphorus and Kurrachee—to be constructed.

CASH ESTIMATES.

The cost of the line fairly calculated would amount thus:—

	Miles.	Cost per Mile.	Cost.
Constantinople to			
Broussa	110	£20,000	£2,200,000
Kutahia	90	30,000	2,700,000
Aleppo	625	12,000	7,500,000
Kurrachee	2,210	5,500	12,155,000
Totals	3,035		£24,555,000

TO INDIA IN NINE DAYS.

If ever the English desire to be able to run to India within nine days they must acquaint their minds with the fact that the Indo-European will be a costly affair. They must not regard the distance to be traversed by the line but the outlay, and the remunerative dividends to be derived from the capital expended. They must also become familiar with "immensity," and shirk nothing if they wish to be regarded as a progressive nation. They have a vast empire in the East, which they have conquered and rule, which may be in great danger some day, but which at present pays them £60,000,000 revenue per annum, and to which they export something like £70,000,000 of manufactured goods every year.

But what is the sum of £26,000,000 for 3,035 miles of railway, compared to the gigantic outlays made on British lines, such as the short Metropolitan line under London, or the Great Western Railway, or the London and Northwestern? What is such a sum to the British government and British capitalists? England spent £80,000,000 in the Crimean war to prevent Russia from absorbing European Turkey. Can she not expend £26,000,000 to insure the safety of her Indian empire, to prevent another recurrence of Russian invasion of Turkey, to bring the invaluable products of India within nine days' of her shores? Is not the British government and every Englishman interested in the consummation of this railway project?

DESCRIPTION OF THE ROUTE.

I have followed Sir Macdonald Stephenson in his outline of the route to India. Perhaps a few more details concerning it will not be amiss here. When this eminent man first projected the scheme the first section of this line had not been broached, but his large mind had conceived it as not only possible but necessary, and as a thing inevitable. That he was right we perceive by the fact that an Austrian baron has obtained the concession, and is busily at work to connect Vienna with Constantinople via Temesvar and Adrianople. In this issue we have nothing further to do with that part of the line, except to hope that its construction will be speedy. Let us devote a little space towards a description of the route to India.

From Constantinople we cross the Bosphorus—a narrow neck of sea water which connects the Mediterranean with the Euxine—to Guebaze, a town on the shore of the Marmora, thence over a bare country studded with no very high hills, to Ismidt, a twelve hours' journey by horse, or fifty miles from Constantinople. From Ismidt we travel over a fine plain, close to Lake Sabandja and skirting the Guek group of mountains, arrive at Isnik, the ancient Nicæa (of Nicæa creed celebrity), and rounding the southeastern extremity, travel over an undulating country and then a level plain to Broussa, capital of ancient Bithynia, and now chief town of a pachalic.

Broussa boasts, and with reason, of possessing the most beautiful plain in the world. In all my travels I never saw prettier scenery, richer soil and such a wealth of rural charms as in the vicinity of Broussa. From this city—I now refer to my notes made of a journey I undertook in this country four years ago—the railroad must start east, crossing the northeastern prolongation of Mount Olympus, which rises to a height of 400 feet above Broussa plain; it then skirts the northern face of Mount Olympus or Kechech Dagh. It passes the sweet dell of Aksu, and through a defile in the mountains caused by the Guek river. Passing Akson we come to Dinegol and surmount a plateau-like country, which is very bare and rugged, and has an altitude of 5,500 feet above the sea. Excepting a few valleys of no great depth the country is generally level until we reach Kutahia—ancient Cotyceum—a large town commanding a very large trade, situated on the slope of a hill surmounted by a strong old Turkish castle, with a magnificent plain stretching in front of it.

From Kutahia to Afium-Kara-Hissar the road in some places is very bad, but, happily, short, and this is only when crossing the forest-clad heights of the Mourad mountains. There is very strange and wild scenery about here. Then we ascend to a waving plateau, in which there are plenty of opportunities to make railway work easy. The forests of Mourad mountains will supply ties enough of pine, ash and oak for the whole length of the line from Broussa to the Persian Gulf, while the woody slopes of the Olympian heights are a consideration. Afium-Kara-Hissar, or the "Black Castle of Opium" will be a first class junction, for the railway from Smyrna to Cassaba, Konia and Auschak will meet here with the Indo-European.

The railway already runs to Kassaba, having cost upwards of £15,000 per mile, the country being very hilly. From Afium-Kara-Hissar, along a lengthy plain, we come to Bolawadun or Bulavadeen, then leaving Emir Dagh to our left we cross the marsh lands of Lake Ebergeul to Ak-chehr, a very large town of commercial importance, situated at the foot of the northern face of the Sultan Dagh. There are several ruins of antiquity in and about the town, but the Turks are sad despoilers of architectural relics of the classical age.

Leaving Akchehr we have a stiff bit of ground if we follow the highway; but by skirting Sultan Dagh northerly a little, we have smooth ground until we come to Ilghun, a town situated at the southern extremity of the Lake Ilghun. Thence it proceeds to Khatgun Khan and Yorgan Ladick, and ancient Laodicea; thence over a ridge or two of hills past Sismeh to Konia, ancient Iconium—having a population of 40,000—mostly engaged in the manufacture of carpets and leather, and the cultivation of opium, fruit trees and corn.

From Aniegol we have followed a southeast course as far as Konia, in order to draw the valuable trade of the large towns on that route. From Konia we strike a northeast course to Kaiserie over a great plain to Ak-serdi—"white castle or palace"—situated in a rich valley; thence over a rather rugged country to Nev-chehr; then following the windings of a curvant and picturesque ravine past Urgont, and over an intervening hilly spine of basalt to Kaisaria—ancient Cesaria. This town, peopled by 30,000 Turks, 3,000 Greeks and 10,000 Armenians, is situate at the base of Erdjias Dagh, formerly known as Mount Argeus, which has an altitude of 13,500 feet above the sea level. It is one of the most important cities of Asia Minor, and is the capital of a pachalic.

From Kaisaria to Marach the road will take a southeasterly course, and to a little distance beyond Tomardzi there are no great obstructions for the navies; then we come to the River Zamantia, along whose course the work will be easy enough until we strike the road which leads over the Kozan mountains into Hadjeen and Kermes, both very opulent and populous villages. From Hadjeen to Kermes, Zeitoon and Marach, lies an extremely wild, picturesque and mountainous country. On this portion of the line we cross three ranges of mountains—the Kozan, Baradeen and Akhur, but on an air line fortunately this section is not over eighty miles in length. Though the engineers would be much assisted by the numerous ravines and gorges, especially by the lengthy gap made in the mountains by the river Djikan, or Jaikan (anciently Pyramus), to within a few miles of Marach, the construction of this part of the railway must necessarily be very expensive, say £25,000 per mile. The country is a succession of wonderfully formed mountains, deep gorges, pleasant dells, water courses which have cleft their way through mountain barriers of limestone, basalt, trap and shale. There is an abundance of wood, ash, juniper, fir, pine, oak, elm myrtle, chestnut, arbutus and wild fruit trees, and the whole face of this wild natural scenery seems forever clad in verdure. These mountains are but ramifications and divergent groups from the great Taurus range, which stretches diagonally across Asia Minor towards Erzeroum from Karamania. The inhabitants are Kurd mountaineers, ferocious and bigoted.

ANCIENT GERMANICA.

From Marach, which has a population of 10,000 souls—formerly known as Germanica—we strike along a rich plain thirty miles long, across a comparatively level country to Aintab, a town of some 40,000 people. This latter town is situated in a very lovely plain, woody and teeming with vegetation. It has a very fine castle, and the hills which enclose the plain are very picturesque. Aintab is one of the great centres of the American missionary enterprise. Thence to Aleppo, over a country very like a plateau intersected by some ambitious and desolate ridges and studded with isolated hills, presenting no great obstacles to rapid railway construction. Aleppo, though situated in an ungrateful spot, is yet a large city, with a population numbering between 70,000 and 100,000, 18,000 of whom are Christians. The country around Aleppo is similar to that around Jerusalem in aspect, the former possessing some few advantages over the latter.

THE COUNTRY ROUND ALEPPO.

From Aleppo commences a country which, though offering nothing to the agriculturist, yet invites a railway over it by its extreme superficial level. You emerge from the desolate and stony country that lies between Aintab and Aleppo into the desert where roams the Bedouin undisturbed by civilization or laws. Arriving at Balis you stand on the banks of the Euphrates—the great river. Hence, southward, cutting off some of the bends of the river, as far as Baghdad, one can choose a perfectly level country, meeting with nothing more formidable than sand, clay dunes, comminuted rock mounds, and here and there a low ridge of soft rock. By following the Euphrates, you pass in review a continuous succession of mud villages, sometimes dignified with the pretentious serai of a Turkish *caimacam*, and that noblest specimen of Saracenic architecture—the mosque, with its elegant and slender minarets.

THE EUPHRATES.

At Hit the railway would cross the Euphrates, and after following its left bank as far as Kaha'at Felendja would shoot off obliquely across the narrow desert and marshy stretch to the city of Baghdad, on the Tigris.

BAGHDAD.

This is the capital of a pashalic, and boasts a population of between 60,000 and 80,000. It is also the capital of the country known to Scripture readers as Mesopotamia. It is the great emporium of the Orient, draining an area of 200,000 square miles of trade and commerce without a competitive rival. It receives the commerce of the Tigris from the sub-entrepots of Diarkekir, in Kurdistan, and Mosul (Nineveh), in Assyria, and of the Euphrates, which runs through Mesopotamia and Eastern Syria. It extends its commercial influences as far east as Hamadan, Ispahan and Shiraz and west and south to Damascus and Central Arabia.

TO THE TIGRIS.

From Baghdad southward the railway must run through a very productive country along the banks of the Tigris to Bussora, a large and important town situate on the banks of the Shat-el-Arab, midway between the junction of the Tigris and Euphrates and the Persian Gulf, founded by the Caliph Omar, the population of which is between 30,000 and 40,000, consisting of Arabs, Turks, Persians and Armenians, besides several merchants from India. Following the course of the Shat-el-Arab as low down as Mohammerah, it would then turn east through the Dorghestan (an inundated district often) for Dorak, the chief town of the Chaab Arabs; then continuing its route over the same swampy district southeast would reach Hindean; thence skirting the chalky bluffs of Northern Lehroni would run over perfectly level land, teeming with grass and vegetation and studded with the ruins of former cities, passing Bender Deelem, Boirat, Hoosar Gunaweh, Bender Reeg, Shah-guduck to Bushire. The railway the whole way from Mohammerah to Bushire need not cost more than £4,000 per mile; for labor is cheap, the region is close to the sea shore, and is mostly flat and under cultivation.

BUNDER ABBAS AND KURRACHEE.

From Bushire to Bunder Abbas and Kurrachee the railway would skirt the eastern coast of the Persian Gulf, which is mainly a series of sandy waves, intersected by jutting bluffs of gypsum and limestone, mixed with basalt. Thus we have travelled over 3,035 miles—that is, from Constantinople to Kurrachee, and are well acquainted now with the nature of the countries which must be traversed by the Great Indo-European Railway. That the work is feasible we may accept as proved; the next question is,

WILL IT PAY?—THE ECONOMIES OF THE PROJECT.

To answer which I must refer you to the following brief statistics, which I have taken pains to ascertain:—

Constantinople has a population of 1,200,000, and imports British merchandise to the value of £3,270,000 per annum.

Broussa has a population of 109,000. It is the centre of a district yielding on an average 900,000 pounds of silk, of the value of £922,500; but in some years the yield is valued at £1,200,000. It also exports wool, £7,000; cotton, £1,500; opium, £12,000; cloromate of iron, £50,000; wine, £20,000; hides, £20,000; salted olives, £120,000; sundries, £45,000. Total, £1,198,000.

Kutahia possesses a population of 35,000; it is the centre of a rich agricultural district, which is also most populous.

Afium-kara-hissar, population 30,000, in a very wealthy district, exports considerable opium, corn, hides, horsehair, cotton, madder, bones and wool. Good roads converge here, leading from the populous northeastern section of Anatolia, from Angora, Sivri-hissar, Eski-chehr, Isbarta, Bourdour, Kassaba, Sandukli, all great towns, averaging a population of 25,000 each. Then it is to be, in a couple of years or so, the terminus—of which it ought to have been some time ago—of the Smyrna, Cassaba, Kouiah, Ouchak and Banuz Railway. These cities and towns have an aggregate population of 320,000.

Konia, population 40,000, chief town of the Eyalet of Karaman. Its plain produces fruits, grain and flax. The town manufactures carpets, and prepares cotton, leather, wool and hides. Communications are facilitated by pretty good roads with the populous towns of Bei-chehr and Karaman.

Kaisaria, chief town of the Kaisar district, population 45,000. Caravans bring the produce here from the richest portion of Asia Minor—viz., the region around Sivas, which town is but 100 miles off; also from Tokat, one of the most important places; also from Yozgad and Khanzir.

Marach, population 40,000, has roads leading to the neighboring great towns of El-Bistan, Behesni, Malatie, Kharpout, Diarbekir, Adana and Tarsus. This town itself imports British goods, to the value of £22,000 per annum, even with the very bad road which leads to it from Iskanderoon (Alexandretta). The towns which I have named possess in the aggregate a population of 200,000, and import foreign goods such as cotton twist, calico, prints, muslins, linen, woollen and cotton goods, and copper to the value of £250,000 every year.

Aintab, surrounded by 320 villages, which, with its own, possesses a population of 114,000. The country produces corn, millet, rice, lentils, sesame, olives, gall nuts, scammony, tobacco and wax. It imports 2,500 bales of English goods, valued at £54,000, every year. Seventy miles east of Aintab is Orfa (ancient Edessa), a town of 50,000 inhabitants, which imports £200,000 value of foreign goods. One hundred miles east of Orfa, and thirty miles southeast of Diarbekir, is Mardin, having a population of 15,000. One hundred and fifty miles southeast of Mardin is ancient Nineveh, called Mosul at present, a large city, whose population is variously estimated at between 70,000 and 100,000. But all the great cities of this part of Kurdistan, Armenia and Azerbijan, in Western Persia, such as Bitlis, Van Urumiah, Tabreez, Mouch, Nisibin and Jezireh, must be fed by this line with British goods.

Aleppo, the chief town of a pachalic and the metropolis of Northern Syria, has a population of 100,000, having nearly 6,000 shops. It manufactures goods to the extent of £692,000 annually. Bussorah, Bagdad, Mosul, Mardin, Diarbekir, Marash, Orfa, Aintab, Killis, Idlib, Kiha, Van, Tiflis, Kars, Erzgroom, Sivas, Guzun, Tokat, Trebizond, Malatie, Latakia, Constantinople, Broussa, Smyrna, Tarabolus, Damascus, Mecca, India, England, France and Austria supply its capacious marts. Aleppo imports from England £500,000 in manufactured goods, and exports abroad £200,000 in wheat, barley, millet, sesame, galls, cotton, wool, flour, madder, scammony and gums. When the line is completed it must be the entrepôt of the whole of Syria, of the populous cities of Haman, Homs, Damascus, Beyrout and Jerusalem, and the cities of the seacoast via Iskanderoon, a business which must involve the transportation of £4,000,000 worth of goods, besides numerous pilgrims from the heart of Asia Minor.

Baghdad, chief city of a pachalic, and metropolis of Mesopotamia, or El Jezireh, has a population of 70,000. This city imports goods to the value of £3,000,000 for itself and the up-river places, together with Bussorah, the latter place taking as much as £325,000 from India. Notwithstanding it has a smaller population than several cities in Asia Minor, such as Smyrna, Damascus and Aleppo, as a centre of trade it is second only to Smyrna, which has a population of 200,000. The whole of Persia and Kurdistan, Turkey, Arabia, Europe, Egypt and India supply its bazaars. Another great source of revenue besides the transportation of the most valuable goods will be from the thousands of Hadjees flocking towards Mecca by way of Bagdad, which is only a distance of 700 miles, "measured," as Gibbon says, from the interior of Asia Minor and Kurdistan. We shall then see Bagdad resume its ancient opulence and grandeur, like a regenerated phœnix. The days of Mahadi and Haroun al Raschid will be repeated. Gorgeous barges and boats will float again on the bosom of the golden Tigris, kiosks and palatial serais will gleam as in the days of old on its banks clad with verdure and palm, and travellers will be merry as they make excursions to Babylon, Accad, Palmyra and Nineveh over the time when evil days were over the land and no European dared to cross the desert expanse.

PROOFS AND LOGIC.

But do you not think that I have proved sufficiently that this railway will be amply supported even by the bye traffic which must transpire between the Bosphorus and the shores of Oman's Sea? Do you not think that the 15,000,000 people whose country will be crossed by the great railway are able to support it? I do, and I know it. Asia Minor is the Switzerland of the Asiatic Continent, I am aware, but its valleys and plains are rich beyond imagination. Every product that conduces to the support, comfort and luxury of mankind is supplied tenfold in this wonderful land. As for scenery, there is no country in Europe fit to compare with it; it possesses the physical characteristics of each and all; it can boast the grand ruggedness of Scotland, with her lakes and clear streams, in Southern Anatolia; Cappadocia, now Eastern Anatolia, will present you with the beauties of English vales and her rounded hills; the champagnes of France are seen over again in the plains around Sivas; the forests of fir, pine and juniper of Scandinavia are also visible on the grandly lofty mountain ranges of Taurus; the Swiss Alps—except the Glaciers—have their similitude in the mountains of Armenia; the dun expanse of the Iberian Peninsula may be viewed also between Tokat and Erzeroom; the happiest phases of Italy are excelled by the lovely scenery along the shores of the Marmora; the wildness of nature witnessed in Montenegro has nothing to compare with that of Karamania; the genial fertility of Prussia is exceeded by that of Central Anatolia, where vegetation is spontaneously productive without waste of human energies; the orchards of Sicily must yield in plenitude and sweetness to the famous fruit tree groves of Smyrna and Broussa; Sicily has her Etna and Naples its Vesuvius: Anatolia has her volcanoes of Koula and Konia; Lisbon has its fearful records of earthquakes, Smyrna and Aleppo have theirs; Southern France is visited by inundations sometimes, so is the Bagadad pachalic; Germany and Austria have their Rhine and Danube, Asia Minor has its Euphrates and Tigris; Greece and Rome have their classical antiquities; has not Asiatic Turkey its Ephesus, its Troy, its Sardis and Mound of Alyattes, its Iconium, its Antioch, its Palmyra, its Edessa, its Damascus and Palestine? But it is needless to enter further into comparisons, for I could prolong them indefinitely, and for everything in Europe I could show an equivalent in Minor Asia.

WHEN IS IT GOING TO TAKE PLACE?

But when is this rail cotition of the Indian empire with the British kingdom to transpire? When is Asia to be married to Europe by bonds of civilization? "Soon," they say. "Sometimes," we also hear. When shall the 300,000,000 of Europe be able to barter their manufactured essentials in an expeditious manner for the raw materials and spices of the 500,000,000 of Asia? By and by, is our answer. There are able men agitating the question every day in London, Calcutta, Madras and Bombay. The world is anxiously waiting to hear of the birth of this latest prodigy which the nineteenth century civilization has conceived.

But I wonder if the once mighty energies of the great mother of Saxon nations are prostrate? Is the present political insignificance of England to be the harbinger of her commercial decrepitude, as in the case of Greece, Carthage, Rome, Venice, Spain and Holland? If not, why this delay? Was it not Ruskin who said that "the purest impulses and the noblest purposes had been oftener stayed by the devil, under the name of Quixotism, than under any other base name or false allegation?" Is this railway to India a Quixotic project? "Humility of mind depauperates the spirit," said an old English ecclesiastic. Have English journalists, critics and aristocrats, who, for the last century have—like the empty headed *œil de bœuf* clique before the French revolution destroyed it by the blade of the guillotine—been so persistent in their sneers and witless gibes against human energies, noble efforts, good purposes and civilizing ideas, been so successful in their evil arts that they have stamped out of Englishmen all originality and spirit? It seems so. And, like the hero who sighed for other worlds to conquer, this trinity have directed vigorous attacks against ourselves. "Americans are, as we all know, lovers of humanity," is the latest malicious cackle of a Saturday journal which generally writes in a hap-hazard way, always virulent and mean; and soon the whole swinous tribe of the lesser ligats of Bohemian, "slap-dash" and erratic literature will hurl their animadversions against us with the above latest glibe uttered by the pernicious Saturday journal.

But we Americans, fond of looking at ancient England with favorable eyes, if we are let alone, will be large minded enough not to heed these blasphemous sneers at righteous purposes and noblest aims of humanity, and would commend in friendly spirit every British capitalist to continue the race in commercial enterprise so featly begun between America and England, and, above all means, to push on the Indo-European Railway, that it may redound to the glory of their name and the success of their country.

NAVAL INTELLIGENCE.

The Delaware to Go Out of Commission—Examination of Midshipmen for Promotion—Movements of Officers and Ships.

The frigate Delaware, Commander Earl English, flying the flag of Vice Admiral Rowan, yesterday discharged her powder and shell and will to-day proceed to the Brooklyn Navy Yard. Her stores will be removed at once, and when the work is completed the ship will be put out of commission, after a cruise of more than three years in a trying climate.

The Board of Examiners sitting at the Naval School, Annapolis, to examine midshipmen for promotion to the rank of ensign have completed their labors. The standard of proficiency was placed high, and the examination was conducted with strictness, though with the greatest fairness. Nearly two-thirds of the class failed to come up to the standard fixed by the Board, and consequently failed to pass. Promotion in these cases is postponed until another yearly examination comes around, when, if found qualified, the midshipmen will be promoted. As there seems to be an inclination on the part of Congress to cut down the number of officers in the higher grades it is perhaps as well that the standard of proficiency should be elevated, in order that only the best officers may be advanced in the lower grades, which will in time save Congress the trouble of interfering. In the olden times midshipmen regarded themselves extremely fortunate if they were promoted to the grade of passed midshipmen after six or eight years' service. Promotion is more rapid now, and, perhaps, not too rapid; but it is just as well that the young officers prove themselves competent in the lower grades before they are elevated to those higher. It is, however, understood that the Board of Examiners, which has just adjourned, will be ordered to assemble again to give the young gentlemen another chance, and if they fail to satisfy the Board of their proficiency they will be put back one year.

The following officers have been detached from the Marine Barracks, Brooklyn, and ordered to other stations:—

Captain H. B. Lowry, to Philadelphia.

First Lieutenants Lyman P. French, to Boston; Frank D. Webster, to Portsmouth.

First Lieutenants Benjamin R. Russell, to Washington; Stephen W. Quackenbush, to Norfolk; Edward McCauley, to Washington.

Chief Engineer Clark Fisher has reported at the Brooklyn Navy Yard for duty connected with experiments in steam.

The gunboat Pawnee, whose machinery and boilers have been removed, sails about the middle of December, from the Norfolk Navy Yard, for Key West, where she is to be used as a hospital ship. Lieutenant Commander DeWitt C. Kells has been detached from the receiving ship Vermont and ordered to assume command of her. The corvette Severn will tow her to Key West.

POLITICAL INTELLIGENCE.

Politics in New Hampshire.

The Lancaster (N. H.) *Republican* says the question of who shall be the next republican candidate for Governor is exciting some attention in political circles, though not so much as is usual at a time so near the date of assembling the nominating convention. Several gentlemen of high character and great ability are named for the position, and any of them would doubtless do honor to the position and great service to the State. But, with all respect for these aspirants, we doubt whether the State can afford to lose the service of so able a financier as the present Governor, Mr. Stearns.

Political Contest in Utah.

It is stated that General George B. Maxwell, the Gentile candidate for Congress from Utah Territory, who was defeated by the Mormon (William H. Hooper), does not propose to let the matter rest where it is. Maxwell is a profound hater of the Mormon ideas of polygamy and union of Church and State, and, being a lawyer by profession, proposes a contest for the seat claimed by Hooper. Congress will have a nice question to decide when Maxwell vs. Hooper is reached. The decision will involve the question of how far a citizen of the United States becomes disqualified from holding office by the practice of polygamy, in violation of law.

Political Notes and Comments.

Senator Trumbull approves General Grant's administration. The Senator was nursed as the leader of the proposed revenue reform party.

The Amador (California) *Ledger* (republican) prefers John Currey as a gubernatorial candidate. Senator Maclay, of Santa Clara, has aspirations for Lieutenant Governor on the democratic ticket; and Manuel Torres, a native of California, has strong hopes of being the nominee for State Treasurer on the same side.

The San Francisco *Pioneer* (woman's suffrage organ) endorses Philip A. Roach as the "most popular" candidate among the democrats. The contest is likely to be decided on election day, if we may adopt a familiar quotation, *Sans peur, sans Roach!*

Aaron F. Perry, of Cincinnati, is added to the list of aspirants on the radical side of the house for United States Senator from Ohio, in place of John Sherman.

The Speaker of the Pennsylvania Senate has ordered an election to be held in the First Senatorial district, embracing a part of the city of Philadelphia, on the 20th of December to elect a Senator to supply the vacancy caused by the death of Senator Watt. As the majority in the Senate will depend on the result of this election, it will be warmly contested.

The *Border Times*, of Weston, Platte county, Mo., hoists the name of B. Gratz Brown for the Presidency in 1872.

Election in North Carolina to-day, to fill a vacancy in the Fourth Congressional district for the Forty-first Congress. Joseph Holden is the republican and John W. Manning, Jr., the democratic candidate.

THE DOCK DEPARTMENT.

The Commissioners of the Department of Docks held their regular weekly meeting yesterday.

The petition of H. Hastorf to erect platform foot of Sixty-second street, East river, was granted, provided he pays $100 yearly rent.

The petition of the Harlem and New York Navigation Company to erect a building south side of 130th street, Harlem river, was granted during pleasure of Board.

Pier No. 33 East river was ordered to be widened on easterly side at an expense not to exceed $2,500, provided the Lorillard Steamship Company pay $1,000 additional rent per annum.

The slips between piers Nos. 4 and 5 and between piers Nos. 5 and 6 East river were ordered to be dredged seven feet at low water at bulkhead, fifteen feet at end of pier.

The owners of pier No. 3 were ordered to dredge the slip adjoining the pier to same depth as above. The owners of the eastern half of pier 23 were ordered to dredge, Department of Docks to pay one-third of expense.

In relation to the application of Courtland Palmer for permission to build a bulkhead on his property, between 125th and 127th streets, Harlem river, the department cannot at present consent to grant the permission, owing to their surveys and plans not being completed. Numerous applications for permits for different structures on piers and bulkheads were received and referred to Executive Committee.

A VERY HARDENED SINNER.—Wilson, the murderer of Warden Willard, has written a letter to Jailer Fenn, of Hartford, in which he tells why he gave up his attempt to starve himself to death. He says:—"If you would make an estimate of your probable income for the next year you must not include a fee for the hanging of James Wilson, for that is something you will never get. Not that it would be any pleasure to cheat you out of anticipated profits, but there are those who would consider it a feast to see my neck broken; but that is a sight no mortal man will ever see. They dare not put me to death without a trial, and if I was fairly tried and condemned, I would never allowed any one the satisfaction of seeing me hanged. The constitution of Connecticut says I must be tried by an impartial jury. My jury stated under oath that they were not impartial; hence the verdict and the sentence based upon it is null and void. But the ruling of the judge—refusing to allow me to show the provocation that caused the alleged murder—rendered both the verdict and the sentence clearly illegal. My long fast was not broken because I was hungry—I had passed that place—but because I got a new idea, and such a one as would never have been born of a full stomach. When a man has fasted nine days the grossness of his natural condition is worked off, his brain then either gets fuddled or he sees things with a spiritual clearness beyond the ken of sensual mortals."

THE MAIDEN MISER'S GOLD.

The Bone of Contention that Lochy Ostrom Left Behind Her—A Whopping Slice Wanted by a Lawyer—Twelve Thousand Dollars for Consultation Fees—Other Lawyers Sustaining Him by Evidence.

POUGHKEEPSIE, Nov. 25, 1870.

There are prominent lawyers here to-day from almost every county on the Hudson river to give testimony relative to John P. H. Tallman's claim against the estate of Lochy Ostrom, Poughkeepsie's deceased maiden miser. Mr. Tallman is a prominent lawyer of this city, and during Lochy Ostrom's life time managed all her business. Now, that Lochy is dead, he makes the extraordinary claim of $12,000 against the estate for legal services rendered the defunct miser. Precisely the grounds on which that claim is based have already been given in testimony before Calvin Frost, of Peekskill, the referee.

Several witnesses testified that Lochy visited Mr. Tallman's office daily for a number of years, remaining in consultation with him from fifteen minutes to two hours five or six times a day, to the exclusion of other clients. Three of Mr. Tallman's clerks testified to Lochy's visits occurring daily through a period of eight or ten years, and at each time she demanded exclusive attention.

John Gaffney testified to her visits to Tallman's office, and also testified to a conversation he one day had with her. He asked her

WHY SHE DIDN'T GET MARRIED,

when she made a good many excuses and told about her "sparking" days. She said she hadn't much money, and no friends but Mr. Tallman and Mr. Wheeler, and what she had they would get after she was dead. Mr. Tallman's team took her out riding once in a while, perhaps once or twice a week. Witness used to take her potatoes and cabbage from Mr. Tallman's.

Walter Farrington, who has an office adjoining Mr. Tallman's, testified that Lochy visited the latter once or twice a day; sometimes three times a day; never content to have any one to do her business but Mr. Tallman; has known persons to wait half an hour for her to get through.

All the above evidence was brought to establish the fact that Lochy did encroach upon Mr. Tallman's time daily for a number of years, and the evidence to-day was brought to show what that time was worth.

WHAT ULSTER COUNTY THINKS.

Charles A. Fowler, Surrogate of Ulster county, testified—Have practised law over seventeen years; have read the minutes of the testimony given in Mr. Tallman's case before the referee; if the intestate consulted the plaintiff five or six times a day in his office and occupied from fifteen minutes' to two hours' time at each interview for six years, those services would be worth from five to ten dollars for each consultation, and if they were of more than usual importance two hours' time would be worth more than that—probably twenty-five dollars each; some weight would be given to the importance of the case; a fair charge for unimportant consultation would depend upon the time consumed; if two hours, then not less than ten dollars; perhaps

TEN DOLLARS AN HOUR,

however, on an important consultation; if the deceased's consultation was upon the subject of investing her money, $25,000, I would charge five or ten dollars each; two hours' consultation on any matter would be worth ten dollars; any consultation, even if it does not consume over five minutes, is worth five dollars if it is worth anything; there are some consultations for which lawyers do not habitually charge; litigated cases are among those; I have had the management of estates worth $25,000 or upwards for over six years; I have never had such a client as Lochy Ostrom is said to have been.

Mr. John Thompson (loquitur)—Nobody else, I guess, except Mr. Tallman.

Witness continuing—I never knew a lawyer to charge by the hour—at least a respectable practitioner; I never knew a lawyer who did all the business for a client who charged for every consultation; I observed in the testimony that Lochy Ostrom never had any litigated business; speaking as a lawyer, and knowing what I do of the services rendered Lochy Ostrom, I may say that such services are not charged by the hour as a general thing, not customarily; I have not estimated such services by the hour; lawyers do not ordinarily charge in that way.

WHAT COLUMBIA COUNTY THINKS.

Cornelius Esselstyn, of Hudson, Columbia county, testified—Have been an attorney at law since 1855; I cannot differ materially from the last witness; consultations are worth from five to ten dollars each; there are charges a lawyer can make under five dollars; when prices get down to three dollars for consultation we don't charge anything; if consultations are in reference to investments it would necessarily require other services outside of the office, examining records, &c.; therefore the party loaning the money imposes a good deal of responsibility upon the attorney; if she goes to an attorney's office and takes up his time she ought to pay for it; if a person occupies an attorney's time upon any subject that person takes the responsibility of paying for it; if I thought the person was a good client and would furnish me considerable business I could

TOLERATE THE BORE

and charge for the time; if Lochy Ostrom visited Mr. Tallman and consumed his time, to the exclusion of other clients, she should pay for it; it is worth from $300 to $500 per year to take care of an estate worth $25,000; I wish it to be understood in this that I do not include the time occupied in daily consultation at the office; if an ignorant, miserly woman came to me over and over and over again to consult on one piece of business all the time, and I had the general management of her affairs, I would regard it as my right to charge her from five to ten dollars for each consultation; I think time is money; our firm, for this kind of service, generally send in a bill once a year, not waiting six years; some lawyers might let such a bill run fifteen or twenty years, but we would not; I don't think it is customary for lawyers to notify a client every time they make a charge against him.

WHAT ORANGE COUNTY THINKS.

Thomas George, of Newburg, Orange county, County Judge, testified—I think the consultations mentioned were worth from three to five dollars per hour; if a party had $25,000 in my hands, which I was managing, I would allow a reasonable amount of consultation free of charge; I never did business that way; it is not customary in our county to charge the lender of money if there is nothing more than law business connected with the loan; the drawing of the papers and seaching the records comes out of the borrower; if I had to pay the taxes and examine the sufficiency of the security, I should charge the person loaning one per cent upon every loan made during the year; if a person calls on me upon business connected with a loan five or six times a week, after I had already had reasonable consultation upon the subject, I would charge from three to five dollars for each consultation; a day's work for a lawyer ought to amount to a certain sum of money; I don't give any opinions on the street; sometimes my bills are less than three dollars.

WHAT A NEWBURG LAWYER SAYS.

J. Halleck Drakes, of Newburg, was the next witness. He testified to being a lawyer since 1859; he also believed in charging from three to five dollars an hour, in proportion to the time occupied for consultation; if they were visits of friendship then no charge; for a reasonable number of visits I make no specific charge, but charges *en masse*; haven't hardly kept an account within the past year; I try to charge all as nearly alike as possible, but am generally governed by the time consumed in consultation; for taking care of an estate I charge one per cent upon the principal and disbursements; we do business too cheap in Newburg; I wouldn't give over five or six interviews in relation to the matter without additional charge.

WHAT AN EX-CONGRESSMAN THINKS.

Charles L. Beale testified to being a lawyer since 1850; he had seen Lochy Ostrom in Mr. Tallman's office on two or three occasions, I remaining in another office till she left; on one of those occasions she stayed half an hour; she was a singularly appearing woman, and I asked who she was; I should say that each consultation she had with Mr. Tallman was worth from five to ten dollars; it would make some difference as to the amount of business he done for her, although I should either

CHARGE HER FIVE DOLLARS OR NOTHING,

except for litigated business; I have had considerable experience in loaning money prior to 1866; if my client should inquire about the loan, responsibility of parties, character of securities, &c., I should charge him five dollars if the consultation occupied twenty minutes; if the consultations were repeated four or five times a week I would charge the same and so inform him; a fair charge for taking care of a $25,000 estate would be $500 per annum; within my knowledge or my clientage there are a class of persons who visit my office frequently and ask questions whom I do not charge.

WHAT MR. TALLMAN DIDN'T ANSWER.

John P. H. Tallman, sworn—Have you ever been paid by any one for services for which this suit has been brought? Objected to, and objection sustained.

On what agreement or understanding with the deceased were these services rendered? Objected to, and objection sustained.

Here the case was adjourned till Monday, December 26. During the examination Allard Anthony and John Thompson appeared for Mr. Tallman, while Judge Charles Wheaton and William J. Thorn represented Walter D. Wheeler, the administrator of Lochy Ostrom's estate. E. Crummey appeared for unknown heirs. During the proceedings the counsel for Mr. Tallman offered to prove that Lochy promised to pay Mr. Tallman liberally for services rendered her by him, but the opposition objected.

A WEDLOCK RAILROAD TRAIN DOWN SOUTH.—A youthful runaway couple from Troy, Ala., were joined in wedlock in this city yesterday. They arrived on the morning train. The completion of the road from Troy is of immense benefit to those who contemplate matrimony without parental sanction. We happened to be in Justice Charles Coleman's office yesterday morning when he performed the ceremony over two Russell county Alabamians.—*Columbus (Ga.) Sun, Nov. 22.*