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PRACTICAL EDUCATION.

Most children leave the parental roof wholly inexperienced in the duties and responsibilities about to be assumed. In a family of half a dozen sons, the father is always autocrat—the manager and financier. His brain alone, proposes and disposes. His sons like machines, labor at the will of the master, often ignorant and indifferent as to results. Their wants are supplied, and their desires gratified, like beasts of burden, according to the ability or disposition of the owner. It is not strange that boys are eager to escape this mental famine and physical servitude at, and often before, majority. And when they do go forth into the world, unlearned in the art of self-support, and attempt to compete with their fellows with half a century's financial experience, who wonders that so few reap the fruits of success? For every dollar that is accumulated each year, there are ten competitors, and out of these ten, there are eight who have had years of experience, and if those without experience fail to secure their full share, the world makes no allowance, but with its cold iron-heel crushes out what little hope and ambition the inexperienced may have left.

As well might you expect a man to succeed as boss ship-builder, or an expert machinist, by crossing the ocean in the Great Eastern or studying the plates in a Patent-Office report, as to expect the great mass of young men to succeed in the struggle of life, whose only practical experience has been what the ordinary custom of parents affords to their children. Ordinarily children mature, with little or no cares or responsibilities. The parent provides food, raiment and "pin money." The child regarding the parent obligated to look after and provide for all his wants and desires, appreciates no remuneration or consideration for his services, and learns to perform his task as the easiest method of spending his days of dependence and servitude. Keep the arm in a sling from infancy to manhood, and the anvil will laugh at the puerile effort of even a giant in size, with the sledge! Do the child's thinking, managing and financiering until he is of age, and then send him out into a cold, avaricious, experienced world of financial sharpers, and if he is not overpowered, with hopes crushed, and aspirations blighted, a candidate for dissipation, it will be because he rather lacks brains or his natural goodness is seldom found.

To remedy these evils, our children and youth should, at as early an age as practicable, learn the useful application of knowledge, and acquire skill in some special pursuit. All children love to handle tools and to imitate the employments of older persons. Let us take advantage of this, and direct the overflowing life into healthy channels.

THE BAILING OF JEFF. DAVIS.

We regret to see that some of our Republican cotemporaries allude to the act of Horace Greeley in signing the bail bond of Jeff. Davis in terms of adverse criticism. This spirit is wholly wrong and can do no good. It was decided to admit Davis to bail and the act was merely one of common humanity.

We approve the spirit in which Mr. Greeley signed the bond, and the pluck with which he defended it against unreasonable criticism. While we oppose Mr. Greeley as a Presidential candidate, upon what we consider proper grounds, we cannot allow his *good deeds* to be plead against him.

Nothing but harm can be done to the Republican cause by such pleadings. We want to see this contest put upon grounds that will make it minister to the political education of the people. There are certain antagonistic principles and policies that divide men in this country, whose discussion in proper temper will improve both sides to the controversy, and tend to bring out the truth. No reform is more needed in our politics than that they be lifted out of the mire of personalities. The force now wasted in bitter quarrels would then be directed to healthful political growth in the discovery and application of truth.

OUR THANKS are due to General Albert J. Myer, chief signal officer of the United States army, for a copy of the annual report of that officer for the fiscal year ending June 30th, 1871. The report is one of great value and interest, as the service has been one of signal advantage to the whole country. The report is accompanied by a circular volume, showing the practical use of the meteorological reports of the service, which has been prepared and published by direction of the Secretary of War. The object of the publication is to put such facts into the hands of the people as will enable them to test the value, and avail themselves of the advantages of the signal service. It is accompanied by maps and illustrations of great value to the general reader.

Our thanks are also due to Lieutenant D. J. Gibbons, asst. signal officer, and a gentleman eminently fitted for the position he fills, for favors accompanying the same.

HON. GEORGE F. HOAR.—It is announced by a correspondent of the Boston *Globe*, that Congressman Hoar, of Worcester, Mass., who has represented the Eighth District in that State for the last three years, with great acceptance to his constituancy, as well as with marked ability and influance generally, will retire from public life at the expiration of his present term. We regret to learn this determination of Mr. Hoar, for we have regarded him as one of the ablest and most valuable members of Congress from all New England, and there are few men who could not be better spared from the halls of national legislation than the Representative from the Worcester district. His retiracy will be a loss not only to his district, but to the whole country.

THE OVERLAND MONTHLY for June is received, with marked evidences of improvement as one of our growing popular monthlies. It contains a large number of attractive and instructive papers, the most valuable of which are those relative to topics and matters connected with the Pacific Slope. The Overland is a periodical that aims to be popular without being superficial, and should be liberally encouraged by scholars in all sections of the country. It is published by John H. Carmany & Co., 409 Washington Street, San Francisco.

OFFICIAL.

LAWS OF THE UNITED STATES PASSED AT THE SECOND SESSION OF THE FORTY-SECOND CONGRESS.

[GENERAL NATURE—No. 52.]

AN ACT to amend an act entitled an act to authorize the construction of a bridge across the Missouri river at or near St Joseph, Missouri," approved March fifth, eighteen hundred and seventy-two.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the first section of the act entitled "An act to authorize the construction of a bridge across the Missouri river at or near St. Joseph, Missouri," approved March fifth, eighteen hundred and seventy-two, be, and the same is hereby, amended so as to read as follows: Section 1. That it shall be lawful for the St. Joseph Bridge Building Company, a corporation organized for that purpose under the general corporation laws of the State of Missouri, or its assigns, to construct a bridge across the Missouri river at or near St. Joseph, Missouri, and to lay on and over said bridge railway tracks for the more perfect connection of any and all railways that are now, or which may hereafter be, constructed to the Missouri river at or near St. Joseph; and build, erect, and lay on and over said bridge ways for wagons, vehicles of all kinds, and for the transit of animals, and to provide ways for foot-passengers, and to keep up, maintain, and operate said bridge for the purposes aforesaid; and that when said bridge is constructed, all trains of all railroads terminating at said river, and on the opposite side thereof, at or near St. Joseph, Missouri, shall be allowed to cross said bridge for reasonable compensation, to be made to the owners of the same, under the limitations and conditions hereafter named. The owners of said bridge may also charge and receive reasonable compensation or tolls for the transit over the said bridge of all wagons, carriages, vehicles, animals, and foot-passengers.

SEC. 2. That the fifth section of the act of which this is amendatory be, and the same is hereby, amended so as to read as follows; Section 5. That the St. Joseph Bridge Building Company, after the passage of this act, shall not have the right to assign the charter which said company now holds by assignment from the St. Joseph and Denver City Railroad Company, and which was granted to said last-named company by virtue of an act of Congress, approved July fourteenth, eighteen hundred and seventy, to any other company, person, or persons; nor shall said bridge building company be permitted, under the said charter so obtained as aforesaid, from the St. Joseph and Denver City Railroad Company to construct any other bridge than the one now being constructed at St. Joseph, Missouri: *Provided, however*, That nothing in this section contained shall prevent the said bridge building company from mortgaging said charter and franchises held by it by assignment from the said railroad company, with the bridge constructed or to be constructed thereunder, in the manner and for the purposes in and for which the said bridge building company is or may be authorized by or under the laws of the State of Missouri to mortgage its property.

Approved, May 1, 1872.

[GENERAL NATURE—No. 53.]

AN ACT repealing the duty on tea and coffee.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That on and after the first day of July next tea and coffee shall be placed on the free list, and no further import duties shall be collected upon the same. And all tea and coffee which may be in the public stores or bonded warehouses on said first day of July shall be subject to must duty upon the entry thereof for consumption, and all tea and coffee remaining in bonded warehouses on said first day of July, upon which the duties shall have been paid, shall be entitled to a refund of the duties paid.

Approved, May 1, 1872.

[GENERAL NATURE—No. 54.]

AN ACT supplementary to an act entitled "An act to incorporate the Texas Pacific Railroad Company, to aid in the construction of its road, and for other purposes," approved March third, eighteen hundred and seventy-one.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the name, style, and title of the Texas Pacific Railroad Company shall hereafter be "The Texas and Pacific Railway Company;" and the said The Texas and Pacific Railway Company shall have, possess, and enjoy all the rights, privileges, and franchises heretofore conferred upon the said Texas Pacific Railroad Company.

SEC. 2. That the said The Texas and Pacific Railway Company shall have power and authority to issue the construction and land bonds authorized by the eleventh section of said act of incorporation, for such amounts, not exceeding forty thousand dollars per mile of said road, of construction bonds, as said company may deem needful to provide for the construction and equipment of its line, and to include in the mortgage or mortgages to secure said construction bonds all or any portion of the lands granted in aid of the construction of said railroad; and in the mortgage or mortgages to secure said land bonds, any portion of said lands not so used to secure the construction bonds aforesaid; and all or any portion of the lands acquired by the terms of consolidation lawfully authorized by the fourth section of said act of March third, eighteen hundred and seventy-one, with any railroad company or companies to whom grants of land may have been made, or may hereafter be made, by any congressional, State, or Territorial authority, or who may have purchased the same previous to any such arrangement or consolidation, and within the time limited for the completion of the road, and all such lands of every description shall be subject to all limitations and conditions now by law existing in relation thereto, and as modified by this act; and this act shall not be construed to revive, enlarge, extend, or create any land grant whatever, beyond that heretofore granted by Congress, and which shall duly inure to said company upon compliance with the terms of this act in relation to the times fixed for completion of said railway, and all such mortgages shall be subject to all the conditions and limitations by law existing under this act and the acts to which it is supplementary in respect to such lands, and shall not be held to vest any title in the mortgage or create any lien on such lands, other than such company is or may become lawfully entitled to vest or create thereunder; but the amount of said land bonds shall not exceed two and a half dollars per acre for all lands covered by the mortgage or mortgages securing the same.

SEC. 3. That all the mortgages made and executed by said railroad company shall be filed and recorded in the Department of the Interior, which shall be a sufficient evidence of their legal execution: *Provided*, That the aforesaid bonds and the authorized capital stock, or the proceeds thereof, shall be applied only for the purpose of securing the construction, operation, and equipment of the contemplated railroad line, under lawful contracts with such parties, and on such terms and conditions as said company may deem needful, and for the further purpose of purchase, consolidation, completion, equipment, and operating of the other roads, as contemplated by said act and specified therein, being a part of the aforesaid railroad line, and for the expenses necessary and incident to the works authorized thereby: *Provided, however*, That said road and its equipment shall be of the standard heretofore required by the United States government for the existing Pacific railway lines: *And provided further*, That said mortgage or mortgages shall in nowise impair or affect any lien existing on the property of said company or companies at or before the time of such consolidation.

SEC. 4. That said road shall be constructed of iron or steel rails manufactured from American ore, except such as may have been contracted for before consolidation by any railroad company which may be purchased by or consolidated with this company.

SEC. 5. That the said Texas and Pacific Railway Company shall commence the construction of its road at or near Marshall, Texas, and proceed with its construction, under the original act and this supplement, or in pursuance of the authority derived from any consolidation as aforesaid, westerly from a point near Marshall, and towards San Diego, in the State of California, on the line authorized by the original act, and so prosecute the same as to have at least one hundred consecutive miles of railroad from said point complete and in running order within two years after the passage of this act; and so continue to construct, each year thereafter, a sufficient number of miles, not less than one hundred, to secure the completion of the whole line, from the aforesaid point on the eastern boundary of the State of Texas to the bay of San Diego, in the State of California, as aforesaid, within ten years after the passage of this act; and said road from Marshall, Texas, throughout the length thereof, shall be of uniform gauge: *Provided, however*, That the said company shall commence the construction of said road from San Diego eastward within one year from the passage of this act, and construct not less than ten miles before the expiration of second year, and, after the second year, not less than twenty-five miles per annum in continuous line thereafter between San Diego and the Colorado river until the junction is formed with the line from the east at the latter point or east thereof; and upon failure to so complete it, Congress may adopt such measures as it may deem necessary and proper to secure its speedy completion; and it shall also be lawful for said company to commence and prosecute the construction of its line from any other point or points on its line; but nothing in this act contained shall be so construed as to authorize the grant of any additional lands or subsidy, of any nature or kind whatsoever, on the part of the government of the United States: *Provided*, That said Texas and Pacific Railway Company shall be, and it is hereby, authorized and required to construct, maintain, control, and operate a road between Marshall, Texas, and Shreveport, Louisiana, or control and operate any existing road between said points, of the same gauge as the said Texas and Pacific railroad; and that all roads terminating at Shreveport shall have the right to make the same running connections, and shall be entitled to the same privileges, for the transaction of business in connection with the said Texas and Pacific railway, as are granted to roads intersecting therewith: *Provided further*, That nothing herein shall be construed as changing the terminus of said Texas and Pacific railway from Marshall as provided in the original act.

SEC. 6. That all acts or parts of acts inconsistent with this supplement be, and the sam are hereby, repealed.

Approved, May 2, 1872.

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BANKRUPT NOTICES.

4038

IN THE DISTRICT COURT OF THE UNITED STATES for the Eastern District of Virginia.

In the matter of R. D. Baskerville, bankrupt—in bankruptcy.

At Richmond, on the 14th day of May, 1872.

TO WHOM IT MAY CONCERN:

Please to take notice hereby, that a petition has been, to wit: on the 14th day of May, 1872, filed in said District Court by R. D. Baskerville, of Mecklenburg co., Va., in said district, who has been heretofore duly declared bankrupt under the act of Congress entitled "An act to establish a more uniform system of bankruptcy throughout the United States," approved March 2d, 1867, for a discharge and certificate thereof, from all his debts and other claims provable under said act, and that the 1st day of June, 1872, at 10 o'clock A. M., before W. W. Forbes, one of the registers of said court in bankruptcy, at his office in Richmond, Va., in said district, is the time and place assigned for the hearing of the same; when and where you may attend and show cause, if any you have, why the prayer of the said petition should not be granted.

You are also hereby notified, that the second and third meetings of the creditors of said bankrupt will be held at the same time and place.

W. W. FORBES,
Register in Bankruptcy for the
my 16—Th2w 3d Cong'l Dist. of Va.

4355

IN THE DISTRICT COURT OF THE UNITED STATES for the Eastern District of Virginia.

In the matter of George W. Dillard, bankrupt—in bankruptcy.

To Whom it May Concern.—The undersigned, J. M. Matthews, of Essex county, Virginia, hereby gives notice of his appointment as assignee of the estate of George W. Dillard, of Essex county, in said district, who was, on the 26th day of March, A. D., 1872, adjudged a bankrupt on his own petition by the District Court of said district.

Dated April 16, 1872.

J. M. MATTHEWS,
ap 17—W3w Assignee.

4347

IN THE DISTRICT COURT OF THE UNITED STATES for the Eastern District of Virginia.

In the matter of Samuel Megeath, bankrupt—in bankruptcy.

To Whom it May Concern—The undersigned, John S. Fowler, of Alexandria county, Virginia, hereby gives notice of his appointment as assignee of the estate of Sam'l Megeath, of Loudoun county, in said district, who was, on the 20th day of March, 1872, adjudged a bankrupt on his own petition by the District Court of said District.

JOHN S. FOWLER,
ap 25—Th3w Assignee.

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NEW FEATURES FOR 1872.

ART DEPARTMENT.

The enthusiastic support so readily accorded to their enterprise, wherever it has been introduced, has convinced the publishers of THE ALDINE of the soundness of their theory that the American public would recognize and heartily support any sincere measure to alleviate the tone and standard of illustrated publications.—That so many weakly, wicked sheets exist and thrive is not evidence that there is no market for anything better—indeed the success of THE ALDINE from the start is direct proof to the contrary. With a population so vast, and of such varied taste, a publisher can choose his patrons, and his paper is rather indicative of his own than of the taste of the country. As a guarantee of the excellence of this department, the publishers would beg to announce during the coming year, specimens from the following eminent American artists:

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Where so much attention is paid to illustration and get up of the work, too much dependence on *appearance* may very naturally be feared. To anticipate such misgivings, it is only necessary to state that the editorial management of THE ALDINE has been intrusted to MR. RICHARD HENRY STODDARD, who has received assurances of assistance from a host of the most popular writers and poets of the country.

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4328

IN THE DISTRICT COURT OF THE UNITED STATES for the Eastern District of Virginia.

In the matter of R P. W. Fauntleroy, bankrupt—in bankruptcy.

At Richmond, Va., this 18th day of May, 1872.

TO WHOM IT MAY CONCERN:

Please take notice, that a petition has been presented to the Hon. John C. Underwood, judge of the said District Court, in Bankruptcy, by J. A. Lynham, assignee of the estate of said bankrupt, to sell the real estate belonging to said bankrupt, free from all liens and encumbrances thereon.

This is to give notice to all persons interested, that in terms of said petition an order has been issued by the Judge aforesaid, for all persons who may be interested in said estate, to appear before W. W. Forbes, Register, at his office, in Richmond, Virginia, on the 25th day of May, 1872, at 10 o'clock A. M., and show cause, if any they have, why such an order should not be granted. J. A. LYNHAM,
my 18—S2w Assignee.

PROSPECTUS.

WEEKLY STATE JOURNAL.

FOR 1872.

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THE WEEKLY JOURNAL

Will contain a faithful *resumé* of the News of the Week from all parts of the world; full and accurate reports of the Richmond and Baltimore Markets; well digested Editorials upon all the current matters of interest, Political, Financial, Commercial, Agricultural and general topics; selections from the leading journals of this country, local and State news, &c. This paper will maintain the principles of The National Republican Party, and strenuously advocate all measures to advance the public good. Believing POPULAR EDUCATION to be the great want of our State and Country, we shall give large space to its advocacy. We shall devote a large portion of our columns to the subjects of Agricultural, Horticultural and Mining interests, giving interesting articles on these subjects from able contributors.

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We announce to-day A PREMIUM LIST FOR 1872, which offers to the friends of the STATE JOURNAL an opportunity to serve themselves and aid to extend the circulation of

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