

PACIFIC RAILROAD SUIT.

One of the most important lawsuits known to the judicial records of this country is now under hearing before the Supreme Court of the United States.

When that company was organized, application was made to Congress for aid by grant of lands and loan of bonds. The land grants were of themselves sufficient in value to build the road.

This would seem to be a perfectly plain transaction, simple in its nature and unequivocal as to its terms. But it was further stipulated that the company was to give its services to the Government for transportation purposes in preference to other engagements.

But the company failed to meet the semi-annual interest accruing on the U. S. bonds which had been issued to them; and payment thereof had to be made by the Government. The Government had had considerable transportation service by the company, for which the company demanded payment from the Government.

Like arrangements were made between Congress and the Central Pacific Company; so that the present case covers the determination of that issue also. To these roads and their branches the Government has already advanced about \$65,000,000 in bonds bearing interest at six per cent., payable half yearly.

Now, if the claims of the company are sustained as against the Government, by the time of the maturity of the bonds there will have been paid no less than \$18,000,000 in interest, less one-half the charges that may be for Government transportation during that time, which the companies concede to the Government.

The street railroad confederacy made another seizure of one more of the city's highways last night. This time it was Eighth street that was seized upon and converted to the uses of a private corporation. It was a deed of darkness.

They will pretend that this work of midnight and mystery is so conducted in order not to annoy the people along the street they have seized upon. But that is "too thin."

THE CABMAN'S STORY.

(Translated from the French of Alexandre Dumas.)

"The next moment he rose again. This time he had hold of the girl by her long hair. She was senseless; and my master was not much better. I could hear his breath come and go hard, and he had just enough strength left to keep her on top of the water."

"We notice that an erroneous idea has obtained currency among the people, and has even found expression in some of the morning papers, that the apportionment of the levy ordered is made by the Auditor. This is not so. The Auditor has nothing whatever to do with fixing the apportionment of the total amount assessed."

A queer state of the case is that of Mrs. Moulton, whom the Plymouth Church authorities decided to drop from the roll of membership, on account of her non-attendance upon the church ordinances, &c.

Our good-looking Pittsburg confre, the Evening Leader, is ecstatic upon the subject of utilizing the gas fuel from the natural wells of Butler county, Penn.

A WRITER in Scribner's Monthly for October informs us that "A poem is a cerebral fit of more or less intensity, having little or nothing to distinguish it from masked epilepsy of a mild type, except the single trait or impulse of musical utterance."

ONE of the grand features of the Centennial celebration will be a parade of all the Knights Templar that can be assembled from all quarters of the globe.

THE Van Cott family of New York are moving for the recovery of a fortune in Holland left by their ancestor, a Burgomaster Von Kaatz, as the name was formerly spelled, some two hundred years ago.

JOAQUIN MILLER says he wishes he had accepted an offer made to him in his youth to go into the "sheep business" in California. A good many of his readers also are now wishing that he had.

THE manufacture of shoe-blacking in this country amounts to 15,000,000 of boxes yearly, of which about 6,000,000 are sent abroad. The amount paid by the public for having their understandings "shined up" is \$7,000,000 annually.

THE CABMAN'S STORY.

(Translated from the French of Alexandre Dumas.)

"I heard this, while I kept rubbing my nose, which still smarted awfully, so that I did not miss a word, and can tell you everything just as it happened. My master consoled her as well as he could, but to everything he said, she answered only 'If you but knew, Monsieur!'"

"But first," she added, "allow me to write to my father—my father! for whom I left a letter of farewell informing him of my resolution. He thinks I have accomplished it. You will permit him to come here, will you not? Oh! God, only to let his grief be lessened by being heard to do something desperate. Allow me to write to him to come here at once; I feel that it is only in his arms I can weep; and tears will be to me such a relief!"

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room opened, two flights of stairs up, and we heard a woman's voice cry, 'Father! father!'"

"The recent sinking of the British man-of-war, Vanguard, has been mentioned in all the papers. The English Government has been devising plans for raising the sunken ship. Among others, skilled in such undertakings, Col. Goryen, of New York, has been applied to on the subject. He has been more successful in that line than any other living engineer."

"The invitation came officially directly from the Secretary of the Admiralty, and the reason that it is extended is, that the British engineers are afraid, or at least, are unwilling to undertake the task. The English, as a nation, are the best engineers on the face of the earth, so long as they have a leader to map out the course of their action; but they are not imbued with a progressive and fearless individuality sufficiently strong to enable them to strike out boldly, and assume personal responsibilities for the true American fashion. The English press, and naturally the London Times, has ridiculed the idea of any man attempting to raise the Vanguard, and characterizes as unqualified stupidity the proposal of an American to essay what an Englishman fails to accomplish. I am confident that I can do the work, and my confidence is fully warranted by past experience in similar enterprises. I have perfected plans for raising the vessel, the invention of which I do not lay claim to, because I do not believe that any person really invents anything, but I do assert that the application of old modes and principles developed is entirely new and original with myself. There is no question of the feasibility of the experiment. I raised seventy-eight vessels for the Imperial Russian Government, whose dead weight averaged over 5,000 tons, and I could have raised dead weights of 20,000 tons by the same machinery by a simple extension of its area. Subsequently I projected machinery for carrying vessels across the bar at the mouth of the Mississippi river, where I had a lifting power of 25,000 tons, the efficacy of which was certified to by Gen. McClellan, as well as Gen. Humphries, Engineer-in-Chief of the United States. The Vanguard is in no more exposed position than the Russian vessels were in the roadstead at Sebastopol, and the difference in depth is no serious detriment to its positive recovery."

"What is the weight of the Vanguard?"

"Eight thousand five hundred tons."

"How long will it require to raise it?"

"About two weeks, after the arrangements are perfected."

"What other recognition have you received from European governments on account of your capabilities as an engineer?"

"I was knighted by the Emperor of Russia, the Emperor of France, the King of Italy, and the Sultan of Turkey, in consideration of my services in raising the Russian fleet, but I assure you that such honors are not calculated to awaken egotism."

Jones had prepared himself for a home dinner to his liking. He sat down in his dining-room at peace with all the world, and said, 'Now, Hannah, bring the colander. No hot water for me this winter.' Hannah hesitated for a minute, and said, 'But I don't give away any.' 'Give it away! Give my dinner away!' 'Yes, sir. You said if any tramps called I was to give them the cold shoulder.'

RAILROAD TIME-TABLE.

Table with multiple columns listing railroad routes, stations, and departure/arrival times. Includes sections for Atlantic and Great Western, Baltimore and Ohio, and others.

THE SUN.

DAILY & WEEKLY FOR 1875. THE APPROXIMATION OF THE PRESIDENTIAL election gives unusual importance to the events which are transpiring. We shall endeavor to describe them fully, faithfully and fearlessly. THE WEEKLY SUN has now attained a circulation of over eighty thousand copies. Its readers are found in every State and Territory, and its quality is well known to the public. We shall continue to endeavor to fully up to the standard, both to improve and add to its variety and power. THE WEEKLY SUN will continue to be a thorough newspaper. All the news of the day will be found in it, condensed when unimportant, at full length when of moment, and always, we trust, treated in a clear, interesting and instructive manner. It is our aim to make the WEEKLY SUN the best family newspaper in the world. It will be full of entertaining and appropriate reading of every sort, but will be careful to offend the most scrupulous and delicate taste. It will always contain the most interesting stories and romances of the day, carefully selected and highly enjoyed. The Agricultural department is a prominent feature in the WEEKLY SUN, and its articles will always be found fresh and useful to the farmer. The number of men independent in politics is increasing, and the WEEKLY SUN is their paper especially. It belongs to no party and obeys no dictation, contending for principle, and for the election of the best man. It exposes the corruption that disgraces the country, and threatens the overthrow of republican institutions. It has no fear of knives, and seeks no favors from their supporters. The markets of every kind and the fashions are regularly reported. The price of the WEEKLY SUN is one dollar a year for a sheet of eight pages, and fifty cents a column. An extra page, and a full column, are added to the regular price. The price of the WEEKLY SUN at this rate. Any one who sends one dollar and twenty cents will get the paper, postage for one year. We have no agents. Send orders to the publishers, THE WEEKLY SUN, Eight pages, postage prepaid. No discount from this rate. THE WEEKLY SUN, Four pages, postage prepaid. No discount from this rate. THE WEEKLY SUN, Two pages, postage prepaid. No discount from this rate. THE WEEKLY SUN, One page, postage prepaid. No discount from this rate. THE WEEKLY SUN, New York City.

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