

LATEST advices from Spain are to the effect that the pacific relations between that country and the United States are "as well as could be expected."

The Emma Mine embroglio, which so seriously compromised Gen. Schenck, our Minister at London, has recently been subjected to a scrutinizing investigation.

The shares sold to the amount of \$5,000,000; and the investigation claims to have shown that there was no mine, no implements, no proceeds nor property of any kind worth more than \$10,000, all told.

We can not believe that Gen. Schenck was a willing mover in this fraud. A dupe of the same villainy he may have been, and himself a victim.

OUR BRITISH GOODS.

Statements derived from the Bureau of Statistics show that during the ten months ending October 31, 1875, our imports from Great Britain amounted, in round numbers, to \$16,000,000; and that the amount during the corresponding period of 1874 was a little over \$20,000,000.

It does not follow that this country is less able, by that much, to pay for imported goods this year than last. It signifies that our people are content to do without British goods to that extent; and we thereby save for home use the coin, to that amount, that must otherwise go to pay for the price of British goods.

The statistics referred to reveal, however, some important facts that ought to be impressed upon public attention. Among these is the fact that, while our own cotton mills are murmuring because of depression in business and lack of a market for our manufactured goods, we purchased from the British manufacturers nearly seventy-five millions of yards of cotton piece goods.

Our hardware importations from the British shops also show a falling off from last year of \$305,000, and still reach the large sum of \$2,410,000 in 1875.

With a range of territory adapted to the raising of flax larger than all of Great Britain, and with equal skill to manufacture it, we nevertheless, during the first ten months of 1875, brought over from British looms, no less than 80 millions of yards of linen piece goods.

And this was three millions less than in 1874. We also bought \$729,000 worth of British salt. And of woolen goods, including broadcloths, worsteds, and carpets, we patronized the British manufacturers to the liberal extent of fifty-two millions of yards.

While it is a kind of negative consolation in knowing that the aggregate amount of our foreign purchases is growing small by degrees and beautifully less, it is still a wonder why it should be that with a country producing the iron, the cotton, the wool, the flax, in limitless abundance, from which all these foreign goods are made; and with artisans as skillful, and machinery as perfect, as any in the world, we should yet be buying our goods in such immense amounts from abroad, while our factories are languishing on half-time work, or altogether silent.

That national interchange of commodities should from time to time occur, when markets were fluctuating or overstocked, would be most natural under the common circumstances of commerce. But why one nation should supply another to such a vast extent, when that other had within itself all the products and capabilities for supplying itself with the same goods, is a problem that needs solution.

CHICAGO GROWS WROTH

Chicago announces herself as utterly and spasmodically opposed to the great scheme of building a Southern Pacific railroad, Chicago is convinced that one railroad route to the Pacific is enough for the good of the country, provided it runs through Chicago.

Now, will Chicago please tell what raid on the Treasury is proposed? She calls its character "wholly unprecedented,"—how unprecedented? Did not Chicago beg and pray for a far more gigantic raid on the Treasury for the building of the Central Pacific? It can not then be unprecedented as to the amount; nor is it unprecedented as to the mode of obtaining the Government aid. It is, however, unprecedented in this, that it proposes to fully and absolutely indemnify the Government, by securities deposited in the Treasury, for every dollar of liability assumed.

Chicago figures up a statement that the line of the Southern route would be full 4,000 miles, for all which subsidy would be required. And yet by her own showing, the whole distance from Shreveport to San Diego on the Pacific is but about 1,600 miles. Figures won't lie; neither will Chicago, unless she hopes to make something by it.

But Chicago grows wroth, and speaks unbecomingly words about very worthy men,—she calls them "a gang of desperates, gambling, bankrupt railroad speculators." And these were the men who met in Convention at St. Louis the other day. It is plain to see that the idea of building a competing line of railway to the Pacific by a Southern route, where snow blockades and passenger starvation are unknown, is displeasing to Chicago.

THE FAILURE of the Manufacturers' and Builders' Bank, New York, was announced a few days since through our telegraph columns. The exhibit filed by the bank shows in a striking manner how banking business is made to suffer by a reliance on fancy railroad stocks as collateral security for loans.

When banking business is so conducted as to advance on a single loan nearly one-half its whole capital, and the security taken is in speculative paper of doubtful and uncertain value, it is well for people to stand firm under. Hard times will soon come thereabouts, without any fault of the currency either.

THE Plymouth Church troubles would seem to be without end. Some of its members protest that they can't remain in, and protest when they are turned out. The church seems to be like a goose-pen, the easiest thing imaginable to get into, and the hardest thing to get out of.

A PHILADELPHIA correspondent of a Chicago paper announces the sublime and solemn fact that there are sparrows here in the Centennial land. And he adds—"I think it would be well to have some of these sparrows out West!" Wouldn't that sapient correspondent advise us to have some quails "out West?"

The German Press. [From the Volkstrem.] We will owe it to the enthusiasm and liberality of Mr. E. R. Springer and a large number of other citizens, if in a short time we will have erected in our city a hall, which will remove a long felt necessity of having some place for keeping music festivals, meetings and exhibitions.

The bonds of the Water-works were recently sold at a premium. This must be very unpleasant for those who are continually crying over the bad management of the Water-works, and who, out of every louse make an elephant. The citizens will not easily think of selling the Water-works, if the bonds of that department of the city can be sold at a premium.

We have moreover nothing against it, if all deficits are covered, as this is the best means to make the management most exemplary. And we are also of the opinion of raising the number of Trustees to at least five.

A NATCHES HORROR

The people of Natches were on Sunday last shocked beyond description by the announcement that Mrs. James Fagan, an estimable and industrious lady of this city in humble life, had been, at a quarter after 9 o'clock that morning, attacked by three ferocious dogs, and so mangled that her death was imminent.

Mrs. Fagan was a humble, industrious, hard-working woman, wife of Mr. James Fagan and mother of a family, consisting of two girls and one boy. The family resided at the eastern end of State street, next neighbor to Mr. William Abbott. On Sunday morning, her cow not having returned in due time, she went in the direction of the bayou, just beyond her residence, to look for the cow.

At about a quarter after 9 o'clock, the barking of several dogs, mingled with a howling noise heard in the neighborhood of the bayou, between Mr. Gastrell's residence, on Homochitto street, and the late residence of Gen. Clark (Routland), in an easterly direction. In a few minutes a colored boy, name not known to us, employed by Mr. H. C. Eustis, who was attracted by the barking, started, and came along Homochitto street, coming toward town, and crying out that a woman had been almost eaten up by dogs, designating at the same time the location.

Mr. Eustis, immediately after hearing the boy's narration, proceeded to the spot. There he found poor Mrs. Fagan submerged, as we have said, in the water of the bayou, up to her neck, and the water (all then visible above the water) most horribly lacerated, the dogs having evidently made a most furious attack and taken out whole pieces of flesh. This was probably about twenty minutes after the dogs had done their dreadful work.

Mr. Gastrell, Mr. Eustis, and others, took the poor woman to Mr. Gastrell's residence, and there, before two o'clock, after having received her last sacraments of her Church, she died. About the spot where she had been submerged and rescued, also, too late, were found evidences of a most fearful contest between the poor victim and the ferocious dogs. Her snail, strips of her clothing, of which she had been almost entirely denuded, and great pieces of flesh from almost every part of her body, were lying within a short distance of the place, scattered in every direction.

Walnut Timber Growing Sober. Of all timber trees, the black walnut is said to be just now the most profitable. Ohio and Indiana have of late years been the great sources of supply. From these States large quantities have been sent to the furniture factories East.

Two Floral Marvels. The Horticulturist gives an account of two novelties among flowers, which it is almost tempted to treat as fables until verified by established authority. The following is the description of them: "One is a large lily in Santa Clara, Cal., with three large blossoms, each nine inches long, and perfectly black outside the green petals. The other is to be seen at Constantinople, and described by an eye-witness as belonging to the narcissus genus.

Sam Smith, who drives the stage from Soanora to Milton and back, made a beautiful speech the other day when stopped by three highwaymen. "Gentlemen," said Sam, "I have been driver, boy and man, going on twenty years. I've met gentlemen of your kind before, and I defy any of 'em to come forward and say that I treated them with contempt. Believe me, gentlemen, when I say that I have nothing for you this morning. I am very sorry, gentlemen, but the truth of the matter is that Wells, Fargo & Co.'s boxes are young poor-houses on this road just now, and you couldn't have a plucky one out of one of them to save your sweet necks from the gallows."

Sensible "Backers." The Quincy Commercial Review says, that the Illinois Statutes make it a nuisance, punishable for the first offense by a fine not exceeding \$100, and for subsequent offense by a like fine and imprisonment in the county jail not exceeding three months, "to advertise wares, or occupation, by painting notices of the same on or affixing them to fences or other private property, or on rocks or other natural objects, without the consent of the owner; or, if in the highway or other public place, without the permission of the proper authorities."

The Vice-Presidents, George Clinton, Elbridge Gerry and Wm. L. King, died while in office; and of the Presidents, General Harrison, General Taylor, and Mr. Lincoln.

Dr. Bull's Cough Syrup is fast taking the place of all the old-fashioned cough remedies. It never fails to relieve the most violent cold, and for throat diseases it is invaluable. Price 25 cents.

ELASTIC TRUSS. This new Truss is worn with perfect comfort night and day. Adapts itself to the shape of the body, retaining firmness under the hardest exertion, and is perfectly self-adjusting.

CHICAGO AND CINCINNATI. Depot, Fifth and Hoop. Time, 7 minutes fast. Depart. Arrive. Chicago to Cincinnati, 11:30 A.M. 5:30 P.M. Cincinnati to Chicago, 7:30 A.M. 1:30 P.M.

which attracted so much attention a few months ago. On his attaining academic distinction at Peking, a Chinese Viceroy (His Excellency Governor-General of the Two Kiang) having a ward, his niece, who was marriageable, conferred her in marriage on the scholar who had brought distinction on Canton.

The boys range in years from ten to sixteen, and intellectually bear traces of more than ordinary capacity. In fact, to the credit of the Chinese Government that these youngsters have not been picked from the privileged classes, for some among them are the children of poor parents, and in their costume the poorest is arrayed in silk and satin of as fine texture as the gilded tights worn among them.

THE KENTUCKY Southern Shield says: While out hunting on last Tuesday Mr. Richard Ives discovered a large cave in the side of a hill under a rock, and while on top of the cliff. They came to the mouth of the cave to investigate the matter, and to his horror, saw protruding the head of an immense rattlesnake with a pig in its mouth. The pig was about four months old, and weighed about seventy-five pounds. He imagined a number of his neighbors, with guns and pitchforks, who built a large fire in the mouth of the cave, in order to drive the snakes out. In about an hour they commenced pouring out over the burning coals. As they approached in eight parties they fled upon them from the top of the cliff. They continued to pour out until the surrounding woods for twenty yards square was literally covered with dead and live snakes. They killed 310, but many made their escape. The largest one killed, a male, was ten feet long, and measured around the body one and a half feet. The largest female, was seven feet long, and measured one foot around the body. The largest snakes have been preserved in alcohol, and will be on exhibition at our fair free of charge. The snake referred to had 110 rattles. The cave was literally filled with heads of sheep, pigs, etc., which had been captured from the surrounding country.

[Coming from any where but Kentucky that snake story would look rather "fishy."—ED. STAR.]

CHICAGO, May 28th, 1875. "FORBRIGER'S DRAWING TABLETS" were introduced into one of our primary grades at the beginning of the present school year. They have proved so successful that Principals and Teachers unanimously favor this introduction into the remaining grades of our schools. I believe that the Tablet system is destined to supersede the Book system in the schools of our country.

CHICAGO, April 27th, 1875. PROF. FORBRIGER: Dear Sir—I have observed, with care, your system of Drawing Blocks, since their introduction into this school, and I am convinced that the plan is excellent. The lessons are so arranged as to lead, by easy steps, to the acquisition of that skill in the formation of lines, and the construction of figures, so essential to correct drawing.

CHICAGO, May 15th, 1875. ARTHUR FORBRIGER, Esq: Dear Sir—I have the pleasure of examining your system of Drawing, and can commend it to the highest degree to graded schools, and especially that it commends itself as a self-teaching system of Manuals.

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DRAWING TABLETS FORBRIGER'S DRAWING TABLETS, PREPARED BY ARTHUR FORBRIGER, Supt of Drawing in the Public Schools of Cincinnati, O.

Table with 2 columns: Nos. 1, 2, 3 and 4; Nos. 5, 6 and 7. Includes prices for individual tablets and manuals.

The design, arrangement and construction of these Tablets, is directly at variance with that of any other plan ever presented, and below will be found some of the reasons which led to their publication, and practical hints in reference to their use:

- 1. THE CHARM OF NOVELTY maintained. The different sheets of the Tablet being fastened together, the pupil is unable to see the lesson in advance, and he does not become tired of seeing the designs which are constantly presented to the eye, often far in advance of the lesson upon which he is immediately engaged. Thus the charm of novelty is maintained, and with it increased interest in the study.
2. ABUNDANCE OF MATERIAL. Each Tablet contains sufficient material for a year's work, and a greater number of exercises and more paper than can be found in any of the Drawing Books now published.
3. THE SOLID SURFACE, which is retained to the very last sheet, removes the elasticity of spring, which is so objectionable, it being the immediate cause of bad lines in the Drawing Books generally in use. Irregularities in the surface of the desks do not affect its use in the least. The compactness and solidity prevent the leaves from being ruffled and soiled, while their size does not cause the same inconvenience to the pupils, especially when seated in double desks, which is experienced when using drawing books.
4. CONVENIENCE IN EXAMINING. The sheets being separated from the Tablets, after the completed exercises, should be preserved, and each lesson of the desks kept together, either on the shelf or in the envelopes prepared for that purpose, correspondingly numbered on the outside. It will be found much less tedious to examine from FORTY to FIFTY sheets of one lesson, than to handle from FORTY to FIFTY books, and search for that particular lesson in each.
5. CAREFUL GRADATION OF EXERCISES. It will be found, upon examination, that the exercises contained in the Tablets are far more carefully graduated. The steps are rendered comparatively easy, making each advanced lesson a logical sequence of the preceding one.
6. THE ACCOMPANYING COMPREHENSIVE TEACHER'S MANUAL, or KEY to each number of the Tablets, enables any teacher capable of teaching other branches, to teach this branch successfully, and therefore make special instructors superfluous.

TESTIMONIALS.

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RIVERVIEW, Ohio, April 16th, 1875. MR. ARTHUR FORBRIGER: Dear Sir—Your Drawing Tablet, No. 1, is the best thing of the kind I have ever seen or used. I intend to introduce the succeeding numbers, as I need them. This system must prove a success, so it is the only one that can be used by any teacher, especially in the graded schools. Another important advantage is, that several grades may be instructed at once. The aids given to the pupil keep him from becoming impatient, and he receives his abundant chance to make use of his own powers. My scholars are always eager to know what their next lesson will be, as they can not find out until the previous lesson has been completed. Yours, PETER H. CLARK, of Union High and Intern. Schools.
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Table with 2 columns: RAILROAD TIME-TABLE. Includes routes like ATLANTIC AND GREAT WESTERN, and various destinations with departure and arrival times.