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HERE BUILDING.

W. Meng,

Surgeon Dentist.

the Meng Building,

Lexington, Missouri.

OLD-TIME TRAVEL.

Journeys Made by Stage Coach Were Not Wholly Lacking in Incident.

Travel in the old times, of which Mrs. Alice Morse Earle writes in "Stage Coach and Tavern Days," may have been somewhat less comfortable than it is at present, but the leisurely pace and close quarters of the coach afforded opportunities for the study of human nature not excelled by those of the "palace car."

Nor was a journey lacking in incident. There was always a possibility of being upset, of being held up, of getting stuck in the mud and of being drowned in fording a stream. As a matter of fact, accidents were rare after the days of turnpikes, and the driver who had driven 300 days a year without an accident was not a great exception.

There was, however, the constant necessity of trimming and balancing the coach to prevent it from overturning in the deep ruts which abounded, and the driver frequently called out: "Now, gentlemen, to the right!" upon which all the passengers stretched their bodies half way out of the carriage to balance on that side, and: "Now, gentlemen, to the left!" and so on.

Sometimes one of the passengers agreeably "spelled" the driver, as in an instance where "a son of Neptune and of Mars also" was aboard, and adapted the technical language of these professions to the different movements of the stage. When the coach heeled to one side he would call: "To the right and left and cover your flanks—whiz!" and when they passed a stream he would sing out: "By the deep blue!" accompanied with all the movements of hearing the lead.

Occasionally the flow of merriment and good humor, to which both driver and passengers contributed, was abruptly checked. A certain old veteran was driving once from Dover, N. H., to Haverhill, Mass. During the spring months the roads were often in a bad condition, and six horses and sometimes ten were needed to draw the coach.

In Epping, N. H., was a particularly hard place, locally known as the "soap mine." Through this mine of mud the driver helped to guide his coach and six. But the coach was heavily loaded, and in spite of the efforts of the skillful driver the team was soon fast in the mud, the wheels settling to the hubs.

All attempts of the horses were in vain. The driver finally got down from his seat, opened the coach door, made known to the passengers the condition of things and politely asked them to get out and lighten the load. This they all positively refused to do; they had paid their fares and did not think it their duty to get out in the mud.

"Very well," said the driver, and, quietly closing the door, he seated himself by the roadside.

In a few minutes the passengers asked: "What are you doing?"

"I am waiting till the mud dries up," the driver replied. "The horses cannot draw the load, so that is the only thing I can do."

It is perhaps needless to add that he did not wait till the mud dried up.

BUSINESS OF THE SOAKER.

An Expert in Pawning Articles of Value Who Has His Regular Customers.

In the neighborhoods where pawnshops abound the soaker flourishes. The soaker acts as middleman between the pawnbroker and his customers, says the New York Sun. He explains his mission and accounts for his usefulness thus:

"The people down here employ me," said he, "not because they are ashamed to be seen going into a pawnshop themselves, but because I can get more for the goods than they can. There's an art in pawning a coat or a ring, just the same as in everything else."

"I've known people to go into a pawnshop with some old article to pawn and to look the proprietor over with a supercilious air, as if they considered themselves so far above him socially that he couldn't touch them with a 40-foot pole. Naturally, for sheer spite, the broker offers them only about half as much as they would get if they approached him properly. Having had a wide experience of my own, I know how to avoid such difficulties. I am not servile, but I am polite and respectful, and as those two qualities touch the most generous chord in the broker's bosom, I get all I want on the proffered chattels."

"As recompense for my services I charge my customers ten per cent. commission. I have regular customers and then, of course, I do many odd jobs for occasionals. There are families down here for whom I pawn the same things over and over again, one week after the other. On pay day they take their things out of soak; three days later they put them in again, and the next pay day they take them out again. And so it goes, month after month. I canvass the houses just like a book agent or corn plaster peddler or insurance solicitor. "Anything to be pawned to-day?"

I ask.

"And if there is I take it around to some shop and raise the necessary dough and take it back and get my commission. Once in awhile I come across somebody who abuses me and calls me a shark. But I'm nothing of the sort. I'm earning a decent living at a legitimate business."

An Earlier Bird.

City Boarder—I suppose you're up with the lark?
Farmer—Before that. I have to git the hired man up with the lark. Puck.

TIME TABLES

Missouri Pacific—Lexington Br.

WEST BOUND TRAINS.		
	No. 71.	No. 78.
Leave St. Louis	7:35 am	8:15 pm
Arrive Sedalia	2:45 pm	9:50 am
" Concordia	4:07 pm	3:58 am
" Auliville	4:35 pm	6:34 am
" Higginsville	4:57 pm	6:45 am
" Page City	4:47 pm	6:44 am
" Lexington	5:11 pm	8:10 am
" Myrick	5:25 pm	7:15 am
" Wellington	5:34 pm	7:15 am
" Waterloo	5:40 pm	7:23 am
" Napoleon	5:47 pm	7:40 am
" Independence	6:45 pm	8:35 am
" Kansas City	7:15 pm	9:05 am
" St. Joseph		1:05 pm

DAILY.		
EAST BOUND TRAINS.		
	No. 74.	No. 73.
Leave St. Joe	3:00 pm	
" Kansas City	5:40 pm	6:25 am
" Independence	6:10 pm	6:55 am
" Napoleon	7:05 pm	7:40 am
" Waterloo	7:14 pm	7:44 am
" Wellington	7:22 pm	7:51 am
" Myrick	7:25 pm	8:05 am
" Lexington	7:45 pm	8:10 am
" Page City	8:10 pm	8:25 am
" Higginsville	8:21 pm	8:37 am
" Auliville	8:32 pm	8:47 am
" Concordia	8:40 pm	9:02 am
" Sedalia	10:00 am	10:00 am
" St. Louis	7:10 am	6:30 pm

FREIGHTS.		
	East	West
8:30 am	Leaves Lexington	13:30 am
9:45 am	" Page City	3:30 pm
10:05 am	" Higginsville	2:35 pm
10:30 am	" Auliville	1:40 pm
11:00 am	" Concordia	1:10 pm
2:15 pm	" Sedalia	10:40 am

Jefferson City, Booneville and Lexington Division.

MIXED DAILY EXC. SUNDAY.		
	No. 72.	No. 71.
Leave	Lexington	5:11 pm
7:15 am	Myrick	4:45 pm
8:25 am	Northrup	4:12 pm
9:10 am	Dover	4:00 pm
9:27 am	Edwards	3:35 pm
9:58 am	Waverly	3:30 pm
11:30 am	Marshall	1:15 pm
12:20 am	Boonville	3:00 pm
4:45 pm	Tipton	4:45 pm

SANTA FE ROUTE.

Trains arrive at North Lexington:	7:45 a. m.
Trains leave North Lexington:	7:55 a. m.
No. 23, Express (daily):	7:55 a. m.
Main line trains pass Lexington Junction	
GOING EAST.	
No. 8, (daily):	9:19 a. m.
" 20, "	10:30 a. m.
" 2, "	7:15 p. m.
" 6, "	8:35 p. m.
" 4, " California Limited:	3:47 a. m.
GOING WEST.	
No. 1, " (daily):	8:53 a. m.
" 3, " California Limited:	12:20 a. m.
" 7, "	9:40 a. m.
" 19, "	12:7 p. m.
J. D. RASTER, JR., Agent.	
W. J. Black, G. P. A., Topeka, Kas.	

Chicago and Alton Railroad.

Trains leave Higginsville as follows:		
WEST BOUND.		
No. 5, St. L. and K. C. mail:	5:45 am	
" 7, Calif. and Col. limited:	7:40 am	
" 61, Higginsville and K. C. accom:	7:55 am	
" 13, St. Louis and K. C. mail:	4:30 pm	
" 119, Local freight and accom:	9:47 am	
EAST BOUND.		
No. 14, St. L. and K. C. mail:	9:47 am	
" 90, K. C. and Higginsville accom:	7:15 pm	
" 12, St. L. and K. C. mail:	10:57 pm	
" 116, Local freight and accom:	12:45 pm	
W. S. LYONS, Ticket Agent,		
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