FARM AND HOME.

How to Use Fertilizers.

The Scientific American, excellen authority, says on this subject;

In general, the use of a single fertilizer will be found profitable as a farm practice only in connection with manure or on land in strong heart, and the poor farmer will never succeed in enhancing the cropping capacity of his farm to an increased profitable position through the use of one fertilizer alone. Much of the discredit which artificial fertilizers have won has risen from a non appreciation of the fact that they cannot supersede dung, but must be used in connection with other plant food. A superphosphate or a nitrogenous, or a potassic manure can always find place on a farm, but can never take the place of manure in farm practice, and the sooner this false hope is destroyed, the better it will be for all concerned. A mixture of chemicals or other elements containing the food that plants require does, however, offer promise of practical results, on the farm, and can be offered in competition with dung, so far as the result in crops is concerned. This, then, is the promise of the complete fertilizer; if the farmer has dung sufficient for five acres only and wishes to cultivate ten or twenty or more, in addition to what his dung supply will allow, then he must rely on the complete fertilizer for every acre in addition to what his dung will cover. The experience of ages has shown the reliability of dung; all the best modern experiments we have show the efficacy of a mixture of chemicals in taking the place of dung, provided they supplement the soil supply so as to furnish to the crops the elements shown by analysis to exist in dung. We cannot fairly compare a superphosphate in its results with dung; a single element with a complete fertilizer. The recognition of this fact by farmers will make a revolution in farming, and will disperse much of the fog which interested parties have thrown about the question of fertilizers. In a final word, all the best experiences and experiments, as we interpret their meaning, point certainly to the facts we here claim, that the single fertilizer element must find its profitable use in connection with other manures, while the complete fertilizers alone can be expected to furnish material in a form for farm practice, and is the only form of artificial fertilization as yet discoverd which offers a means of extending an arable land beyond the ability of the dung heaps to supply.

Culture of Cabbage.

A prominent farmer of New York State writes:

Since the advent of the cabbage worm almost everyone has been at a loss to know what to do to raise a few cabbages. Some have tried one thing and some tried another, and mostly to no purpose. Last year I set about three hundred and thirty fine plants and picked off the worms by hand as they came, for about two weeks, which took about two hours each day. This seeming to be too much work, and as I have a well of soft water near by, I took a five-pail-kettle, set it near the well and put into it a pint of soft soap and the same of salt and then filled it up with water. I let this stand till the water was warmed by the sun, and then, after stirring it up well, I took my water pot and applied it at the rate of about a gallon to forty heads, putting it in the center. I did this every day, and the result was I had the nicest and hardest cabbage that were ever raised. I had no trouble to get ten cents per head, although cabbage was very cheap here. Some make a practice of buying their plants, but I would not give one cent per hundred unless I knew what I was getting. I use Comstock & Co.'s Premium Flat Dutch. They are the best late cabbages I can find.

Fat Horses.

There is a tendency at this season to feed too much grain and get the horses too fat. This is done at the expense of muscle, because an animal kept constantly at work will not get "hog fat," the food going to furnish tissue and muscle is used up and destroyed. Not so with an animal kept in a stall and given no exercise, except, perhaps, that obtained while being led to water. The amount of grain fed should be reduced and a plentiful supply of hay kept in the racks at all times. When possible, the horses should be given the free run of the yard every day. If only given their liberty occasionally, they are liable to run and jump to excess. Many valuable animals have been lost by rupture or a fall obtained through giving exercise to exuberant animal spirits.

Sweet Potato Plants.

Many persons have a difficulty in raising sweet potato plants. An experienced farmer says: "As I have had uniform success in raising fine plants it may not be out of place to give my method of laying up the tubers: Dig out the old mold of your pit about two feet deep and fill up with fresh horse manure. Cover the manure about three inches deep with the mold that was thrown out, and on this lay the tubers, covering them also with mold about two inches deep. Don't use glass; the plants don't come quite as soon, but are much hardier. The bed should be sprinkled every morning with warm water and covered at night with carpet or matting. Care should be taken not to let cold rains fall on the plants.

The Household.

To Use Cold Meat.—Prepare meat as for hash; make it in rolls (like a sausage) by binding it with a raw egg; tie each roll carefully in cabbage-leaf, and boil one-half to three-quarters of an hour in weak stock.

External Pile Remedy.—Carbonate of lead, one half ounce; sulphate morphia, fifteen grains; stramonium ointment, one ounce; olive oil, twenty drops. Mix and apply three times a day, of oftener, as the pain may require.

Jamaica Ginger Beer.—One bottle of Jamaica ginger extract, six quarts of water, one ounce of cream tartar, one pound sugar; stir well until the sugar is melted; add the grated peel of one lemon; heat until warm, but not hot; add one tablespoonful of brewer's yeast; stir well and bottle; wire down the corks. It will be fit to drink in four or five days.

Chilblain Liniment.—One drachm sugar of lead, two drachms white vitriol powder, and add four ounces water; shake well before using; the best time for application is in the evening; it is not to be used on broken chilblains.

Oyster Sauce for Codfish.—One quart of oysters, (when buying them ask for a little extra liquor), put over the fire, rub up a piece of butter size of a small egg, with two even teaspoonfuls flour, stir this in the oysters till dissolved, pepper and salt to taste, and on no account let it boil but just one instant—the oysters must not be hard. This is enough to serve with cod of eight pounds for twelve persons, as first course before meat.

Universal Cement.—Curdle skim milk with rennet or vinegar, press out the whey, and dry the curd at a gentle heat as rapidly as possible. When quite dry, reduce to a very fine powder. Then take of powdered curd, ten drachms; powdered quicklime, one drachm; powdered camphor, 8 grains; mix; keep in tighly corked vials. To join earthenware, etc., the powder is made into a paste, with a little warm water, and apply immediately.

To Destroy Bed-Bugs.—One ounce of corrosive sublimate to one pint of alcohol; with the feather end of a goose-quill apply the remedy to all the crevices and wood work; the black dots will indicate where the bugs' hotel is. The bottle should be labeled poison, and placed where it will not be used by mistake, or what remains thrown away. No second edition of bugs will issue after the use of this infallible remedy. Any druggist can mix it. A pint will be enough for four beds.

William M. Tweed.

The life of the notorious "Boss" Tweed, whose death in Ludlow street jail, New York, occurred Friday, is summed up in the following:

William Marcy Tweed was born in New York, April 3, 1823, and was consequently 55 years old at the time of his death. He learned the trade of chair-making and afterwards was admitted to the bar. In 1852-3 he became an alderman, in 1853 a congressman, and from that time until 1871 he held some office or other, principally local, although from 1867 to 1871 he was state senator. In April, 1870, he was appointed commissioner of the department of public works in New York city, and while holding this office, "Tammany Ring," of which Tweed was the leader, came into special notoriety because of the barefaced robbery of the city treasury, particularly in connection with the construction of the new city court house. The outrage became so palpable that on October 28, 1874, Tweed (and many others) was arrested in a civil suit brought in behalf of the people. His bail was fixed at $1,000,000, which he furnished. In November he was re-elected to the state senate, but did not take his seat. On December 16th he was arrested on a criminal charge of fraud, but released on $5,000 bail. January 30, 1873, the first suits were tried, but the jury disagreed. November 19th he was found guilty of fraud and sentenced to twelve years' imprisonment and to pay a fine of $12,500. He was sent to Blackwell's Island, and was subsequently disbarred. April 7th, 1875, a suit was commenced against him to recover, for the people, $6,000,000. Various other smaller suits were brought, but the above are the principal. June 15th, 1875, the court of appeals liberated him from imprisonment, claiming that the lower court had exceeded its authority in passing cumulative sentence. Tweed was then ordered to find bail in the sum of $3,000,000 for the civil suit pending against him. This he was unable to do, and was sent to Ludlow street jail. On December 4th, while he was visiting his residence in the custody of two keepers, he escaped. He was re-captured in 1877, in Vigo, Spain, and taken again to Ludlow-street jail, where he remained up to the time of his death. He had been premised immunity from further imprisonment if he would disclose the rascalities of the "ring," and he did partially tell the truth, and his evidence was used in numerous cases. From many of the other members of the "ring" the city recovered large amounts, but Tweed had disposed of his property in such way that nothing remained to seize.

..."Phlirtation—Phairest Phlora!" billed an amorous youth, "phorever dismiss your phears, and phly with one whose phervent phancy is phixed on you alone. Phriends, phamily, phather—phorget them, and think only of the phelicity of the phuture! Phew phellows are so phastidious as your Pherdinand, so pheign not phondness if you pheel it not. Phorego phrolic, and answer phinally, Phlora." "Oh, Pherdinand, you phool," she cooed.

..."In selecting a husband," said Mrs. Puffer, "above all things choose a man of cultivation." This remarked harrowed the girl to such an extent that she went off and married a farmer.

..."That's the sort of umbrella that people appropriate, said a gentleman to a companion one morning, holding up to his gaze a very handsome silk parachute. "Yes," rejoined his companion quietly, "I thought so when I saw you holding it."

Southern Pacific Railroad.

Emphatic Condemnation of Subsidies.

The Thirty-second Parallel Road can be Constructed without Pledging the Public Credit.

The Texas and Pacific Railroad.

SYNOPSIS OF THE MINORITY REPORT.

The Pacific Railroad committee of the House having by a vote of seven to six agreed to report the Texas Pacific Bill favorably—two or more of the seven expressing their desire to amend it, or defeat it on the floor—the minority members Messrs. Morrison, Landers, Luttrell, Blair, Rice and Hewitt have stated their views in a Report of which the following are the material portions:

We are unable to concur in the views of the majority of the committee, but desire the adoption by Congress of such measures as will secure the early construction of a transcontinental railroad for the special use and development of the Southern and Southwestern States and Territories. We believe that this important object can be accomplished without subsidy from the government, and submit the following views and the accompanying bill for the consideration of the House:

THE PRESENT CONDITION OF THE SOUTHERN LINE.

The Texas and Pacific Railway company, a corporation of the State of Texas, in the year 1871 was authorized by Congress to construct its road and telegraph from Marshall, in Eastern Texas, along and near the thirty-second parallel of North latitude, through that State and the Territories of New Mexico and Arizona to San Diego, a small city on the Pacific coast, on the bay of the same name, supposed to be well adapted to commercial purposes, and having a population of 4,000 to 5,000 people. The distance from Marshall to San Diego is estimated at 1,574 miles by the authorities of the Texas and Pacific company, while those of the Southern Pacific company believe it to be about 100 miles greater.

Failing to meet these provisions, the Texas and Pacific company has obtained by construction and purchase and has now in operation 443 miles of road, which enclose a parallelogram in Northeastern Texas, having a base of 183 miles, extending from Marshall to Fort Worth, now the western terminus of the road, which only is a part of the trunk line. The remainder of the 443 miles is so located as to secure the more valuable lands granted by the State of Texas, probably because the pecuniary embarrassments of the company were such that its credit was based chiefly upon the granted lands. There is thus remaining of the trunk line between Fort Worth and San Diego a distance of 1,491 miles upon which nothing has been done.

Of the ten years allowed by the charter within which to complete this great work only four remain, and a considerable portion of one of these must elapse before the enactment of the desired legislation is possible. Six-tenths of the time has been consumed in the construction of less than one-eighth of the trunk line, and that at the Easterly terminus, in close connection with the great middle system of roads and the central belt of States, rather than with the Southern system of roads and the Southern States.

The corporation has fallen thus far short of the performance of its undertaking, although it received from the State of Texas the munificent grant of the alternate sections of land for forty miles in width along each side of its line, or eighty miles in all, through the State of Texas, and the same from the United States through the Territories and in California, contingent upon its compliance with the conditions of the grant.

THE SUBSIDY DESIRED MORE THAN THE ROAD

The credit of the Texas and Pacific company was seriously impaired before the panic of 1873, and under its influence has still further declined. It admits its pecuniary inability, and assigns that as a reason for its failure to comply with the conditions imposed upon it by law.

In 1876 it applied to Congress for a subsidy of over $60,000,000, in addition to its land grant of 22,528,000 acres in Texas, and 18,000,000 in the territories, being a money subsidy of twice the probable cost of building and equipping its road.

The application failed. It now changes the form rather than the substance of its request, and asks for a guaranty of interest on $26,000 a mile for the easier, and $40,000 for the heavier portions of the road, amounting in all to $38,500,000 at five per cent. annually, for fifty years.

The bonds of the government bearing four and a half per cent. interest have recently been sold at par in refunding the national debt. If the public faith is kept and its credit unimpaired, the time is not remote when the government will be able to effect loans at the rates of three and three and a half per cent., as now paid by England. The difference between the interest on these five per cent. Texas and Pacific bonds for fifty years and the ordinary rates which the government will have to pay on the same amount for the same time, if invested as it might be by the government for the payment of its own debt, would amount to much more than the cost of the road, so that the government would be far better off to build the road and give it to the Texas and Pacific company outright than to guarantee the interest on its five per cent. fifty-year bonds, according to its request.

The total amount of interest guaranteed by the government would if paid into a sinking fund amount to more than $700,000,000 in fifty years, and we are called upon to guarantee the payment of this sum in addition to the proceeds of the land grant in order to enable the Texas and Pacific company to complete its road.

We are opposed to all pecuniary subsidies and guarantees by the government in whatever form for the benefit of railroads at this time, however desirable their construction. In time of peace private capital seeking profitable investment will generally promote commercial development quite as fast as is consistent with safety and permanent prosperity. If the men in charge of a meritorious enterprise command the confidence of capitalists, or even the too-easily won trust of the middle classes, there is no need of calling upon the nation for subsidies or guarantees.

THE SOUTHERN PACIFIC RAILROAD.

The Southern Pacific Railroad company is a corporation of the State of California.

This corporation has constructed its road to Fort Yuma, on the Easterly bank of the Colorado River, in the Southwesterly corner of the Territory of Arizona, which it claims to be the authorized point of connection with the Texas and Pacific Road, a distance of about 720 miles. Its track has been laid through and over extraordinary natural obstacles at the expense of about $60,000,000, and the 359 miles of its Southern portion passes through a desert and for 164 miles nearest the Colorado without an oasis. This road, built to preserve the charter, is of little value except for its anticipated connections with the Southern States from which owing to the failure of the Texas and Pacific company to comply with the requisitions of law, it is now more than 1,200 miles distant.

The road is already *there* with its millions of money invested over a sandy waste, upon the good faith of the government that the Texas and Pacific Road should be constructed so as to meet it at the Colorado River or in the event of the failure of that corporation so to do that Congress should take such measures as should enable it to connect with the Southern States of the Union.

POSITION OF THE SOUTHERN PACIFIC COMPANY.

The Southern Pacific Railroad, by force of the absolute necessity of its securing Eastern connections as soon as possible, in order to preserve its capital, is the only party which has both the power and the disposition to build this road.

The Southern Pacific company interposed no opposition to the guarantee asked by the Texas and Pacific east of the Rio Grande; but contemplating the contingency of the denial of guarantee of bonds to the Texas and Pacific company, and the consequent total collapse of its undertaking, strongly insisted that justice required that they should not be held in check awaiting the result of continued applications by the Texas and Pacific company for the money or credit of the nation with which to perform what the Southern Pacific was ready to do immediately for the land grant alone.

To this bill the Texas and Pacific company objected. The only argument entitled to weight, in our opinion, was that the Southern Pacific, connecting with the ocean at San Francisco, and having intimate business relations with the Central Pacific Railroad, might enter into combinations with that corporation against the public interest, and that the advantages of competition and of an occasional connection at San Diego would then be lost.

COMPETITION AND COMBINATION.

We believe that any competition between rival parallel lines of railroad for the same business, which results in a loss to the companies, is sure to end in one of two ways, either in a combination by which the public will lose far more than it has ever gained from competition, or, on the other hand, in the ruinous cutting of rates persisted in until the weaker corporation is ruined, the public is left to the rapacity of the survivor. There is no real protection to the public but in the enforcement of the law of the land. Competition which takes from corporations just compensation is quite as ruinous as combination which gives them too much.

No one can believe that the Texas and Pacific company would, after constructing its line to the Pacific Ocean, long compete with any rival to its own loss or even so as to produce any reduction of rates below the maximum to which the public would submit; or that it would fail to repair its losses or increase its gains whenever an opportunity might offer. We repeat that nothing but the law, and the enforcement of the law by the government, can protect the public against the love of gain which is inherent in human nature.

This truth is recognized by the bill of the Texas and Pacific company reported by the majority of the committee, and stringent provisions are therein made to hold that corporation within the bounds of justice and law; very unusual safeguards being provided for in *consideration* of the fact that the government itself is really required by the bill to furnish the means necessary to build the road and give to the projectors an additional bonus of $6,000,000. Restrictions and conditions in a charter can be enforced by the machinery of the law against one corporation as well as another.

RELATIONS OF THE SOUTHERN CENTRAL AND TEXAS PACIFIC ROADS TO EACH OTHER AND TO THE SOUTHERN STATES.

Assuming that the Southern Pacific is controlled by the Central Pacific (which is denied) there is the strongest reason to suppose that this circumstance would operate rather to the benefit than to the injury of the South and Southwest. The whole length of the Central Pacific is about 800 miles. The Southern Pacific from San Francisco to the Colorado is more than 700 miles. Add to this the proposed extension of 600 miles, and the total is over 1,300 miles, and we believe it probable that the Southern Pacific will extend its line Easterly across Texas, unless the desired subsidy should enable the Texas Pacific company to form the connection at El Paso.

Therefore, if San Francisco would be the point to which all business would converge—the focus of inland and oceanic communication on the Pacific shores—the Southern Pacific branch offers to this imagined Central and Southern combination the earnings of at least 1,300 miles of road against 800 on the Central Pacific. Which branch, then, will this supposed combination most naturally employ? Impelled by its own interests, its own investments, and connections, what section of the country will it seek to develop? Is it not apparent that whatever may have been its previous purposes, by virtue of the proposed extension of its line, it is at once converted into essentially a Southern road? It is no reply to this to say that owning the Western ends of the Middle and Southern routes it will blockade both until its exactions are complied with, for the bill we recommend expressly reserves and confers upon Congress far greater powers of control over the Southern Pacific than are contained in the bill reported by the majority, and so long as the people are so disposed they can protect themselves by the same methods which must be resorted to in order to secure performance of their obligations by the Texas and Pacific company, and with no greater powers of resistance on the part of the one than the other, except that the restrictions in the organic law of the Southern Pacific are the more stringent and explicit. Again, for what business will this supposed competition arise? The Southern road should be built to benefit the Southern States. Do these States expect that the Central and Union Pacific can or ever will compete with a Southern road for the commerce of the Southern States? The Middle and Southern line might indeed compete for business in the latitude of New York and Philadelphia, but the Pennsylvania Central Railroad and its 6,000 miles of trunk and western connections does not run through the South Atlantic, the Gulf and Southwestern States any more than does the Union Pacific and its easterly extensions via Chicago to New York. Is not this monster (speaking after the manner of the majority) the *more* dangerous rather because, while the nearer to them, it is yet not of them, and if they enlarge its power, are they not the surer to become its victims and to pour forever their tribute into the lap of Middle Atlantic States? Will not the Southern business, if it has a fair chance, go over the Southern route, no matter who builds it or who runs it? Can that business ever be forced northerly to Omaha? Coming from the occident how can transportation climb the Sierras via that city to be distributed in Georgia and Florida and South Carolina when there is communication along the thirty-second parallel? How, then, can there ever be any competition by the Union and Central Pacific for the business of these Southern States?

It is also worthy of notice that in the last Congress the Texas and Pacific company entered into an arrangement with the Southern Pacific by which the former was to build and own Easterly, and the latter to build and own Westerly, meeting at the Rio Grande. Is there, then, either sense or sincerity in this praise of competition and denunciation of combination—all for the public good?

The truth is that a subsidy is of more consequence than the railroad to those who ask for it, while to those who will have to pay for both, the railroad is the principal thing.

WILL THE SOUTHERN PACIFIC COMPANY BUILD THE ROAD?

We submit that it will work great wrong to the Southern Pacific Railroad corporation, to the great South and Southwest, and to the whole country to reject this bill and to enact the bill recommended by the majority of the committee in the interest of the Texas and Pacific company, or to reject this bill under any circumstances. This measure does not antagonize, nor did the Southern Pacific Railroad antagonize before us any railroad project, branch, or connection East of the Rio Grande. It simply asks to build 600 miles of railroad half way from the Colorado to Fort Worth the present Westerly terminus of the Texas and Pacific company, and ninety additional miles in California, to complete the San Diego connection, without any public aid and subject to all reasonable restrictions in the public interest. True, it desires the land grant but we do not recommend it, because we believe that this corporation will build the road without.

Should the representatives of that portion of the country chiefly to be benefited, not by the subsidy but by the road, defeat this measure, it is difficult for us to see how they can reasonably expect the rest of the country to consent to burden the taxpayer and embarass our policy with the most dangerous precedent, which would exhaust the Treasury with hundreds of subsidies throughout the unlimited future of the nation.

It would seem impossible for any man to justify himself to his constituency and to his country at large in a course which depletes the Treasury when all that is desired is attainable without expense to the people.

VIEWS OF MESSRS. LUTTRELL AND BLAIR.

Both the act and its amendments required as a condition precedent that the work should be prosecuted simultaneously from the Eastern and Western termini. By the act of 1872 there were required to be completed not less than 500 miles on the main line in Texas and not less than 110 miles in California by May 2, 1878, whereas, in fact, less than 200 miles of the main line have been completed Westerly from the Marshall terminus in Texas, and not one mile or even a foot, from San Diego Easterly. There has been a marked failure on the part of the company to comply with the terms on which the lands and franchises were granted. This contingency of failure was, by the caution of Congress, foreseen and provided for in both Acts, by a proviso that—

"Upon failure to so complete it, Congress may adopt such measures as it may deem necessary and proper to secure its speedy completion."

In this attitude of affairs it represents that it would be a great hardship to be compelled to wait indefinitely upon a disabled company for a connecting road from the East, and asks of us the privilege of continuing its road Eastward through the Territories to the Rio Grande and as much farther as might be necessary to meet the Texas roads within six years. Such is the desire for an outlet to the East, which shall admit it to participation in through overland traffic that it offers that if its request be granted to construct a line to San Diego Harbor in addition to its present ocean termini, and to prorate on through business with all Eastern connections to San Francisco or other points, and to allow Congress to impose the rates and fares on the line between its Eastern and Western termini at Pacific ports, although asking no aid of the United States which it is not its advantage for Congress to grant. This is rather more than it is within the power of the other company to offer. No good and satisfactory reason is found why this proposition should not be promptly and cheerfully accepted.

FROM A BUSINESS STANDPOINT.

Two propositions are before us looking to that end. One of them, the Texas and Pacific, seeks to retain its land grant from the United States, amounting to 18,000,000 acres, to obtain two years' additional time, and a special and extraordinary grant of the credit of the nation in the form of an endorsement upon $38,750,000 of the company's bonds, pledging it to the payment of five per cent. gold interest for fifty years.

The other, the Southern Pacific, asks only our sanction to continue its road eastward across the territories within the same time, but without any other or further assistance than the contiguous grant of lands now at the disposal of Congress.

Which of these two propositions as guardians of the public interest can we adopt? Which of these two candidates, as practical business men, ought we to intrust with this undertaking? We should select the proposition most favorable to the good of the people. It would seem that by the charter the grant of land along the thirty-second parallel line in the territories was made double that of the pioneer line by the forty-first parallel, as if in lieu of future aid in money or credit.

Were we administering our own private business could we for a moment hesitate between these offers, one of which, besides being an undeserved favor, involves grave responsibilities, dangerous precedent and great risks, while the other avoids all commitments, all doubtful policy, and insures all its proffered benefits within the same time without the risk of a dollar of the people's money or credit? We conceive we are not here as the almoners of the bounty of the government to its citizens or corporations, but as guardians of the public welfare and trustees of its property and credit of the nation, sworn to obey the constitution and protect the best interests of the people, and in this view we cannot concur in the report of the majority, which proposes to grant a subsidy or guaranty of $38,750,000 of the people's money or credit to a corporation.

The Youth's Advice.

The architect who plans high front steps to a house is in league with certain boys who have a "large and assorted stock" of meanness born in their natures. Proof of this can be found any day in the week in Detroit, and the latest was gathered in no later than Saturday afternoon. A very nice young man, dressed in the nobbiest style and sporting a cane which never cost less than a dollar, walked up the high front steps of a Jefferson avenue mansion and pulled the bell. It was plain enough, even to the driver of a street car, that the young man had an affection for some one in that house and that he was about to meet his charmer. But it wasn't so plain to a stubnosed boy who was drawing a picture of an Indian warrior on the flagstones with a piece of indigo. He looked up, quit his work, and loafing along to the gate he called out:

"Them air folks don't want any patent tooth-paste to-day!"

The nobby young man gave a sudden start of surprise, but he instantly realized the vastness of the gulf separating him and that street boy, and he did not reply.

"Our folks don't want any clothes-wringers to-day, and you want to hear me!" called the boy.

The young man heard him. Several pedestrians also heard him, and as they looked up the young man wondered why no one answered the bell.

"I'm telling you, fellow up there," said the boy, "that we don't keep no boarding house here! If you want cheap board you must go around the corner and three blocks straight on. Do you propose to pay in advance?"

As no one came to the door the young man pulled the bell again.

"I'm telling you that you can't pass yourself off on us as a grasshopper sufferer!" shouted the boy. "If you want some cold vittles go around to the side gate!"

Four pedestrians had halted on the other side of the street, and the young man looked down on the boy and softly said:

"Boy, can you catch ten cents?"

"We don't sign no petishuns here for a national monument to the inventor of the dish-pan!" replied the boy. "What I'm talking to you is that you want to go around to the cook's door."

The young man wished a wish containing 413 grains fine that the builder of those high steps had been dead for forty years, but the door didn't open and the boy hung right to him calling out:

"Hain't I been telling you that you can't get in there? You may be the private watchman on this block, but you can't go around pulling front door-bells and putting on airs! If I have to argy much longer I'll call the police!"

"I've got half a dollar here, boy!" said the young man as he turned around.

"Let's see how it looks!" softly replied the lad.

But the half dollar was at home. The young man searched for it in vain, and the disgusted boy turned to the men across the street and called out:

"Isn't it agin the law for a fellow to be taking a beeswax impression of a front door lock in the daytime?"

They started to come over, and the young man hurried down the steps and up the street. He gave the boy just one look. It was a look in which railroad collisions and steamboat blow-ups were equally mixed and then frosted with a Bogardus-kicker.

"Oh! ye can wink at me and try to buy me off!" growled the boy, "but these principles of honesty were painted all over me when I was a baby, and they can't be rubbed out nor bought up for wealth!"

Just then a young lady threw open the door and smiled and bowed and got as far as: "Why, Fwed!" when she dis covered he wasn't there. The footman was out and she had waited to "fix up," and "Fwed" had gone. She backed in and shut the door, and the mean boy got down to finish his Indian, muttering:

"If he couldn't raise fifty cents to reward me, how'd he ever manage to git that gal one o' them corsets with one hundred and ninety bones in it?"—[Detroit Free Press.

..There is hardly any circumstances that may not have been worse.

Why He Wouldn't Marry Her.

"Marry her! by George! I would if it wasn't for her confounded nose."

"Nose! Ha, ha! What's the matter with her nose? Is it too short, too long, or crooked—which? You're too fastidious, young man. A woman may be a charming wife and have any one of these deformities."

"It isn't any of them, old fellow. The fact is I like Kitty—like to look at her and talk with her—but any closer relationship I could not endure. Her nose is too o-d-o-r-o-u-s!"

Unfortunate Kitties should use Dr. Sage's Catarrh Remedy, the wonderful disinfecting properties of which instantly sweeten the breath, destroying all offensive odor. To its mild, soothing and healing effects the most inveterate cases of catarrh promptly yield. Sold by druggists.

If You Have Never

Used Dooley's Yeast Powder, get a package the next time you buy baking powder, and test it. After a few trials, we are confident you will give it the preference over all others. It is absolutely pure; every package is strictly full weight, and it never fails in making rolls, bread, biscuits, cake, cornbread, waffles, muffins, and all similar articles, deliciously light, good, and wholesome.

Worth Knowing.—One thirty-five cent bottle of Johnson's Anodyne Liniment will effectually cure bronchitis, inflammatory sore throat, sore lungs, bleeding at the lungs, chronic hoarseness, hacking cough, whooping cough and lame stomach.

How to Make Money.—Twenty-five cents' worth of Sheridan's Cavalry Condition Powders, fed out sparingly to a coop of fifteen hens, will increase the product of eggs more than one dollar in value in thirty days.

MARKET REPORT.

MEMPHIS.

Flour	$ 7 25	a	7 75
Wheat	1 10	a	1 12½
Corn	47½	a	48
Oats	58	a	65
Lard	10½	a	12
Bacon—Clear Sides	9	a	
Hay—Best	17 00	a	20 00
Whisky—Common	85	a	4 00
Robertson county	1 75	a	3 00
Bourbon	5 00	a	5 50
Lincoln county	1 75	a	3 00
Highwines	1 13	a	1 15
Cotton—Ordinary	7½	a	
Good Ordinary	8⅝	a	
Low Middling	9½	a	
Seeds—Clover	8 50	a	9 50
German Millet	1 75	a	2 00
Missouri Millet	1 75	a	2 00
Hungarian	1 75	a	2 00
Buckwheat per bush	1 75	a	2 00

LIVE STOCK.

Cattle—Good to extra	4 50	a	5 00
Medium Butcher's	3 00	a	3 75
Common	2 50	a	2 90
Hogs—Selected	5 75	a	5 90
Fair to good	5 55	a	5 70
Sheep—Good to choice	4 50	a	5 50
Common to Fair	3 00	a	4 00

LOUISVILLE.

Flour	$ 5 00	a	6 50
Wheat-Red and Amb'r	1 75	a	
Corn—Sacked	40	a	43
Oats	44	a	46
Hay—Timothy	9 00	a	11 00
Pork—Mess	14 50	a	14 75
Lard	7½	a	8½
Bacon—Clear Sides	6⅝	a	9½
Wool	33	a	35
Potatoes—Irish per bbl	1 60	a	1 65
Cotton—Middling	10½	a	11
Ordinary	9	a	9½

ST. LOUIS.

Flour	$ 7 50	a	10 50
Wheat	1 65	a	
Corn	43½	a	
Oats	38	a	
Mess Pork	9 90	a	10 00
Lard	8⅞	a	9
Whisky	1 03	a	1 ..

Fashionable Summer Silks.

The celebrated dry goods house of B. F. Dewees, 725 Chestnut street, Phila., is offering new styles of summer Silks at remarkably low prices. Also beautiful quality of plain colored silks in all desirable shades as low as 90c Samples of all goods sent free on application.

Mothers! Mothers!! Mothers!!! Don't fail to procure Mrs. Winslow's Soothing Syrup for all diseases incident to the period of teething in children. It relieves the child from pain, cures wind colic, regulates the bowels, and, by giving relief and health to the child, gives rest to the mother. It is an old and well-tried remedy.

The general demand for Home Stomach Bitters, and its adaptability to so many sicknesses, compels us to speak in the highest terms of its value as a blood purifier, and a cure for dyspepsia and female disorders. Prepared by the Home Bitters Co., St Louis, Mo.

The Greatest Discovery of the Age is Dr. Tobias' celebrated Venetian Liniment! 30 years before the public, and warranted to cure Diarrhea, Dysentery, Colic, and Spasms, taken internally; and Croup, Chronic Rheumatism, Sore Throats, Cuts, Bruises, Old Sores and Pains in the Limbs, Back and Chest, externally. It has never failed. No family will ever be without it after once giving it a fair trial. Price, **40 cts.** Dr. TOBIAS' VENETIAN HORSE LINIMENT, in Pint Bottles, at One Dollar, is warranted superior to any other or NO PAY, for the cure of Colic, Cuts, Bruises, Old Sores, etc. Sold by all Druggists. Depot—**10 Park Place New York**

TAKE SIMMONS LIVER REGULATOR

At this season of the year the human system is liable to become disordered from the insufficient efforts of the liver to discharge the excess of bile, if nature is not assisted in her efforts, severe bilious attacks, or prostrating fevers, necessarily follow, causing great suffering and even death. A little timely precaution, however, will prevent all this, and may be found in that favorite household remedy,

Simmons' Liver Regulator.

Simmons' Liver Regulator has been in use for half a century, and there is not one single instance on record where it has failed to effect a cure when taken in time, according to the directions. It is without doubt the **Greatest Liver Medicine in the World;** is perfectly harmless, being carefully compounded from rare roots and herbs, containing no mercury or any injurious mineral substance. It takes the place of quinine and calomel and has superseded these medicines in places where they have heretofore been extensively used. Procure a bottle at once from your druggist; do not delay; give it a fair trial, and you will be more than satisfied with the result obtained.

CAUTION!

☞ As there are a number of imitations offered to the public, we would caution the community to buy no powders or prepared Simmons Liver Regulator, unless in our engraved wrapper, with trade-mark, stamp and signature unbroken. None other is genuine.

Original and genuine manufactured only by

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Says a Boston physician, "has no equal as a blood purifier. Hearing of its many wonderful cures, after all other remedies had failed, I visited the Laboratory and convinced my self of its genuine merit. It is prepared from barks, roots and herbs, each of which is highly effective, and they are compounded in such a manner as to produce astonishing results."

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VEGETINE

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VEGETINE

Cures the worst cases of Canker.

VEGETINE

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VEGETINE

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Removes Pimples and Humors from the face.

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Cures Constipation and regulates the bowels.

VEGETINE

Is a valuable remedy for Headache.

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Will cure Dyspepsia.

VEGETINE

Restores the entire system to a healthy condition.

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Removes the causes of Dizziness.

VEGETINE

Relieves faintness at the Stomach.

VEGETINE

Cures pains in the Back.

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Effectually cures Kidney Complaint.

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Is effective in its cure of Female Weakness.

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Is the great remedy for General Debility.

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