RUMORED NEW APPOINTMENTS

Lincoln Democrats Whisper That Nebraska Federal Offices Have Been Filled.

WHO THE LUCKY PEOPLE ARE.

Another Batch of Notaries Commissioned—Lincoln's City Council Dispose of Sewer Bonds—News of the Capital City.

[FROM THE BEE'S LINCOLN BUREAU.]

Some prominent democrats in Lincoln are talking mysteriously and with the greatest confidence, and the burden of their conversation with each other is that the great change has taken place, that they have in their midst assurances of the most positive character from Washington which states that the president has made the appointment of United States attorney, United States marshal and collector of internal revenue for Nebraska. They understand further that the public promulgation of the change is only delayed by the absence of the heads of the departments, from which the appointments are announced, who are temporarily absent from Washington city. But to pursue the question further, those who claim to know this positive fact of a change have let this fact escape that they have just as positive assurances that the new officials agreed upon are A. J. Sawyer, of Lincoln, for United States district attorney, Dr. Alexander Bear, of Norfolk, for United States marshal, and S. H. Calhoun, of Nebraska City, for collector of internal revenue. When anything is floating around with such positive statements of fact it is not best to try and keep them too long this torrid weather or they might spoil, hence they are given to the public for what they are worth. If it shall come to pass that these statements are true, then more than ever should the knowledge become public in order that the present incumbents can place their houses in order.

"I have just six months to a day of my term of office remaining," said District Attorney Lambrtson to the BEE representative, "and I know nothing at all whether I am to remain the six months or six days. I have no a surance or information from any soure's on the question, and nothing will be unexpected, for that we have with us always.

THE GRIST OF NOTARIES.

The governor has commissioned during the past week the following notaries public: Charles H. Treat, Edgar; Clark J. Stevens, Ainsley, Custer county; Austin G. Kingsley, Ponca; Bernhard Lachose, Omaha; James E. Pawerly, Omaha; Edward E. Gillen, Benkelman; George A. Rutherford, Grand Island; H. R. Ream, Aurora; Thos. F. Graham, Alma; William B. Petty, O'Neill; A. J. Handlan, O'Neill; Cyrus B. Lewis, St. Paul; Peter Ebberson, St. Paul; C. L. Hoffman, Ogallala; Charles B. Dowling, Carnes, Keya Paha county; John R. Markley, Niobrara; Origen Frost, Princeton, Lancaster county; J. W. Clements, Superior; Richard A. White, Nebraska City; William E. Hayner, Holdrege; Sanford McKeever, Osceola; Henry F. Williams, McCook; Charles Dark, Humbolt; A. M. Roberts, Dorchester, Saline county; Albert L. Johnson, Valparaiso; G. V. Argabright, Ashland; William D. Armstrong, Rushville, Sheridan county; Robert C. Noleman, Hay Springs; Fred H. Bentley, Red Cloud; John C. Heald, Reiley, Wheeler county.

WORK OF THE COUNCIL.

The city council at an adjourned session yesterday transacted some important business. The $80,000 of 5 per cent sewer bonds as voted by the people were at this meeting disposed of at par, a Cleveland syndicate being the successful bidder. The acting mayor was instructed by the council to close the contract of sale at once, when the cash for construction work on the sewerage system will be ready. The council at the same session passed the street railway ordinance regulating these corporations, compelling them to maintain their tracks in repair and making the companies responsible for violations. One of the best ordinances, however, that has passed in a good while, was the one passed yesterday that regulates coach and hack fares to and from the grounds at state fair time. This ordinance prescribes that no more than 25 cents shall be charged for a fare, and any violation is punishable with a fine of $100.

PASSING EVENTS.

"Doc" Porter, a man with a record not at all enviable, clubbed his stable man with a whip stalk night before last until the man went into convulsions. It was thought for a time that the victim was seriously injured, but yesterday he was able to be about. The same evening, Porter ran into a buggy in which Harry Tebbetts was riding, smashing it up, throwing Tebbetts to the ground and bruising him somewhat. Up to noon yesterday no arrest had been made.

Patrick O'Hawes was at the capital yesterday talking among the state officers and hotel guests generally. Patrick did not announce whether he was still in pursuit of a congressional nomination, but without him in the field the campaign would be a lonesome one.

Papers have been filed in the district court against the already celebrated Dogges, claiming a debt for labor on the house they own. The Dogges admitted the debt and agreed to let it go to sale, giving them a nine months' stay after the sitting of the court.

There was a crowd of eight prostitutes, most of whom were colored, arrested and up before the judge yesterday, all of whom succeeded in getting bail, and one colored man put a fresh crisp fifty dollar bill in the hands of the judge for the appearance of one of the females in court. Money with the crowd seemed plentiful.

Seven parties, all charged with drunkenness, were arraigned before Judge Parsons yesterday and adjudged guilty. Three paid out and the balance were relegated to the city jail to work their fines on the streets.

Among the speakers at the Fitzgerald meeting whose name and remarks were by mistake omitted in the report, was Postmaster Watkins, whose remarks were pointed and fully appreciated by the audience.

Yesterday the Fitzgerald hose team left over the Union Pacific for Fremont, where they will participate in the tournament and win new laurels. The company are in good working order and they were agreeably surprised before starting to receive a present of $250 from John Fitzgerald with which to meet their expenses.

Harry Merriam, of Omaha, is passing a few days in Lincoln, conferring with the lodges of Knights of Pythias relative to establishing a state paper for the knights. He is receiving excellent encouragement from this point, and the effort will be made to have him establish his paper in this city.

Judge F. G. Hamer, of Kearney, is one of the hotel guests in Lincoln yesterday, and he is one of the most frequent of judicial visitors at the state capital, where he it known the supreme court is located.

AT THE HOTELS.

Among yesterday's arrivals of Nebraskans in Lincoln, the following were noted: George N. Clayton, Omaha; George W. Barnhart, Columbus; Charles McEntee, Plattsmouth; E. D. Ormsbee, Beatrice; L. L. Hall, Omaha; Harry Merriam, Omaha; A. G. Haurer, Kearney; John M. Reagan, Hastings; J. C. Lloyd, Nebraska City; George H. King, Norfolk.

A ROYAL AFRICAN.

Description of the Kingly Surroundings of an Old Savage in a Jungle.

Wading up to our ankles in mud through the rank, dense vegetation, says a writer in Chamber's Journal, and passing a primitive forge, where four swart negroes were making nails on a stone anvil with a stone hammer, their forge bellows being two sheep-skins worked alternately by a man who two short sticks, as if he were playing on a pair of kettledrums—such a bellows and forge, in fact, as you may see any day on the Egyptian hieroglyphics—we caught sight of King Ja-Ja coming to meet us. A brilliant-colored umbrella was held over his head by an attendant, and, as usual with African chiefs, he was followed by quite a crowd of evil-looking rapscallions of all ages and in all states of undress, carrying a perfect museum of obsolete arms, the staff of state (like a beadle's mace), and other paraphernalia. Ja-Ja is a fine-looking old savage, as black as polished ebony, with hair like silver, and was in full dress to receive us—a red flannel shirt, worn as usual with the tails loose, embroidered most elaborately with the imperial French arms and plentifully besprinkled with Ns and Es, the Napoleonic bees and other emblems of a bygone dynasty in France. This was the king's only garment, except the usual bandana lioncloth of two uncut handkerchiefs.

Ja-Ja received his great patron, the consul, with much finger-snapping and other signs of friendship, and led the way to his house. The outer wall of his compound, which encloses some three acres of ground, is formed by the huts of his slaves and people, the whole place reeking with filth beyond all European imagination. In the center of the compound stands a fetich india-rubber tree, with a ju-ju hut under it, and near it is built the house inhabited by some of Ja-Ja's favorite wives, the palace itself being at the end of the compound and overlooking all. It is a gaudily painted wooden building, raised on piles some eight feet high, and surrounded by a veranda. The house, a new one, is the pride of old Ja-Ja's heart, and was constructed by negro workmen from the British settlement of Accra. It is furnished with a desperate attempt at European style; but the whole effect is absurdly incongruous with the nude or semi-nude male and female servitors, and the evident uneasiness of Ja-Ja himself among his civilized surroundings. In the corner of the principal parlor, which leads straight from the veranda, is a most gorgeous red-and-gold throne, with a liberal allowance of crowns, scepters, orbs and "King Ja-Jas" scattered on every coign of vantage; and on its topmost pinnacle is stuck jauntily an absurd conical hat like a fool's cap, with enormous feather-like ears on each side of it, with which head-dress the king volunteered the statement that he had been "making ju-ju," whatever that might mean.

How to Prevent Sunstroke.

Boston Traveller: The full meaning of sunstroke is not included in that term. Heartstroke or insolation is a better word, and implies a further peril besides the downward glare of the unclouded sun. The concentrated heat of a close workroom, as well as the exposure incurred by some careless laborers in the open field, may lead to most serious consequences. The exhaustion of work, also, particularly if clothing is heavy, is a predisposing condition which should not be lost sight of. Ventilation, regular nutrition, light clothing, and as far as possible remission of the pressure of work are strongly indicated by the weather conditions under which we are now living, and we therefore venture to impress their importance alike on employer and employed. Beer and other stimulants are hurtful rather than helpful, and the substitution of non-intoxicant cooling drinks for those beverages is a truly scientific and sanitary advance in public taste. Protection of the head is a subject now fairly well understood. It should not be forgotten that the neck as well as the cranium requires to be covered.

Justice in Idaho.

Eureka Sentinel: At Murray, Idaho, at the opening of the July term of the district court the case of Mrs. Peck, charged with attempting to bribe a jury, was called. Judge Buck, addressing the father of the defendant, spoke as follows: "It has come to my ears that you have come into the court-room armed, to-day. Have you any arms with you?" The gentleman denied that he was armed. The court, however, took the precaution to declare a recess of five minutes and disarm such as were supplied with guns. The following day, while Col. Singleton was testifying the same case, Jack McCauley called him a liar. Col. Singleton sprang to his feet and drawing a revolver covered McCauley with the weapon. The sheriff arrested both men and disarmed them. Judge Buck, addressing the prisoners, said: "The court fines you $500, McCauley, and you will be confined until the fine is paid." Col. Singleton was also fined $200 for coming into court armed, and Mrs. Peck $200 for attempted bribery.

It has been suggested that, in order to insure greater strength, and consequently more safety in ropes used for scaffolding purposes—particularly in localities where the atmosphere is destructive of hemp fibre— such ropes should be dipped, when dry, into a bath containing twenty grains of sulphate of copper per litre of water, and kept in the solution some four days; the ropes will have absorbed a certain quantity of sulphate of copper, which will preserve them for some time both from the attacks of animal parasites and from rot.

This is the best season in which to purify the blood, and Hood's Sarsaparilla is the best blood purifier, 100 Doses One Dolar.

A Boston paper relates a story of a father who thought it incumbent upon him at a certain period during the evening exercises to take his youngest son up stairs for a short outing based upon the child's disobedience to its mother. The echoes from the interview penetrated to the parlor, and, while there was great sympathy for the afflicted heir apparent, a laugh could not well be restrained when, in the midst of the "boo-hoos," was heard the shrill treble voice: "Pa, I think it's real mean for you to spank me. Why don't you let mamma do her own work?"

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REGULATION OF RAILROADS.

The Tendency Toward Consolidation of Interests in All Countries.

COMPETITION UNDESIRABLE.

State Control of Railroads in Europe and its Application in the United States — The Dawn of Economic Liberty.

Dr. Richard T. Ely in Harper's Magazine.

There are in England eleven great companies, but these were formed of two hundred and sixty-two companies, while the six great companies of France have absorbed forty-eight companies. When the New York Central railway was formed in, 1853, it consisted of a union of eleven railways. It takes twenty-five pages in Poor's Manual of Railroads for 1885 merely to give a list of railways in the United States which have been merged in other lines. This shows in marked manner the tendency toward consolidation. There is no exception. It is a phenomenon common to all countries.

When the number of railways has been needlessly great, there is a correspondingly increased capital on which dividends must be earned, if these unnecessary lines are to be remunerative enterprises. It is easier to see the legitimate outcome of useless railways in older countries, where railway development has nearly reached its conclusion. England is an example, and it is a well-ascertained fact that the regular effect of attempts at railway competition in England has been an ultimate increase of charges.

By means of combination and concentration of railway property the railway business of the country can be conducted most effectively. It is an improvement in economic methods of large proportions. The experience of the world has demonstrated this so conclusively that it admits of no doubt, and a very little reflection on the nature of the economic functions of the railway will render it clear to the reader. When the general public and the press resist this tendency, or cry out in childish indignation because Mr. Vanderbilt bought the West Shore railway in the interest of the New York Central and Hudson River railway, they are more foolish than laboring men who resist the introduction of new and improved machinery. The latter have at least the excuse that changed methods of production often occasion the bitterest distress, and injure permanently some few laboring men, and it is hard to appreciate a permanent advantage which must be acquired by severe present suffering. The impulse to such great economies as can be secured by combination is so strong as to be irresistible. It is one of those forces which overwhelm the man who puts themselves against them, though they may be guided and directed, will one but put one's self in the stream and move with it.

George Stephenson, in the very beginning of railway construction, declared, with wonderful insight into the nature of railways, that there would never be competition where combination was possible; and a few years later Mr. James Morrison, one of England's wealthiest merchants, attempted to teach parliament the same truth. In vain; stock phrases about free competition, the play of natural forces, and the like, blinded men. Experience, however, at length demonstrated it so conclusively that in 1872 even Mr. John Bright, extremest of economic doctrinaires, no longer objected to the establishment of a railway commission. In this country railways have managed their own affairs so poorly that they are now clamoring for legislation to protect themselves from one another. When an English parliamentary commission, after protracted inquiry, abandon an economic theory which had long been one of the most cherished superstitions of English thought, and declare that "no means have yet been devised by which competition can be permanently maintained," and when American railway directors renounce their most valued tradition, and pronounce competition a failure in railway management, it is time to accept the lesson long ago taught by the very nature of railways, and look to some other force than free competition for deliverance from the abuses of railway power. The first conclusion to be borne in mind in a discussion of remedies is, then, this: the tendency of railways toward monopoly is in the long-run irresistible.

The second observation of a general nature upon which emphasis must be laid is this: competition in railways is not only impossible, but undesirable. It is the proper business of each nation to develop most completely all national resources, and to promote the spiritual, mental and physical welfare of the people in the most efficient manner. In this matter, as in others, duty knows no limit save that of possibility, and whatever can be done ought to be done. We, as a people, must not tolerate such waste of power as attempts at railway competition involve. We should, on the contrary, endeavor to encourage the use of the most improved economic methods.

Does it follow necessarily that railways are to be owned and managed by the state? No. Public functions are sometimes delegated to bodies of citizens. The collection of taxes is a public affair, but from time immemorial governments have sold certain sources of revenue to private parties and allowed these to collect the taxes and derive whatever profit they could from the operation. Who has not heard of the farmers-general in pre-revolutionary France?

Messrs. Vanderbilt and Jewett, in their letter to the Hepburn committee, very properly took the ground that the construction and management of railways are an affair of the state, and that as railway officials they were performing public functions which had been committed to them.

There are two, and only two, alternatives. We must regard our railways—these modern highways—as a public undertaking managed by delegated authority, and develop all the possibility of this thought or we must pass over to a system of state ownership and control. The present tendency in the development of American railways is to correct abuses by recourse to the possibilities of delegated action. Something may be done in this direction, and perhaps France is the land which can teach us about these possibilities. The idea that railways are public highways seems to have actuated legislators from the beginning of railway construction in France. Railways have consequently there been built according to a well defined plan; a persistent attempt has been made to subordinate them to the public interest by careful state supervision, the evils of competition have for the most part been avoided and charters have been so granted that at the expiration of ninety-nine years all railway property reverts to the state without any compensation whatever, while the right of purchase in the mean time is reserved. Should we decide to adopt this idea in the United States, it would be necessary to extend our system of state railway commissions, and to supplement it by a national commission. This movement could then be followed by the preparation of a carefully drawn federal and state railway map, giving the location of actual and proposed railways, so that they might form one harmonious system, supplementing all other highways. * *

The successful experiment of Russia is instructive. A well known German economist expressed grave fears about the contemplated change in 1877, but the 1882 found him an enthusiastic adherent of state railways. There is an English school of economists in Germany, composed of those called the Manchester men, who were very generally opposed to the state railways before they came; but the Frankfort Gazette, a bitter opponent of Bismarck, was able to state in 1885 that one of this school could not be found who desired a return to private railways, while business men are gratified by the stability, impartiality, and publicity of railway charges. It is, indeed, possible to observe a marked progress among German business men in initiative and enterprise in recent years, and these qualities have evidently been stimulated by the encouragement which they have received from a good railway system. It requires no prophet to foresee a great industrial future for Germany, and many careful men expect to see her out-strip England as an economic power. There is a return of commerce to the old route through central Europe since the Suez canal has been constructed, and there is prospect of a revival of the ancient glory of the German cities, and the state railways that the country now enjoys place her in a position to improve every opportunity for commercial and industrial greatness. Even this same Frankfort Gazette, which, as one can imagine, does not represent the German, possibly still less the Prussian government in too favorable a light, acknowledges that the financial success of the state railways has surpassed the anticipations of the government.

Our country is in many respects better fitted to receive the full fruits of the beneficent change from private to state railways than is Germany. We need improvement in administration, but this will surely come; in fact is already coming. What we want is a democratic administration, not a despotic administration like the present. This is a point too little understood, though it ought not to be necessary to enlarge on it now, after the excellent work our civil service reformers have been doing. People say, "We don't want Prussian administration in America," and overlook the fact that that is the one chief democratic and redeeming feature in Prussian government. Prussian civil service denotes a downfall of privilege, for when the people at length wrestled a constitution from the Hohenzollerns, one of the guaranteed rights of all Prussians was equal access to all offices. There no longer a privileged class of appointed office-holders. So in England administrative reform has gone hand in hand with the progress of democracy. Thus will it be with us. It will come in with the dawn of economic liberty.

A Story That Doesn't End in the Usual Way.

New York Times: "I want to tell you a story, may I?" This proper petition came from a clerk in a down town banking-house. I was willing, and this is the way he went on: "Ten years ago two young men went to work for the same firm in Wall street. Their salaries were the same, their opportunities even, their tastes similar, and, generally, they were on a par all round. Both married, neither adding much to his dollar-and-cent account in that way. They climbed along together. Eight years ago they were drawing a yearly salary of $5,000 apiece; but in one particular the twain differed, and this difference was in their method of taking care of their money. A at the end of each week took his salary home and handed it over to his wife. B looked out for his own funds himself. When A wanted funds during the week he went to his wife for it; he took but a certain sum from home each day for lunch and incidental expenses. When B wanted funds during the week he dived into his own pockets for it. He didn't need—this was his boast—he didn't need any petticoat financiering in his family. B had lots of fun at A's expense as the weeks heaped themselves up into months and piled into a year, but A seemed rather to have the whip end when, at the end of the twelfth month, he asked B to compare bank books. B had $43 to his credit, sole remnant of his whole year's salary. A's account showed credits that amounted to $3,000. That wife at the purse-strings did it. But B was set in his way. He went on enjoying himself; prospectively rainy days didn't annoy him; the theatre and the dinner-table, excursions and good-fellowship—these kept him fat and happy. And the first year's $3,000 that Mrs. A. accumulated grew in increasing ratio year by year. On last New Year's day it had become, through sate and shrewd investment, something like $50,000, all in hard cash."

"And to boil the story down," I interjected, "Spendthrift B, who hasn't saved a cent has to go on toiling for a living, while, thanks to his trust in his good wife, A gives up labor and is settled down to enjoy his remaining years in ease."

"Now, that's where you make your mistake," ejaculated my tale-teller in a tone sublimely sarcastic. "Because you newspaper men are always so good, and because your goodness always bring you happiness and shekels, you imagine that the same rule holds good every where. And, as I've said, that's where you make a mistake. This isn't a Sunday-school chestnut. No; A isn't living at his ease; no more is B toiling for a living. Fact is that last New Year's B, the scalawag, calmly eloped from this town, and Mrs. A and that $50,000 of hard cash went with him."

The French Merchant Navy.

The report of the commission appointed by the French chamber to inquire into question of subsidies to the French merchant navy states that since the law passed five years ago came into force the amount paid in the way of subsidies to native ship builders and owners has gone on increasing, having risen from about £150,000 the first year to upwards of £450,000; and the effect of granting these subsidies has so far been favorable that in respect to steam vessels France now comes second on the list, next to England, their tonnage being now 197,863 tons in excess of that of the United States, and 186,697 tons more than that of Germany. At the beginning of the year the French merchant navy comprised 14,327 sailing vessels, representing 536,191 tons and manned by 76,403 sailors, and 895 steamers of 467,488 tons burden, with 18,288 sailors. Compared to those for the year 1878, these figures represent a diminution of 693 in the number of sailing vessels, while there has been an increase of 307 in the number of steamers, with a total increase of nearly 30,000 tons. The coast fisheries comprised at the beginning of the year 9,966 vessels, of which only thirteen were steamers, 470,000 fishermen and sailors, while the deap-sea fisheries comprised 478 sailing vessels manned by 10,054 sailors. The coasting trade was carried on by 2,543 sailing vessels and 379 steamers, with a total of about 18,000 men. Marseilles owned 655 vessels of 685,862 tons; Havre 344 vessels, of 491,131 tons; Bordeaux 221 vessels, os 130,655 tons; Nantes 161 vessels, of 103,056 tons—the ports which come next in point of importance being St. Nazaire, Dunkirk, Boulogne, Lieppe and Rouen.

It is said in Sonora and Chihuahua that the United States has "no army," and it is even believed that Mexico would be able to whip us in a war. The histories of the wars of 1846-7 that are read in Mexico are most astonishing perversions of fact. They assert that the Americans were defeated in nearly evely battle and that our territorial acquisitions—California, Arizona, New Mexico, etc.—were obtained by purchase.

A GREAT HIGHWAY.

The National Road Laid Out Nearly Seventy Years Ago.

Nashville American: How few know anything of "The National Road?" It has been so eclipsed by railroads that many well-informed people don't know that such a structure was ever built.

Away back in 1818 there arose serious apprehension that the growth of the west would cause disaffected politicians to want a different capital—"a western union"—and during Monroe's administration congress, under the advocacy of Henry Clay, "Tom" Benton, General Lewis Cass, Thomas Ewing and Andrew Stewart, made appropriations from the national treasury and the work was vigorously executed. Beginning at Cumberland mountain, it extended across Pennsylvania, Virginia, Ohio and Indiana westward. The design was to connect the national capital with St. Louis. "The democracy opposed such appropriation of the nation's treasury, but in vain. 'State rights' were ignored." The road-bed was reduced to a grade of five degrees, was made thirty-five feet wide, and macadamized. The under part was chiefly of stone, placed on edge, as is now the case in cities, and covered with pieces that would go through an inch and a half ring. The national road was free to all. It was maintained by the general government for a dozen years, but in 1830, "through deference to General Jackson's idea of state sovereignty," it was turned over to the states through which it was built.

Much interesting reminiscence might be given of this great thoroughfare and its wars. In 1837, when war was threatened between this country and France, there was such suspicion of sympathy between the French in Louisiana and the enemy, that a quick mail route was established via this road, and the Mississippi river contracts were let with the requirements of speed to average ten miles per hour. The entire highway was laid off into sections, three boys and nine horses being required for sixty-three miles, and the time given for the trip was six hours and eighteen minutes.

Whether legal or not the national road was a popular thoroughfare. There were soon as high as 150 "great Conestoga six horse teams" per day. That is the same number as the railroad trains that pass over the Pennsylvania road now daily to and from Jersey City. There were four or five horse mail and passenger coaches each way daily.

Presidents frequented this highway, and on such occasions men were posted at hilltops by the roadway to wave their red bandanas as a signal of approach for the distinguished travelers. The people would assemble and render both vocal and instumental music.

Much of the national road is still in good condition, and its many historic associations are enhanced by modern progress. While the old cast-iron posts yet remain to tell of distances to places, etc., telegraph wires are abundant, and there is a combination of things ancient and modern which give to travelers by the old road much of rare interest.

Of noted passengers over this road there are recorded the names of James Monroe, Andrew Jackson, William Henry Harrison, John Tyler, Dick Johnson (vice president under Tyler), James K. Polk, Santa Anna, and the Marquis de Lafayette.

James K. Polk! How the name stands out in the list! To be assured about the stories told on the subject I called upon the venerable Mrs. Polk. At my greeting she said she was feeble, but had never in the several years it had been my fortune to know her appeared so bright, so graceful, and so elegant.

"Ah, yes, I have often been over the great national road, as it was called and it revives many pleasant reminiscences. Friends used to ask me if I were not fatigued in making those trips, but I would tell them that in those days I knew not the sensation of being tired. Why, we didn't travel in the ordinary stage coach of that day. True, we did travel in public carriages, but gentlemen could make arrangements to travel exclusively and would stop over at night. Mr. Polk was fourteen years successively in congress, and we often journeyed that way; not always. We went to Washington twice in our private carriage. Our route would be down the Cumberland to the Ohio, and up that to Wheeling, and thence across by the national road to Cumberland, Md. The cars ran from thence to Baltimore. When Mr. Polk was elected president we went that way and changed cars at Relay house, the junction of the road and the one leading from Baltimore to Washington. There was a great crowd there and he made a speech. I had an experience on our journey that often gave amusement to our friends. Our team ran away and we might have been much more unfortunate, but one of our horses fell and the driver checked the others. But the carriage was upset. Dr. Linn, a senator from Missouri, was especially attentive to me. Mr. Polk and others had emerged from the carriage, and Dr. Linn proposed to help me, and asked me to put my foot in his hand. I did so and he helped me gracefully in that way. He was a courtly gentleman."

A Sad Case of Poisoning

is that of any man or woman afflicted with disease or derangement of the liver, resulting in poisonous accumulations in the blood, scrofulous affections, sick-headaches and diseases of the kidneys, lungs or heart. These troubles can be cured only by going to the primary cause, and putting the liver in a healthy condition. To accomplish this result speedily and affectually nothing has proved itself so efficacious as Dr. Pierce's "Golden Medical Discovery," which has never failed to do the work claimed for it, and never will.

The Future King of Bavaria.

Prince Luitpold, the present regent of Bavaria, was married at Florence in 1844 to the Archduchess Augusta of Austria, the daughter of the grand duke (Leopard II.) of Tuscany. She died twenty-two ago, leaving him with four children, the eldest of whom, Prince Ludwig, is now 81 years of age. Though a general of infantry, he, like his father, cares little for military matters; but he is very interested in agriculture, while his chief amusement is yachting.

He married in 1868 the Grand Duchess Maria Theresa of Austria, and has had by her eleven children, of whom nine—four boys and five girls—are still alive. His eldest son, Prince Rupprecht, is now 17, and is following the course of lectures at the Munich university. In the natural course of events this lad will, upon the death of his grandfather, now the heir-presumptive of the throne and of his father, be king of Bavaria. But many things may happen in Bavaria and elsewhere before his turn comes.

The kidneys are the channels for the escape of divers impurities of the blood, these may be kept in perfect activity by the genial stimulating properties of Dr. J. H. McLean's Liver and Kidney Balm, and a free exit secured for a large portion of the waste and debris of the system.

Bridging a Chasm.

Wall Street News: "One year ago you asked the hand of my daughter, and I refused," said the old man as he squared himself. "The daughter of an ice man can never, never, marry the son of a diamond merchant."

"Ah, sir, my parent has changed his occupation, and I am now worthy of Maude."

"Has he become a banker?"

"No, sir, he has opened a plumber's establishment."

"Ah, 'tis well. Take her my boy, and my blessings goes with you."

PANGBORN'S PASTE DIAMOND.

He Offers to Bet it is Real, and Has to Pay for the Supper.

New York Sun: Jeremiah Pangborn, the widely known real estate broker, is the possessor of a very costly diamond, which ever adorns his immaculate shirt bosom. Fabulous tales are told about its value, the most moderate of which puts it at $1,500. It has long been the source of envy to his friends, and they are all the time informing the proud owner that the stone is not a genuine diamond. For months ex Senator Frederick S. Gibbs, Clarence Meade, and Fred Loud the manager of the Hoffman house have tried in vain to steal the gem. They have adopted all sorts of means, one being to get Mr. Pangborn asleep. Night after night have they kept him up until he was so exhausted that he would drop into a doze at the least provocation. But no sooner would they attempt to remove the diamond than Mr. Pangborn would wake up. The diamond is the shape of a stud, with a plain gold setting. Senator Gibbs secured a stone which bore a close resemblance to a diamond, and had a setting made for it exactly like that of Mr. Pangbon.

Last Wednesday night week Senator Gibbs and his friends succeeded in getting possession of Mr. Pangborn's jewel. It occurred at the Hoffman house, while the party were seated around one of the mahogany tables. They succeeded in getting him greatly interested in a heated political discussion, and then Mr. Meade unscrewed the stud from the shirt and substituted for it one that Senator Gibbs had prepared for the purpose.

Mr. Pangborn went home that night perfectly unconscious of the trick that had been played upon him. The matter was kept very quiet for several days, and then a few outside parties were taken into the secret. Toward the end of the week they began to chide Mr. Pangborn about wearing a "snide" diamond. The broker would look down admiringly at the bogus stone and agree to bet any amount that it was worth $2,500. It finally got to be so that no matter where he went someone was sure to tell him that a man of wealth and prominence should be ashamed to wear a paste diamond. The subject became monotonous, and on one or two occasions the broker lost his good humor. On Tuesday he became engaged in an excited discussion with a friend about the value of the stone.

"I'll bet you $500," said Mr. Pangborn, "that it is genuine, and that any diamond broker will gladly advance me $1,500 on it without question. I am tired of this thing, and I want it settled right now."

"Oh, I don't want to rob you," said his friend, "because you would have no chance of winning."

"Well, you never mind that. I will bet you $1,000 to $500 on it."

There was no other way to get out of it, so the bet was made. It was agreed to leave the matter to Fred Loud and a certain diamond broker, and the matter was to be decided at the Hoffman house last night. Mr. Pangborn and his friend were there on time; so was Senator Gibbs and Clarence Meade and about a dozen other friends of Mr. Pangborn. The stone was first given to Mr. Loud, and he pronounced it an imitation diamond. Mr. Pangborn was wild, and insisted that Mr. Loud's senses had taken temporary leave of him. The diamond broker then carefully examined the stone, and came to the same decision as Mr. Loud. Mr. Pangborn was now furious, especially when it was insisted that he had lost the bet. Then the joke was explained to him, and his precious stone returned. He did not pay the bet, but he did pay for a very delicious supper.

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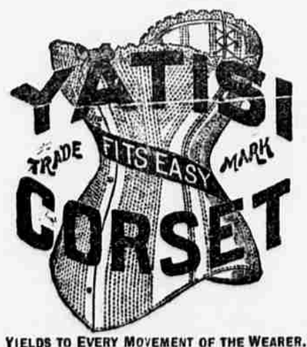

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