DENMARK.

The Legend of the Appearance of "Skjold."

Some Gossip About the Present Royal Family.

King Christian IX., His Wife, and His Six Children.

The King of Greece, Princess of Wales, and Empress of Russia.

Special Correspondence of The Chicago Tribune.

COPENHAGEN, Denmark, Nov. 20.—In visiting the salesrooms of the Danish porcelain factory in Copenhagen, one cannot fail to observe and admire a dainty bit of work representing a naked child who lies upon his shield, his head supported by a sheaf of grain—the iron couch as well as the rustic pillow being softened by a shaggy bearskin, beneath whose edges peep out the point and handle of the youthful warrior's sword. The position of the sleeper is most easy and graceful. It is a copy of a work created by the Danish sculptor Stein, and purchased by the late King Frederick VII., and it embodies a beautiful Danish legend.

The early inhabitants of the Island of Zealand, who lived on the picturesque shores of the fiord whose waves, running far inland, lave the foot of the venerable Town of Roeskilde, were astonished, one bright morning toward the close of summer, to see floating on the peaceful surface of the flood-tide a huge shield that bore the naked form of a beautiful infant, whose bearskin mantle served as the drapery of his couch, and but partially concealed the mighty sword which his baby hands had already learned to wield. The wondering natives hastened to bring him ashore and learn whence he came. His bearing was so regal, and so manly, a head sat upon his infantile shoulders, that the people soon came to reverence him as from another sphere, and made him to reign over them as their King. In those days names were of simple origin, and so this boy-King was called

"SKJOLD,"

which means shield, in allusion to his mode of coming to their shores. When, after a long and successful reign, he came to die, "Skjold" commanded his subjects not to bury him in the ground, as that was not the custom in the land whence he came, but to place his body upon a ship, and then give it over to the guidance of the winds and waves, which would bear him back to the shores of his birth. The sorrowing people did as they were bid, and hence no one knows to this day where lies the body of "Skjold." But his name and fame continued to live in the mouths of his subjects, and his descendants were known as "Skjoldyunge," or children of "Skjold."

Although the present Royal family of Denmark does not, in fact or fiction, belong to the progeny of that mythical King of the Shield, its history is nevertheless interesting; and, if the anecdotes narrated of its individual members illustrate their character and habits, the other Royal houses of Europe would profit as much by imitating them as by having allied themselves to the family through marriage. The long and distinguished line of Oldenburg, which began its reign with Christian I. in 1448, perished, so far as direct descendants were concerned, in 1863, with the death of Frederick VII. But there was a poor Duke of the house of Glucksburg, a descendant of Christian II. of the Oldenburg dynasty through a collateral branch, who was chosen, or rather adopted, by Frederick VII. to succeed him on the throne which his family had occupied in almost unbroken succession for more than 400 years. Accordingly

CHRISTIAN IX.

came to the crown in 1863. The first years of his reign were characterized by the loss of the Province of Schleswig, which was robbed from little Denmark by the insatiable Prussia, assisted by Austria. Otherwise the internal and domestic welfare of his Kingdom has been signally flourishing, until today the Danes are one of the most contented and prosperous nations on the face of the globe. The private fortunes of the King's family have been materially altered for the better, and, from being insignificant and poor, his children have been raised to the best thrones in Europe. His second son, George, has been made King of Greece, and wedded a daughter of the Romanoffs; his oldest daughter, Alexandra, is Princess of Wales; her sister, Dagmar, is the surely unenvied Empress of All the Russias; Thyra, the youngest daughter, is the Duchess of Cumberland, and would be Queen of Hanover were it not for Prussia again; the eldest son is Frederick, Crown-Prince of Denmark; and the third son is an officer in the Danish Navy, and, in case of the death of his brother George and heirs, will become King of Greece. Surely, that is a fine showing from a worldly point of view!

OF THE KING'S AMIABILITY AND KINDLINESS

the most pleasing stories are told by his subjects, to whom his traits have greatly endeared him, overcoming the prejudices at first entertained against his succession because of his German proclivities and speech. He walks out daily as simply as any citizen, his only retinue of attendants being his stick and faithful dog. He returns the salutations of all he meets with a punctiliousness worthy of Lord Chesterfield himself, not even neglecting that of the dirtiest ragamuffin, and often stopping to pat some upturned curly-head and ask questions as to home and parents. Such is his appreciation of his subjects' devotion that he never suffers its slightest expression to pass unnoticed. One old peasant woman, living on his estate of Friedenborg, presented his Majesty with a hideous rug of her own handiwork. Notwithstanding its ugliness, the King had it placed beneath his writing-desk in his study, which he occupies whenever he visits that summer-palace—thus no doubt, at the expense of violating his artistic sense, preserving the kindly-intentioned old creature from disappointment and mortification. Once each week the King holds a special audience-day for *all* his subjects. The poorest and humblest in the realm are admitted to his presence, and there, surrounded by no guard, but trusting to the good-will of the people, he listens to their complaints, and, so far as possible, grants their appeals. The story is told of

ONE VERY TOUCHING INTERVIEW,

as follows:

A poor girl, sickly and lame, and compelled to wear upon her leg heavy iron braces that made her movements very awkward and painful, had a claim of some kind which she had long tried in vain to get presented. At last, driven to desperation, she resolved to visit the King in person, and accordingly presented herself at the hour appointed before the portal of the palace, and was ushered into the anteroom, which she found already filled by similar applicants. Her heart was filled with dread, and, when it came her turn to enter the King's presence, her courage failed her utterly, and, her crippled legs refusing to support her body, she sank to the floor in a paroxysm of tears. The monarch, perceiving some sort of a commotion without, inquired its meaning, and learned the cause; whereupon he commanded the poor girl to be brought in, and the next moment the pitiable object, half-unconscious with fright and pain, hobbled into the room. Unable to stand alone she tottered toward a table for support; but the kind King, observing her weakness, quickly placed a chair beside her, with the request that she should seat herself. Then, standing beside her, and placing his hand upon her head gently, he said, tenderly, "My child, you seem very weak and frightened; compose yourself, dry your tears, and tell me what you want; you have nothing to fear." In this way he aided the girl in calming her emotion, and then listened to her pathetic story, promising to give the matter his personal attention and to grant her claim. It is not necessary to add that this noble King held his word to the letter.

I am sure that these two incidents alone are enough to prove that Christian IX. of Denmark is not only a Christian in name, but in deed. And it were well if some of the other sovereigns of Europe would turn and do likewise, instead of training their subjects in the art of killing and getting killed.

ABOUT THE QUEEN LOUISE,

daughter of the late Landgrave of Hessen-Cassel, I have not been able to hear very much of special note, except that she is not as popular as the King because of her extreme preference for the land of her birth (Germany), or her desire at first to make German the language of the Court, and because she is said to be rather formal and austere; but she is very charitable, I understand, and really desirous for the welfare of her people. The Danes have no affinity for the Germans, who robbed them of their provinces; and it is no wonder that they looked with great distrust upon any attempt to introduce Teutonic usages or customs into the atmosphere of their Court. But the King and Crown-Prince have so closely united and identified themselves with their folk as to have completely lulled all suspicion to rest.

THE CROWN-PRINCE FREDERICK

has inherited all the amiable traits of his father, and likewise wins the hearts of his people by his friendliness. He is not fond of display. One day he was taking a walk in plain citizen's dress, when two Corporals passed him, only one of them giving him the military salute. The Prince, surprised by this conduct on the part of one of his soldiers, turned quickly upon the audacious son of Mars, and asked his name, regiment, etc., and then appointed an hour on which he should visit the Prince on the morrow. Of course the Corporal did not pass a very easy night, but awaited the coming interview with great trepidation. When the dreaded hour arrived his Highness received him graciously, bade him be seated, and conversed with him most affably upon matters pertaining to the army. At length, however, the Prince arose and with great dignity addressed the delinquent as follows: "On the street yesterday, when I was in civilian attire, you failed to recognize me. Now, I have summoned you here today in order that you may become so well acquainted with me as hereafter to recognize me in whatever guise I may appear. It is my desire to be personally known to every officer of my army. This will do for today! Adieu!" With such a happy manner of winning respect and confidence, Prince Frederick cannot fail to make a wise and beloved ruler.

As I have before said, his brother George is

KING OF GREECE,

and is proving himself a very popular sovereign. His Queen-consort is Olga, the daughter of the Grand-Duke Constantine. At first, as is said of almost every royal pair, they were reported not to have lived very happily. The Queen was used to the severe air of the Russian court-life, and pined for her Northern home, in the land to which she felt as if exiled. But, during one of her visits to Denmark with her husband, he was taken dangerously ill. This seemed to call into blossom, as it were, all the love which had lain, not latent, but obscured and overshadowed by earlier affections; and from that time to the present the King and Queen of Greece have been most devoted and happy. Their children often visit their royal grandparents, and often meet there their royal English cousins, with whom they romp in high glee on the shores of "Esrom See," within the park limits of Fridenborg—the picturesque costume of the young Greeks contrasting prettily with the more sombre garb of their British playmates. The first Christmas that young King George passed among his strange subjects his parents and sisters celebrated by decorating a huge Christmas-tree, which they then sent, all hung with gifts, to the absent and it is to be presumed homesick King. Everything one hears of their royal family leaves more distinctly the impression that its members are extremely affectionate and devotedly attached to each other.

The whole world admires the fine character and lovable qualities of

ALEXANDRA, PRINCESS OF WALES,

which have not only endeared her to the British nation at large, but have exercised a wholesome influence upon the Prince, her husband. The Danes never tire of dwelling upon her loveliness, and of narrating how in early days, when her father's income was only $1,500 a year, she was her own seamstress and milliner; how she had but two pairs of kid-gloves, and used to wear the older pair when on the way to make a call, replacing them by the better ones just before entering the house; and, when she was confirmed, her scanty wardrobe could with difficulty furnish the one white dress required for the occasion.

HER SISTER DAGMAR,

present Empress of Russia, is a nature of far more severity than the Princess of Wales; and my informant said that it is the belief among the Danes that she is much more unyielding in her attitude of antagonism toward reform in Russia than is her consort, the Czar. Everybody has heard something of the story of her love, I presume; but it may be that the particulars are not well known, and hence they will bear repetition. Dagmar was at first deeply in love with the present Czar's older brother, to whom she had been betrothed. But he was seized with an illness that resulted fatally. Upon his deathbed he expressed the desire that his brother Alexander, who was to inherit the crown, should likewise succeed to his right as lover, and should marry his betrothed. Accordingly, in due course of time Dagmar was affianced and married to the brother. It was known that she had mourned for her lost lover; but no one realized how keen had been and still continued to be her grief, until the following circumstance suddenly revealed it: After her marriage, and while her feelings were still undergoing the severe strain of thus having the remembrance of the past stirred to its depths, she visited the famous Winter Palace in St. Petersburg, where still clustered many sad associations. In passing through the apartments, leaning on the arm of her husband, and surrounded by the rest of the family and courtiers, she suddenly and unexpectedly came upon a lifelike portrait of her dead lover. Such was the shock that her overwrought feelings sought immediate relief in a burst of wild grief. Her husband appeared to pay no special attention to her emotion; but some time later, when Dagmar had grown calm, he alluded to it tenderly, saying he fully appreciated her grief, and understood how deeply attached she had been to his brother, whose qualities rendered him so lovable and such a profound loss to family, friends, and nation; but he hoped that, as the past and present were unalterable, she would try to forget her sorrow, and become happy in the love which he would lavish upon her. He then departed to one of his hunting-lodges, and thus left her alone for several weeks, so that she might have time and leisure to adjust herself to her new surroundings. His kind treatment, together with her own good sense and strong will, had the desired result, and Dagmar never again displayed an emotion connected with the past. It is to be hoped that now, as wife and mother, she is not by her unbending hostility to inevitable reform laying up for herself a store of woe, in comparison to which her early grief will be as nothing.

As Duchess of Cumberland and rightful Queen of Hanover, we do not hear much of

THE YOUNGEST SISTER, THYRA.

This last member of this trio of Royal Graces, as they deserve to be styled, was a great favorite of the old and deaf Queen-Dowager Amalie, whom she used to visit regularly; and who used to playfully ask her when *she* was going to get married. Like many a dreaming maiden whose lips belied her heart and fancies, she always protested that *she* did not intend to marry, but should stay to comfort her parents and her old friend the Queen-Dowager. However, it came to pass one fine day that lovely Thyra fell a victim to Cupid's aim, and was betrothed to the Duke of Cumberland, who may no doubt be amiable and attractive as well as rich, but whose broken nose and nasal voice do not enhance his charms. But Thyra loved, and, as Horace sings, "love makes blind, you know!" so, beaming with joy, she hastened to impart her tidings to her aged friend, who listened to her recital gravely, and then, while a roguish smile hovered about her lips, said, "But how is this, Thyra? I thought you were never going to get married!" "Oh!" replied the gushing girl, "But I had never seen *him* then!" Wealthy as the Duke is, it is likely that he will fall heir to the $20,000,000 personal property of the old Duke of Brunswick and last of the "Guelphs," whose 70-and-odd years are not likely to afford him many more years for profligate self-indulgence.

In ages gone by, the black-raven banner of the Danish Vikings brought terror to many a distant shore; but, as it was replaced by the "Danebrog"—a white cross upon a crimson field—which was believed to have fallen from Heaven in order to cheer the fainting troops when yielding before their foes at the battle of Reval in 1219, and led them on to victory, so the rude and warlike deeds of the "Skjoldjunge" have given way to the mild sway and peaceful policy of the present Royal family of Denmark. Although no longer a nation of terrifying pirates, the Danish Kingdom yet exercises no mean influence in history; but it is now done by the gentler means of intermarriage and alliance—England, Russia, Sweden, and Greece being thus bound to her interests.

THE CROWN PRINCESS OF DENMARK

is Louise, the daughter of the late Charles XV. of Sweden. She must have been a spoiled child, impulsive, impatient of rebuke, and wayward, if what is said of her be true. When she came to Denmark one day to be its Queen, she was young, and in her vivacity rather too regardless of ceremony and proprieties to suit the Danish requirements. Her education in other respects, too, had been neglected, and her chief Court-lady was occasionally wont to administer a reproof. This irritated her Highness, and one day, when more than usually exasperated by having been reprimanded for having made use of some mode of speech which was deemed unbecoming one in her station, Louise raised her royal hand and administered a sharp blow on the officious lady's ear. Of course the lady was terribly offended, and complained of the insult to the Crown Prince. He sought his still irate spouse, remonstrated with her, and insisted upon her making an apology. Consequently the Princess summoned the Court-lady, to whom she addressed the following: "The Crown-Prince wishes me to apologize to you—but I don't want to do it." Her Highness is very vivacious, and at times becomes boisterous and undignified in her mirth. Once, when driving through the city with her husband and several others, she actually grew so uproarious with laughter (and she is said to laugh very easily) that she struck the Prince's hat and sent it rolling into the street—at which she screamed and laughed the louder. Of course the Queen-mother was shocked nigh to fainting, and did not let so grave a breach of etiquet go without comment; but it is to be presumed that the fair hands of the Swedish Princess this time remained decorously folded in her lap while she ate humble-pie.

I only repeat those bits of gossip to show how busy the world always is with the sayings and doings of Royalty. Undoubtedly such reports are exaggerated; and, had hers been the notions of a common individual, and not of a future Queen, people would not have thought anything of them. When a Queen is gay and animated by high spirits she is pronounced loud and boisterous; be she dignified and grave, why then she is stiff and cold. And so it goes. Truly, if the heads of Royalty are as sensitive to criticism as they are conspicuous, their lot is no enviable one, and slumber cannot quickly visit their pillow. R. H. B.

Australian Sheep Industry—A Specimen Wool Farm—The Pest of Kangaroos.

A specimen "run" in Australia, as described by a recent English tourist, is situated 230 miles from the coast and 50 from the nearest town. It is 460 square miles in extent, completely inclosed, and is subdivided by wire fences into paddocks of twelve to forty-five square miles each; is provided with extensive sheds and appliances for shearing, and carries ordinarily 1,000 head of cattle and 120,000 sheep, besides the necessary horses. Except in Victoria, whose greater compactness has led to the purchase outright of much of the station property, these runs are hired from the Government on long leases, averaging perhaps 10 shillings per mile, with the reservation that any bona-fide settler may choose up to 320 acres and pay for it by easy installments. Generally this fee-selector, as he is called, may exercise this right on any Government land, but in Queensland he is restricted to settled and surveyed districts, the object being to protect him from injuring himself by going back too far or from picking the heart out of a run, and thus forcing the squatter on it to buy him out. In this country, where land can mostly be bought only in small lots, the squatter lodges his small claim and runs his cattle wherever there is feed within a reasonable distance; in Australia he roughly surveys the ground by riding over and around it, fixes on his inclosing boundaries, and then lodges his exclusive claim, afterwards inclosing the whole as soon as he is able. These leases vary greatly in size, but 25 square miles are the minimum, and they sometimes exceed 2,000! Their ordinary size is from 150 to 600 square miles having from 10,000 to 200,000 sheep. But these runs are uncertain investments on either sheep or cattle. They are beset with the chances of "runs" of bad luck from the drouth to which Australia is subject, from cattle plagues, bush fires, and fluctuations in the markets. Vast tracts of territory suffer seriously from a peculiar pest, the kangaroo. The large kangaroo lives mostly "in the open," the little "wallaby" infesting the scrubs. Their numbers seem incalculable, and they have a way of suddenly appearing, as if they had come through the air like locusts. As it becomes a question of survival between those plagues and the sheep, there not being grass enough for both, shooting must be resorted to; two men whom the narrator met, at the rate of six pence per tail, supported themselves, besides eight horses and sixteen dogs, and a cook at twenty shillings a week and rations. On another run, where "a tribe of blacks" had been hired, 20,000 "tails" were killed, and yet it became necessary to remove most of the sheep in order to avoid their starvation. The dogs feed on kangaroo, but the white men, at least, refuse to touch it, although not inferior to ordinary mutton; so the animals are useless when dead, and to be killed only because intolerable while living.

FIRE RECORD.

A Small Fire in Indianapolis Results in a Loss of $45,000 Worth of Property.

Special Dispatch to The Chicago Tribune.

INDIANAPOLIS, Ind., Dec. 11.—A very small fire this morning resulted in a loss of about $40,000 and the total destruction of the building on South Meridian street occupied by the wholesale grocery house of F. Stout & Son. Nothing was known of the existence of the fire until the entire five-story structure suddenly collapsed and became a burning heap of ruins. The department, however, promptly subdued the flames, and investigation has since proved that it was probably the result of the ignition from a heated flue of a great stack of lucifer matches in the third story. The supporting columns were burned, thus causing the fall of the upper stories, which crashed through the lower part of the building, completely demolishing the whole structure. The stock in the house at the time was valued at $70,000, and the building at $20,000. The loss will not fall short of $45,000, and whether any insurance will be recovered is considered doubtful, as the theory is advanced that the loss was the result of the building being radically defective in its construction. The insurance carried by the firm was $65,000.

The insurance on building is $5,000 in London Assurance, London. Insurance on stock: Commercial Union, of London, $10,000; Norwich Union, of England, $10,000; Manhattan, of New York, $5,000; Standard, London, $5,000; Girard, Philadelphia, $2,500; Union, of California, $2,500; Commercial, of Albany, $2,500; Citizens', of St. Louis, $2,500; Home, of New York, $10,000; North British & Mercantile, $5,000; Guardian, of London, $5,000.

The Congregational Church at Davenport, Ia., Gutted by Fire.

Special Dispatch to The Chicago Tribune.

DAVENPORT, Ia., Dec. 11.—The fire at the Congregational Church this morning gutted the interior of the edifice pretty generally, but left the walls and roof not damaged. The rear part of the room, including the pulpit, organ, and furniture, were destroyed, and the gallery was much damaged by water, the loss aggregating $9,000. The janitor, who usually slept in the basement, was found at home asleep. The insurance amounts to $17,000, distributed as follows: On organ, $2,000 in the Queen's of London; on house, $5,000 in the British American Association of Toronto, $5,000 in the American Fire of Philadelphia, $2,800 in the Home of Newark, and on furniture and fixtures $1,500 in the same company.

A $200,000 Fire in an Iron-Mill at Pittsburg.

Special Dispatch to The Chicago Tribune.

PITTSBURG, Pa., Dec. 11.—Graff, Bennett & Co.'s new iron-mills, at Bennett Station, just outside of the city limits, burned about 1 o'clock this morning. The old mill near by was considerably damaged. The loss cannot be definitely stated before tomorrow, but it is estimated at over $200,000. The fire is said to have been the work of an incendiary. The firm has a large warehouse in Chicago.

An Elevator and Cars at Long Point, Ill., Burned.

Special Dispatch to The Chicago Tribune.

LONG POINT, Ill., Dec. 10.—At about half-past 5 o'clock yesterday morning a fire was discovered in the cars on the side-track of the C. P. & S. W. R. R., at this place. It destroyed three empty cars and the elevator of A. M. Taggart, Esq. Loss from $1,000 to $5,000. The cars were supposed to be set on fire by tramps. No insurance.

A Fruit-Preserving Factory at Adrian, Mich., Destroyed.

Special Dispatch to The Chicago Tribune.

ADRIAN, Mich., Dec. 11.—Another fire of undoubted incendiary origin occurred at 9 this evening. A large wooden building on the corner of South Main and Beecher streets, used as a fruit-preserving factory by Ladd & Clements, was totally destroyed. The building, owned by the Clement family, was valued at $2,000. The losers lose $1,000 in stock and fixtures; insured for $1,000 on building and $600 on contents.

A Passenger-Car on a Train Takes Fire and Is Burned.

PETERSBURG, Va., Dec. 11.—Last night while the fast train from the north was passing Rocky Mount Station on the Wilmington & Weldon Railroad a passenger-coach with a baggage apartment took fire from a stove and was entirely consumed. The passengers, who were asleep, escaped uninjured.

Agricultural Show-Rooms Burned.

Special Dispatch to The Chicago Tribune.

WAUPACA, Wis., Dec. 11.—Fire this morning destroyed the house and agricultural show-rooms of C. Koontz. Loss on buildings and contents $1,500; insured in the Ætna of Hartford on buildings $300, and on agricultural implements $600. Cause of fire unknown.

An Oyster-Box Factory at Baltimore Destroyed.

BALTIMORE, Dec. 11.—The steam box-factory of Becker Brothers & Sons, on North Frederick street, burned tonight. Loss, $25,000; insurance, $8,000. The Union Oyster Company had 40,000 boxes in the building.

A Newspaper Office at Paducah, Ky.; Loss $15,000.

Special Dispatch to The Chicago Tribune.

LOUISVILLE, Ky., Dec. 11.—A special to the Louisville *Commercial* from Paducah reports the total destruction of the *News* office; loss $15,000.

LOUISVILLE HIGHWAYMEN.

Special Dispatch to The Chicago Tribune.

LOUISVILLE, Ky., Dec. 11.—Albert Beckman, a well-known young druggist of Broadway and Baxter avenue, in this city, was assaulted on the Workhouse road two miles from the city this evening about 6 o'clock by highwaymen, who commanded him to halt and deliver, in true foot-pad style, and when he failed, and put spurs to his horse to escape, them he was fired upon, but escaped unhurt. The attempt was made in the very spot where a young man in a carriage with his mother was robbed only ten days ago. The city and county police are so lacking in vigilance that such acts are becoming more common every day here.

OCEAN STEAMSHIP NEWS.

NEW YORK, Dec. 11.—Arrived, the Britannic, from Liverpool; the Main, from Bremen; the St. Laurent, from Havre; the Gellert, from Hamburg. The steamer St. Laurent, from Havre, had terrific weather and was somewhat damaged.

JEFF DAVIS.

ATLANTA, Ga., Dec. 11.—Jefferson Davis telegraphs that circumstances prevent his acceptance of the invitation to visit the Cotton Exposition.

The Great Vice of New England.

Providence Journal.

Forty thousand dollars' worth of chewing-gum is gathered in the State of Maine every year. In Oxford County is a man who makes it his business to collect spruce gum. Every year he buys from seven to nine tons. The gum is found chiefly in the region about Umbagog Lake and about the Rangeley lakes. A number of men do nothing else in the winter season except collect gum. With snowshoes, ax, and a sheboygan, on which is packed the gum, they spend days and nights in the woods. The clear, pure lumps of gum are sold in their native state, the best bringing $1 per pound. Gum not immediately merchantable is refined by a peculiar process. Sieve-like boxes are covered with spruce boughs, on which is placed the gum. Steam is introduced underneath. The gum is melted, is strained by the boughs, and then passes into warm water, where it is kept from hardening until the packer takes it out, draws it into sticks, and wraps it in tissue paper, when it is ready for market.

The gum meets with a ready sale. There is not a village, town, or city in Maine where it is not in demand. One dealer last year sold $1,400 worth. In the large mill cities gum has a free sale. In Biddeford, Lewiston, Lawrence, and Lowell, the factory girls consume large quantities. It is said that in the lumber camps gum is used as a means of extending hospitality. After meal time the host fills his own black clay pipe and hands it to his guest. Later, clear lumps of spruce gum are placed before the visitor, and he is asked to take a chew. Maine produces $40,000 worth of gum in a year, some of which finds its way to this market, from which it is distributed to the various outlying factory villages, where, as stated before, it is in good demand. Spruce gum is adulterated, and those who adulterate take the trouble to fashion the pieces of gum to appear like those taken in a pure state from the trees. The ingredient of adulteration is supposed to be the gum of the pine tree.

A DEAD SMUGGLER.

How a Pair of Heathen Chinese Utilized Their Countryman's Corpse.

San Francisco Examiner.

"Is there much smuggling going on in this port now?" asked an *Examiner* reporter yesterday of a custom-house official, who was watching the landing of some Chinamen from a Hawaiian schooner that was lying at the foot of Mission street. The custom-house officer proceeded to unfold his experience of attempts at smuggling as follows:

The worst smugglers, and the ones that give us the most trouble, are the Chinese. I don't mean the raw coolies, fresh from Canton, who don't know the difference between the violation of the revenue laws and the common breaking of the commandments, but the old hands who have made two or three voyages between China and San Francisco as coal-passers on steamers, cooks, or agents for the big contractors for Chinese labor. Raw and manufactured silks, pearls, ivory ornaments, Chinese drugs, and opium are the principal articles they attempt to smuggle. As for the first-named articles we have no trouble in detecting their presence, as they are bulky and awkward to stow away, except about the person, and we always search them down to their measly, yellow hides. Opium is what troubles us. You see it is either solid or liquid; and can be stowed away in a thousand places that no one but an experienced customs official would think of searching. A favorit place is in the hollow between the two soles of their shoes. A common bamboo cane would hold several pounds. The hollow handle of trunks and valises, the hollow rods of bamboo bird-cages, the rings they wear on their wrists, the handles of their knives, and even a dead man's body, are a few of the places in which I have found opium stowed away."

"A dead man's body?" queried the reporter. "What! do you mean to say that they attempted to run opium ashore in the cavity of a dead man's stomach.

"Yes I do," replied the official, "and if you like I will tell you about that case. It was about three years ago that I and another officer got orders to inspect a bark from Canton with a load of coolies, rice, and tea on board. We boarded her out in the stream and went through her manifest before she drew up to the wharf. The Captain told me that all the coolies on board were green hands, so I did not expect much trouble. I heard the ship's doctor say something to Dr. McAllister, the quarantine officer, about a Chinaman having died on the voyage, but as dead heathens don't pay duty, I paid but little attention to his remark and went on about my business. It was pretty late next day when we got about through disembarking the coolies, and I felt so tired when the last couple came up to be checked off that but for the pride I take in honestly fulfilling the duties of my responsible position I should have let the pair go with only a casual search. They were about as green a looking brace of incipient highbinders as you ever set eyes on, and stared around with a look of stolid wonder, as much as to say, What in the name of Cain do those barbarians want to go through our baggage for? Jim Carter, my partner, was going through the bundles, leaving me to inspect a big trunk that they had dumped down near the gang-plank. When I asked for the key they commenced to jabber excitedly, and having no time to waste I just cut the cords and kicked the lid open. There was some loose truck on the top that looked innocent enough, but I ran my hand down in the customary way. I pulled it out with a yell that Jim said was loud enough to drown the noise of a Chinese gong on a festival day, and, you bet, I had good reason, for my hand had come in contact with the flabby body of a dead Chinaman. Jim asked what was the matter, and as soon as I told him he said that he guessed it was the body of the Chinaman we had heard the Doctor speak about. We turned the clothes out, and there lay the stiff, cut off at the legs, so as it could go into the trunk, and embalmed with some preparation to prevent decomposition. The Doctor was sent for, and said it was all right, that they had preserved the body to send the bones back to China. I was about to let the thing go when Jim says: 'Mebbe it's a plant. You never can tell what them heathens is up to. Let's look the thing over, anyhow.' The Doctor he chips in and says: 'Do as you like, but that fellow died of a mighty mean disease, and you had better disinfect your hands after you get through handling it. I would not touch it for $20.' Jim was as brave as a lion, and the Doctor's fear only made him obstinate, so he catches hold of the stiff and commenced feeling it all over. The Chinamen commenced to make a strong kick, and got fairly crazy with rage when Jim, after punching the cadaver with his fists, took out his bowie-knife. Jim called to me and another officer to hold the Chinamen, and when he saw they were secure, he coolly ripped open the stomach of the stiff. Well, that Chinaman, dead as he was, panned out forty-six pounds of refined opium.

"Come around some other day, and mebbe I can tell you another yarn to put into the paper."

A Battle Between Birds.

Little Rock Letter in Atlanta Constitution.

A gentleman from Stone County, who has just reached the city, gave the particulars of a remarkable incident which he witnessed while crossing White River on the ferry just above the mouth of Sycamore Creek. When nearly halfway across the stream an enormous eagle swooped down on a flock of geese which were swimming in the river some eighty rods below the boat. The fowls, upon observing the eagle approaching, instinctively dived under the water just as the bird struck the wave. Baffled in the first assault, the eagle flew slowly upward, and, when the geese came to the surface, darted downward again, and burying its talons in one of them attempted to bear it away. The goose struggled violently, while its companions swam around it uttering shrill cries, and the persons on the ferryboat watched the strange scene with keen interest. Once the eagle lifted its prey clear out of the water and seemed on the point of conveying it to the mountain-cliff that rose grandly in the air on the other side of the stream, but the struggling of the goose forced the captor downward. When water was again reached the goose made a supreme effort and plunged below the surface, dragging the eagle after it, and causing the latter to loosen its hold and rise upward with a fierce scream.

The eagle next attacked another goose, but with the same result, being compelled to relinquish its hold when its intended victim plunged beneath the waves. This strange contest lasted fully thirty minutes, at the end of which time the eagle gave up the fight, and, rising, soared away to the mountains westward, while the flock of geese swam further down the stream. None of the flock were killed, but the water in the vicinity was dyed with blood, and the surface of the stream was covered with feathers for a considerable distance.

Marrying a Title.

Washington Republican.

A lady belonging to the American nobility, now domiciled in Paris, is going to purchase the position of wife to a rakish old English Earl, paying therefor the bulk of her great fortune. The venerable roue has a pedigree that hooks on to Noah. He is also proprietor of a shirt that was worn by Charles I. at the time of his abbreviation.

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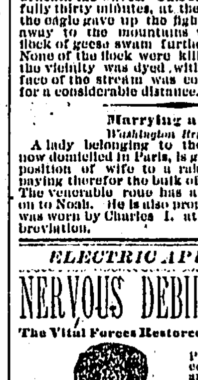

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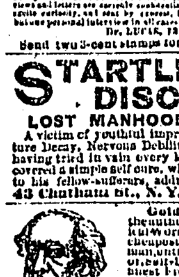

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	Leave.	Arrive.
Pacific Fast Line	*12:30 p m	*2:15 p m
Omaha Night Express	†9:30 p m	‡7:00 a m
Denver Express	*12:30 p m	*2:15 p m
Denver Fast Express	†9:30 p m	‡7:00 a m
Sioux City & Yankton	*12:30 p m	*2:15 p m
Sioux City & Yankton	†9:30 p m	‡7:00 a m
Des Moines Day Express	*12:30 p m	*2:15 p m
Des Moines Night Express	†9:30 p m	‡7:00 a m
Marshalltown Express	*8:30 a m	*6:30 p m
Cedar Rapids Express	*12:30 p m	*2:15 p m
Cedar Rapids Night Express	†9:30 p m	‡7:00 a m
Freeport, Rockford & Dubuque	*9:15 a m	*2:40 p m
Freeport & Rockford	†9:30 p m	*10:30 a m
Freeport, Rockford & Dubuque	†10:15 p m	*6:15 a m
St. Paul & Minneapolis Express	*10:15 a m	*2:00 p m
St. Paul & Minneapolis Express	§9:00 p m	*7:00 a m
Pierre & Deadwood Express	*10:15 a m	*2:00 p m
Minnesota & Central Dakota	*10:15 a m	*2:00 p m
Minnesota & Central Dakota	§9:00 p m	*7:00 a m
Milwaukee Express	*8:00 a m	*7:30 p m
Milwaukee Special—Sundays	8:30 a m	4:00 p m
Milwaukee & Green Bay	*10:45 a m	*2:00 p m
Milwaukee Passenger	*3:00 p m	*4:00 p m
Milwaukee Passenger	*5:00 p m	*10:30 a m
Mil., Green Bay & Marquette	§9:00 p m	*6:30 a m
Green Bay, via Janesville	*9:30 a m	*6:15 p m
Oshkosh, via Janesville	*4:45 p m	*10:35 a m
Lake Geneva	*5:15 p m	*9:35 a m
Lake Geneva & Elgin	*4:15 p m	*10:35 a m
Elgin Express	*9:15 a m	*2:15
Elgin Sunday Express	1:15 p m	1:[illegible]
Elgin Express	*4:15 p m	*8:20
Elgin Express	*5:15 p m	*8:15
Elgin Express	*10:15 p m	*6:15

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	Leave.	Arrive.
b Galesburg, Ottawa & Streator Ex	8:00 a m	b 7:25 p m
b Nebraska Express	10:30 a m	b 2:50 p m
b Dubuque, Rock'rd & Sio'x City Ex	10:30 a m	b 2:45 p m
b Amboy, Rock Falls & Sterling Ex	10:00 a m	b 2:45 p m
b Downer's Grove Accommodat'n	11:05 a m	b 1:45 p m
b Montana & Pacific Express	12:05 p m	b 2:45 p m
b St. Joseph, Atchison & Topeka Ex	12:05 p m	b 2:45 p m
b Kansas City & Denver Express	12:05 p m	b 2:20 p m
Aurora Sunday Passenger	1:05 p m	10:15 a m
b Aurora Passenger	3:30 p m	b 6:40 a m
b Mendota & Ottawa Express	4:37 p m	b 10:30 a m
b St. Louis Express	4:30 p m	b 10:30 a m
b Rockford & Freeport Express	4:30 p m	b 10:30 a m
b Aurora Passenger	5:35 p m	8:45 a m
b Aurora Passenger	6:20 p m	b 7:45 a m
a Des Moines, Omaha & Lincoln Night Express	9:25 p m	d 6:55 a m
a Southern Pacific Express	9:25 p m	d 6:55 a m
c Texas Express	9:25 p m	a 6:55 a m
a Kansas City & St. Joe Night Ex.	9:25 p m	a 6:55 a m
b Freeport & Dubuque Express	9:30 p m	b 6:30 a m
Wed. & Sat. Theatre Train	11:25 p m	10:10 p m

a Daily. b Daily, except Sunday. c Daily, except Saturday. d Daily, except Monday.

Dubuque, Amboy, Rock Falls, and Sterling trains leave and arrive from Central Depot, foot of Lake-st.

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Union Depot: Corner Madison, Canal, and Adams-sts. Ticket Offices, 61 and 63 Clark-st., Palmer House, Grand Pacific Hotel, and at Depot.

	Leave.	Arrive.
Milwaukee Fast Mail	*7:30 a m	*2:00 p m
Milwaukee Express	*3:05 p m	*4:00 p m
Waukesha & Oconomowoc Ex	*5:00 p m	*10:30 a m
Milwaukee, St. Paul & Minneapolis Express trains	*10:45 a m	‡2:00 p m
	†9:00 p m	‡7:00 a m
Green Bay, Menasha, and Appleton Express trains	*10:45 a m	*2:00 p m
	†9:00 p m	‡7:00 a m
Milwaukee, Madison, Prairie du Chien, Iowa, and Dakota Ex.	*5:00 p m	*10:30 a m
Stevens Point and Ashland Ex.	†9:00 p m	‡7:00 a m
Milwaukee, Madison, and Prairie du Chien Express	*10:45 a m	*7:00 p m
Libertyville Accommodation	*6:20 p m	*8:25 a m
Rockford & Janesville Express	*10:00 a m	*4:30 p m
Elgin Passenger	*9:25 a m	*5:15 p m
Dubuque & Cedar Rapids Express	*10:00 a m	*4:30 p m
Sioux City & Dubuque Fast Ex.	†9:00 p m	‡7:20 a m
Elgin & Rockford Passenger	*4:00 p m	*10:25 a m
Elgin Special Fast Express	*5:15 p m	*8:45 a m
Itasca Accommodation	*6:30 p m	*6:40 a m

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Kansas City, Denver, Pueblo Ex.	*12:30 p m	*2:25 p m
Kansas City, Santa Fe, New Mexico, Arizona & California Fast Ex	‡11:00 p m	‡7:45 a m
St. Louis, Springfield & Texas	*9:00 a m	*7:15 p m
St. Louis, Springfield & Texas	§9:00 p m	‡7:15 a m
St. Louis Ex., via Jacksonville	†11:00 p m	‡7:45 a m
Mobile & New Orleans Express	*9:00 a m	*7:15 p m
Peoria, Keokuk & Burlington Fast Express via Chenoa	*9:00 a m	*2:25 p m
	‡11:00 p m	‡7:15 a m
Pekin & Peoria Ex., via Joliet	*9:00 a m	*7:15 p m
Streator, Lacon, Washington Ex.	*12:30 p m	*2:25 p m
Joliet & Dwight Accommodation	*5:00 p m	*9:10 a m

†Saturday excepted. *Sunday excepted. ‡Monday excepted. §Daily.

Illinois Central Railroad.

Depot foot of Lake-st. and foot of Twenty-second-st. Ticket Offices, 121 Randolph-st., near Clark, Grand Pacific Hotel, and Palmer House.

	Leave.	Arrive.
St. Louis & Texas Express	*8:30 a m	‡7:30 a m
St. Louis & Texas Fast Line	§8:30 p m	*8:30 p m
Cairo & New Orleans Express	*8:30 a m	‡7:30 a m
New Orleans & Texas Fast Ex.	§8:30 p m	*8:30 p m
Springfield Express	*8:30 a m	‡7:30 a m
b Springfield Night Express	§8:30 p m	*8:30 p m
b Peoria, Burlington & Keokuk	*8:30 a m	‡7:30 a m
c Peoria, Burlington & Keokuk	§8:30 p m	*8:30 p m
Pontiac & Chatsworth Express	*8:30 a m	*8:30 p m
Chatsworth Express	*4:25 p m	*10:10 a m
Gilman Passenger	*4:25 p m	*10:10 a m
Dubuque & Sioux City Express	*10:00 a m	*7:15 a m
Dubuque & Sioux City Express	*9:30 p m	*3:45 p m

b—On Saturday night to Gilman only.
c—On Saturday night runs to Peoria only.

Wabash, St. Louis & Pacific Railway.

Union Depot, State and Twelfth-sts. All State-st. cars run to the Depot, and Wentworth-av. cars pass within one block. Ticket Offices, 56 South Clark-st., Palmer House, and Grand Pacific Hotel.

	Leave.	Arrive.
St. Louis & Gulf Express	*8:45 a m	*7:30 p m
St. Louis & Gulf Fast Line	§9:00 p m	‡7:30 a m
Kansas City & Denver Fast Ex.	*12:30 p m	*2:20 p m
Peoria, Burlington & Keokuk Ex	*8:45 a m	*2:20 p m
Peoria & Pekin Special	§9:00 p m	‡7:30 a m
Springfield & Hannibal Fast Line	*12:30 p m	*2:20 p m

§Daily. *Daily except Sundays.

NOTE—Pullman Sleeping Cars from Chicago to St. Louis, Kansas City, and Peoria. Parlor Day Coaches with revolving chairs, Chicago to St. Louis, and Reclining-Chair Sleeping Cars, Chicago to Hannibal and Kansas City. No change of Day Coaches Chicago to St. Louis or Kansas City.

Chicago, Rock Island & Pacific Railroad.

Depot, corner of Van Buren and Sherman-sts. Ticket Offices, 56 Clark-st., Sherman House, Palmer House, Grand Pacific Hotel, and 75 Canal, corner Madison.

	Leave.	Arrive.
Davenport & Peoria Express	*10:00 a m	*6:00 p m
Council Bluffs Fast Express	*12:05 p m	*3:45 p m
Kansas City, Leavenworth & Atchison Fast Express	*12:05 p m	*3:45 p m
Minneapolis & St. Paul Express	*12:05 p m	*3:45 p m
Peru Accommodation	*5:00 p m	*9:55 a m
Council Bluffs Night Express	†9:15 p m	‡7:25 a m
Kansas City, Leavenworth & Atchison Night Express	†10:00 p m	‡6:27 a m
Minneapolis & St. Paul Fast Ex.	†9:15 p m	‡7:25 a m
Blue Island Accommodation	*6:55 a m	*6:10 a m
Blue Island Accommodation	*8:30 a m	*7:45 a m
Blue Island Accommodation	*12:15 p m	*1:30 p m
Blue Island Accommodation	*4:15 p m	*8:45 a m
Blue Island Accommodation	*6:00 p m	*4:40 p m
Blue Island Accommodation	*6:30 p m	*6:10 p m
South Chicago Accommodation	*1:45 a m	*10:00 a m
South Chicago Accommodation	*4:30 p m	*6:50 p m
Theatre Train	‖11:30 p m	‖11:00 p m
Church Train	¶1:15 p m	¶10:05 a m

*Daily except Sundays. †Daily except Saturdays. ‡Daily except Mondays. ‖Thursdays and Saturdays only. ¶Sundays only.

Michigan Central Railroad.

Depots, foot of Lake-st. and foot of Twenty-second-st. Ticket Offices, 67 Clark-st., southeast corner of Randolph, Grand Pacific Hotel, and Palmer House.

	Leave.	Arrive.
Mail (via Main and Air Line)	*7:00 a m	*6:50 p m
New York & Boston Ex.	*9:00 a m	*7:30 p m
Special New York Express	*3:30 p m	*6:50 p m
Kalamazoo Accommodation	*3:40 p m	*10:35 a m
Atlantic Express (daily)	§5:15 p m	§8:00 a m
Night Express	†9:10 p m	‡7:30 a m
Grand Rapids & Muskegon Mail	*9:00 a m	*7:40 p m
Grand Rapids & Petosky Express	*3:40 p m	*6:50 p m
a Grand Rapids & Muskegon Ex.	†9:10 p m	*7:30 a m

*Sunday excepted. §Daily. †Saturday excepted. a Saturdays leave at 5:15 p. m.

Lake Shore & Michigan Southern Railway.

Ticket Offices at depots, Van Buren-st., head of La Salle, Twenty-second-st., and Forty-third-st. Ticket and freight office under Sherman House, and ticket offices in the Grand Pacific Hotel and Palmer House.

	Leave.	Arrive.
Mail (via Main Line)	*7:35 a m	*7:40 p m
Special New York & Boston Ex.	*9:00 a m	*7:40 p m
New York Fast Express (daily)	§3:30 p m	§9:00 a m
Atlantic N. Y. Express (daily)	§5:15 p m	§8:00 a m
a Night Express	‡10:20 p m	§6:40 a m
Michigan Express (daily)		§4:10 p m
Elkhart Accommodation		*11:10 a m

a Saturdays leave at 11:20 p. m. §Daily. *Sundays excepted.

Baltimore & Ohio.

Depots, Exposition Building and foot of Twenty-second-st. Ticket offices, 83 Clark-st., Palmer House, Grand Pacific Hotel, and Depot (Exposition Build'g).

	Leave.	Arrive.
Morning Express	*8:25 a m	*5:40 a m
Fast Express	§5:10 p m	*8:35 a m
Night Express	§9:40 p m	*7:15 p m

§Daily. *Sundays excepted.

All the B. & O. trains run via Washington City, and the only line running its entire trains through from Chicago to New York without change.

The new and elegant B. & O. Sleeping-Cars between Chicago and New York daily at 5:10 and 9:40 p. m.

Kankakee Line.

Depots, foot of Lake-st. and foot of Twenty-second-st. Ticket Offices at Depots and 121 Randolph-st., Grand Pacific Hotel, and Palmer House.

	Leave.	Arrive.
Cincinnati, Indianapolis & Louisville Day Express	*8:00 a m	*7:25 p m
Do night Express	§8:10 p m	§7:00 a m

Pittsburg, Ft. Wayne & Chicago Railroad.

Depot corner Adams and Canal-sts. Ticket Offices, 65 Clark-st., Palmer House, Grand Pacific Hotel, and at Depot.

	Leave.	Arrive.
Mail and Express	*9:00 a m	*7:00 p m
New York & Chicago (limited)	§3:30 p m	§9:40 a m
Atlantic & Pacific Express	§4:40 p m	§8:20 a m
Chicago Express	§[illegible] p m	§6:30 a m

Pittsburg, Cincinnati & St. Louis Railroad.

(Cincinnati and Kokomo Air-Lines.)

Depot, corner of Adams and Canal-sts., West Side. Ticket Offices at Depot and 121 Randolph-st., 65 Clark-st., Grand Pacific Hotel, and Palmer House.

	Leave.	Arrive.
Day Express	*8:40 a m	*7:05 p m
Logansport Accommodation	*3:10 p m	*9:20 a m
Night Express (daily)	§7:55 p m	§7:10 a m

Chicago & Eastern Illinois Railroad.

(Danville Route.)

Depot, Twelfth-st., near State. Ticket Offices, 101 Clark-st., 83 State-st., Palmer House, and Grand Pacific, Brink's Express (cor. State and Randolph-sts.).

	Leave.	Arrive.
Day Express	*9:00 a m	*4:15 p m
Nashville & Florida Express	§8:00 p m	§7:15 a m

Chicago & Grand Trunk Railway.

Depot corner of Twelfth and State-sts.

	Leave.	Arrive.
Mail and Express	*8:10 a m	*8:55 p m
Night Express	§8:30 p m	§8:20 a m

☞ For explanation of reference marks (* † ‡ etc.) see head of the time-table.