Grand Rapids Morning Telegram.

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THOMAS NAVIN'S STORY

WANDERINGS IN THE NORTHWEST

By Way of Arizona, Mexico and California to Washington—Recognized at Port Townsend.

ADRIAN, Mich., March 13.—Ex-Mayor Navin, in jail here charged with forgery, furnishes a statement to the *Evening Record* to-day from which the following is extracted: On discovery of the bond matter, Feb. 9, 1882, I hired a livery rig, and told the liveryman to be quick and to deny that I had been there. I had telephoned Ralph Jewell to meet me at the livery barn for a little ride. We drove to Sand Creek and met the Wabash train. Told Jewell on the way, for the first time, about the trouble. I reached St. Louis Feb. 10, lunched and boarded a Missouri Pacific train for Kansas City. At the railway station there officers came aboard looking for me, but passed by without recognizing me. I started that night for Maricopa, Arizona; stayed at Phoenix a day; then went to Prescott, where I remained through March. I next went to Guaymas, Mex., where I stayed briefly; then to San Francisco, where I remained a week; then to Mazatlan, Mex.; from Mexico to Puget Sound, Wash. T., in March, '83, and remained in the vicinity till May. I went to Whatcom county to reside, but in August removed to Port Townsend, where I resided till February last. In January, 1885, I went to Seattle as attorney in an admiralty case, and was recognized by parties who told my Port Townsend friends who and what I was, and that $30,000 reward was offered for me, and wished letters written to Adrian to see if the reward was still good. I admitted to friends the truth of the statement, and said I would return to Adrian and face the consequences. I started with that understanding, Feb. 20, for San Francisco; thence to New Orleans with a return ticket under the name of John Murphy. This name I assumed at the request of Mr. Dewey, the Wheeling, W. Va., iron man, who wished to close negotiations with me to get control of an iron claim I with a Port Townsend party jointly owned. Mr. Dewey wanted the refusal of the mineral claim. I was arrested at New Orleans through news given by a press correspondent at Port Townsend. I admitted my identity and requested the Chief of Police to wire Sheriff Whitmore at Adrian, Mich., to come after me, and I would go without papers or rest. I am here to take the consequences. I can not suffer more in the State Prison than I have for years. I am in the hands of the law, to be dealt with as seems fit.

The Lash in Ohio.

SARAHSVILLE, O., March 13.—Wednesday evening Tom Howard's two children were late in returning from school. They excused themselves by saying they had played. The father, in a paroxysm of anger seized the children and beat them in a shameful manner. The children were so badly hurt they had to receive medical treatment. The citizens became indignant and last night took Howard to the center of the village, tied him to a post, stripped him to the waist and whipped him until the blood ran. Notice was served that the post be left standing, and wife-beaters and petty offenders be punished there.

Raised at High Twelve.

MONTGOMERY, ALA., March 13.—John West (colored) was executed to-day for the murder of Claiborne Wilson (colored) in 1883. Last Saturday night West, with three other convicts, set fire to the jail in which they were confined, intending to make an effort to escape, but the fire was discovered and put out and the plot frustrated. West confessed and made a short address from the gallows to the assembled crowd. He ended by repeating the Lord's Prayer. Precisely at noon the trap was sprung, and within twelve minutes life was extinct.

Praying for Peace.

BOSTON, March 13.—The following cablegram was sent to-day to Henry Richards, Member Parliament, who leads in parliamentary opposition to the Russian war:

BOSTON, March 13.—*Hon. Henry Richards, M. P., London*:—The American Peace Society, representing American Christian sentiment, fully sympathizes with your efforts to avert an Anglo-Russian war. God grant success. (Signed.)

ROWLAND H. HOWARD, Secretary.

Cleveland Warns the Boomers.

WASHINGTON, March 13.—President Cleveland this afternoon issued a proclamation warning the Oklahoma boomers not to enter or remain upon the Oklahoma lands, in the Indian Territory. If this warning is not respected the "military power of the United States will be invoked to abate such unauthorized possession, and remove all such intruders from Indian lands."

A Tornado in Tennessee.

PULASKI, Tenn., March 13.—A terrific tornado swept over a portion of this town this afternoon, doing considerable damage. It blew almost directly from the west, covering a narrow track not over one hundred feet in width. Stores and dwelling houses were unroofed; the bank building, hotel, female seminary, gas works building and many small and lighter structures were badly damaged. The loss is not ascertained.

A Fatal Love Freak.

CLARINGTON, Ohio, Feb. 13.—Minnie Hamilton, an attractive young lady, recently formed the acquaintance at the skating rink here of Arthur Simpson, who induced her to elope with him. Last night the girl, in attempting to descend from the second-story window of a friend's home to meet her lover, fell and received injuries from the effects of which she died to-day.

Will Help Sir Peter.

TEHERAN, March 13.—England having complained of the Persian Governor's discourtesy to Sir Peter Lumsden, the Commissioner on the Afghan frontier question, the Shah has telegraphed that official that he will do all in his power to facilitate Sir Peter's movement.

Russia Wants Peace.

PARIS, March 13.—The Russian Ambassador, in an interview here to-day, declared his belief that Germany would exert her influence to prevent a war between England and Russia. He said if war were declared it would be by England.

A Pipe Line for Egypt.

BRADFORD, Pa., March 13.—Alfred Smyley, of Foxburg, Pa., has contracted to lay a pipe line from Suakim to Berber for the English Government.

Trade Abandoned.

CAIRO, March 13.—It is reported from Zanzibar that Belgium has ordered the abandonment of her trading stations in East Africa.

YESTERDAY AT LANSING.

The Work of the Two Houses—A Reception by Gov. Alger.

Special Dispatch to THE TELEGRAM.

LANSING, March 13.—The Senate passed Senate bills vacating the State road in the city of Escanaba; providing for rebuilding the bridge across the Au Sable River in Oscoda County; amending section 1676, Howell's, relative to the public health, and House bills amending an act relative to Justice Courts in Detroit and providing for the payment of certain drain taxes apportioned on State lands under section twenty-one, act 269, laws of 1881.

The House passed bills reincorporating the village of Benton Harbor; authorizing Union township, Isabella county, to raise money for public improvement, and providing for the holding of elections in the township and city of Kalamazoo.

The House killed the bills relative to offences against persons, and amending the law relative to the opening and closing of the polls.

Governor Alger and wife will hold a public reception at the executive parlors on Thursday evening, March 19.

The News in Morley.

Correspondence of THE TELEGRAM.

MORLEY, Mich., Feb. 13.—The Davis mill at Bells Siding was purchased yesterday by Henry Stroope and D. W. Higgins, of this place, who will take charge of it at once. ——F. C. Beard, of this place, is reported dangerously ill.——The Morley rink, under the management of Carrie Caw, Esq., is becoming quite popular again.——Twenty cars of potatoes were shipped out of this place in the last few days and are coming in at the rate of two cars per day. Thirty to thirty-five cents is being paid.——Mr. Reynier has decided not to rent the National Hotel and will take charge of it himself, under whose management it will continue to grow in favor. The saloon in connection will be under the management of Horace Bunn, who has been connected with the house several years. ——Will Hugg, Jr., has gone to New Orleans on a pleasure trip.——THE TELEGRAM is growing in favor here quite fast, and bids fair to become the leading paper here.

A Social Sensation.

PHILADELPHIA, March 13.—A sensation has been caused in Bristol, Pa., by the discovery that Miss Elizabeth Hulme, a well-known Quakeress, who died on Tuesday had for three years the wife a colored man named Buck who was employed on the Hulme farm. The fact was made known through her will which leaves most of her property to Buck. The lady's family are overwhelmed by the disclosure. Buck claims to have the certificate of marriage, and says the ceremony was performed by a clergyman in the presence of witnesses. None of Miss Hulme's friends dreamed that she was married.

Benan Arrested.

MARQUETTE, Mich., March 13.—A report received here last night that Pat Benan, the murderer of Sheriff Kohl, had been captured at Marquette was partially confirmed this morning, when the Sheriff at Marquette received a dispatch saying he could have Benan if would make an order on Sheriff McCanna, of Manistique. The Sheriff will go to identify him to-day, and will bring him here via Seney, as an attempt to bring him through Negaunee might result in a neck-tie party.

Western Union's Report.

NEW YORK, March 13.—The report of the Western Union Telegraph Company for the quarter ending March 31 (March and part of February estimated) shows: Net revenue, $1,350,000; add surplus Jan. 1, $4,231,667 06; total, $5,581,667 06; interest on bonded debt, $123,500; sinking funds, $20,000; dividend, 1½ per cent., on capital stock, $1,199,835; surplus, $4,238,332 06.

Wilson Headed for Windsor.

DETROIT, March 13.—Deputy Warden Drake, of the Jackson prison, came to Detroit last night and told the police that he suspected Wilson was headed toward Windsor and would try to cross the river here within a few days. He claimed to have positive information that Wilson was at Hillsdale this week and had been traced in the direction of Detroit.

A Tornado in Texas.

GAINESVILLE, Tex., March 13.—Wednesday night a tornado swept through this country eight miles southwest of here. It was a mile wide. The largest hail fell that was ever seen here, and trees were torn up by the roots in many places, filling the public roads with all kinds of timber. Much damage was done to property and it is rumored that some lives were lost.

A War on Gambling Houses.

LOUISVILLE, Ky., March 13.—Gambling has been rampant in this city for years unchecked and open. A vigorous warfare by the press has finally forced the action and to-night all the gambling houses were raided by the police.

The Spanish Mission.

WASHINGTON, March 13.—It is reported that the President upon the recommendation of Secretary Bayard has decided to continue Mr. Foster as Minister to Spain and to direct him to return to Madrid at an early hour.

Home Versus Russia.

ROME, March 13.—A rupture between the Vatican and Russia seems imminent, on account of Russia's expulsion of the Catholic Archbishop of Wilna. Diplomatic courtesies between the courts of the Czar and the Pope have been suspended.

Girls Strike for Back Pay.

BRISTOL, R. I., March 13.—Three hundred and fifty girls employed in the shoe room of the National Rubber Works of this place, struck to-day for five months back pay. Governor Bourne is treasurer of the works.

The Pennsylvania Strike

PITTSBURG, March 13.—The monotony the of miner's strike was varied slightly to-day by the announcement that the Hampton mine was closed, and that the one hundred men employed had joined the strikers.

Roscoe Conkling's Sister Dead.

ROCHESTER, N. Y., March 13.—Mary S. Conkling, sister of Roscoe Conkling, died yesterday. She was over 60 years of age and had long been in poor health.

Money and Troops to be Asked.

PARIS, March 13.—The Government, it is said, intends to ask the Chambers for ten million dollars and 25,000 men for an advance movement upon Pekin.

Blaine Calls on Cleveland.

WASHINGTON, March 13.—Hon. James G. Blaine called upon President Cleveland this afternoon and spent some time with the executive in the library.

THE AFGHAN TROUBLE.

A TEMPORARY SUSPENSION.

The Agreement to "Last While There is Occasion for It"—Hope Strengthened That War May be Averted.

LONDON, March 11.—After Gladstone's announcement in the Commons to-night that an agreement had been effected with Russia for the suspension of military movements on the Afghan frontier, the Premier was asked by Sir Stafford Northcote, leader of the opposition, whether the agreement referred to was final or whether its provisions would be observed only temporarily. The agreement he admitted was without a definitive term of existence. The best description he could give of it was that it would last while there was occasion for it. This statement was received with laughter by the Conservatives, who affected to regard it as one of the Premier's jokes. The uncomfortable impression left upon the minds of members by Gladstone's explanation was deepened when Marquis Hartington, Secretary of State for War, replied to a question from a Conservative member by the statement that the Government still felt great anxiety as to the outcome of the Russian question.

Through the gratification caused in London by Gladstone's announcement of an amicable understanding with Russia was somewhat impaired by bulletins describing the subsequent debate, yet there seems to be a general impression that even a temporary agreement with the Czar is a hopeful indication, when contrasted with the wholly unfavorable news which has been coming from all sources for the past two weeks in respect to the Afghan trouble. The impression that war may be averted is strengthened by a dispatch received to-night from St. Petersburg, which states that at the levee held to-day the Czar said in conversation with the German officer, I can not conceive how any but the wildest dreamers can think I would declare war with England. There is not sufficient cause to warrant it. Russia can attain her ends by the methods of civilization without resort to force.

TEMPERANCE WORK.

National Temperance Convention and W. C. T. U.

NEW ORLEANS, La., March 13.—The National Temperance Convention met yesterday at 2 p. m., in the Exposition Music Hall. Many delegates were present and there was a large and interested audience. James Stearns, of New York, presided. Spirited addresses were made by George W. Bain, of Kentucky, Luther Benson, of Indiana, and others.

To-day the Woman's Christian Temperance Union met at the same place and the audience even larger than yesterday. Addresses made by Miss Frances E. Willard, of Illinois, Mrs. Mary T. Lathrop, of Michigan and ex-Gov. St. John, late prohibition candidate for President.

A Detroit Man Missing.

DETROIT, March 13.—About six weeks ago Frank Folsom went east on business, accompanied by his wife, Mrs. Debbie Folsom, the well-known Detroit soprano. Mr. Folsom had about $2,500 with him, which he had received in settlement form the estate of his late partner, G. F. Buffam. Leaving his wife in New York he ran down to Providence, R. I., where he sent a dispatch about a month ago to his employer, Traugott Schmidt, the Detroit tanner and wool merchant, asking the latter to send on some samples of wool. Since then nothing has been heard of Mr. Folsom. His distracted wife remains in New York. Nobody can account for his disappearance. He had no debts to speak of, was a careful, prudent business man, and had given no signs of mental aberration.

A Fierce Female Doctor.

VINCENNES, Ind., March 13.—At noon to-day Mrs. Dr. Balke, a rather prepossessing woman, aged 40, and engaged here in the practice of midwifery, met Superintendent of the Telegraph Perry Hood, on one of the principal streets, and receiving a reply from him that his name was Hood, commenced beating him with a raw-hide. It was only yesterday that the Doctress cowhided a B. & O. Express messenger named John Coogle. She has others to whip, so she says. It is alleged that Hood and Coogle talked about her. The affair to-day created much excitement. Hood is a gentleman of society in the city.

The President's Receptions.

WASHINGTON, March 13.—The President on Tuesday evening, March 17, will receive at the Executive Mansion, the members of the diplomatic corps, Judges of the Supreme Courts, United States and other United States courts, Senators and Representatives of the Forty-eighth and Forty-ninth Congress, officers of the army and navy and the marine corps, and the ladies of their respective families. The President has not decided upon a date for his evening reception to the public.

Shutting Down on Lewd Shows.

TORONTO, Ont., March 13.—County Crown Attorney Fenton has written to Mayor Manning, protesting, in the interest of public morality against such exhibitions as made by the Rentz-Stanley troupe at the Grand Opera House this week, and the Adamless Eden troupe beginning to-night. He threatens, unless the manager of the opera house at once stops such exhibitions, that he will take steps to bring him and all other offenders to justice.

Italy to Germany.

ROME, March 13.—The German Ambassador having requested Signor Mancini, the Italian Minister of Foreign Affairs, to define the Anglo-Italian agreement. The Minister has replied that in case of a conflict between the interests of England and Germany, Italy is still in a position to observe the spirit of her alliance with Germany.

Edmund Yates Again in Trouble.

LONDON, March 13.—Edmund Yates, of the *World*, is again involved in a libel suit. The complainant, George Grant, seeks to recover $5,000 damages for the statement in the *World* that he secretly speculated with his partner's money, and having lost it, absconded.

A New Editor of the N. Y. "Herald."

NEW YORK, March 13.—Rev. Geo. H. Hepworth, for many years pastor of the Church of the Disciples, lately under the pastorate of Rev. J. H. Newman, has been appointed editor-in-chief of the New York *Herald*. Hepworth enters upon his duties at once.

A Lady Edits That Department.

THE MORNING TELEGRAM is the best paper Grand Rapids has ever produced. E. M. Rose, formerly connected with the *Republican*, is state editor, and is proving a very successful paragrapher.—*Clinton Republican*.

PAINTED IN VERMILION.

An Ugly Picture Which Fades in the Sunlight of Truth.

W. L. Snyder, principal of the Jefferson street school, has been pulled over a rather warm furnace by all of our city contemporaries. He is charged by them with brutally beating a pupil named Bertie Love, and so severely that serious results were feared. A TELEGRAM representative investigated the case yesterday and heard the reports of Superintendent Mitchell and others, who had thoroughly inquired into it, and found the picture had been painted in altogether too brilliant colors. The boy Love is a robust, good-sized boy and did receive punishment for disobedience, and, as Mr. Synder admits, the punishment was given in anger and was more severe than he intended. He did not intend, as he says, to strike the boy a hard enough blow to knock him down, and did not kick him. Mr. Mitchell, in his investigation, found no marks of violence upon the boy's body and thinks he will be perfectly able to attend school on Monday. Mr. Snyder still retains his position as principal of the school and continued his duties yesterday up to 4 o'clock p. m.

Mr. Snyder visited the boy at the home of his parents yesterday; was not censured by him or the parents; was received kindly, and was told by the mother that she thought she should send the boy to school again. The members of the school board, so far as could be ascertained, lay no blame on Mr. Snyder and one was found who said he presumed he would have done "just as the Professor did." Mr. Snyder has not recently moved his boarding place, and anyone could have located him by referring to the latest published catalogue of the city schools.

SUNDAY SERVICES.

Special Appointments Made Among Churches for To-Morrow.

Rev. Henry Powers, at Powers's Opera House, will preach in the morning on "The Light of Asia," and in the evening on "My Creed, or What do Unitarians Believe?"

Rev. W. F. Richardson, pastor, will speak in the morning, at the Church of Christ, upon the subject, "Rebuilding Jerusalem," and in the evening upon "What is the Gospel?"

Rev. Mr. Fluhrer, at the Universalist Church, will deliver the last lecture in his second series in the evening. Subject: "Universalism and Unitarianism—Ballou Channing."

A missionary meeting will constitute the evening services at the East Street Methodist Episcopal Church. The Ladies Missionary Society, connected with the church, will have charge of the services.

Rev. H. P. Welton, at the First Presbyterian Church, will deliver his second sermon upon the "Types in Genesis," and his subject will be "Two Great Lights." In the evening the pastor will examine the teachings of Henry Powers, Unitarian minister, using for his subject, "What is Christianity?"

The Regular Announcement.

In the Superior Court yesterday, Josephine Burrows, by S. D. Clay, her attorney, filed a bill asking for a divorce from Alfred A. Burrows, on the grounds that he has deserted and abandoned her, and refuses or neglects to contribute to her support. They were married in November, 1877, and he left her in March, 1881. No children to quarrel over.

"Billee Taylor."

Another large audience greeted the Amy Gordon Opera Company last night at the Grand in the presentation of the opera "Billee Taylor." The company, as usual, acquitted themselves to the evident satisfaction of the audience. This afternoon, matinee, "Fra Diavolo," and this evening "Chimes of Normandy."

TRADE AND FINANCE.

OFFICE OF F. V. TAYLOR, Sweet's Hotel, GRAND RAPIDS, March 13, 1885.

Cables—Wheat a corn strong with upward tendencies. Consols lower. Chicago receipts were 121 cars wheat; 216 cars corn; 118 cars oats; 17,-000 hogs. New York shipments were 28,180 bu. wheat 76,888 bu. corn.

	Open.	High.	Low.	Closed.
Wheat—				
March	77¼	77½	75¾	77⅛
May	82¾	82¾	80¼	80⅝
June	84⅜	84½	82¼	82⅞
Corn—				
May	42¾	43⅛	42½	42⅝
Oats—				
May	31⅛	31½	31⅛	31¼
Pork—				
May	$12 75	$12 90	$12 67½	$12 72½
Lard—				
May	$7 05	$7 05	$7 00	$7 02½

New York.

NEW YORK, March 12.

Wall street closing: Money closed easy 1@1½ per cent. Exchange closed dull; posted rates, $4 84@4 87; actual rates, $4 83½@4 83¾ for sixty days, $4 86@4 86¼ for demand.

Governments closed firm; currency 6's 125 bid; 4's coupons 122¾ bid; 4½'s do 111⅝ bid.

Pacific railroad bonds closed as follows: Union firsts, 113@113½; Land Grants, 108@109, bid; sinking funds, 118@120 bid; Centrals 111⅝@112.

NEW YORK, March 13.

FLOUR—Dull, prices show no material change; Minn. extra, $2 90@5 60; round hoop Ohio $3 00@5 25; St. Louis extra $3 00@5 40; Southern flour, dull; common to choice $3 20@5 50.

WHEAT—Options quiet, easier, closing ⅝@1c lower; Spot lots closed firm, without material change; Spot sales ungraded winter red 84@92c; No. 3 red 89½c, No. 2 do 90½@92c; No. 2 red state, 92c; No. 2 red, winter, April, 90⅝@91⅝c; do May, 92⅛ bid; do June, 92⅞@94⅛.

CORN—Options moderately active, but irregular, closing weak, ⅜@⅝ lower; Spot lots closed ⅛@⅜ lower. Spot sales ungraded mixed, 50@51½c; No. 2, 51½c; steamer mixed, 51@52½; No. 2 mixed, March, 51½c; do April, 51⅜@51¾c; do May, 51 ⅝c.

OATS—Options dull; closed steady about yesterday's prices. Spot sales, No. 2 white, state, 39c; No. 2 mixed Mar., 37½c.

RYE—Dull: Western, 72.

BARLEY—nominal.

PORK—Dull mess, $13 50@13 75.

LARD—Dull, easy; $7 25 cash; $7 25 March, $7 24 April.

SUGAR—Dull, fair to good refining, 4⅞@4⅛.

BUTTER—Dull, steady; 16@28c; Western, 10@32c.

EGGS—Dull, steady; 20@—; western 20.

Grand Rapids.

WHOLESALE MARKETS.

TELEGRAM OFFICE, March 13.

GRAIN—Corn, 42c; Oats, 30@32c, retail 35c. Wheat: Clawson, 79, red long berry, 80; short berry, 77. Rye, 56 lbs., 50@55c.

FLOUR AND FEED—Patent, $4 75 wholesale, $5 40 retail; patent, $5 25 wholesale, $6 [illegible] retail; middlings, per ton, $16 00 wholesale, [illegible] per cwt.; Bran, per ton, $14 00 wholesale, 75@85 per cwt.; Meal and feed, per ton, $20 00 wholesale, $1 10 per cwt.

PROVISIONS—Beef, per cwt., $7 00@7 50; Veal, $7 00@8 00; Mutton, 4½@5; Dressed hogs, $5 00@5 25; Pork: For 100 lbs. mess, $13 00@13 50; Hams, 11c; shoulders, 8c; smoked beef, 10@12c; Lard, Tierces, 8½c; kettle, 11c.

BUTTER AND CHEESE—Butter, Tubs and pails, [illegible] creamery, tubs, 25c. Cheese, [illegible]

POULTRY—Fowls, Dressed, [illegible] Turkeys dressed, 13@15c; Ducks, Dressed [illegible]

EGGS—Fresh, 18@20; [illegible]

VEGETABLES—Potatoes, Turnips, Onions, Parsnips, [illegible] Cabbages, per hundred, [illegible] per bu. [illegible] Squash, per hundred, [illegible] Celery, per doz. [illegible] Cranberries, $7 25 per bu.

THE PEOPLE'S SERVANT.

THE RAILWAY MAIL SERVICE.

A Few Facts Relative to Its Early History, Growth and Present Magnitude—Something of the Employes and Their Duties.

BY E. O. ROSE.

There is probably no branch of the Government service in which the whole public is so generally interested, and which is at the same time so little understood, as that of the Railway Mail Service. Almost everybody, no matter what their station in life or their avocation may be, is served by the mails. People deposit their written missives in a letter box, or in a post office, and know, in a general way, that they reach their destination in due course of time, but few have anything like an accurate idea of the *modus operandi* of their transit.

The Railway Mail Service, as at present operated, is of comparatively modern origin. Only middle aged people can readily remember when all letter mail from country post offices was forwarded in packages securely wrapped in strong paper, to the nearest distributing post office in the direction of its destination. For example: letters addressed to points westward, mailed in Michigan, were forwarded to Chicago D. P. O.; those for points eastward to Detroit or Toledo D. P. O. Only the large city offices, and those where numerous routes centered, were designated as distributing post offices. At these offices all letter packages received were opened and distributed in cases containing a pigeon hole for each post office in that region of country. As the pigeon holes were filled, or when the mail for those points was about to depart, or when the day's work was concluded, as the case might be, their contents were again enclosed in paper wrappers and the packages addressed to their respective destinations. As may be readily seen, this method of distribution involved considerable delay, usually about thirty-six hours, mails arriving at evening being distributed next day and sent out the following morning. There were no "night lines" then, and mail matter usually tarried in the D. P. O. office two nights and one day. There was not only serious delay in the D. P. O., but many letters were carried directly past their destination, and not returned till after the usual D. P. O. manipulation. Thus, a letter mailed at Hudson, Mich., for La Porte, Ind., would very likely be placed in the package for Chicago D. P. O., and on its way there pass directly through the village of La Porte. Some postmasters may have exercised a little care and have taken pains to make up packages for local or intermediate points, but the average country P. M. bundled everything off to the nearest D. P. O., regardless of its final destination.

Mail apartments in the railway cars of that day were crude affairs, when compared with those of the present time. They were provided with a few boxes, holding a bushel or more each, a few hooks for hanging up pouches, and a table, upon which mail was emptied and assorted. No pigeon-holes were provided, and none were needed, for no letter packages were opened. Postal Clerks, or Mail Route Agents, as they were then styled, distributed and forwarded letter packages as they did newspapers, solely by the address upon the outside wrapper. Important inventions and wonderful discoveries in science and philosophy have frequently had their origin in some trifling incident or circumstance, and a revolution in the Railway Mail Service resulted from and was inaugurated by a simple accident, as it were. On a certain Summer day in 1863, the mail run westward, between Toledo and Chicago, over the Lake Shore & Michigan Southern Road, was in charge of John Caldwell, a gentleman whose head is well filled with practical common sense. In emptying mail received from a way office, a wrapper came open and a package of letters was scattered about the table. In gathering them up, he discovered that several were addressed to offices on his line, and in towns through which his train had not yet passed. It instantly occurred to him that he might deliver those letters that day, instead of taking them through to the Chicago D. P. O., as the address on the wrapper indicated. To do so would be a violation of the regular practice, and perhaps subject him to censure and reprimand; but the fact that it would place the letters in the hands of the people to whom they were addressed that day, instead of the day after the next, prompted him to take the chances, and he did so. On reaching Chicago, he reported the matter to Hon. Geo. B. Armstrong, Superintendent of the Railway Mail Service. That official approved Mr. Caldwell's action in the premises, and thereupon the latter suggested that he might devote his leisure moments during the run each day to an inspection of packages received from way offices; and sort out and deliver such letters as he might find for offices not yet passed. Mr. Armstrong assented to it; and in conversation which ensued, he expressed a determination to try the experiment of doing D. P. O. work on wheels—while the mails should be in transit—and thus obviate the delays which were unavoidable under the old system, provided the railroad companies or some of them, would furnish the requisite facilities for it. From that time on, Mr. Caldwell gave as much attention as possible, with his limited facilities, to the labor of sorting out and delivering letters for local points, and this was probably the real commencement of D. P. O. work while the mails were in transit. But Mr. Armstrong's proposed "new departure" encountered many obstacles, and its early experience was similar to that of almost all other progressive enterprises. Many readers will readily recall some of the absurd objections urged against the building of railroads, thirty or forty years ago. Most of the farmers and teamsters argued that the raising of horses would become a profitless industry, because so few would be needed after the railroads should be built; but in the matter of ludicrous objection, the argument which the writer once heard made by a pioneer settler of Northern Michigan, against the building of the Grand Rapids & Indiana Road, takes the belt. He earnestly protested against it "because the whistle of the pesky locomotives would drive all the deer out of the country." The objections urged against Mr. Armstrong's project may not have been quite so absurd, but they were equally groundless. Railroad managers were reluctant about providing the increased car space and other facilities necessary for a fair trial of the experiment, and D. P. O. postmasters and their employes were totally opposed to it, the former for the reason that if the experiment should prove a success, the salaries and consequent importance of their offices must necessarily be reduced, and the latter because of the sweeping reduction which must be made in the clerical force of P. D. O. offices. But, as the building of railroads actually increased the demand for horses, because of the increased amount of work to be performed by them, so the ultimate adoption of Supt. Armstrong's plan increased rather than diminished the number of distributing clerks required. Their labors were simply transferred from stationary offices to apartments on wheels.

Mr. Armstrong persevered in his efforts till the managers of the Lake Shore & Michigan Southern road finally consented to furnish facilities necessary for a trial of the experiment, and in compliance therewith, in the Fall of 1863, or Winter following, built and set up in the center of two cars, letter-cases of about 150 pigeon holes each; but owing to some misunderstanding or delay incident to a settlement of the question of increased compensation, demanded by the company in consideration of added space and facilities, the cars were never used. In the mean time the Chicago & Dixon, a road from Chicago to Dixon, Ill., 98 miles, (which has since become a part of the great Chicago & Northwestern line,) built and commenced running a distribution postal car, which was the first regular D. P. O. service on wheels in the United States. The precise date of its commencement, and the names of the clerks who performed the work, the writer has been unable to ascertain; but it was some little time after the building of the unused Lake Shore & Michigan Southern cars. Shortly after this, D. P. O. service was placed on the line between New York and Washington, but its adoption generally was somewhat tardy. The first R. P. O. service into Toledo, was over the Lake Shore road, from Cleveland; and from Toledo westward, over the Toledo, Lafayette & Quincy, to Quincy, Ill., the date of the latter being about the first of August, 1868.

During 1864 arrangements were concluded with the Lake Shore & Michigan Southern company for R. P. O. service over its line, between Toledo and Chicago, and two postal cars were provided, which, at that time, were regarded as "regular daisies." (They are still running between the two cities named, and, though somewhat like the barrel that had been repaired and rebuilt until nothing but the original bung-hole was left, they are the same cars.) The first run from Toledo to Chicago was made July 12, 1864, by John Caldwell, head clerk, and William Cross, second clerk. With plenty of room and ample facilities, Mr. Caldwell was able to do much better work than was possible in the old-fashioned car, where he had labored for years. L. H. Johnson, head clerk, with Robert H. Hendershott, the famous "drummer boy," as his assistant, followed next day. The other employes upon the train at that time were Capt. McGrath and W. F. Van Winkle, head clerks, and a Mr. Durbin and William B. Thompson, second clerks, the letter being none other than the gentleman who has for years past been General Superintendent of the Railway Mail Service, and more recently Second Assistant Postmaster General. At that time Dr. George B. Armstrong was General Superintendent, and Hon. Geo. S. Bangs was Superintendent of the division embracing Ohio, Michigan, Indiana, Illinois and other western states. Mr. Caldwell is still a head clerk between Toledo and Chicago, and having been in the Railway Mail Service almost twenty-five years continuously, may be justly regarded as one of the Postoffice Department's veteran servants.

The advantages of the new system over the old were so apparent that it speedily commanded public favor, and was soon adopted generally throughout the country. But it was sadly lacking in many things indispensably necessary to its more thorough efficiency and a reasonable degree of perfection. Route agents and clerks made up and dispatched their mails as to them seemed best. Except the official directory, which named each post office and gave the county and state wherein it was located, (published only once a year,) nothing was furnished by the P. O. Department to impart information relative to a proper distribution of the mails. Here and there some enterprising individual prepared and published in sheet or pamphlet form, "schemes" or lists of the post offices in their respective states, together with the name of the railroad line or lines supplying each office with mail. These lists, though often inaccurate in important particulars, were eagerly sought by postal clerks and route agents, who cheerfully paid the publisher's price for them. That many mistakes were made in distribution, is not surprising. While most of the employes made an earnest effort to do accurate work, a few were indifferent, and seemed content to work off their mail in the easiest way possible, regardless of the delays resulting from their blunders; and there was at that time no way to determine whose work was accurate nor whose was faulty. But about the time of the general adoption of the new system upon all the railway lines of the country, Mr. Bangs was promoted to the office of General Superintendent, and under his efficient and very able administration, the Railway Mail Service was vastly improved. He was a man of untiring energy and possessed great executive ability, and speedily brought order out of chaos. Among the numerous improvements inaugurated by him was the preparation and publication of official "schemes" for each state and territory, which were gratuitously furnished to postal clerks and route agents as their work required; and schemes were not only thus furnished, but employes were required to learn them, and to thoroughly familiarize themselves with their various duties and the work expected of them. A system of examinations was devised, whereby incompetents were discovered; and after the lapse of a reasonable period they were required by further examination to demonstrate whether they had "mended their ways" or not. It had been the practice, in making up letter packages for connecting lines and "dis." offices, to invert the top letter and write upon it the name of the route or railroad to which it was going. No matter how many errors there might be in the package, there was no way of definitely placing the fault where it belonged. To remedy this, Mr. Bangs required employes to use a facing slip, cut about postal card size from strong manilla paper furnished by the P. O. Dept., which must contain the address for the package to be covered by it, the date upon which it was made up, the name and postmark of the clerk or agent making it, and the direction his train was moving at the time; and it was made the duty of the employe distributing the package to note on the back of the slip any errors it might contain, and at the end of his round trip to forward all slips with errors so noted upon them, to the superintendent of his division, where they were entered up as received in record books provided for that purpose. These records, together with the results of the examinations heretofore mentioned, enabled the department to ascertain to a certainty who the incompetents were, and to weed from the service such as could not or would not post themselves sufficiently for an intelligent and proper discharge of the duties required of them. Another thing which Mr. Bangs introduced was a trip report, to be made by each clerk or agent in charge of a run, showing exact time of departure from and arrival at terminal points, the number of packages of letters and sacks of papers received and distributed and the number of registered letters handled, failures to deliver or receive mails, including failures to connect with intersecting lines, if any, and to especially report anything unusual occurring during the trip, such as serious delays of the train and the causes thereof, etc. In all this work of improvement and the introduction of method and system in the service, Mr. Bangs was ably seconded by Capt. Jas. E. White, Superintendent of the Sixth Division, with headquarters in Chicago, and by Wm. B. Thompson, who had in the mean time been advanced to the position of Superintendent of the Ninth Division, which embraces the Lower Peninsula of Michigan.

[To be Continued.]

The Fortnightly.

The Fortnightly Club gave a pleasant entertainment at the residence of H. M. Reynolds, 103 Ransom street, last evening. The house was well filled with young people and the musical and literary productions were well rendered and received. The music by the orchestra, largely composed of ladies, was a principal feature of the program. The next meeting will be held at the residence of Henry Spring, on Cherry street.

A TIDAL WAVE

SWEEPING EVERYTHING IN ITS WAY.

Buying all our goods for cash and availing ourselves of auction sales and of many goods offered through agents, commission men, manufacturers, importers and bankrupt concerns in the eastern markets, we are enabled to furnish merchandise of all kinds at the low prices prevailing at our establishment. The reduction in the price of everything in our store is perfectly wonderful and staggers all opposition.

The success attending our Great Sale is like a Tidal Wave sweeping everything in its way.

Thousands upon thousands of customers who each day visit our establishment and who avail themselves of Goods at the Marvelous Low Prices attest in the strongest language possible to the fact set forth in every line of our advertisement.

SPRING & COMPANY.

FLANNELS of all descriptions are marked down at the most wonderful low prices—9c, 10c, 12½c, 15c, 17c, 20c, 25c. During a business experience of upward of thirty-five years we have never known such values for the money as now prevail in each department of our store. No matter what your wants may be in the Dry Goods line, you will find every article marked correspondingly with the great scarcity of money. A bushel of wheat will purchase more goods from our establishment than it ever would since the foundation of the world.

SPRING & COMPANY.

Turkey Red Table Damasks from 28c to 50c per yard, these goods are nearly half their usual value.

We are selling Colored Blankets at half their former price. SPRING & COMPANY.

ALWAYS AHEAD.

Whoever has to buy a Suit or Trousers, Shirts or Underwear, is reminded that our guarantee with each sale pledges us to give the best Bargains every time. You can wear our Clothes into other stores, Compare them and return for your mony if you think you can do better elsewhere.

"For men wear out their trousers first at the knee."—*Texas Siftings.*

A single pair of trousers will not carry a man or boy through an entire season, so in the Spring of the year we expect an active demand for these essential garments we are prepared to meet the demand as never before. Trousers of all grades from $2.50 for a mechanic's strong serviceable, everyday [illegible] to a $9.00 Article, fit [illegible] occasion. Now-a-day[illegible] 6 buys good enough [illegible] for almost any one [illegible] these Prices we ha[illegible] variety of Patterns[illegible]

All New Goods [illegible]

FINE M[illegible]

TAIL[illegible]

Our Sp[illegible] Woolens, [illegible] tic Good[illegible]

E. S[illegible]

G[illegible]