

**DIAMOND SPRAY.**

—“Home’s the place for boys,” said a stern parent to his son, who was fond of going out at night.

“That’s just what I think when you drive me off to school every morning,” said he son.

—“It was pitched without,” said the clergyman, and an old base-ball player, who had been calmly slumbering, woke with a start and yelled “fool!” The first base came down from the choir and put him out.

—A lady met a little country boy one morning, and said, “Well, Johnny, how’s your mother?”

“She is well.”

“And your father?”

“He’s well too.”

“Now Johnny, how’s your parents?”

“Ain’t got no parents, and my name ain’t Johnny.”

—A jurymen was summoned at a County Court. After replying satisfactorily to the several questions propounded by the solicitor, he was accepted, and, in the usual way commanded to look upon the prisoner. After scanning the man closely, the unprejudiced juror turned to the Judge, and in a firm solemn voice, said, “Yes I think he’s guilty.”

—A Rhode Island man recently told his son to cut a hole in the barn so that the cat could go in and out, the barn being infested with mice. The boy did so, locating it just where the barn door when open, would cover the hole. “How in thunder is the cat to get into the barn when the hole is covered?” asked the provoked father. “Why, through the door of course,” replied the son. The parent suddenly remembered that he wanted something from the house, and went in after it.

—“Can you give me some money this evening, to purchase a new bonnet, my dear?” “By and by, my love.” “That’s what you always say, my love; how can I buy and buy without money?” And that brought the money, just as one good turn deserves another. Her wish was so successful that she tried it again next week. “I want money, my dear, to buy a new dress.” “Well you can’t have it—you called me a bear last night,” said her husband. Oh well, dear, you know that was only because you are fond of hugging.” It hit him just right again, and she got the money and something extra. He left his pretty wife and hurried off to business, saying: It takes a fortune to keep such a wife as you are—but it’s worth it.

**THE TRIUMPH OF ART IN RAILROAD TRAVEL.**

Year by year we note the footsteps of progress in many directions. In no direction is progress more palpable than in the facilities offered the railroad traveler of the present day. Looking back but a few years, we can see the toiling, snail-like advance made day by day by the emigrant’s wagon, as it was slowly but surely drawn toward sundown by the patient ox or the slowly moving farm horse; then came the old fashioned stage coach; following closely, we had the canal packet; then the steamer on the lakes and rivers; then the locomotive engine and the stage-like car. Now! the palatial coach and more than palatial drawing room and sleeping car. Yet, not satisfied with these, that marvel of mammoth western corporations, the Chicago & Northwestern Railway, as we stated some weeks ago, has developed hotel cars that will, for elegance, usefulness and real comfort, eclipse everything of the kind that has been hitherto placed in service on any road. Some of our readers seem to have some doubts about the merits of hotel cars, or their superiority over the so-called dining car that are run for a few miles on some roads. “I am not so sure about that,” said one of our friends, as he had finished reading our first article about these hotel coaches that are to be run on the Omaha and California line of the Chicago & Northwestern Railway. “I am not so sure I would care to take my dinner in any car, no matter how much like a palace, while it was running at the rate of forty miles an hour.” It is a saying, “that the faster you run the safer.” Why, last June it will be remembered that this road hauled from Chicago to Council

Bluffs, in less than ten hours, the now celebrated “Jarrett and Palmer Train.” On that train was a hotel car, not so large, with less wheels under it, poorer springs, and in no way as strong and easy for riding in as these new cars are to be, and yet Mr. Jarrett said, “while on the Chicago & Northwestern line, running at an average rate of fifty miles an hour, we took our breakfast as comfortably as we would at Delmonico’s, in New York.”

It is well known that the Chicago & Northwestern Railway is built over the most favorable line, as to grade, that could be found between Chicago and the Missouri river, with but few curves; its track is mostly of heavy steel rail, gravel ballasted, with wide roadway, giving it permanency and solidity—it is as smooth as a floor; all its cars are strong, with plenty of wheels under them, and with springs so adjusted that the usual “bouncing” and oscillation is reduced to the minimum. We observed last week that in an ordinary car the side motion and rising and falling of the car was less than half an inch, and sometimes scarcely perceptible. We believe it will be found that a person will sit or write in one of these hotel cars, and eat or write as comfortably as he could at his desk or table at home; *this we choose to call the triumph of art in railway travel.*

We learn that this new line of hotel cars is being pushed to completion as fast as the full force of workmen in the Pullman shops can do it. We shall be certain to see them in a few weeks.—*Cedar Rapids Republican, Feb., 1877.*

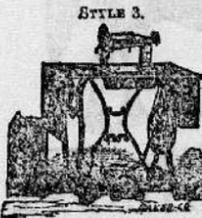
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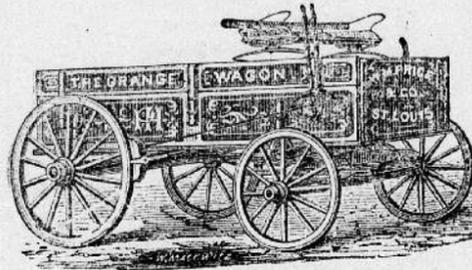
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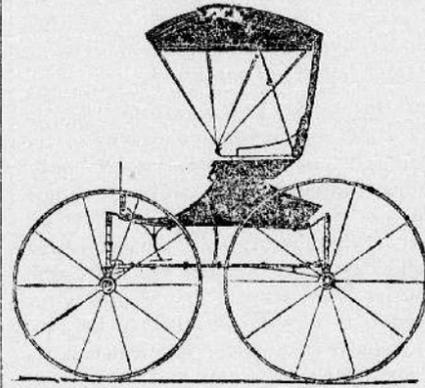


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2 3-4 in. " " light 2-horse	1500 lbs.	49	
3 in. " " medium 2-horse	1800 lbs.	50	
3 1-4 in. " " 2-horse	2400 lbs.	53	
3 1-2 in. " " 3-h'e (light 4-h)	3200 lbs.	55	
3 3-4 in. " " 4-horse	4000 lbs.	55	
1 3-8 in. Iron Axle, very light 2-horse	1300 lbs.	54	
1 1-2 in. " " light 2-horse	1600 lbs.	55	
1 5-8 in. " " 2-horse	2000 lbs.	55	
1 3-4 in. " " 3-h'e (light 4-h'e)	2500 lbs.	62	
2 in. " " 4-horse	4000 lbs.	70	

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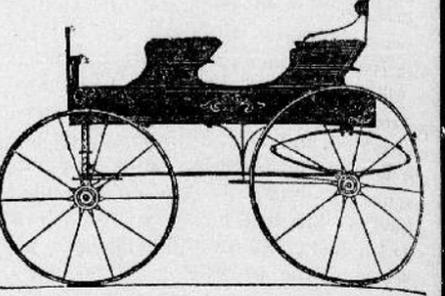
**HELENA AND DIAMOND CITY, STAGE LINE.**

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Coaches leave Helena Monday, Wednesday, and Friday, at 7 o’clock, a. m.  
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Passengers and freight carried at moderate rates.

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