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CARDS

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FRANK CHAPMAN'S

New Cash Store Las Vegas Gazette.
J. H. KOOGLER Editor.

Blue Jeans has gone up to fifteen dollars a yard in Indiana.

"To be or not to be" is what Hayes and Tilden say.

Betting on the late election was bad business. It takes too long to decide it.

Waiting for the lat you have won; waiting for the boots you have won; waiting for the new suit of clothes; worse than all waiting for the drinks for the crowd. These are some of the troubles heaped upon a long suffering people by the bulldozed parties and fraudulent counting in Louisiana.

Narrow Gauge Railroads.
The narrow gauge is not a toy railroad by any means. It will transport as many passengers and as much freight as any railroad.

Many people have an unaccountable prejudice against this system of railroads. They denounce it on general principles although they perhaps have never studied the principles of the system theoretically or know anything of it practically. One thing is certain it costs one third less to build them and one third less to operate them after they are built.

They carry less dead weight in cars and engines, and all other conditions being equal they can transport freight and passengers cheaper than the broad gauge road. Live stock can be shipped on the former as well as the latter.

The narrow gauge will carry more freight up steeper grades than the broad gauge. It can run on shorter curves with greater safety. It is as comfortable for passengers without prejudice as the broad gauge. In short it can do all the business which has ever yet been required of a railroad in the United States, with the exception perhaps of a very few lines. A train on the K. P. or the A. T. & S. F. can not bring a load of freight across the plains which the D. & R. G. will not transfer to a train on their road and carry it.

The broad gauge is like a fat man trying to work, he expends all his energy in his cwa locomotion. The power is destroyed in pulling the engine and cars instead of the freight. The broad gauge possesses but one advantage over the narrow gauge and that is the great number of railroads built on the former system in the United States. Had they all been built on the narrow gauge plan, it would have been better for the owners of the roads and the country at large.

The gauge of the first road built by Stephenson in England was fixed at 4 ft. 8 1/2 in. because that was the gauge of the common road wagon. That has become the standard gauge throughout the world.

The Festing railway in the south of Wales was originally built as a tramway. The gauge was only 23 inches. In 1869 Mr. Fairlie built an engine for this road. It was found to work excellently for the transportation of freight. The writings of Mr. Fairlie published in 1870 and 1871, on "The Gauge of the Railways for the Future," attracted the attention of engineers through out the world. He claims for this system; 1, that the cost of constructing taking the average expense, is found to vary as the gauge, 2, that every inch added to the width of the gauge beyond what is absolutely necessary for the traffic adds to the cost of construction and increases the dead weight of the rolling stock and the cost of working; 3, that the dead weight of the trains is in direct proportion to the gauge on which they run; 4, that a saving in first construction equal in many cases to 33 per cent can be made by the adoption of the narrow gauge, which allows greater curvature, narrower banks, and lighter bridging, rails and ties; 5, that narrow gauge railroads have relatively greater traffic capacity than roads of the standard gauge; and finally, that they are safer and can be more economically maintained and operated.

The great disadvantage of this system is at present the necessity of reshipping freight where ever connections are made with the broad gauge roads. This difficulty with the D. & R. G. will be greatly obviated by connecting with the Galveston and New Mexico road. This will give access to Galveston, New Orleans and the southern cities without reshipment, and will be the outlet to the sea coast of a complete system of narrow gauge railroads.

Monsieur D. Conway sticks to it that the juggernaut suicides are the fiction of missionary imagination. Juggernaut himself as represented in Sunday school literature is fictitious. The word is a corruption of Jagannath, "the Lord of Life," a title ascribed formerly to Vishnu, now to Krishna and is either of these deities death was abominable, and not acceptable. That

It is not perhaps generally known, says the St. Louis Republican, that the author of "Home, Sweet Home," was madly in love with Miss Maria Mayo, of Richmond Virginia, afterward Mrs. General Winfield Scott. Miss Mayo was a famous belle, and remarkable for her wit as for her beauty. Poor Payne was not the only one who had laid his heart at her feet and had to take it up again, but he probably suffered more from his disappointment than the rest of the rejected lovers.

When all hope of winning the fair prize was abandoned, he went abroad never to return, and there is no doubt that the corroding sorrow hastened him to the grave he found in a foreign land. The tradition in Richmond is that Scott addressed Miss Mayo when he was only a captain in the army, and received a prompt dismissal. He repeated the experiment when a Major, but with no better success. The third time he proposed he wore the epaulettes of a General, and then was accepted. A friend of the lady asked her why she changed her mind. The reply was: "In my estimation there is a vast difference between Captain or even Major Scott and General Scott."

A few days ago the members of a California rifle association were engaged in the great moral duty of shooting at a mark, when a lady, carrying a long-range rifle, decorated with the usual quantity of surveying instruments and meteorological machines, made her appearance, and announced that she intended to shoot. The astonished riflemen did not dare to oppose any objection, but flew madly toward the target, in order to obtain a safe position.

The untrifled lady—though, on second thought, she may have had more or less rifles concealed about her person—straightened herself upon the ground, tied herself into the intricate knot usually called, "the Creedmoor position," shot her eyes firmly and fired. To the dismay of the riflemen, she actually hit the target at the distance of a thousand yards, thereby seriously imperiling the lives of those who had sought safety in its vicinity. It was evident that something must be promptly done to check the threatened effusion of blood, and the lady was, therefore, hurriedly presented with a gold medal, and fired from the ground before she had time to fire a second shot.

New fashions are made of crelle. "Daniel Deronda" striped stockings have got along.

Nothing can be said of cardinals but that it is the rage.

Gold sequins are to be used for trimming evening hats.

New parures for evening dresses are of hops or autumn leaves.

For street wear every new costume is made very high in the neck.

Basques and polonaises opened in the back still remain popular for young ladies.

Black grenadine dresses are appropriate for ordinary evening wear during the winter.

To be worn with handsome black toilets are neck trimmings of unbleached crepe lisse.

New shades of brown have been brought out in winter stiffs and will be very fashionable.

Borders of fur for trimming are very broad, and must all have little dots of white sprinkled through them.

A new prunesse polonaise has both buttons and bows straight down the front. Two buttons appear between each bow.

A tiny bottle filled with water and concealed by a gilt leaf is used for keeping flowers fresh which are worn in the hair.

Although black has been and still is the standard color for street dresses, bright colors are being brought into greater favor.

In Paris blouses for beds made of thick brown paper are gaining great favor, because of their lightness and great warmth.

The Empress of Brazil, it is said, has recently presented the Queen of England with a dress woven entirely of spiders' webs.

Standing collars for the necks of dresses are made of a bias piece of the material, having a slight seam taken in the back to make them flare properly.

Economy is practiced in the making of ordinary silk costumes by allowing the silk to go only part way up the underskirt, and making the rest of cambric.

Flower trimming on evening toilets is placed lengthwise and in bunches on the dress instead of edging it, as if to hold the loopings in their proper places.

Collars for children are square and very large—made of Smyrna and other kinds of lace. These look particularly well over the dark cloth dresses now so popular.

The bridal robe of a young lady recently married was of broad silk and satin. A quilted satin petticoat was worn under a train of the silk—a true Centennial toilet.

Las Vegas Gazette.

J. H. KOOGLER Editor.

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