LOCAL TIME TABLE

Texas and Pacific Railway.

EAST-BOUND, MAIN LINE.

Leave		Arrive
7:25 a.m.	No. 2	
6:40 p.m.	No. 4	6:45 p.m.
8:30 a.m.	No. 6, Cannon Ball	
4:10 p.m.	No. 10	
0:55 a.m.	No. 8	

WEST-BOUND, MAIN LINE.

Arrive		Leave
7:50 a.m.	No. 1	
7:30 a.m.	No. 3	9:05 a.m.
10:10 p.m.	No. 5, Cannon Ball	
8:00 a.m.	No. 7	
9:30 p.m.	No. 9	

TRANSCONTINENTAL DIVISION.

Leave		Arrive
8:45 a.m.	No. 32	
	No. 31	6:40 p.m.

Texas and Pacific trains Nos. 5 and 6, the St. Louis Cannon Ball, only stop at Texarkana, T. C. Junction, Atlanta, Jefferson, Marshall, Longview Junction, Big Sandy, Mineola, Wills Point, Terrell, East Dallas, Dallas and Fort Worth.

Missouri, Kansas and Texas.

NORTH BOUND.	Arrive.	Depart.
Chicago, St. Louis and Kansas City express	6:40 a.m.	7:00 a.m.
Chicago, St. Louis and Kansas City fast mail	7:10 p.m.	7:30 p.m.
SOUTH BOUND.		
Austin, San Antonio and Houston fast mail	8:45 a.m.	9:05 a.m.
Austin, San Antonio and Houston express	8:55 p.m.	8:10 p.m.

Fort Worth and Denver.

	Arrive.	Depart.
Trinidad and Denver mail	5:20 p.m.	9:30 a.m.
Wichita Falls express	10:25 a.m.	5:15 p.m.

Gulf, Colorado and Santa Fe.

NORTH BOUND.	Arrive.	Depart.
Oklahoma express	6:30 a.m.	6:50 a.m.
Chicago and Kansas City Thunderbolt	8:00 p.m.	8:10 p.m.
SOUTH BOUND.		
Houston and Galveston mail	8:35 a.m.	8:50 a.m.
Cleburne accommodation	10:02 p.m.	10:08 p.m.

Fort Worth and New Orleans.

	Arrive	Depart
Mixed Train, Local Accommodation	6:45 p.m.	8:35 a.m.
Regular Mail and Passenger	9:10 a.m.	6:10 p.m.

Fort Worth and Rio Grande.

	Arrive	Depart
Dublin, Comanche and Brownwood Mail	2:50 p.m.	1:00 p.m.

St. Louis Southwestern.

	Arrive	Depart
Memphis and St. Louis Express	7:50 p.m.	8:10 p.m.
Memphis and St. Louis Express	8:20 a.m.	8:55 a.m.

Weatherford, Mineral Wells and Northwestern.

The trains of this line makes direct connections with the Texas and Pacific railway trains Nos. 3, 4, 2 and 9 at Weatherford, leaving Fort Worth (via Texas and Pacific railway) and arriving at Mineral Wells as follows:

Arrive		Depart.
10:20 a.m.	Fort Worth (T. & P. Ry.)	9:05 a.m.
6:05 p.m.	Fort Worth (T. & P. Ry.)	4:35 p.m.
9.22 p.m.	Mineral Wells	7:20 a.m.
7:57 p.m.	Mineral Wells	3:00 p.m.

D. E. HIRSHFIELD & CO.,
(Pickwick Hotel, Fort Worth.)
RAILROAD TICKETS BOUGHT, SOLD AND EXCHANGED.
San Antonio office, D. E. Hirshfield & Bro., opp. Menger Hotel.

THE CATTLE INDUSTRY.

Prices Are Going to Be Better This Season Says a Man in Position to Know. What Texas Needs.

San Antonio, Tex., Jan. 5.—(Special.)—J. L. Brush of Greely, Colo., president of the Colorado Cattle Growers association and general manager of the Western Union Beef company, is here investigating the stock interest in Southwest Texas. In speaking of the general outlook for cattle growers throughout the country he said: "There are not as many cattle in Colorado, Texas and Wyoming this season as there was last and the prices are going to be better, particularly for young steers. We have been decreasing our breeding herds throughout the West and Southwest for about five years and have now reached bed rock. The condition of affairs is going to result in a boom for the cattle industry. What Texas needs in the way of a stock law is proper state quarantine regulation in order that she can govern her own stock movement. A sanitary board should be established with the authority to make proper quarantine regulations to govern the movement of cattle North and South for the benefit of Texas. Without such state regulations every state can quarantine against the whole of Texas because they have no means of knowing, so far as any Texas sanitary regulations are concerned, whether the cattle are healthy or not."

This plan as outlined by Mr. Brush will be the test of a measure to be introduced at the next session of the Texas legislature.

SHREWDNESS AND GRIT.

Not Fortune, Made These Men a Big Pile of Money.

The possibilities of fortune at a single stroke, says the Chicago Times, are among the fascinations which racing has for men. An illustration of it occurred last week in which, by reason of two successful coups, a couple of Canadians made a competence for life. Some months ago three men of moderate means purchased Glee Boy, a 3-year-old by Falsetto, dam Glimpse, and an unnamed maiden from William Hendrie. They took them to the Woodbine track, near Toronto, which, after the 1st of September, is as silent and as unfrequented as a country churchyard. There the pair were worked and fitted and shipped to Gloucester for a killing. Nobody knew the men and as they appeared to be of the humdrum variety of humanity nobody seemed anxious to know them. Their horses were kept exceedingly quiet. One of the partners came West to the Roby track and one to Hawthorn. The third remained at Gloucester ready to give the word. Agents were at several cities, and, lest through some accident there might be trouble about bets and post odds have to be accepted, it was agreed that the horse should not be played except for a trifle in the ring at Gloucester. The horse started on Tuesday at odds of forty to one, and won all the way. The profits of this coup were variously estimated, but a probable and not exaggerated figure would be $40,000. The day after the same people thought they might as well spring the maiden, and so an unknown with the name of Secret was carded, and Secret, played from fifteen to one to six to one, won handily. A full $80,000 must have been netted on a capital which originally did not exceed $3000 in all. The ability to keep a secret was really the main thing needed. It is the recurrence of just such romances in real life that lend to racing a peculiar fascination for the man who once dabbles in it.

SANTA FE CHANGES.

A Shifting of Officials on the Atchison.

NO REVISED AGREEMENT YET.

The Western Passenger Association Still Torn Up—A Railroad's Liabilities—As to Mrs. Hettie Greene—O. R. C. Officers—A Good Record—Loaded as Billed.

CHANGES ON THE SANTA FE.

Several changes in the official roster of the Santa Fe road are announced. E. C. Ives having resigned to accept other services with the same company, S. F. Ressegule is appointed superintendent of lines east of the Missouri river J. T. Hartman is appointed superintendent of the southern division vice C. F. Ressegule transferred. H. U. Mudge is appointed superintendent of the western division, vice J. T. Hartman, transferred. M. C. Sears is promoted to superintendent of the Rio Grande, vice H. U. Mudge, transferred.

NO REVISED AGREEMENT.

It was expected that at yesterday's meeting of the Western Passenger association that the matter of revising the agreement would be definitely settled, and that it would soon be known whether or not an agreement could be prepared which would be perfectly satisfactory to all members, says the Kansas City Times. When the matter came up, however, the committee having the matter in charge announced that it was not ready to report, and more time was given. No date was set at which it should report.

The commitee held a brief meeting yesterday morning and adjourned until Thursday. The committee on World's fair rates also requested and was granted further time with the understanding that it will have a report ready for consideration at the next regular or special meeting. A resolution was adopted deferring further consideration of the proposed 1000 miles interchangeable tickets until the next regular meeting, at which time it is understood a committee representing the commercial bureau will be present to address the meeting.

On the subject of certificate plan excursion business the committee's report was attended and adopted. The report contained a clause providing for taking the votes of the lines on propositions relative to certificate plan reductions. This, however, was stricken out, and it is understood that votes will be taken on all propositions as heretofore. The question of justifying action taken through mistake or misunderstanding under article 9 was referred back to the chairman for such action as might be deemed necessary under the agreement. The agreement was amended to provide for a minimum charge of $15, instead of $10, when special coaches or first class parlor or excursion cars are chartered on regular trains.

AS TO MRS. HETTIE GREEN.

The following from the Columbus (Ohio) Dispatch will be of considerable interest to Texas people: "Mrs. Hettie Green of New York has purchased the Waco and Northwestern Railroad, and it will be placed under the control of C. P. Huntington, who will run it as a part of the Houston and Texas Central system. The purchased road is to remain in the hands of the United States court for the present, but the extension of the Texas Central will begin at once through the northwestern grain and grazing counties of the state that lie along the divide between the double mountain fork of the Brazos and the Colorado rivers, diagonally across the Pan Handle country, from Albany, the present terminal in Shackleford county. The Texas Midland branch will be extended from Roberts to Greenville. Mrs. Green now owns controlling interest in the whole Texas Central system as well as being owner in fact of the old Waco and Northwestern just purchased. The whole system will soon be merged into one triangular road by building a connecting line due east and west between Garrett and Morgan via Hillsboro."

A RAILROAD'S LIABILITIES.

Washington, D. C., Jan. 5.—Chalmer M. C. Prentice, a pysician of Norwalk, O., while traveling on excursion tickets with his wife and other persons on the Lake Shore railroad to Chicago, purchased return trip tickets of a number of passengers. The conductor learned of this, arrested Prentice just before reaching Chicago, subjecting him to violence and his wife to insult, and had Prentice locked up on a charge of disorderly conduct, which charge was dismissed the next day for lack of appearance on the part of the conductor.

Prentice sued the railroad company, which admitted that the arrest was wrong. The company, however, objected to the charge of the judge that the damages in the way of compensation might be awarded for the humiliation suffered, and also exemplary damages as a punishment of the offense. Judgment for $10,000 was brought in, but subsequently Prentice had it reduced to $6000. The railroad appealed, notwithstanding Prentice's voluntary act, done probably to avert an appeal. In an opinion by Judge Gray the United States supreme court today upheld the judge's charge, except as to the exemplary damages, ruling that the railroad company cannot be punished for the wanton and unauthorized act of its agent.

THE UNION TERMINAL WINS.

The state board of railroad commissioners of Kansas handed down its decision in the case of the Union Terminal company against the Missouri Pacific and Union Pacific railroad companies, granting the prayer of the plaintiff. The terminal company applied to the commission for an order permitting it to cross the tracks of the defendant companies at the west end of the Union Pacific bridge in Kansas City, Kan. The defendants set up that owing to the large amount of traffic at that point such a crossing would be dangerous. The commission in its decision cited the fact that it had appeared in evidence that the Missouri Pacific railroad company was about to build another bridge near the Union Pacific bridge now used by it and that the rush of traffic would be materially relieved. It was ordered that the terminal company be permitted to make the crossing at the point designated and it pay all the expenses of same.

It was also ordered that $500 be paid to the Union Pacific Railroad company and $750 to the Missouri Pacific for right of way across their roadbeds. The terminal company is required to pay one-half the salary of a flagman at the proposed crossing and the defendant companies the other half. The case was the most closely contested that has been heard by the commision for months.

BURLINGTON LUXURIES.

For some time the management of the Missouri lines of the Burlington has been considering and has had experts examining the various systems of electric lighting for its passenger trains. General Manager Brown has announced that a decision had been reached and that contracts had been awarded for a system of electric lighting to be used on the lines.

The St. Louis and Denver trains and the Kansas City and Chicago and the St. Joseph and Chicago flyers will be equipped at once with a system of lights on the storage battery system. The cars are now being wired in the shops.

BRICE AND THOMAS.

A telegram from Knoxville, Tenn., says: "A strong company, with John M. Bass of Fort Wayne, Senator Brice and General Samuel Thomas as leading stockholders, has been organized and will erect car works and a car wheel foundry at Lenoir City, twenty miles west of Knoxville. The car [works will] have a capacity of fifteen complete cars per day. A quarter of a million dollars will be expended on the plant. Already machinery is being purchased for the factory and the foundry, which will be one of the largest industrial establishments in the South."

SETTLED OUT OF COURT.

Representatives of the Kansas City, Nevada and Fort Smith and the Missouri, Kansas and Texas railroads Monday night effected a compromise in the dispute between the two lines over a crossing which the Nevada and Fort Smith proposed to put in near Nevada, Mo. By the terms of the compromise the Nevada secures the crossing and agrees that if it becomes necessary for the "Katy" to construct an overhead crossing within one year it will pay $3500 of the estimated cost of the overhead crossing, $20,000. The proceedings instituted before Judge Phillips in the federal court will now be dropped.

A GOOD RECORD.

O. A. Carnine, city passenger and ticket agent of the Cotton Belt, has just completed a comparative statement of the ticket sales in his office for the months of December, 1891 and 1892. This statement shows a very gratifying increase, and is strong testimony in support of the assertion that the Cotton Belt is rapidly growing in favor with the traveling public of Fort Worth and North Texas. The statement is as follows:

Local tickets, 1891, $106.55; 1892, $439.30; increase, $332.75.

Coupon tickets, 1891, $1509.95; 1892, $3255.35; increase, $1745.40.

Total increase, $2078.15.

O. R. C. OFFICERS.

At the recent election of officers of Evergreen division, No. 57, Order of Railway Conductors, the following officers were chosen:

C. J. Larimer, chief conductor.
George Thorne, assistant chief conductor.
David Tobin, secretary and treasurer.
L. P. Stephenson, senior conductor.
William Humbel, junior conductor.
Ed Witherspoon, inside sentinel.
Sam Guile, outside sentinel.
R. M. Higgs, delegate to grand division; Burt Sinclair, alternate.

The grand division will meet in Toledo in May, and though the usual excursion has not yet been definitely arranged, the itinerary will probably be arranged to include a visit to Chicago and the big World's fair. Evergreen division is one of the strongest and most popular divisions in the state, and each member is proud of it and proud of its roster.

DEAD RAILROADS.

Chicago, Ill., Jan. 5.—The Railway Age tomorrow will say: We find during 1892 there were sold under foreclosure twenty-eight railways having an aggregate mileage of 1922 miles and an apparent capitalization of $95,898,000. Of the twenty-eight roads sold during the year, four belong to Texas. No very great and important line is in the mortality table.

THE OLD TO THE NEW.

Waco, Tex., Jan. 5.—(Special.)—The deed executed and delivered by the Missouri, Kansas and Texas Railway company to the Missouri, Kansas and Texas railway of Texas conveying all the lines and property of the former to the latter corporation was filed in the county clerk's office today for record. It is the deed from the old company to the new corporation, organized by act of the legislature April 16, 1891, and has been recorded in a number of other counties.

WAGNER CARS GO.

Topeka, Kan., Jan. 5.—Judge Riner's decision in the case of the United States circuit court of the Pullman company against the Missouri, Kansas and Texas Railway company, was made public this afternoon. The injunction asked by the Pullman company is denied and the restraining order dissolved. This permits the Missouri, Kansas and Texas to use Wagner or any other sleeping cars for which they may contract.

RIPLEY RESIGNS.

Houston, Tex., Jan. 5.—(Special.)—Mr. Daniel Ripley, having tendered his resignation as traffic manager of the Houston and Texas Central railway, Receiver Dillingham has appointed Chas. W. Bein acting traffic manager. Bein has just been appointed traffic manager of the Southern Pacific vice Ripley resigned, and thus by Colonel Dillingham's appointment occupies the same position as did Mr. Ripley.

LOADED AS BILLED.

The joint committee of Eastern lines, at the recent meeting in New York, authorized the lines west of the Western termini of the trunk lines to pay one cent per actual mile run, loaded or empty on cars carrying fresh dressed meats only, and on all other cars will pay three-fourths of one cent per mile until otherwise agreed. Beginning Jan. 2, 1893 the lines east of the Western termini of the trunk lines will pay only three-fourths of one cent per mile run on all cars.

An effort is to be made to reorganize the Transcontinental association, which went out of existence last Saturday. A meeting will probably be called some time during the present month.

Mr. J. H. Palmer, general traveling passenger agent of the Burlington, has been appointed general agent at Nashville, succeeding Mr. H. R. Todd, who goes to St. Louis as general agent.

Chairman Walker and Commissioners Blanchard and Goddard of the Central Traffic and Trunk line Associations have handed down a decision on the question of rates across the lake and the straits of Mackanaw. They decided that there should be no differential rates on traffic via either the Kewaunee or Mackanaw routes where freight is transferred in cars without breaking bulk, and order the restoration of rates by these routes to the all-rail traffic basis no later than Jan. 11.

It is announced that W. H. Gray, for a long time agent of the freight department of the Burlington and St. Louis, has been appointed assistant general freight agent, to succeed E. A. Ives, who was appointed to Colonel Dawes position.

The Pennsylvania Railroad company is to establish what is practically a new division, the lines in and around Philadelphia being separated from the New York, the Philadelphia and other divisions, and made into a division by themselves and to be placed under a "Superintendent of Terminals." With this increase the road will have twelve division superintendents.

The Santa Fe celebrated the New Year by opening up a new line into Ottumwa, Ia. Through freight is now put through by a direct connection from Fort Madison over the Chicago, Fort Madison and Des Moines road.

An arrangement has been made whereby the Quincy, Omaha and Kansas City railroad will be enabled to run through trains from Cincinnati to Kansas City. It is proposed to run through trains from Cincinnati by running the track of the Indianapolis, Decatur and Western road as far west as Decatur, Ill., then the track of the Wabash road as far as Quincy, then the O. K. line to Trenton and then the Rock Island to Kansas City.

Ten switchmen in the Shawnee yards of the Baltimore and Ohio company at Zanesville, O., have gone on a strike. They are non-union men, and the company will place Brotherhood of Railroad Train men in at the yards. They are to receive 5 cents per day more than the Brotherhood of Railway Train schedule.

The Baltimore and Ohio has issued a circular giving the rules governing the transportation of exhibits to and from the World's fair.

The Cleveland and Marietta has received 100 new coal cars, and are expecting 200 more at an early date.

L. E. Chalenor has been appointed agent of the Norfolk and Western, with headquarters at Pittsburg, covering the territory on the Buffalo-Pittsburg line east of the western boundary of Pensylvania and south of the Ohio river as far as Parkersburg, W. Va.

James W. Murson has resigned the position of general traffic manager of the West Shore Railroad to accept an important position elsewhere, and Percy R. Todd has been appointed to fill the vacancy. Francis La Bau has been appointed general freight agent of the road and the position of assistant general freight agent has been abolished.

The Chicago and Eastern Illinois has promoted William Campbell to assistant general freight agent, and Charles B. Gregory manager of the Southern Despatch.

D. W. Cooke has been appointed assistant general passenger and ticket agent of the Chicago Great Western, with headquarters in Chicago. Mr. Cooke was formerly rate clerk in the office of General Passenger Agent Meslier of the Texas and Pacific at Dallas.

J. K. Rosson, general livestock agent of the Frisco, is in from a trip. He reports some cattle still moving.

W. H. Masters, general freight agent of the Gulf, Colorado and Santa Fe, was in the city yesterday. He reports the freight department of his road doing a very satisfactory business.

J. W. Barbee, general livestock agent of the Cotton Belt, left for a trip south yesterday.

Bryant Snyder, recently appointed commercial agent of the Santa Fe with headquarters at Dallas, was in the city yesterday, getting acquainted with Fort Worth business men.

T. J. Whitehead, foreman of the Fort Worth and Denver shops, will leave this morning for Beatrice and Lincoln, Neb., on a short vacation. Mrs. Whitehead will accompany him. Many friends will join The Gazette in wishing them a pleasant trip.

T. J. Daniby, of the American Express company, was in the city yesterday for the purpose of securing an office and making other preparations for his company to do business here.

M. L. Jones, for a long time in the service of the Cotton Belt, but at present unattached, is in the city. He expects to engage in railroad service again soon, as he says he "don't know anything but railroading."

For the first time in weeks there was not even a personal item to be scared up around the Fort Worth and Denver general offices. Yet some people kick because "there is no news in the papers."

C. L. Ware, general livestock agent of the Fort Worth and Denver, came in yesterady morning as billed, on time. He says there is nothing new in his department further than that he is still getting some cattle for shipment.

The old Santa Fe round house is being torn down and the space on which it now stands will be occupied by tracks in the remodeling of the yards.

There is a report current that the Rock Island is endeavoring to make a contract with the Fort Worth and Denver Belt Railway company for the construction of the line from Hodge, crossing the Trinity valley near the Riverside road and coming into the city on the east side, where a 1 per cent grade can be secured, but nothing definite is known here regarding the matter. It is to be expected that all sorts of rumors will be afloat until the line is finally located.

CRIMINAL APPEALS COURT

Now in Session at Dallas—What Was Done Yesterday.

Dallas, Tex., Jan. 5.—(Special.)—The court of criminal appeals met this morning. Present: Chief Justice J. M. Hurt and Justices Davidson and Simpkins, Assistant Attorney-General Will L. Henry, Clerk W. A. Hudson and Stenographer J. B. Earl of Waco.

Submitted: Sam Langley vs. State of Texas, Dallas county; John Weeks vs. State of Texas, Dallas county.

Appeal dismissed: Dario Molina, Duval county. Dario was under death sentence and appealed. He fled the county and is supposed to have joined Garza and his band. Dario will not return to Duval county of his own volition, hence the appeal was dismissed.

Court adjourned till Saturday at 10 o'clock.

Wednesdays and Saturdays will be opinion days.

MEXICO NEEDS IMMIGRANTS.

People From Northern Europe Would Set a Valuable Example of Thrift.

There is a rumor to the effect that an effort will be made in Mexico to turn the current of European emigration from the United States to that country. There is room in Mexico for many more people, but it is by no means as sparsely inhabited a country as many Americans think, says the Denver Republican. In area it is about one-fourth as great as the United States. Its population is 12,000,000. The same density in the United States would give this country about 48,000,000, which is but 2,000,000 less than the census of 1880 showed our population to be in that year. Mexico needs a different kind of population, rather than an increase. About one-half the people are full-blooded Indians, and of these one-half are uncivilized. There are about 1,000,000 whites, the majority of whom, of course, are of Spanish descent. The remainder, with the exception of a few negroes and Chinese, are of mixed blood. Probably 9,000,000 of the inhabitants have Indian blood in their veins, two-thirds of this number being full blood. The hope of the country is, therefore, in the people who have Indian blood. If they shall not develop to a high civilization the country will always be governed by a small class, composed chiefly of the whites. Fortunately the civilized Indians of full blood are a quiet, orderly people, capable of performing a great deal of labor and attaining to proficiency in the mechanic arts. Juarez, one of the greatest of Mexican statesmen and generals, was a full blood. The hybrids, like hybrids generally, are worse than their parents of either stock and have caused a great deal of trouble. Immigration of a good class from northern Europe would do Mexico good, because the immigrants would set an example of industry and thrift to the natives. But there is not much inducement for immigrants of the laboring, mechanic or agricultural classes to settle in Mexico. The demand for labor does not equal the supply, and the farmers would find but poor markets for their products. Mexico is a good country for men with money to invest in mining and other industries requiring large capital, but to immigrants without means the field is not inviting.

TO PREVENT THE GRIP

Or any other similar epidemic, the blood and the whole system should be kept in health condition. If you feel worn out or have "that tired feeling" in the morning, do not be guilty of neglect. Give immediate attention to yourself. Take Hood's Sarsaparilla to give strength, purify the blood and prevent disease.

Hood's Pills cure liver ills, jaundice, billiousness, sick headache, constipation.

PIANO RECITAL.

The Ladies Associated Charities have engaged the famous blind pianist, Prof. Edward B. Perry to give a recital at St. Paul's M. E. church on Jan. 12. The proceeds of the entertainment are to be used by them in relieving distress in our city during the cold days of this winter. Prof. Perry's reputation as a pianist is sufficient to guarantee an enjoyable entertain went to all who attended.

On your way to the matinee today stop at Mateer's, 307 Houston street, and buy a half or one pound box of choice candies to take with you, which will add to your pleasure.

THE SOUL'S ESCAPE

ONLY TO ENJOY A TEMPORARY RELEASE.

Set Free by a Slip on the Ice, it Learns Something of the Life Beyond the Grave.

I was walking down Bromfield street, in Boston, on a stormy day in December, says a writer in Kate Field's Washington. The narrow sidewalk, covered with ice and trodden snow, and the sharp pitch of the street made pedestrianism a venture bordering upon rashness. As I was in somewhat of a hurry I pushed by a couple of fat, cautious, waddling gentlemen and started at a swinging pace down the treacherous incline. Suddenly I was aware that my feet had slipped from under me. Then came a flash, followed by darkness.

The same street stretched before me, only I was walking in the opposite direction. A hat was lying in the gutter, which struck me in the most whimsical way as being exactly like my hat. I was about to pick it up and examine it when I noticed a group of men carrying a heavy object into an adjacent drug store. I pushed forward with great curiosity, and was astounded to see that the heavy object was myself, hatless, my face deathly white, with some drops of blood clustered on the hair.

The men staggered into the drug store, and I followed them. They laid their burden on the counter, and the druggist came rushing from a back room in frightened haste. He ruthlessly tore open the bosom of what I shuddered to perceive was my best coat, loosened the underclothing and bent down in a listening attitude. I shall never forget the expression of his face as he turned and looked up without lifting his body.

"Gentlemen," he said, "the man is dead."

I laughed outright at the preposterousness of the statement. My voice was perfectly audible to myself, but none of the others in the room seemed to hear it; at least none of them turned to look at me. I heard one of the bystanders say that he would report the case at once, and the druggist nodded silently towards the telephone. As for me, I could endure the farce no longer, and walked out with a distinct consciousness of elation, as if I had suddenly became rid of a great burden or had realized some long desired hope. The snow was falling thickly outside, but I felt so strangely happy that the whirling storm seemed more beautiful than the fairest June sky I had ever seen.

I walked up Tremont street, my heart leaping with an undreamed of joy in mere existence. On the corner of the first block whom should I meet but dear old Dr. S., who had brought me into the world and who had been my best friend and counselor until three years before, when blood-poisoning, contracted during a critical surgical operation, had carried him off. The recognition was mutual, and we fell into each other's arms with exclamations of surprise and delight.

"Why, doctor, God bless you! I thought you were dead."

"My dear boy! I didn't know that you had escaped."

I looked at my friend in blank amazement. "Escaped!" I cried. "What do you mean? Escaped what?"

"Flesh," cried the doctor briefly, while the same old laugh seemed to ring in his kindly voice. "Bones!" And he beamed upon me his face like a plastic chunk of sunshine.

I looked down at my tweed suit and cork soled shoes. Then I gazed upon the doctor's expansive waistcoat peeping through his half-buttoned mackintosh. "I don't see that I have even escaped my clothes—or that you have either," I replied, dubiously.

"If you don't believe you have escaped flesh and bones," said the doctor, seriously, "try walking through the lamp post."

I advanced incredulously to the post, backed off with a laugh, then moved up again, with the doctor's hand on my shoulder, and melted through the solid iron, or, to speak more exactly, the solid iron melted through me.

"Now, follow me through this old applewoman," chuckled the doctor, and in an instant we had permeated a half bushel of wormy fruit and a dame as withered and gaunt as the tree that bore it.

"Are you satisfied?" cried the doctor, as he dragged me through a solid wall into the privacy of two closeted politicians who never noticed our intrusion in the least.

"Perfectly, so far as ocular demonstration goes," I replied, admiring the nonchalance and familiarity with which the doctor leaned upon the shoulder of one of the politicians, and, from force of habit while in the flesh, proceeded to examine his tongue. "Yes," I continued, "I am satisfied that I am not what I was, but will you have the kindness to explain why we both retain the same semblance as when we were in the body?"

"Certainly," replied my friend. "We do not: that is, not really. In a very brief space of time now—perhaps before these wire-pullers have arranged their slate—you will begin to experience me as I do you. Your present notion of form is a mere reminiscence. All newly escaped persons—that is, all who have recently rid themselves of the flesh—retain for a time a certain sense-consciousness, as the eye, which has been gazing upon a bright object, retains the image of that object after the lids are closed. But as that image gradually fades away, so will your reminiscence of bodily form fade. Presently you will no longer see, but experience, which is a much more vivid and delightful operation of the soul."

As the doctor spoke I became gradually conscious that his protruding waistcoat and voluminous mackintosh were fading away. In their place appeared nothing at first but a little whirling column of mist. Presently that too, vanished, and the doctor's voice grew fainter and fainter, till it utterly ceased. In place of seeing or hearing came such a sudden, vivid realization of the presence and reality of my friend that I glowed to the center of my soul with an unspeakable warmth of love and joy. The air about me seemed to quiver with a penetrating, yet unseen, life and light. I was about to enter into the perfect and unutterable ecstacy of a spiritual being, when—Bromfield street opened its slushy, dirty length before me; a compassionate bystander assisted me to my feet, while another brought my hat out of the gutter, saying:

"Well, my friend, your head had a pretty sharp rap on the curb. I guess you must have lain unconscious for a minute or more."

HEWS AT GREENWALL'S SATURDAY MATINEE AND NIGHT.

Perhaps the most bewildering and interesting feature of this clever magician's entertainment is the "Oriental Sorcery" or black art.

A woman is made to appear in the center of the stage. Next comes a sword, table, chairs and a pedestal. The woman holds a conversation with her executioner, who takes her by the hair, and with one stroke of the sword completely severs her head from her shoulders. The head is carried across the stage and placed on the pedestal where it sings and carries on a conversation, while the headless trunk remains animated. The head is afterwards replaced and the entire body is transformed, like a flash, into a flock of snow-white pigeons.

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DIAMOND STEALING.

NO HONOR AMONG THE THIEVES WHO INFEST THE MINES.

The Illicit Diamond Traffic of South Africa. Shrewd Tricks of the Natives in the Diggings—Diamond Cut Diamond.

Illicit diamond buying has been carried on to such an extent in South Africa that it has been computed by those competent to judge that stones to the value of not less than £300,000 have been lost to the companies engaged in that industry in one year. This, in my opinion, is a low figure, as I am acquainted with one man, a Jew, who is now engaged not far from Hatton gardens, London, who was caught trying to smuggle a parcel of diamonds across the Free State border which weighed close to four pounds and was valued at £50,000. If I remember right he got five years' imprisonment for the foolhardy attempt.

As a rule when a fairly good parcel of stuff has been got together by those engaged it is either disposed of to large buyers on the fields or run out of the colony at the owner's risk. A family of Jews had a good system. Father and sons carried on operations in Kimberley, while the daughter took periodical visits to England with the stones bought during her previous absence concealed on her person. Another large buyer paid a very handsome salary to a man to run his property over to the Free State. This man, not being satisfied with his pay, took to tampering with the parcels committed to his charge, but being discovered was dismissed. He then volunteered his services to the detective force and trapped over a dozen people, ten of whom were caught, nine convicted and sentenced to terms of imprisonment ranging from five to nine years each.

The people engaged in the illicit diamond traffic are often respected and licensed buyers, and are not confined to any class or nationality. Although Jews predominate, Europe is well represented; so are India and China, and the black and white elements of Africa itself are not far behind. Women are particularly ready to enter into this trade, and many of them have been very successful. Others have had to pay the penalty by retiring from active life for a few years. There is a fascination to those engaged in this business that far excels all other systems of gambling. I have met several men who have done long periods in the chain gangs for this crime, and after being discharged from prison can no more resist the temptation to buy than if they had never suffered for it. The fact has been so apparent in the past that the judges are empowered to pass a sentence which includes banishment from Griqualand West.

The mines are worked entirely by native labor. Every ten or fifteen men have a white overseer in charge, who receives a percentage on all the stones he or his men may pick up while working the blue ground. (This system has been recently altered, the overseers now receiving a fixed salary.) This is practically a premium on his vigilance, but in spite of the closest watching some of the boys are so smart that they can pick up and conceal gems about their person in the most inconceivable manner. The ear, nostrils and mouth form receptacles for the gems, and sometimes they will elude the keenest search by matting it into their woolly hair. A Kaffir's countenance is so immovable that it is impossible to read it; looking straight at his overseer he will work a diamond between his toes and retain it there until an opportunity offers to remove it. A dog has often been utilized for this purpose if the stones are valuable, and if it is risky to fix it among the wiry hair it is rolled in a piece of meat and the animal forced to swallow it.

At night the dog is clubbed and the gem extracted from his stomach. In the early days this ended the trouble. There was no difficulty in getting rid of the stuff, as no sooner were the natives clear of the works than they were met by boys engaged by the buyers to bring them to their house, where a bargain was struck and the money paid. Since the compound system has been introduced it is much more difficult for the native to get rid of his plunder, as he is compelled to stay within the company's grounds until he has completed his engagement. Before being discharged he is very carefully searched, likewise every article in his possession.

A few months ago a native was being searched after having finished his time. On coming into the office he threw his stick, coat, hat and other garments on the floor in the most careless fashion. The chief searcher was struck by the remarkable workmanship of the walking stick, which was made of the skin of a cow's tail, drawn, dried, dressed and beautifully bound round the handle with thin copper wire. One of the wires had come slightly loose. He pulled it open and saw something that aroused his suspicion. He immediately cut it open, and out rolled a few diamonds of great beauty, which were roughly valued at over £700. It is needless to say that this boy was not discharged, but had he got clear he would most likely have received about fifty pounds for his parcel.

Success in the illicit trade is like almost every other business, in so far as capital is concerned, but to carry it on with safety it requires an amount of discretion and ability far above the average. The most important part is to be able to value a stone correctly, which is undoubtedly a very hard matter, as they vary in value from a few shillings per carat to many pounds. The next thing is to be sure of your man. Is he a bona fide seller or a "trap?" A question of great importance, for if he is a "trap" it means very serious trouble. On the other hand, you may clear or lose a few pounds, according to the correctness of your valuation. It is also not at all unlikely that the stone is only an imitation.—Cape Town Cor. St. Louis Globe-Democrat.

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