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PUBLISHED EVERY FRIDAY. TERMS TO DOLLARS PER ANNUM IN ADVANCE

## BEAVER, PENN'A, FRIDAY, JULY 18, 1873.

NUMBER 29

- mrapite	GH F	T W	AVNE	AND			
DITTSBURGH, FT. WAYNE AND							
CHICAGO RAILWAY.—On and after June							
29. 1873, trains will leave stations as follows:							
STATIONS.	EXPR.5.	HALL.	EXPM 5.	AXPH 8			
	1.45AM	6.00AM	9.10Am	1.30pm			
Pitteburgh	2.50	7.38	10.23	2.38			
Rochester	5.10	10.40	19.60PM				
Alliance	6.51	1.00F M		7.08			
Orrvillo	8.55	3.18	5.09	9.11			
Kananeiu	9.20	4.00	5.40	9.40			
Crestline   Ar	9.40	5.53AM	6.00	9.5C			
Porest	11.05	7.85	7.50	11.15			
Lima	12.08PM	9.00	9.15	19.1743			
Fort Wayne	2.20	11.50	11.50	2,35			
Plymouth	4.45	2.35Pm	3.55AM	5.05			
Chicago	7.50	6.30	6.50	8.20PM			
TRA	INS GUI	NG EA	ST.				
	MAIL		EXPE'S.	TYPP'S			
STATIONS.	MALL	BAF# 4.	MAT 49 0.	4460			
2112220	5.15AM	9.30AM	5.39pm	9.20Pm			
Chicago	9.15	12.01Ph	8.55	19.15Am			
Plymouth Fort Wayne	12.01PM	2.00	11.15	6.00			
	3.45	4.07	1.18am	8.05Pm			
Limi	4.00	5.08	2.27	9.27			
Porest Ar	5.35	6.20	4.05	11.10			
Crestine Dei	6.00AM	6.50	4.15	11.30am			
Man-field	6 40	7.19	4.43	11.05PM			
Oriville	9.16	9.90	6,37	2.13			
Alhance	11.00	10.55	8.05	4.20			
Rochester	3,48₽¥		10.40	6.55			
Pittaburgh	4,00	2.20	11.45AM	8.00			
F. R. MYERS.							
General Passenger and Ticket Agent.							
Canalai responder and archoragons.							

Railrouds.

MEVELAND & PITTSBURGH R. R. On and after June 29, 1873, trains will leave stations daily, (Sundays excepted) as follows; GOING SOUTH-MAIN LINE. EXFR'S. MAIL: ! REPR'S. | ACCOM

Caveland	i i	8.30AM	1.55PM	4.05PE			
Hadson	<b>:</b> }	9.41	5.02	5.23			
Ravenna		10.13	5.33	5.53			
Alitance	i	11.05	6.19	6.40			
bayard	J	11.39	6.41	1			
Wellsville	1	1.10PM		1			
Pittsburgh	I	3.40	10,30	}			
	·			<u> </u>			
GOING NORTH-MAIN LINE.							
STATIONS.	EXPH'6.	MAIL	REPR'S.	ACCOM			
Pitteburgh		6.30AM	1.15Pm				
Welleville	1	8.40	3.10	ì			
Bayard	. }	110.25	4.30	Ī			
Alander	1	11.00	4.55	7.254			
Ravenna	1	12.08rm		8.15			
Hadson	ł	12.41	6.22	9.05			
Cleveland	1	1.50	7.30	10.95			
	1 NO 101	NILLED DI	77741707				
GULNO &	V21-K1	VER U	VISION				
STATIONS.	ACCOM.	MAIL.	EXPR's.	ACCOM			
Bellair	5.45AM	10.50AM	5.40PM				
badgeport	5.53	11.00	5.50				
Stenbenville	6.57	12.07PM	6.50	{			
Wellsville	8.00	1.05	7.53				
Rochester	9,30	2.35	9.25				
Pateburgh	10.40	3.40	10,30				
	1	ļ					
GOING W	BST-R	IVER D	IVISION				
SHOPLE.	ACCOM	MAIL.	EXPR'S.	ACGON			
Philippingh		4.804	.1.15PM	4.50rx			
Rochester.		7.40	2.30	6.05			
Weilsville.		8.40	8.10	7.15			
Steubenville	[	9.50	4.20	8.29			
Bridgeport	1	11.00	5.25	9.45			
& llair	1 1	11.10	5.40				
		*1.10	U.TU	10.00			

8.10 4.20 5.25 5.40 TUSCARAWAS BRANCH N.Phila.6 40 am a 1.00 pm | Bayard, 9.45 am a 4 00pm Bayard 12.10 a 5 00 p. m. N. Phila. 3.00 a7,30 p m

F. R. MYRRS. General Passenger and Ticket Agent. DENNSYLVANIA R. R. -After December 22d, 1872, Trains will arrive

	and depart se followe:	•
	EASTWARD.	WESTWARD.
	turouzu Trains Leave	Throngh Trains Arrive
	CLIOR Deport	Daton Denot
	TICING MXD'd. 2:50 a m	Mail Train 1.0Kam
	""" (CAO PLOT	.Pragr i ina 1735 a m
	, 1, 47, 17, 50 D W	Pittshurgh Ry 8 Mam
	weight nat. 1:10 h m	Unncinnati Ky Ridia m
	"" adding a par a seal by the	Southern Ex. 12:40 pm
	Case Line, Sind D To	Pacific Expr's, 1:10 p m
	LOCAL	Way Passenger, 9:50 p m
		TOOM
	w likingly a Ac	Walle No 1 6:30 a m
		Brinton Ac. No1, 7:30 a m
	walls No 2. heretta m.	Wilkinsburg Ac
'		Vo 1 0:00
		No 1 8:20 a m
	No. 2 2:40 n m	Walls No 2, 9:10 a m Johnstown Ac. 10.10 a m
	Wails No. 1 2:30 5	Johnstown Ac. 10.10 a m
	instown Ac. 4:00 pm	Walls No 3, 1:45 p m
	The state of the s	Wegina von
	British Accom-	Wilkinsburg Ac
	Bootst'n No 1, 4 50 p m	No 2 4.45 p m
	30 pm	Walle Ac. No. 5 5:55 p.m.

6:15 p m Brinton No 2. 6:50 p m Penton Ac No.3 9:20 p m Brinton Ac, No.3 7:25 p m Walls Ac, No.6 11:05 p m Brinton Ac No.4 11:10 p m Chicago Express, Cincinnati Express, Fast Line Partial Express Cincinnation Express 4 and Brinton Ac. No. 3 leave daily.
Partial Express daily, except Monday.
All other trains daily, except Sunday.
Pacific Express leaves Pittsburgh at 2:50 s m artising at Harrisburg at 11:40 s m; Philadelphia 3:30 cm; Paltimore 2:60; at Harrisburg at 11:40 s m; Philadelphia 3:30 cm; Paltimore 2:60; at Harrisburg at 11:40 s m; Philadelphia 3:30 cm; Paltimore 2:60; at Harrisburg at 11:40 s m; Philadelphia 3:30 cm; Paltimore 2:60; at Harrisburg at 11:40 s m; Philadelphia 3:30 cm; Paltimore 2:60; at Harrisburg at 11:40 s m; Philadelphia 3:30 cm; Paltimore 2:60; at Harrisburg at 11:40 s m; Philadelphia 3:30 cm; Paltimore 2:60; at Harrisburg at 11:40 s m; Philadelphia 3:30 cm; Paltimore 2:60; at Harrisburg at 11:40 s m; Philadelphia 3:30 cm; Paltimore 2:60; at Harrisburg at 11:40 s m; Philadelphia 3:30 cm; Paltimore 2:60; at Harrisburg at 11:40 s m; Philadelphia 3:30 cm; Paltimore 2:60; at Harrisburg at 11:40 s m; Philadelphia 3:30 cm; Philadel

m: Baltimore 3:00 p m; Washington 5:40 p m. Chemati Express leaves Pittsburgh at 1:10 p m. actives at Harri-burg 10:45 p m; Philadelphia 2:50 m; Baltimore 2:15 a m; Washington 5:00 a m, New

n: arrives at Harrisburg 2:55 a m; Philadelphia 6:55 Fast Line leaves Pittsburgh at 8:50 pm: arrives at important to the most vital interests of irrisburg 5:45 a m; Philadelphia 9:50 a m; Balti-19:00 a m; Washington 11:30 a m; New York the nation.

Philadelphia Express leaves Pittsburgh at 5:20 p

The Church Trains leave Wall's Station every draing leave Pittsburgh at 12:30p m, and arrive Wall's Station at 1:50 p m. Leave Pittsburgh Alp m arrive Brinton's 10:30 p m.
CITY TICKET OFFICE—For the convenience

read Company have opened a city ticket office o 78 Fifth avenue corner of Smithfield street, A Local Tickets to principal stations can be purased at any hour of the day or evening at the liberates as are charged at the depot. Engrape will be checked through to destination A.J. CASSATT, ATT, D. M. BOYD, Jr.,

General Manager. Gen. Pass. Agent.

LLEGHENY VALLEY RAILROAD On and after Monday, July 15th, 1872. Three Trongh Trains daily, except Sunday, will leave at larrive at Pittsburgh, city time, for Franklin, that W. Buffelo and all points in the Oil Regions,

stern and Centre	Points in the On il New York,	Kegion
71.m	Leave 7.10 a m 10.40 p m	Arriv
Minne	7.10 a m	8.35 p
aybina	10.40 p.m	6.15 a
		4.45 a
A CETO WE	9.50 a m	6.30 a 1
Bend Ac.	11.40 a m	2 10 a
		10.30 a
on Ac Works Ac	5.00 p m	8.55 a
Works Ac	6.(s) p m	5.45 p
on Ac.	8.50 n m	
		wah asia.
ing leaves bushe	Total Alman and	

Night I Mail South I S i sparatusi s an p m. ves Parker at 4.40 p m, and arrives a thurch train to and from Soda Works (Sunday) arrives at Patteburgh, at 9.50 a m. and leaves at J.J. LAWRENCE, Gen'l. Supt. II. BRAY, Ticket Agent.

The Beaver Budient. The RADIGAL is published every Friday morning at the following rates: ONE YEAR, (payable in advance.) SIX MORTHS, " Papers discontinued to subscribers at the expira-

tion of their terms of subscription at the option of the publisher, unless otherwise agreed upon. Professional or Business Cards, not exceeding to lines of this type, \$8,00 per annum.

Advertisements by the menth, quarter or year received, and liberal deductions made in proportion to length of advertisement and length of time of insertion.

Advertisements of 10 lines or less, \$1,00 for one maertion, and 5 cents per line for each additional All advertisements, whether of displayed or blank

ines, measured by lines of this type. Special Notices inserted among local items at 10 cents per line for each insertion, unless otherwise

agreed upon by the month, quarter or year. Advertisements of 5 lines or less, 50 cents for one insertion, and 5 cents per line for each additional insertion.

Marriage or Death announcements published free of charge. Obituary notices charged as advertisements, and payable in advance.

Local news and matters of general interest com municated by any correspondent, with real name disclosed to the publisher, will be thankfully recaived. Local news solicited from every part of the county. Publication Office: In THE RADICAL BUILDING

Corner Diamond, Beaver, Pa. All communications and business letters should be addressed to SMITH CURTIS, Beaver, Pa.

## FROM WASHINGTON.

Resumption of Specie Payment. Correspondence of the Radical.

WASHINGTON, D. C., July 14, 1873. Doubtless there will be entire agreement among all classes of the community concerning the proposition that the depreciated condition of our currency entails upon as many evils which should, if possible, be remedied. There was a time when the people talked upon this subiect, when our ablest financiers wrote upon it, when our Congressmen made speeches upon it and brought in bilts looking to such a consummation, when our Treasury officials referred to in their reports; in a word, there was a time when the question was one of exceedingly great interest to the public. But now we seldom hear it spoken of. The people never mention it, the newspapers neglect it, the financiers have abandoned it, Congressmen have turned their attention to other matters, the officials of the Treasury avoid it; in a word, it has ceased to be a question about which the public feels any great concern. This is a cause for alarm. We are slumbering in a dangerous place. I am not an alarmist, but I look upon the apathy to this question as a very unhealthy sign. We seem to have settled down to a determination to "bear the ills we have," while apparently we are perfectly unconscious that other and greater ones must, sooner or later, follow it. Our physicians tell us that the existence of one disease in the bodily system makes it much easier for more serious and more complicated ones to fasten themselves upon it. So it is with our financial avetem. The evil of a depreciated currency seems to have fastened itself permanently to it, and when greater financial difficulties arise we will not be in a strong and healthy condition, able to meet them and cast them off. We all see this evil. but we seem to be resigned to it, and like Micawber we are "waiting for something Chicago Express leaves Pittsburgh at 12.20 pm; to turn up." We have ceased to act. We have almost ceased to think about it. Now, all this is to be depreciated. It is a very unhealthy sign, and we have good cause for feeling alarmed at the lethargic state of the public mind on a question so

I do not pretend to say where the and ay at 9:10 a m. reaching Pittsburgh at 10:00 a m. blame for this condition of things lies. For a number of years after the close of the late war we started on a career of citizens of Pittsburgh the Pennsylvania great prosperity. Our paper had become so much depreciated that it required over difference between its value and that of cut across lots. Mr. Abbot wants a demtwo dollars and a half to buy one dollar greenbacks. of gold. Less than years ago the premium on gold had sunk to less than ten per that result, that Congress pass an act in of beginning and surveys round all the hotals and residences by Excelsion Baggage cent. But that was as far as we ever got. structing the Secretary of the Tresasury angles of the field, blazing the trees, or It has since risen slowly and gradually, from and after a certain day to exchange setting the posts, at every step, so that with slight flunctuations, and on Satur- this gold for greenbacks, a certain amount any man may follow after him. I think June 27th, for Sioux City and Yankton. day last it was quoted at 115% In this each day (say a quarter of a million, for the belief in God is so important in its Upon reaching the mouth of the Missouneighborhood it stands. Something we have the gold with which to do this) consequences, and so satisfactory, that in ri we found extremely high water, and must be done, for things cannot always and to prevent rings and cliques from the present partially developed state of thus far we have had a very strong cur-

ly point them out, but who are utterly in make this exchange to a specified amount people serve a most excellent purpose, shall have been exchanged let it stop till into life of the evils which surround us, one person on any one day.

They never see an evil until it has been could do the same. In the course of a ously at authority and scout at intuition pointed out to them, and even then they are usually slow to perceive it: When once fully aware of its existence immediately they suggest some plan to the part time our paper would be on a par its effects. These men are sometimes so the paper would be on a par interest of the property of the paper would be on a par interest. full of plans that they get for themselves the rold. Then the government would the name of "theorists," and the general limits to receive more gold. It would community look upon them as being also more in from other sources than custom

I am not vain enough to rank myself would not be so suddenly affected as to with either of these two classes of people. ruit painess. I am willing to acknowledge that the plan is so simple that any one can evils of a depreciated currency have simple bend it, and simplicity is generalbeen pointed out to me by others, and ly masidered a great merit. I can't see that all my ideas of the proper remedies what is not just what the people want, for these evils have been suggested by the of course, I know that every plans proposed by other men. Nevertheless I have ideas upon a great many it, the it is by the fluctuations of the marsubjects that are peculiarly my own. I ket that they are enabled to make such am full of plans. I have a plan for get- images fortunes. But that which is to ting cheap transportation; a plan for re-forming the civil service; a plan for reg-possitivithe interests of the people. ulating the relations of capital and labor. ulating the relations of capital and labor. In more this plan is thought of the Jacob Poe and his son from Georgetown, and among other plans I have one for re- less small cated it will appear and (I am who I am happy to say performed the dusuming specie payment.

to that condition of things when it shall was of a respectable number of thinging mained until twelve o'clock the next become practicable. Horace Greeley men used to say "If you want to respine, resume." But said those of the opposite school, "This won't do. We haven't the specie with which to do it, and, if we such a proceeding would so upset prices as to ruin business." It was therefore natural course, to allow the value of our currency and of specie to gradually approach each other, so that the transition | tremes meet." would not be perceptible to the business community. We have been following this plan, but the values of the two kinds of money do not naturally approach each other. On the contrary they are becoming more widely separated. Gold is fooled in believing a dogma which has no worth more than it was three years ago. or rather greenbacks are worth less. are told that this is because there is too great a volume of paper currency in circulation, and are therefore urged to contract it. On the other hand we hear the cry from all parts of the country, especially from the country people and residents of country villages, of the scarcity of the circulating medium.

greenbacks to appreciate in value they become as good as gold. How are we going to accomplish it? By selling gold and buying bonds? We have tried this, but it does no good. Bonds keep! up, but greenbacks continue to go down. Let me give my plan.

custom duties about one hundred and ninety millions in gold, a little over half a million daily. Instead of selling this gold to the gamblers of Wall Street, I would endeavor to get it into circulation of the country could be distributed among | instinctively believe and trust in God.

impracticable to no less degree than those of the opposite class whom they denomicate "alarmists." The world knows but little how much it owes to the two classes, alarmists and theorists

I am not vain enough to rank morels.

It would be a useless and an endless seem I have thought no little upon the task to enumerate the many plans that subject. I have studied all the projects have been proposed. The first and most that have been proposed, including the obvious question is as to the proper "immediate" plan and its most remote optime. Some few would suggest immedia pour I have tried to eliminate from ate resumption, but the general opinion is each the features that seemed least practthat this is impracticable, even impossi- ican and most complicated, and the reble, and that if it were possible it would suit my cogitations I have given above bring with it evils of greater magnitude in he brief space as possible and therethan those which now oppress us. They for in a somewhat crude form. I trust of their kindness and ability as steamtherefore favor resumption at some future land will peruse it carefully and boat officers. time (which time is always in the index to be to be my idea, and I am quite We reached "Queen City" on Wedness nite future) and urge a gradual appropriate the company of t

I For the Beaver Radical. The Idea of God-An Anchor to the

Windward. Every man at all acquainted with what had, it would not do to resume now, for is going on in the world of mind has no ticed the tendency to go from one extreme to another. This is especially true in the thought best to let the matter take its domain of religion. Indeed one extreme begets another, and the relationship is acknowledged in the maxim that "ex-

The anthropomorphitic conception of God is so gross to the cultivated mind that it drives a man into materialism and atheism as the least of two evils. When the intellect finds out that it has been foundation in truth, in pride and anger at the insult, it rushes to the opposite dogma. Now while this is natural and

Beaver is a very homogeneous kind of a place, and very far removed from the danger of heresy in any form. Yet doubt is the order of the day. It is in the very air, and cannot be fenced out of any town, or any family. Let us not be alarmed. It is the sign of life and progress. Hence there are minds among us which are compelled painfully to differ with the majority in their thoughts about God.

Allow me therefore to recommend to such a discourse on "The Idea of God" published in the Toledo Index of the 5th July, by the editor of that paper, Rev. F. The government receives annually from | E. Abbot; in which he makes the nearest approach to a demonstration of the existence of God that I have ever seen.

I differ with Mr. Abbot in that I belong to the Intuitional School whereas he belongs to the Scientific. I hold that all among the people. If the gold and silver | properly developed and thoughtful men the entire people there would soon be no He comes to this conclusion by a short onstration. Like a surveyor with com-I would suggest for accomplishing pass and chain, he starts from the place

Without them society would "go to the the next day or the next week as the case dox may indulge ourselves in the luxury man who built his house upon the sand. dogs." They serve in the capacity of may be. To make still greater provision of abusing Mr. Abbot as an infidel; but Yet for rich soil, I believe, I have nevsentinels to give us warning when danger against the possibility of the coin being in my judgment this discourse of his on er seen its equal in Pennsylvania. It is approaches. One of the most eminent of bought up by gold gamblers let it be pro- the idea of God, so satisfactory to men so productive that hundreds of bushels this class is Mr. Wendell Phillips. He vided that no larger amount than (say) of mind, will be deemed a sheet anchor of wheat can be bought for 80 and 85 cents can tell us in language that arouses us one hundred dollars be exchanged for any for us in that storm of opinion which is per bushel.

but I believe he was never known to standing a regular watch as steersman; originate a plan for getting rid of them words be the effect of such a policy? The or for obtaining a good result. He is present with his five-dollar bill could impracticable, but how could we to take it and (while the supply last-get along without such men as her ed) said exchange it for a five-dollar gold if untrue they are impossible. To men der. The other class is the direct opposite, come To-morrow another poor man of logical minds who smile contemptu-

July 4tb, 1873,

Correspondence of the Radical. ON BOARD STEAMER JOSEPHINE, LEAVENWORTH, KAN.

Owing to my very limited experience as a public correspondent, I feel somewhat backward in presenting you a brief account of my trip thus far; but very little perhaps of what I may say will be interesting to your readers; however, I shall offer this as a kind of introduction to something which, I trust, shall be more interesting as I pass forther along on my journey.

I left home on Sunday, June 15th, at noon, taking passage on the good steamer Josephine, bound for the upper Missouri, and long were the hours of that first afternoon; but soon new scenes began to call my attention and the time passed more rapidly. We had for our pilots Mr. cumment) the more practicable it will ties of their office with credit and ability. We were drawing all the water, but with skillful management never lost a single moment of time, except in the fog, or on account of some unavoidable occurrence. and let me say just here, in all my steamboat traveling I have never met with a more pleasant and agreeable set of officers; of Capt. Todd and his son, the clerk, it is only a repeated story to speak

> day, when we left for St. Louis. I soon formed the acquaintance of our new pilots, Mesers. Williams and Frazier, the former of which I soon took pleasure in recognizing as a prother. It seemed a pleasure to each of them to instruct strangers in regard to the history of the country, &c., as we passed along. Unon arising Friday morning I found we were about to enter the great canal at Louisville, Ky. It took some four hours to pass through, during which time I took the opportunity to inquire into the cost and probable expenses to keep it an-a yankee's first inquiry-and I was informed that it cost about \$6,500 dollars ner month to keep it up. The two gates of the middle lock cost \$45,000. The whole presented a beautiful piece of workmanship. Reaching Cairo, Ill., on Sunday afternoon, we changed our course down the Ohio to contend with a strong and steady current, filling the banks of the mighty "Father of Waters." So great was the change that it seemed it would take a week to reach St. Louis.

In ascending this rapid stream thought of the beautiful comparison to some men's life. At first it is calm and pleasant; how smoothly they seem to pass along the stream, almost unconscious of its constant crurent, until maturer years of responsibility are reached, then to them everything seemed ruffled and in a spirit of contention. They seem to regard life as one of our great poets have said-

"A scene of fancied bliss and heartfelt care, Closing at last in darkness and despair."

Finally, with the constant turning of the wheel, we reached St. Louis on Tuesday evening at seven o'clock. Next morning I was employed on the levee in helping the clerk to discharge the freight. We were both kept busy for two days, during which time the heat of the sun seemed unbéarable. Here I met our friend Rev. J. H. Aughey, who had shipped his household goods at Rochester on board this steamer for St. Louis.

We left St. Louis on Friday afternoon, monopolizing it, let it be provided that the human mind men adopt it intuitively. rent to contend with. As we pass along There are two classes of people in the this proceeding be not limited to New For you know, Mr. Editor, that there is we see beautiful fields of grain washing community of which I desire to speak. York alone. Let the government de- this difference between men, and espe- away. In some instances whole farms One is that class who so readily perceive positaries in the various cities and towns | cially between men and women as classes, | are washed away in a short space of time the evils that exist, who can so eloquent. throughout the country be instructed to that one reaches a conclusion by a slow by a sudden change in the current, but and painful process of reasoning which yesterday I saw a family leaving their capable of suggesting a remedy. Such each day. When the amount so specified another may arrive at by a single glance, home on account of the water cutting Those of us who are intensely ortho- the shore, and I thought of the foolish

gathering, and which is bound to sweep | When running my time is employed in

Since writing the above I have been informed by a citizen that this river has not been so high for several years, and was never known to be over three feet higher. Sometimes in making a crossing it seems almost like going to see-two-

and three miles wide in many places. I will try and write you again before leaving the States.

Very truly yours,

J. S. Brigge. STOCK BAISING IN NEBRASKA.

> BY PROP. J. D. BUTLER. LINCOLN, NBBRASKA, 1878.

About the 20th of March, I took the train from here for Chicago, 542 miles Leaving this city at two on one afternoon, I ordinarily should have reached that Queen of the Great Lakes at three o'clock on the next afternoon. But onarriving at the Missouri I found it impossible to cross, for according to the local phrase it was "gorged with ice." It was as if a glacier had rushed down from an Alpine ravine and blocked up the track along a Swiss valley. Such an iceberg had not been seen there before during this season, and it was next dar swept down the river.

Meantime however, several care fitted with cattle and hoge for Chicago, were sent back 25 miles to Ashland to spend the night in the yard where they had been kept through the winter, I wont with them in order to inspect the Nebrasks style of stock fattening.

One yard I visited is on a neck of land between two rivers, one fresh and one salt, so that no salt is needed for the stock. The only shelter was a cinse fence four feet high on one side, and has cribs on another which broke the force of the wind. Though the winds had been the severest ever known; the cattle were in good condition, and none of them had died. They had no covering whatever overbead.

The food of the stock was mainly Indian corn, each ear cut into three pieces. and shoveled from a wagon into huge troughs scattered here and there in the yard. Wild hay in the side cribs was always within reach, and some of the corn, cobs and all, was ground in a horse mill into coarse meal.

The hay cost only the cutting, being free on what in England would be called "commons." The corn was partly raised close at hand, ninety bushels and upward on a single acre—and partly bought at 15 cents a bushel.

The cattle were Texas—had been driven last year 1,200 miles from the fat southwest. The first cost was \$12 per head-and \$6 more for driving to the yard. Five dollars more will pay pas sage to Chicago. The last lot of a hundred sent from this yard sold for four and a half cents, or more than fifty dollars for each beef.

No business is growing faster in Nobraska than stock raising. None will pay better. Indian corn is too bulky for distant transport. It needs a condenser. What it needs it finds in cattle and hogs. Hog skin and cowhide make the best bags-bags that hold ten times more than canvas bags of the same size.

Ashland is a new town on the "Burlington Route" from the Mississippi River to Ft. Kearney, and twenty-five miles west of Plattsmouth. In that landdistrict over 25,000 home-steaders and pre-emptors have filed claims at the United States office in Lincoln, and about 3,000 have bought B. & M. Railroad land on ten years' credit and 6 per cent interest. On land contracts since 1872. nothing of the principal is payable till the end of four years.

-The indications are that there will be three tickets submitted to the voters of Schuylkill county the coming fall, the Labor Reform party manifesting a determination to enter the field again. On Tuesday the standing committee held a meeting at Pottsville, at which the follow. ing resolutions were adopted:

WHEREAS, Reports have been circulated that the labor reformers would not nominate a ticket this fall; therefore,

Resolved, That we will not abandon the field, but will use every legitimate effort to inaugurate a vigorous campaign, believing the labor reform principles to be best calculated to secure the weifare of the people of our county.

John Siney, President of the Miners' and Laborers' Benvolent Association, is opposed to the nomination of a ticket and thinks there are other matters to consider just now of more vital importance, to the workingmen's interesta.