The Pittsburgh Gazette.

KANSAS.

[The following letter was, by an accident, interrupted in its passage to the compositor's hands. Its late publication, however, does not impair its value.]

[Correspondence of Pittsburgh Gazette.]

PERRY, KANSAS, December 21, 1868.

This is a town of considerable promise, situated on the Kansas Pacific railway, where that thoroughfare crosses the Grasshopper river, twelve miles west of Lawrence. It is on the extensive bottom land of the Kansas, about a mile from the river and directly opposite the *ancient* town of Lecompton, of bad political fame and early decay, which lies on the south bank of the river. The land of this valley is extremely rich, the black, fat soil being from four to eight feet in thickness. There is an unusual breadth of timber land here, especially in the valley of the Grasshopper; fuel and fencing materials are consequently abundant and cheap. The bottom lands of the Kansas, which are from two to four miles wide, are principally prairie. They are bounded by bluffs of moderate elevation—in some places abrupt and steep, in others gently sloping. Where they are abrupt a heavy vein of limestone, composed of regular layers, crops out. Above the bluffs, from fifty to one hundred feet higher than the bottom land, there are beautiful, rich rolling prairies, even more desirable for agriculture in all its branches than the richer lands below. This second "bench" runs parallel with the valley, and is of variable width. Then comes another vein of limestone and another bluff, in some places broken into beautiful and picturesque knolls. Above this there is a third and still heavier vein of limestone, over which rolling prairie stretches indefinitely. This description does not apply only to this locality, but to nearly all the valley of the Kansas and the adjacent higher lands.

Perry is the natural mart for an extensive area of exceedingly good land. Until recently this region belonged to the Delaware reservation, so that it has been but a short time in market. As the surrounding country improves the town will grow. Already it is an excellent market and shipping point for the West; for it is a fact not generally known that the farmers of Kansas do now and ever will find their best market in the West. This is the last really good agricultural State until we reach California, Colorado, New Mexico and Arizona have some agriculture, but they can never be self-sustaining. They, as well as Western Kansas, are pastoral and mineral regions, and must always draw their principal supplies from the rich farming lands lying east of Fort Harker. The town is laid out on an extensive scale, the streets running parallel with the railroad, numbering from one to seven, and are perhaps a mile in length. There are three or four good stores in the place, a hotel of no great pretensions, and shops for the usual mechanical operations. The people are intelligent and noted for sobriety and good order. The Presbyterians and Baptists are both entering upon the work of erecting houses of worship. All this may suggest the day of small things; but bear in mind that two years ago there was no town here. N. J. Stark, Esq., a gentleman than whom I have found none more energetic and generous, is the agent of the town company.

TOPEKA.

The other day I went up to Topeka, the capital of the State. It is fourteen miles above this place. The old and principal city lies on the south side of the Kansas, on beautiful and gently inclining ground; but the corporate limits embrace both sides of the river. The Pacific Railway runs along the north side, and the city on the south side is reached by crossing a floating bridge. When I was first there, in 1866, the north side was still in a state of nature—a little forest. Now it is a rapidly improving town, where much business is done. There are some few business houses, a large hotel, &c. But the city on the south has more than doubled in size, and makes really a fine appearance. The State House, one of the most imposing I ever saw, built of Junction City stone, elaborately yet chastely ornamented, is nearly completed. It stands on ground moderately elevated, and is visible from the window at which I am now sitting, fourteen miles distant.

The population of the city is between six and seven thousand. During the year just closing I was told that about two hundred houses were erected, some of them very good. Stone is a great deal more used than brick. Indeed I did not see a single building composed exclusively of brick. Many of the stores have brick fronts, but the sides and rear are of stone. The churches, so far as I noticed, were all of stone, and the dwellings either stone or frame. They have excellent building stone to an unlimited amount in the adjacent slopes—bluffs they are not.

I was pleased with almost everything I saw at Topeka except that miserable apology for a bridge, on which two vehicles cannot pass each other, and for going over which the most extravagant rates of toll are charged—five cents for a man or woman, five for a sheep, and from fifty cents to one dollar and a quarter for wagons. Vehicles have to wait their turn on the banks until the bridge is clear of others moving in the opposite direction. The width of the river is about the same as that of the Allegheny at Pittsburgh, including a small island in the centre. This nuisance will not continue long, as the people are taking steps to have a good bridge erected, either free or at moderate rates of toll. The travel is enormous. As we came over yesterday morning in an omnibus we met more than twenty wagons in less than half a mile.

As nearly all of the principal towns of this State have colleges, so Topeka is not behind in this respect. Lincoln College was established in 1864; but recently the name was changed to Washburn College, partly because other institutions have the same name, which caused confusion, and partly because of a donation of $25,000 by the Hon. Ichabod Washburn, of Worcester, Massachusetts, to this College. Mr. Washburn died about the time his letter was written. It is in a flourishing condition. Tuition is free to candidates for the ministry, to Union soldiers honorably discharged, and to children of Home Missionaries of all evangelical denominations.

We had a snow storm of unusual severity for this State on the 5th and 6th. The snow on a level lay to the depth of about twelve inches. In some places the drifts were heavy, and for the first time the railroad up this valley was seriously impeded. For nearly a week the trains did not run regularly beyond Topeka. East of that there was not much difficulty. For about a week the weather continued cold, and sleds were brought into requisition, after which beautiful, mild, bright, spring-like weather set it; and now the snow has nearly disappeared—melted and sunk into the earth. The streams are but little affected. In a day or two more the roads will be dry and as good as ever. C.

"The Coming Ship."

The "coming ship," as the intended rival of the Great Eastern is designated, has at present been exhibited, in model only, in San Francisco. It is to be of the same size as the Great Eastern, except that instead of twenty-eight feet it will draw only eighteen feet, and carry proportionally less tonnage. It is designed to carry four times as many passengers as any present style of ship, and to substitute for bunks regular beds; it will also give four times the space to a stateroom. The San Francisco *Times* says: The present mode of bunking passengers is unworthy of the age. Seasickness, if preventible by construction should be rendered obsolete. This desideratum is attained in Thomas Silver's coming ship; it is secured by the proportions of the ship; and by there being thirty feet less of the hull out of water than the Great Eastern, but the motion is rendered almost imperceptible by a new device. The state-rooms, instead of being at the outside limits of the vessel, are amidships; that is, along the centre line of the ship, where the roll is scarcely perceptible. The saloon is to be five hundred feet long, and clear of obstructions. It is not for dining. Instead of a public table, there are to be two competing restaurants at the extremities adjoining the saloons. The ship will sell passage only; the board being payable as meals are ordered. It is contemplated to carry second-class passengers and third-class in the same way. The present first-class bunks will be for third-class berths.

A Marine Velocipede.

Our enterprising velocipede proprietors, and those gentlemen who are establishing schools of instruction in the art, should make a note of the fact that Captain Du Buisson, commander of Prince Napoleon's yacht, the *Jerome Napoleon*, has an invention whereby he proposes to run a marine velocipede upon the water with almost the same facility that Burnham and Hanlon run theirs upon the land. It is composed of two parallel tubes of cast iron, cigar shaped, connected by iron cross pieces. In the centre is the propelling wheel, covered by a house or drum, on the top of which the person using the vessel sits comfortably in a sort of saddle, with stirrups. By means of these stirrups and a hand crank upon each side, he gives the wheel its motion, precisely as it is given to a velocipede on shore. The novel craft is easily propelled, at the rate of six miles an hour.

A Modern Literary Institution.

The Philadelphia Mercantile Library Association is now finishing what will be far the largest edifice dedicated to literary uses in America. It is in Tenth street, between Market and Chestnut, and measures ninety feet by three hundred, running almost through the entire block from Tenth to Eleventh street. No such structure for the purposes of a library can be found anywhere else in the United States, and the nearest approach to it is one just projected by the Young Men's Mercantile Library, of Pittsburgh, to be built during the ensuing season. The latter, however, like that in New York, will have the whole first story occupied by the institution alone, the library being upon the ground floor back, and the reading-rooms in the first and second stories front.—*North American.*

Fashion in Furs.

The richest street dresses are now trimmed with fur. Velvet or velveteen is made with two skirts—the lower with pleated flounce, of course; the upper crossing in front like a shawl, and bordered with sable, ermine, astracan, or grebe. The fur plush is used on velveteen with good effect. A short, tight jacket is worn with this costume, and the round pout should have a border of fur.

The astracan sets—jacket, muff and collar—which sell in New York for $70 at the least, cost in Vienna—how little do you think? Seventeen dollars only—as sets have been brought over by private individuals which cost that price. The addition can easily be made by counting the various profits and duties which are imposed on such articles.—*New York Tribune.*

A BOSTON PAPER tells this story about sculptor Volk: "Shortly before Lincoln was inaugurated President in 1861, an artist proceeded to his house in Springfield, Illinois, and with his consent took a cast of his head and hand, for the purpose of securing a handsome pile by making as many duplicates as might be required by his patriotic admirers. Mr. Volk, the artist in question, was soon after besieged by certain ladies to permit them to exhibit and sell the heads and hands for the benefit of the Sanitary Fair. But, when he came to New York, he discovered that some shrewd Yankee had manufactured the articles by the hundred, and that they were exhibited in the Broadway stores, where they were rapidly sold for four dollars each. There was a slight difference between the bust Volk cast and that of his imitator—which saved the latter from prosecution from infringement of his right—but the difference was somewhat novel and ludicrous, for it consisted of the real head of Lincoln—that is, the head Volk cast—upon a bust originally designed for Jeff. Davis."

THE critic of the New York *Times*, in noticing a recent Parepa concert in that city, remarks: "The defect in the programme was that there was a great deal too much Rosa and not half enough Parepa. We mean, of course, in a musical sense. He (the Rosa) appeared three times, and the audience being hardened in crime or steeped in supineness, permitted him to play twice more by way of *encore*. It is the curse of a fiddle that it always gets the *encore*. It is a Sisyphus of an instrument. If Mr. Rosa were the best of violinists—which he is not—this would be too much. In his way, he is pleasant enough. He trots around his little mill with manifest pleasure to himself, and even amuses those who are looking on. But it is enough to give one the blues to reflect that the next time we are called upon to attend a Parepa-Rosa concert, we must hear Ern st's 'Elegie.'".

AN ACT TO PROVIDE

FOR THE REGISTRY OF LOTS

IN THE CITY OF PITTSBURGH.

SECTION 1st. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, and it is hereby enacted by authority of the same, The Chief Engineer and Surveyor of the city of Pittsburgh, under an ordinance and appropriation by the Councils thereof, shall cause to be made books of plans of the said city, divided into sections, so far as the streets of said city are, or shall be, laid out, which shall show the situation and dimensions of each property therein, with the city numbers thereof and who are the owners, with such succession of blank columns as will permit the names of future owners to be entered therein, with the dates of transfer, and with index for recording such names alphabetically; and the person or persons who shall be employed to perform such duty, shall have access to all plans of survey, in the offices of any Surveyor of the said city, to all books, in the Recorder of Deeds' office, and all records of the Courts, and in the Register's office, and may take copies, or extracts thereof, without any charge therefor.

SECTION 2d. The original books, when made, shall be kept in the fire-proof of the Department of Surveys of the said city, and the said Chief Engineer and Surveyor shall keep up the books in his office, so as to show, at all times, who are the owners of the lots on the plans, and such books shall be kept in such manner as not to destroy the evidence of the ownerships at any previous time, but by additions, which will show the subdivisions of property, and the owners thereof, as transmissions of title may take place; and the said Chief Engineer and Surveyor may furnish copies of the said books, or parts thereof, for such price as may be fixed by Councils, for the use of the city; and his certificate shall be received in evidence as and for such proof as the assessment books would be, and lithographed copies of the said books may be multiplied, and sold for the profit of the said city.

SECTION 3d. It shall be the duty of all owners of houses and lots to furnish, forthwith, descriptions of their property to the Chief Engineer and Surveyor, to aid him in making up the books of plans; and whensoever such description shall have been so furnished, and the certificate of the Chief Engineer received, no property so returned shall be subject to sale for taxes thereafter to accrue as a lien of record thereon, except in the name of the owner as returned, and all such returns shall be arranged and filed alphabetically.

SECTION 4th. To enable the Chief Engineer and surveyor of the city to keep up the said books of plans, it shall be the duty of every buyer of ground upon the planned plot of the city of Pittsburgh, to make report to him of every conveyance made, with the precise dimensions and locality of the premises, and so doing, the same shall be received, without charge, and noted on the deed of conveyance by the Assistant of the said Chief Engineer and Surveyor, but if said buyer shall omit said duty, the recorder of Deeds of said county of Allegheny, shall not admit the deed of conveyance to record in his office, and any recorder of deeds who shall admit to record any deed or conveyance of a lot or part of lot within the city of Pittsburgh, which has not been registered, shall for each offense be subject to a fine of five dollars, to be recovered by summary conviction or by penal action in the name of the city of Pittsburgh before the Mayor or any Alderman of said city and shall be liable to indictment for misdemeanor in office.

SECTION 5th. That the Sheriff of Allegheny county shall present the deeds of all property that may be sold at judicial sales, whether for partition or otherwise, to the City Engineer and surveyor for register before he delivers the same to the purchaser, and it shall be deemed a misdemeanor in office for the Clerk or Prothonotary of any court to admit such deeds to record until the same is properly registered, and the said Sheriff is hereby authorized to demand and receive from the purchasers of such property for said duty the sum of twenty-five cents for each deed. If the Sheriff shall neglect or refuse to perform the duty herein presented he shall be subject to a fine of five dollars for each offence, to be recovered before the Mayor or any Alderman of the City of Pittsburgh, by summary conviction or by penal action in the name of said city.

SECTION 6th. It shall be the duty of the Prothonotary and clerks of the several courts of Allegheny county, in which proceedings in partition may be had, or judicial sales other than sales by the Sheriff, may be ordered or any other proceedings by which property may be divided or transferred, whenever such sales or proceedings affect property within the city of Pittsburgh as soon as the same shall have been completed, to make out and deliver to the Engineer and Surveyor a description of the property so sold or divided with a description of the purparts into which the same may be divided, with the names of the original owners and the names of the parties acquiring title by said proceedings, for which services they shall be entitled to receive the sum of twenty-five cents for each certificate and the further sum of twenty cents for each hundred words of said description, to be charged as part of the costs of the case, and any Prothonotary or clerk, who shall neglect or refuse to make and deliver the certificate herein required, shall be subject to a fine of five dollars, to be collected before the Mayor or any Alderman of said city by summary conviction or penal action in the name of said City of Pittsburgh.

SECTION 7th. Whenever the title to any lands within the City of Pittsburgh shall accrue by virtue of a devise by will or descent by law it shall be the duty of the devisee or heir at law to notify the Engineer and surveyor of the fact with the date of the death of the original owners with an accurate description of the property so acquired.

SECTION 8th. If neither the seller nor buyer, devisee or heir, or other party, who has acquired title to houses and lands, in the said city, nor the officers above named shall have furnished the description of the property, sold as aforesaid, both he, who may have parted with and he who acquired title, shall be liable for the taxes and assessments thereafter assessed thereon, without right of reclamation, or contribution therefor, either against the other, and if the lands or houses sold be afterwards sold for taxes or assessment thereafter accruing as a lien by record, before said duty shall have been performed with the name of the former owner, the purchaser shall acquire title of said owner and all claiming under him, but if the said duty of making the return as required by this act, shall have been discharged by the party, who shall have acquired title, in whatsoever manner, before the tax accrued, as a lien of record, for which the same shall have been sold, the purchaser, at the tax sale, shall not acquire the title of such person, who shall have performed said duty, or his heirs or assigns, unless the sale shall have been made, in the name of such owner, after service of process upon him, as in the case of suit by summons.

SECTION 9th. And should the Chief Engineer and Surveyor apprehend that conveyances, or devises, or descents of houses, or lands, shall have taken place without being reported to him, he shall cause search to be made therefor and perfect his book of plans; and every person found delinquent for six months after acquiring title as aforesaid, in making report as aforesaid, shall be liable to a fine of five dollars, to be recovered by the said Chief Engineer and Surveyor in the name of the city, as debts of that amount are by law recoverable.

SECTION 10. The Chief Engineer and Surveyor shall preserve, on file, arranged alphabetically and according to date, all reports made to him of descriptions of houses and lands, and shall give his certificate, at the foot of a duplicate, of the description or descriptions, that report has been made into his office of the description of the designated property or properties when a duplicate of descriptions shall be produced to him, with the certificate written out for his signature, and his certificate shall be evidence for the receiver of it, and any clerk, prothonotary, register and all others, that this law has been complied with.

SECTION 11th. It shall be the duty of every Assessor, whenever he shall find any property to be owned differently from the name in the proper assessment book, to report such change to the Chief Engineer and Surveyor without delay, and the Chief Engineer and Surveyor, if finding such report correct, shall make the book of plans conform, by the proper entry, but without erasure of any name; and the failure of the assessor to perform this duty shall subject him to a charge or penalty of five dollars for each omission, to be recovered as debts of the amount thereof are recoverable by law.

Read and ordered to be published once in the papers authorized to do the city printing.

JAMES McAULEY,
President of Select Council.

Attest: E. S. MONROW,
Clerk of Select Council.

W. A. TOMLINSON,
President of Common Council.

Attest: H. McMASTER,
Clerk of Common Council. ja26

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1 do. of 3	do.	do.	6th do.	do.	192
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