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Within the last ten years the progress of discovery in every department of knowledge has made a new work of reference an imperative want.

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In preparing the present edition for the press, it has accordingly been the aim of the editors to bring down the information to the latest possible dates, and to furnish an accurate account of the most recent discoveries in science, of every fresh production in literature, and of the newest inventions in the practical arts, as well as to give a succinct and original record of the progress of political and historical events.

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There has something gone wrong
My brave boy, it appears,
For I see your proud struggle
To keep back tears.
That is right. When you cannot
Give trouble the slip,
Then bear, still keeping
"A stiff upper lip!"

Though you cannot escape
Disappointment and care,
The next best thing to do
Is to learn how to bear.
If when for life's prizes
You're running your trip,
Get up, start again—
"Keep a stiff upper lip!"

Let your hands and your conscience
Be honest and clean;
Scorn to touch or think of
The thing that is mean;
But hold on to the pure
And the right with firm grip,
And though hard be the task,
"Keep a stiff upper lip!"

Through childhood, through manhood,
Through life to the end,
Struggle bravely and stand
By your colors, my friend.
Only yield when you must;
Never "give up the ship,"
But fight on to the last
"With a stiff upper lip!"

AN OPEN LETTER.

To the Chamber of Commerce.

Gentlemen: If you will indulge me, I will lay before the Chamber some data relative to narrow gauge railways. The theories and the conclusions derived from the employment of this system as a means of inland transit, as given below, are those emenating from practical and scientific sources. It is, perhaps not generally known how extensive the narrow gauge system of railroads has come into use, how successfully they have been operated, and with how much favor they are considered. The first decrease in width between the rails below the standard four feet eight and a half inches, using steam as a motive power, was quite radical. The famous Festiniog railway, from the slate quarries, in North Wales, to Portmadoc, fourteen miles originally constructed in 1832 as a horse tramway, twenty-three and a half inches gauge, was converted in 1863 into a steam railway, and has since been operated as such, retaining the same gauge, and obtaining the most satisfactory results. Although this may be considered in a measure accidental as to its inception and subsequent conversion, it has nevertheless been the starting point from, and the model upon, which thousands of miles of roadway have been subsequently constructed and operated, with marked success. In Switzerland, Belgium, France, Italy, Austria, Russia, Norway, Sweden, Germany, India, New Zealand, Australia, Mexico, South America, Canada, New Brunswick, and Prince Edward's Island roadways adapted to steam locomotion varying in width between rails 30 inches to 42 inches ha [redacted] structed, and their prop [redacted] tending beyond quest [redacted] are capable of providi [redacted] ply for all the requirem [redacted] dinary traffic. Even i [redacted] road of thirty inch gaug [redacted] this too "when the iro [redacted] being introduced for th [redacted] the flowery Kingdo [redacted] throughout the whole [redacted] world, imperial and [redacted] commissions have, dur [redacted] years, thoroughly exa [redacted] tigated the subject of [redacted] modes of transporta [redacted] an invariable result [redacted] the unqualified recom [redacted] the adoption of gaug [redacted] 32 inches to 42 inche [redacted] ing taken from a pa [redacted] the New York Chea [redacted] Association in Septe [redacted] last, will be of interest on this subject and illustrative of the tendency of all the reports. Mr. J. K. Hornish, President of the forty-first Parallel Railroad Co., the author of this document referred to says:

"The Russian roads were projected and built on the five-foot gauge. They were all practical failures. Five years ago the Government took up the subject, an imperial commission was appointed, composed of Count Alexis Bobrinskog, president, and ten others, eminent engineers and managers. This commission, in connection with the Duke of Sutherland and representatives from the India office and the Board of Trade in England, together with eminent engineers, representatives from Sweden, France, Norway, Switzerland and North Germany, visited Portmadoc, Wales, for the purpose of investigating the Festiniog railroad, of a gauge of twenty-three and one-half inches. Extensive tests were made. The whole subject was as fully examined as their limited experience in narrow gauge roads admitted. The result—the Russian Government at once inaugurated a change of gauge on all its roads, which has been in progress or execution ever since. A gauge of three and one-half feet has been adopted, and the result is most satisfactory. Their trains now carry regularly 355 tons, exclusive of engine and tender, on grades of one in eighty-five, some of which grades are five miles in length. Here is 236 tons of paying freight, per train, allowing two pounds of paying freight to one of non-paying, as is fairly admitted by the character of the cars. Such a business is entirely beyond the capabilities of a standard gauge road. According to the estimates of the New York State Engineer, a standard gauge locomotive will carry on a forty-foot grade only 186 tons of paying tonage.

In the United States the first narrow gauge railroad projected was the Denver and Rio Grande, commenced in 1871. During that year seventy-six miles were constructed, in 1872 eighty-seven miles; in 1874 nine miles; and in 1875 two miles; and to date a total of 210 miles; being the longest continuous narrow gauge railway in the country. This road was projected by and is being built under the management of General Palmer, a gentleman well informed and experienced in railway matters. It is proposed to continue the road 850 miles to El Paso on the Mexican border and thence to the capital of that Republic, 870 miles further; also to construct a branch from Trinidad, to which point it is rapidly pushing, through New Mexico and Arizona with San Diego as a Pacific terminus.

General Palmer after studying the European narrow gauge line, "and carefully weighing all the statistics and considering the interests and requirements of the section of territory through which the line would pass, decided to adopt a gauge of three feet as the one best adapted to the many and diversified wants of Southern Colorado and New Mexico."

How wise his conclusion has proved may be judged from the following extracts from an annual report of that Company:

"With concentrated or heavy freight, which constitutes on this, as on nearly all railroads the bulk of the tonage to be transported, the advantage realized has been thirty-five per cent. * * * * * * * It is the case with almost any kind of freight that whatever a car on the D. & R. G. R. R. holds of goods up to five and a-half tons is so much clear gain to it. That is, it can carry that much in each car as cheaply as the wide gauge road can run its cars empty." The fact that this company continues to construct its line, after having operated it since December 1871, the date at which the first train was run over the road then completed (seventy-six miles from Denver to Colorado Springs), being able, when it is difficult to induce capital to enter any new enterprise, more especially railroads through undeveloped localities, is sufficient alone to indicate that investors, the most careful and cautious of business men, are satisfied with the ultimate results of the system. General Palmer says, after four years' experience with the road's operations: "Every dollar expended to obtain a wide gauge would have been useless."

This road cost per mile with equipments $13,500, while the Denver extension of the Kansas Pacific, with standard guage and with a similar character of work, though the Denver regular guage is somewhat the heaviest, both roads having been built undr the same engineering supervision, cost with equipments $21,500 per mile—nearly double. As to the traffic capacity of these two roads, I will quote again from the report referred to above. It says: "The contents of a train of sixteen loaded cars (which weigh eight and a half tons each when empty) arriving at Denver on the broad gauge road, transferred to the D. & R. G. railway, is placed on twenty narrow gauge cars, the empty weight of which is something less than three tons. The comparison stands as follows; Sixteen wide gauge cars, dead weight 136 tons, paying load 160 tons, total, 296 tons; twenty narrow gauge cars, dead weight 60 tons, paying load 160 [redacted] seventy-six [redacted] row gauge [redacted] llowing for [redacted] ry to carry [redacted] al freight [redacted] is could [redacted] weight [redacted] gauge [redacted] pleted [redacted] e Presi- [redacted] in his report [redacted] the Pennsylvania [redacted] eneral in 1874, says:

It is being built solely by local contributions. * * * * * It is doing all kinds of work at less cost of operating, owing to a very great reduction in dead weight. The friends of the road hope, in course of time, to be able to extend it westward through the southern tier of counties of this State."

I have just received a letter from the same gentleman, in which he says:

"We have prospected as far west from here as Scotland, on the C. V. R. R. (fifty-five miles west from York, and 167 miles west from Philadelphia), and find the route entirely practicable and cheap to build on. We hope to extend westward at some future day."

The Parkers and Karns City road, in the lower oil regions, ten miles long, operated since April, 1874, on a paid-up capital of $75,000, declared a dividend of $75,000 in August last out of the net earnings up to that date. I need not, however, particularize the character and operations of the numerous narrow gauge railroads throughout the country. They all, in a general way, show the same capabilities—cheap construction and cheap transportation. In hilly or mountainous sections the cost per mile varies from $10,000 to $20,000, including equipments, and through level territory from $5,000 to $9,000. The Dayton and Southeastern railway, with a three feet gauge, laid out from Dayton to the coal fields of Jackson county, Ohio, is one hundred and ten miles long. The President says: "Our contractors are men of large experience and wealth, and they have contracted to build the road complete for $6,750 per mile. Our road will have a capacity for doing more business than any standard gauge road in Ohio *actually does do.*" This last consideration is the vital argument in favor of the construction of narrow gauge roads. "Every inch," says good authority on the subject, "added to the width of a gauge, beyond what is necessary for traffic, adds to the cost of construction, increases the proportion of dead weight, increases the cost of working, and, in consequence, increases the tariffs to that extent. Mr. Hornish, the gentleman before referred to, says: "A single track road narrow gauge five hundred miles long can fairly handle 1,250,000 tons per annum. At the close of 1873 there were in the United States and Canada about fourteen hundred miles of narrow gauge railroads in operation. The success of the system thus far seems to demonstrate that the narrow gauge railroad, while vastly cheaper in construction and operation than the old system, has sufficient capacity, power, and speed to answer the general requirements. And what is of most importance, it may now be regarded as certain that the narrow gauge railroad can be made to carry freight and passengers, with profit, at rates not higher than the present lowest water rates." Wherever built, narrow gauge roads have returned a profit on their gross earnings over their operating expenses varying from thirty to fifty per cent. In construction they are within the means of the people, and a fairly settled agricultural district can afford to build them, deriving a direct profit from their operations. There are at present, either in course of construction or in active preparation, therefore, 11,000 miles of them in the United States and Canada. It will be but a short time until a network of them will have covered the country, making continuous trunk lines with lateral feeders.

There is at the present time a bill pending in Congress providing for the construction of a narrow gauge double track railway, exclusively for freight, between the Mississippi Valley and the seaboard, and carrying with it some Government aid. This project emenates from the New York Cheap Transportation Association, and, judging from the progress it has made through the Committee of the House, the measure seems to carry with it somewhat of force.

Among all the schemes and propositions projected and in embryo, looking to the cheapening of freight rates and providing for competing lines, controlled and managed in such a manner by the localities through which they pass, as to become and continue a barrier to undue discrimination, in what position is Pittsburgh?

The trouble is, and has been, that, as a community, this city has not properly investigated the matter of transportation, nor has she been represented in the various organizations throughout the country, whose object is to obtain, preserve, and circulate valuable and useful information relating to transportation, and to encourage the construction of new avenues. At the present time, however, when we are groaning from the effects of arbitrary tariffs; when, in order to escape financial distress, if not failure, the products of an important manufacture must be shipped by circuitous routes, double the distance necessary to reach a point of export; when the business community is alive to the magnitude of the combinations arrayed against them; when one man, with practically as much dictatorial power as is possessed by the ruler of the "Heathen Chinee," sitting in his gorgeous apartments in Philadelphia, New York, or Baltimore, can issue mandates, the very breath of which may in a moment carry wealth to a few and disaster to the many; when we see such an incubus weighing upon the commerce of the city, and such immense and dangerous powers resting in the simple whim of a few men, should she not at least make the attempt to rid herself from the baneful effects of the abuses of the present system of transportation, and inaugurate some movement tending to advance her commercial prosperity? The able paper read before the Chamber of Commerce last Monday by Mr. T. P. Roberts, on the Trans-Allegheny Canal project, very fully elucidates the causes which lead to the high rates demanded by railroads for the transportation of freight, and the value of canals as a means to correct the evil, and provide cheap carriage for bulky articles. He estimates the cost for the completion of a water communication between Cumberland and the Monongahela river, a distance of 135 miles, at $23,425,836, or $166,672 per mile, with $8,000,000 more for the enlargement of the Chesapeake and Ohio canal from Cumberland to Washington. The construction of this proposed work is a consummation which should really be hoped for by this community, especially so if the General Government could be induced to make the expenditure, even if the canal should be closed four or five months each year from climatic causes, which is not the case with that "rival route the Virginia Central Water Line," but when Mr. Roberts makes the assertion that "this sum ($30,425,836) is much less than the cost of a single track modern railroad across the mountains to the seaboard," we are compelled to dissent. The Pittsburgh and Connellsville railway, 149.6 miles, cost from Pittsburgh to Cumberland $12,428,637, or $83,083 per mile as against $166,672 for the estimated cost of canal over the same route. The cost per mile of the Pennsylvania Central, reduced to single track, amounts to $48,560. Can a better standard gauge modern railroad than this latter be constructed?

It appears to me, that the solution of the whole problem to cheapen and regulate freight rates, in the interest of Pittsburgh, lies within the reach of her means; but it will not be accomplished by waiting for government aid in the shape of subsidies, or of laws regulating commerce between the States.

Pittsburgh should at once organize a company to construct a narrow gauge road, the route of which will start on the South Side; thence by the table lands in the rear of the Monongahela to West Elizabeth, crossing that river at this point; thence eastward to the Youghiogheny, crossing it at the mouth of the Big Sewickly, following this stream through the coke fields of Westmoreland county, and taking the direction of the old pike through Chestnut Ridge to Somerset; thence in an almost straight line across the Alleghenies at or near Schellsburg; thence along the head waters of Raystown branch of the Little Juniata to Bedford; thence to McConnellsburg, the county-seat of Fulton county; being a total distance of about 150 miles. At McConnellsburg the Peachbottom road would connect. Over this, a distance of 140 miles, Oxford, on the Philadelphia and Baltimore Central railroad, is reached; this latter point being fifty-two miles from Philadelphia, on the line of a road entirely independent of alliances with any of the trunk lines. By this route the distance between Pittsburgh and Philadelphia will not exceed 340 miles—ten miles less than via the Pennsylvania Central. With reference to the proposed route I have the opinion of an engineer possessing extended knowledge of the southern tier of counties. He considers it very practicable, and one upon which a narrow gauge road could be economically located and constructed. He says: "Anyone at all acquainted with the route suggested, must know that it lies through the richest mineral and agricultural portion of our State, and through nearly all the principal business towns and the county-seats in the southern portion of the State." Mr. Sigemond Lowe, another well-known civil engineer, under whose supervision the Pittsburgh and Connellsville railroad was located and constructed, informs me that he has made a survey of nearly the whole of the route above suggested, and is of the opinion that, with the proper engineering ability, a narrow gauge road can be located thereon with easy curvatures and not containing heavier gradients than fifty feet to the mile, costing an average per mile not exceeding $12,000, or say $15,000 per mile, including equipment—a total cost of $2,250,000 for the 150 miles. This sum will open the gateways and place the products of Pittsburgh industries on the market at rates which will enable us to compete for trade. The law requires $3,000 per mile ($450,000 in this case) to be subscribed and ten per cent paid in thereon previous to taking out the certificate of incorporation for a railroad corporation. Are there not in Pittsburgh and vicinity (containing a population of say 200,000) four hundred and fifty enterprising citizens who will subscribe one hundred dollars each, payable in installments running through a period of time necessary to complete the road? If so, an organization may be attained, and subscription to the stock continued along the line in a similar way as the Peachbottom company is now doing. Certainly a portion of the required amount can be negotiated from the bonds of the company. Let us act.

Respectfully submitted,
J. H. MILLER.

A MASS-MEETING IN ATHENS.

BY JAMES PARTON.

Turning over the pages of a volume of Demosthenes' speeches, the reader is surprised to find that the Greeks conducted a public meeting, two thousand years ago, very much as we do now in this other free republic. For example: Here is a resolution introduced and passed at a mass-meeting of the citizens of Athens, when Alexander the Great was a lad, attending his tutor, Aristotle:

"*Resolved*, That no citizen of Athens be permitted, on any presence whatever, to pass the night in the country; but that every man shall confine himself within the city, or the precincts of the harbor; excepting only such persons as may be appointed to the defence of some post."

What a modern sound it has! If New York were in peril, and a meeting were called to concert measures of defence, that identical resolution could be offered, with only the alteration of the names. Sometimes, too, we find Athenian resolves prefixed with our own inevitable "whereas." The following is an example:

WHEREAS, Philip, by his ambassadors sent to Athens to confer about a peace, hath agreed and concluded on the terms.

It is Resolved, by the Senate and People of Athens, in order to the final execution of this treaty agreeably to the resolutions of a former assembly. That five ambassadors be chosen from the community of Athens; which ambassadors, thus chosen, shall depart, and without delay repair to such place as they shall be informed is Philip's residence, and, with all possible expedition, mutually receive and take the oaths necessary for the ratification of the treaty concluded, *as aforesaid*, with the people of Athens, including the allies on each side.

In language nearly identical we should draw such a resolution to-day, even to "as aforesaid." And, just as our speakers often send their resolutions up to the secretary of the meeting to be read, so did Demosthenes, in the Greek Assembly of Athenians, twenty-two centuries ago. In the midst of an impassioned oration he would exclaim, as Henry Clay and Daniel Webster used to do:

"I call for the reading of the resolution."

Whereupon, the "Clerk of the House" would read it, after which the orator resumed his speech. If a speaker had occasion to refer to a law book, or to the ancient records, he proceeded in a similar manner. As thus:

"For the truth of what I say to you, Athenians, I adduce the testimony of the law itself. Read!"

The orator, of course, had his authorities all looked out beforehand, his passages marked, and everything cut and dried," as Mr. Sumner had, before addressing the Senate. Like Mr. Sumner, too, Demosthenes composed his greatest orations in the retirement of his library, learned them by heart, and delivered them as written. Never, however, was he guilty of such a slight to his audience as reading his speech from "slips." Nor, indeed, would an Athenian assembly have bore the insult.

In several other particulars the ancient orators remind us of our own. Every one who has served on a jury remembers how the opposing counsel endeavored to anticipate one another's arguments, and to answer them in advance. This was a perfectly familiar device to the Greek orators. Æschines, the great rival of Demosthenes, frequently employs it. "I am informed," he would say, "that when Demosthenes essays to parry this charge, he will tell you," etc., etc. But Demosthenes, on rising to speak, would implore the gods to keep him from conducting his defence "as directed by my adversary;" for that, he adds, would be a calamity too severe to be borne.

Personal abuse, now seldom heard from the platform or the stump, has become the chief dependence of the lower grade of editors. But in palmy days of Grecian oratory, the most illustrious speakers accused one another of crimes the most atrocious and contemptible. In many an immortal passage, the great Æschines accuses the greater Demosthenes of perjury, of receiving bribes, of running away in battle, of selling his country to Philip.

"When this perjured man," he exclaimed "comes to demand credit to his oaths, remind him of this: That he who hath frequently sworn falsely, and yet expects to be believed upon his oath, should be favored by one of these two circumstances, of which Demosthenes finds neither, his gods must be new or his auditors different."

This was pretty severe, but it was mild and pleasant compared with Demosthenes' infuriate invective:

"The traitor," cried Demosthenes, "was your accomplice, Æschines, not mine! No; though you roar out your falsehoods till you burst!"

Æschines concluded his famous oration on the Crown by calling upon Earth, Sun, Virtue, Intelligence and Erudition to bear witness for him that he had spoken in the cause of justice. This invocation seems to have been gall and wormwood to the great orator, for it impelled him to utter one of the fiercest passages to be found in ancient literature. I copy a few phrases from it, by way of showing the simplicity and directness of the great models of antiquity.

Mr. Greeley said that the reason why he called a liar a liar, and a thief a thief was because he preferred always to use the best English he could command. Demosthenes assailed Æschines in Greek that had the same character of strength and simplicity.

Virtue! thou miscreant! What communion can Virtue hold with thee or thine? What acquaintance hast thou with such things? How didst thou acquire it? By what right canst thou assume it? And what pretensions hast thou to speak of Erudition? * * * And here I hesitate, not for want of matter to urge against you and your family, but because I am in doubt where to begin. Shall I first say how your father, Tromes, was loaded with his chain and log when a slave to Elpias, who taught grammar at the temple of Theseus! Or how your mother maintained this accomplished actor of third characters on the wages of her shame!"

Here the orator paused to say that he feared to go on, lest he should be betrayed into the use of "unbecoming" language. He says no more of his rival's ancestor's, but comes at once to his own life, which he relates in the same spirit. Fancy William Pitt reviling the mother of Charles James Fox. Fancy Henry Clay reflecting upon the father of Calhoun. Fancy Charles Sumner accusing Mr. Seward of receiving a Russian bribe. Certainly the modern stump is, in this particular, more decent and dignified than the ancient forum.

Few persons who take up a programme at the entrance of a public building, are aware that a similar document, called by the same name—*programme*—was issued before the meetings of the Athenian people in the age of Demosthenes. Copies of the programme, containing a statement of the subject to be debated and the time of meeting, were hung to certain statues in various parts of the city. This was the Athenian mode of bill-posting. The grand assembly of the people usually convined early in the morning, often in the open air, sometimes in one of the theatres; and every citizen entitled to vote was compelled to attend. About the hour appointed for the opening the assembly two officers stretched a red cord across each street, and by it swept the people toward the place of meeting, fineing every citizen whom the red cord touched and stained. No one was allowed to enter the assembly who had shown cowardice in battle, who was a drunkard or debauchee, who was undutiful to his parents, who owed anything to the public treasury, or who had not attained maturity. When Demosthenes surveyed the assembly he looked into the face of no man who had not a voice in the decision; and the decision of that assembly was final, even upon questions involving peace or war.

The Athenians may be said to have opened their meetings with prayer; only they prayed in their own way. An animal was slain as a sacrifice to one of the gods, and its blood was sprinkled upon the principle objects. Then a priest advanced and pronounced a solemn imprecation:

"May the gods pursue that to destruction, with all his race, who shall act speak, or contrive anything against this state."

Next an officer appointed for the purpose, announced the object to the assembly, and read the decree, which was to be submitted to its decision. This decree has already been discussed and passed by the Senate of five hundred. The sovereign people were now to accept or reject it. The President first called upon citizens above the age of fifty to speak upon it; then those above forty; and so on till all had their opportunity.

As there are two sides to every question, so there were usually two men in the Athenian assemblies who led the opinions of the rest; like Gladstone and D'Israeli in the British house of commons. When all had spoken, the vote was taken in this way. All who were in favor of the opinion advocated by, say Demosthenes, stretched out their hands towards him; and all who opposed, stretched out their hands toward the leader of the opposition Æschines.

Such an assemblage was, of all others that can be imagined, the best fitted to form great, popular orators; for, though numerous, it was select, since the base, the ignorant, and the whole servile class were excluded. It was an immense congress of the people, and every orator was both inspired and restrained by the feeling that upon that day's vote might depend the weal or the woe of his country.

Most people, however, upon reading the famous orations of Demosthenes for the first time, will be disappointed. Instead of reading the thoughts of a great mind upon some high theme, some great principle of national politics, he will find little but fierce personal invective, or adroit defense against an opponent's accusations. The whole performance is too personal to awaken the enthusiasm of a modern reader, until he can learn to read it with the eyes of the period in which it was spoken. In the grandest oration of this orator, there is scarcely a thought, or passage, which has an independent beauty or merit. It has contributed nothing to the common thought of mankind.—*N. Y. Leader.*

Lincoln's Legal Powers.

Mr. Leonard Swett, of Chicago, gives the estimate of Lincoln's legal powers: "As a trial lawer he had few equals and no superiors. He was as hard a man to beat in a closely contested case as I ever have met. He was wise in knowing what to attempt and what to let alone. He was fair to the court, the jury, and his adversary, but candor compels me to say that he by practice learned there was power in this. He was candid and he was fair, but he knew how to make just the most of this. As he entered the trial, where most lawyers object, he would say he "reckoned" it would be fair to let this in or that, and sometimes, when his adversary could not prove what Mr. Lincoln knew to be the truth, he would say he "reckoned" it would be fair to admit the truth to be so and so. When he did object to the court, after he heard his objection answered, he would often say, "Well, I reckon I must be wrong." Now about the time he had practiced this three-quarters through a case, if his adversary didn't understand him, he would wake up to find himself beat. He was as wise as a serpent in the trial of a cause, but I tell you I have got too many scars from his blows to certify that he was harmless as a dove. When the whole thing is unravelled the adversary begins to see that what he was so blandly giving away was simply what he couldn't get and keep. By giving away six points and carrying the seventh, he carried his case, and the whole case hanging on the seventh he traded everything off which would give him the least aid in carrying that. Any man who took Mr. Lincoln for a simple-minded man would very soon wake up on his back in a ditch."

A Singular Fascination.

Some people find it impossible to stand at the edge of a precipice, or on an elevated site, without experiencing a singular desire to spring over. A gentleman who recently traveled in Europe communicated some singular facts about his experience in this regard. He says: Last summer I talked with the guardian of the steeple of the Cathedral at Strasburgh, and he informed me that but few visitors were free from a feeling of fright on reaching the first terrace which is of great altitude, and that it was so pronounced as to generally refuse to go higher. Sometimes the women fainted. There is really no danger, the terrace being securely guarded by strong iron rails. This man of the upper air—guardian or guide—informed me that the summer before an Englishman fainted but he determined to overcome his fright, and continued to ascend every day for a week, until he could look out in the Black Forest, from the lantern, with equanimity. During the summer a man had jumped into the air through altitude fascination. He was probably dead before reaching the ground, on account of the immense height from which he hurled himself. Formerly the Vendome Colume was the scene of so many deaths of this kind that a decree was issued to prevent visitors from ascending it unless accompanied by a guardian. A year ago a young man jumped from the dome of the Capitol at Washington, fell on the roof below, and was instantly killed. His was another instance of fatal altitude fascination.

How Kid Gloves Are Made.

In certain parts of Europe the rearing of kids for the sale of their skins is an important business, those which command the highest prices, and are regarded as superior to all others, being the French, called in the market *peaux nationales*. By some the fine quality of those skins is attributed to a peculiar virtue in the wild vines upon which the young ones feed in the pasturage which they frequent; this however, being a popular error, as their value is simply the result of the care with which the little animals are reared during their life of four or five weeks. They are not allowed to roam at large, as such a license would imperil the evenness of their skins, which would become scratched by rubbing against stones, or passing through hedges. They are, besides deprived of all food except milk, as eating grass would tend to make their skins coarse. Consequently they are kept under a wicker crop, from which, at regular hours they are led to suckle the mother, and this continues until they are killed, at the end of four or five weeks. The younger they are killed the thinner the skin, but, of course, the smaller, they are less valuable, too, especially when they are only large enough to allow of a pair of single buttoned gloves, while the demand is all for two, three and four-buttoned gloves. By rearing the kids in the manner just described, larger skins are obtained, which are as fine and delicate as those of younger ones of other countries where they roam at liberty. As France produces the best skins, so Paris excels all places in France where gloves are manufactured, and an adept in the trade can select a Paris-made glove from among hundreds made elsewhere.

An Innocent Man Hanged.

A few days ago the *Times* published a brief telegraphic dispatch from Dodge City, Kansas, announcing that a band of vigilantes had hanged two men near Fort Dodge for stealing horses in Sumner County, Kansas. Subsequent inquiries, made by the grief-stricken father of one of the men hanged—a young man named Calahan, son of a preacher in Topeka—proved beyond a doubt that Calahan was guiltless of any connection with the crime. He was engaged in gathering buffalo bones on the plains, and had been hauling some from his "dug out" to the railroad when one of the horse thieves came to his place. He gave him shelter. While he was there the vigilantes from Sumner County came up and arrested both parties, and notwithstanding Calahan's protestations and his endeavor to show that he lived there and had not been to Sumner County, took him with the guilty man and hanged him then and there. The Rev. Mr. Calahan says that his murdered son was in no way implicated in this crime.—*Kansas City Times.*

Queen Victoria will visit Germany a second time this year.

Girls in India marry at the age of ten or twelve.

America produces 1,000,000 paper collars a day.