

POPULATIONAL METERS.
Nebraska Increase in Two Years, 68,935!
Total in 1872, 101,928.
BY PROF. J. D. RUTLER

LINCOLN, 1873.
Hume speaks of a Roman Emperor, who, wishing to learn something about the population of his metropolis, issued an edict requiring everybody to bring to his place all the cobwebs they could find. There were enough to prove Rome a very large city. When Arthur Young wished to compare the different French departments, he could devise no better method than to cut them out one by one from a map, and then ascertain their comparative weights in a scale.

One of the earliest modern examples of accurate enumeration throughout a wide country, was the United States census of 1791. Each new decade some new specifications have been added to those before made. The prosperity of a State is now measured, by all political economists, by its population growth. Hence all States are prone to over-estimate the rapidity of their increase, and so at every census are mortified that their number are proved so few. So enshrined were several cities in 1870, that they paid for taking a second census in hopes to show that their inhabitants had not been all included in the government returns.

The biennial census which was long taken by the State of Iowa, furnished to every Iowa editor an exhaustless treasury of items—never in the way, and never out of the way.

In the absence of an oft repeated census, there is an infinity of unchecked guessing and gassing, especially in new States where growth is most wondered at, being a transition from nothing to something. Accordingly, on the Atlantic slope, there is great distrust of all reports concerning western progress, till they are confirmed by an official census. The Nebraska Superintendent of Immigration has estimated the influx into that State at 40,000 persons a year. His estimate has been much ridiculed as a wild exaggeration, of a piece with Yankee Doodle's reckoning of the continental host when his father and he went down to camp.

"And there was Captain Washington Upon a strapping stallion,
A giving orders to his men,
I guess there was a million."

But it can be proved mathematically, that Mr. Neteware's estimate is very nearly correct. Thus in 1870, the school children numbered 32,762, and the population 122,993. But, in 1872 the school children had increased to 51,123. Therefore, as all those scholars who have reached the Rule of Three can demonstrate, the Nebraska population in 1872 amounted to 191,928, showing a gain of 68,935 within two years.

The lists of school children, besides showing the growth of the State at large, are a meter of local progress. Look, for instance, along the main line of the Burlington & Missouri River Railroad. It runs through eight counties. Adams, Cass, Clay, Fillmore, Kearney, Lancaster, Saline and Saunders. Their school children in 1870, were 5,912, and their population 23,247. In 1872 their school children had multiplied to 11,210, therefore their population then can not have been less than 44,079.

Nebraska, at large, has been exceptionally prosperous, for its population increase in two years has been 58.04 per cent. But even this percentage falls far below that of the eight counties traversed by the B. & M. railroad line. Their population advance between 1870 and 1872 has been at the rate of 39.6 per cent. In the next two years their growth will be still greater than in the last two, for half of them had no school children two years ago, and locomotives not yet having traversed them all for more than four months, have but just begun to put forth their magical influences in making solitudes populous. Yet the railroad above mentioned within thirty-three months after putting its land in market, had sold 478,988 acres to 4,225 purchasers, on ten years credit six per cent interest, and on sales since 1872 nothing of the principal is payable till the end of four years.

A Lawrence man allows his wife \$5 a week for pin money, with the understanding that she shall forfeit ten cents for each absent button, and the same amount for each cup of poor coffee. This arrangement has been going on for two years, and the day has not yet come when he could claim ten cents.

Professor: "What are the uses of starch in germination?" Student (reclining on cheek): "In the German nation starch is used very much the same as in this country—in doing up lian and such goods."

The cigar-makers in San Francisco are attempting to employ white boys as substitutes for their Chinese operatives, alleging that the latter are thievish, careless and wasteful.

In less than twenty years 109 daily journals have had an existence in New York City, and 100 of the number are dead at a loss of over \$25,000,000.

An accepted California snitter lately sold his interest and good-will in his affianced to a rival for the price of a box waistcoat. Sensible man.

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DIRECT ROUTE TO BUFFALO THROUGH THE OIL REGION.

ON AND AFTER Monday Feb. 24, Trains will run as follows—(Philadelphia Time):

SOUTH.
Buffalo Express leaves Oil City at 2:10 p.m.
Arrives at Pittsburgh 8:55 p.m.
Night Express Leaves Oil City 8:50 p.m.
Arrives at Pittsburgh 6:18 a.m.
Day Express leaves Oil City 9:15 a.m.
Arrives at Pittsburgh 6:06 p.m.
Oil City Accom. leaves Oil City 4:52 a.m. and arrives at Brady's Bend 9:30 p.m.
NORTH.
Buffalo Ex. Leaves Pittsburgh at 7:40 a.m.
Arrives at Oil City at 3:25 p.m.
Night Express Leaves Pittsburgh 9:05 p.m.
Arrives at Oil City 5:40 a.m.
Day Express Leaves Pittsburgh 12:10 p.m.
Arrives at Oil City 8:05 p.m.
Oil City Accom. Brady's Bend 5:40 a.m. and arrives at Oil City 12:00 p.m.
Silver Palace Sleeping Cars on night Express Trains, between Pittsburgh and Titusville. Through Coaches on Day Express Trains between Pittsburgh and Meadville.
T. M. KING, Gen'l. Sup't.
A. S. L. Sup't.

PENNSYLVANIA CENTRAL RAILROAD

ON AND AFTER 11 P. P. Sunday May 1, 1870, Trains arrive at and leave the Union Depot, corner of Washington and Liberty street, as follows:

ARRIVE.
Mail Train, 1:30 a.m.; Fast Line, 12:12 a.m.; Wall's accommodation No. 1, 7:30 a.m.; Brinton accommodation No. 2, 8:55 a.m.; Cincinnati express, 9:20 a.m.; Johnstown accommodation No. 1, 7:00 p.m.; Pittsburgh express, 1:30 p.m.; Pacific express, 1:50 p.m.; Wall's accommodation No. 3, 2:35 p.m.; Homewood accommodation No. 1, 2:55 p.m.; Brinton accommodation No. 2, 1:10 p.m.; Way Passenger, 10:20 p.m.
DEPART.
Southern express, 5:30 a.m.; Pacific express, 4:40 a.m.; Wall's accommodation No. 1, 6:30 a.m.; Mail Train, 8:10 a.m.; Brinton's accommodation, 11:20 a.m.; Bradlock's accommodation No. 1, 5:10 p.m.; Cincinnati express, 12:35 p.m.; Wall's accommodation No. 2, 11:51 a.m.; Johnstown accommodation, 4:05 p.m.; Homewood accommodation No. 1, 5:50 p.m.; Philadelphia express, 3:50 p.m.; Wall's accommodation No. 3, 5:05 p.m.; Wall's accommodation No. 4, 6:05 p.m.; Fast Line, 7:40 p.m.; Wall's No. 5, 11:00 p.m.

The Church Trains leave Wall's Station every Sunday at 9:05 a.m., reaching Pittsburgh at 10:05 a.m., returning leaving Pittsburgh at 12:50 p.m., and arrive at Wall's Station at 2:10 p.m.

Cincinnati express leaves daily. Southern express daily except Monday. All other trains daily, except Sunday.

For further information apply to W. H. BECKWITH, Agent.
The Pennsylvania Railroad Company will not assume any risk for baggage except for Wearing Apparel, and limit their responsibility to One Hundred Dollars value. All baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.
A. J. CASSA, General Superintendent, Altoona, Pa.

PITHOLE VALLEY R.Y.

ON AND AFTER Monday, June 5, 1871, Trains will run as follows:

TRAINS NORTHWARD.
STATIONS. No. 2. No. 4.
Olisopolis, 10:25 a.m. 2:30 p.m.
Bennett, 10:30 " 2:25 "
Woods, 10:35 " 2:20 "
Prathers Mill, 10:40 " 2:15 "
Pithole City, 11:00 " 2:50 "

TRAINS SOUTHWARD.
STATIONS. No. 1. No. 3.
Pithole City, 8:40 a.m. 1:20 p.m.
Prathers Mill, 8:45 " 1:15 "
Woods, 8:50 " 1:10 "
Bennett, 9:02 " 1:02 "
Olisopolis, 9:10 " 1:14 "

All Trains make close connections at Olisopolis with trains on the Oil Creek & Allegheny River Railway, North and South.
Two Lines of Stages run daily between Pithole City, Miller Farm and Pleasantville, making connection with arriving and departing Trains.
J. T. BLAIR, H. WICKHAM, Sup't. Ticket Agent, Pithole City, Pa.

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ON AND AFTER Monday Jan. 6, 1871,
Trains will run as follows:

SOUTHWARD TRAINS.

STATIONS:	1st Class.	2d Class.
Corry	8 15 11 00	8 50
Spartanburg	6 42 11 55	8 00
Glyndon	6 54 11 47	8 07
Centerville	7 04 11 55	8 16
Tryonville	7 13 12 03	8 25
Hydettown	7 25 12 15	8 37
Titusville	7 35 12 25	8 47
DE	7 42 12 45	7 40
Miller Farm	8 02 1 03	7 59
Shaffer	8 07 1 08	8 05
Pioneer	8 17 1 18	8 10
Pet Centre	8 25 1 25	8 23
DE	8 28 1 28	8 26
Columbia	8 35 1 35	8 33
Tarr Farm	8 40 1 38	8 40
Rynd Farm	8 46 1 44	8 44
Houselville	8 53 1 49	8 50
McClintock	8 58 1 53	8 56
AR	9 10 2 05	9 16
Oil City	9 15 2 10	9 20
DE	9 25 2 20	9 25
Olisopolis	9 45 2 36	9 40
Eagle Rock	9 58 2 48	9 52
President	9 59 2 50	9 54
Tionesta	10 23 3 12	10 20
Hickory	10 41 3 30	1 00
Trunkville	10 54 3 41	1 05
Tidoute	11 11 3 58	1 24
Irvinton	12 01 4 40	4 05

ADDITIONAL SECOND-CLASS TRAINS-NORTH.

No. 16, Titusville 2:10 p.m.; Miller 2:50; Pioneer 3:20; Pet Centre 3:35; Columbia 4:15; Tarr Farm 4:25; Rynd Farm 4:37; Houselville 4:55; Oil City 5:20.

No. 8, Corry 6:15 a.m.; Titusville 8:30; Miller Farm 9:25; Pet Centre 9:45; Columbia 10:15; Tarr Farm 10:15; Rynd Farm 10:27; Houselville 10:45; Oil City 11:00.

No. 18, Pet Centre 1:28 p.m.; Columbia 1:50; Tarr Farm 2:05; Rynd Farm 2:16; Houselville 2:30; Oil City 3:00.

No. 22, Oil City 6:30 a.m.; Olisopolis 7:25; Tionesta 8:54; Trunkville 10:14; Tidoute 11:11.

NORTHWARD TRAINS.

STATIONS:	1st Class.	2d Class.
Irvinton	12 45 6 05	6 00
Tidoute	1 28 6 47	6 30
Trunkville	1 45 6 55	6 38
Hickory	1 54 7 05	6 48
Tionesta	2 14 7 34	6 45
President	2 25 7 55	6 52
Eagle Rock	2 38 8 09	6 55
Olisopolis	2 47 8 16	6 56
AR	2 58 8 25	7 05
Oil City	3 00 8 30	7 10
DE	3 10 8 40	7 20
McClintock	3 13 8 45	7 25
Houselville	3 18 8 50	7 30
Rynd Farm	3 20 8 55	7 35
Tarr Farm	3 25 9 00	7 40
Columbia	3 24 9 05	7 45
AR	3 34 9 15	7 55
Pet Centre	3 36 9 20	8 00
DE	3 42 9 25	8 05
Pioneer		