Hospitable Highwaymen.

A young man named Ragan was riding along the road a few miles beyond Castrowille, when two men rode up to him from the brush by the roadside, and demanded his money. Both had their faces masked, but did not present their revolvers, which they carried in sight, simply saying that they didn't think it necessary to draw on him, as he was so young. He had \$19 in his pocket and a considerable sum in his boots. The robbers took the \$19. They then invited the young man to step into the brush and lunch with them, which he, thinking it safest to humor them, did, although his appetite was not ravenous. About 100 yards from the road the men had a good lunch spread, which they partook of heartily, keeping their faces masked, however. After lunch the robbers returned \$7 to their victim and told him he could go. He didn't wait for a second bidding.-San Antonio Express.

A Luxury on the Rail - The Difference.

We have been frequently asked: "What is the difference between a railroad dining car and a Pullman Hotel car?" That there is a vast difference is well known by those is a vast difference is well known by those who have had occasion to use either; but the untraveled public are not fully advised as to the points of difference. The old-fashioned railroad eating house is, alas! too well known; its peculiar, hastily-eaten meals have been partaken of by too many thousands to be forgotten. The dining car, then, is this well known eating-house placed on wheels, attaced to the train at the usual meal house, and hauled along for thirty, forty or sixty miles, until the meal has been served, when it is set off on a side-track, and is by the next train hauled back to its starting point, and so it runs a few track, and is by the next train hauled back to its starting point, and so it runs a few miles for each meal. To get meals in this car the passenger has to work his way through the train while it is under full motion—pass from car to car, running the risks of falling between the platforms, and finally finding the car at the rear of the train. Then comes the meal, which must be hurried through with to give chance for other hungry passengers to take your place and you must force your way back to your seat, and again run the risks of your platform passage while the train is at full speed. In such cars you pay 75 cents for each meal, even if you take or need only a cup of coffee and a cracker. Bear in mind, in no case do the dining cars accompany the train from starting point to destination. company the train from starting point to destination. They are always "cut off" and taken on as we have described. With the Pullman Hotel car the case is different in every respect. These cars are sixty to sixty-six feet long, have sixteen wheels under each, are built strong, so as to insure steady, quiet running, without the usual unpleasant side motion. Each Hotel car contains, in the order named, the following compartments: lowing compartments:

1st. A cosy, neat and clean little kitchen, fitted up with a range, an ice and meat box, rows of shelves covered with bright silver and brighter glass ware, and all the appliances needed for preparing a sumptu-

2nd. A compact China and glass closet, in which is kept the table wear and table

in which is kept the table wear and table linen, cutlery, etc.

3rd. A passage way, cutting off the kitchen and China closet from the rest of the car, and forming an air-chamber to prevent the smell of the cooking victuals from reaching the salcon portion of the car.

4th. The grand salcon. This is fitted up with twelve, fourteen or sixteen sections, with space for tables between each, and in these the meals are served. You, while on this car, own the space you occupy as much as you do your own room at home, and no one can hurry you while at meals, nor are you forced to give it up to allow any other person to occupy it. At night, as if by magic, this salcon is changnight, as if by magic, this saloon is chang-ed into a bourdoir, and here your couch is prepared, and here you rest yourself isola-ted, and as separated from your fellow-travelers as you would be in your own bedchamber.

5th. An elegant drawing-room, with room for six or eight persons. This is found aloue in these magnificent cars. In it you and your family or party of friends may be as secluded as you please, or you can slide open the end and have the company of those in the grand saloon.

open the end and have the company of those in the grand saloon.

6th. Charmingly-arranged lavatories are partitioned off, and arranged in two distinct compartments for the separate use of ladies and gentlemen. These lavatories are supplied with pure water, clean towels, combs, brushes, and, in fact, everything the most dainty may desire for the perfect performance of an elaborate toilet.

7th. Then follow the conductor's and porters, rooms, linen closets, etc.

porters' rooms, linen closets, etc., etc.

It will thus be seen that this car is, as its name implies, a perfect modern hotel, with all of its appliances and comforts complete. This car is taken on at the commencement of the journey, and is part of the train to its destination. In it you of the train to its destination. In it you get your sleeping compartments and your meal accommodations, while neither encroach upon the other. Envious dining-car employees, who are paid to decry this form of Hotel car, cannot, with anything like truth on their side, give any valid or conclusive reasons for preferring the dining to the Hotel car, and they only chatter in favor of their dining car because they are paid to do so. These Hotel cars have run from New York to San Francisco and back with the Emperor Dom Pedro — with with the Emperor Dom Pedro — with Jarrett & Palmer's party, that traveled at almost lightning speed — with many a party of California bonanza kings; and all join in pledging their honor that the cars are incomparable.

Two lines of these celebrated cars run

Two lines of these celebrated cars run between New York and Chicago, and one line only between Chicago and Omaha. It may be needless to say that this last-named line runs over the steel track of the Chicago & North-Western Railway. That these cars are attracting a large share of the California travel, both ways, might easily be conjectured. Any road deserves to be patronized that is enterprising enough to give the traveling public such facilities as are freely tendered by the Chicago & North-Western Railway on its California line.

We have neglected to say that, in these Hotel cars, the meals are a la carte—you pay for what you get, and nothing more; and this at very reasonable rates.—The Tribune, April 7th, '77.

1877 SPRING 1877. 1877 SPRING 1877. 1877 SPRING 1877.

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	To Make	Your	Spring	Purchases
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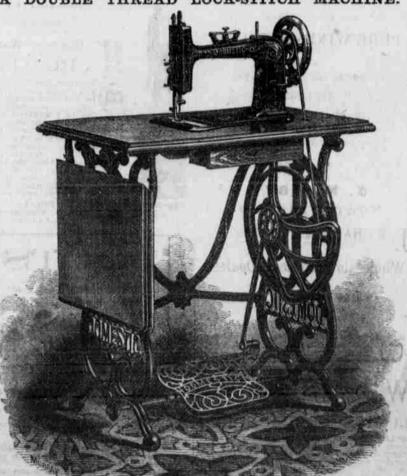
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early. Vermont-(large, round, yellow) very early.

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