

FRIDAY, JULY 29, 1881.

Notwithstanding the release last Saturday, Mr. Garfield is reported improving.

And now Lapham is elected to fill vacancy occasioned by resignation of Conkling.

If Sam Scott should keep the pocket book he found it will be because the clerk does not take the papers.

Conkling's letter commending the steadfastness of the friends who stood by him to the end, fully explains how "Mr. Conkling takes his defeat very mildly."

The Monticello Times, Democratic, C. J. Reynolds, publisher, came to hand Friday last. It makes a good appearance and hope it may do effective work in the cause of Democracy.

The Utica [N. Y.] Observer says: "That Elbridge G. Lapham does not succeed Mr. Conkling, he merely keeps his seat vacant. The greatest commonwealth of the Union is plunged down to the rank of dumb Nebraska and Minnesota and Kansas in the Senate, while tiny Delaware with her Bayard and small Vermont with her Edmunds tower into national prominence. This is truly the day of small things. The State of New York, in this hour of half-breed triumph, has reached the lowest depth of official humiliation. Below what we have to do it is not possible to go."

NORMAL ITEMS.

The Normal has just completed its third week. It shows a steady, healthy growth both in interest and numbers.

Six new names have been added to the enrollment since our last communication which now reaches forty or more.

W. Boyd Johnson, George P. Antrim, Samuel P. Thornton, James W. Pierce, Henry Roper, and last but not least, Lee Glazebrook, are the latest arrivals. This is a strong force, stronger in force of intellect than in numerical strength. Right glad to have you among us, boys!

The idea of a County Normal is no longer an experiment, but has become a permanent thing in the educational system of the county.

There are many reasons why a session of the Normal should be held every summer and be well sustained by the teachers of the county. Chief among these is the fact that the County Superintendent takes an active part in it and has immediate charge of it and work of branch of study that most directly affects or concerns the teacher in his school-room work. I refer to the study of the method of teaching.

His class this term in Mental Philosophy is doing most excellent work for themselves and gathering such a knowledge of mental development as will add much material to their future work.

The Superintendent took the position, a solid one too, that he would much rather grant a license to an applicant who could make no more than an average of thirty per cent. on the common branches if he had a good knowledge of human nature and the laws of mental development than to one who could make an average of sixty per cent., or even more, and did not know anything about the mind and its proper training. Teachers, what more useful subject is there for you to study, and more interesting, too, than the study of the mind, and how better study it than under the Superintendent who knows how to handle it practically?

Gibson says, "The laws of a nation form the most instructive portion of its history." The members of the history class are investigating United States History by making a study of her laws and find it quite interesting. The Grammar class are worrying over the constructions of infinitives and participles. Next week they will take up analysis.

The Physiologists under Prof. Hooper are getting into the merits of their subject by illustrations with the organs of animals.

The Misses Nettie and Ruby Bruce were compelled to quit school for the present on account of the serious illness of their mother. NORMALITE.

There ought to be a fine exhibition at the Fair in September of the agricultural productions of Jasper County. The Board of Directors certainly have been liberal towards this class. They have abolished the 10 per cent. fee heretofore charged articles competing for premiums in the divisions of this department. In some of the divisions the list has been largely extended, and in most the premiums are increased in number and size. As it will cost nothing this fall to enter field and garden products, needlework, natural and artificial flowers, the products of the dairy, for exhibition and premiums, and as the premiums are liberal, there ought to be a spirit of generous emulation among men and women, under these conditions, to contribute to the attractiveness of Floral Hall. It will be little extra trouble to bring a peck of corn, a half-bushel of potatoes, a piece of needlework, a few pots of flowers when one comes to see what others have brought to the Fair. It will cost nothing to show these things, and they may be awarded valuable prizes. It would be in the highest degree commendable to the enterprise and industry of the people to have better display than ever in Floral Hall this season.

Union Township Items.

Weather warm at present.

Flies and mosquitoes by the swarm.

The late rains are reviving the corn fields on the ridges.

Sunday school reunion at the Pleasant Valley school house next Sunday. The Morning Star Society, of Union, and the two societies of Keener will be represented. A general turn-out expected.

Miss Minnie Gephart, of Monticello, is visiting her sister in this township. Union has four representatives at Normal, in Rensselaer. Others expect to attend the last part of the term.

We have a poor opinion of the soliloquy of young men who work all week and spend their earnings on Sunday for a "lively rig" just to win the smiles of a young lady. Boys, be a little more economical. "Lay up something for a rainy day." Its the "lively rig" gratification, not you, the ladies care for.

One can't help but note the difference made by the Barkley correspondence to the Republican versus a Democratic Trustee who votes for a Republican candidate for County Superintendent and the Republican Trustee who votes for a Democratic candidate. In all fairness, Mr. Conkling, if the republican trustee is a traitor to his party, is not the Democratic trustee equally a traitor to his? Your fine words of commendation, Mr. correspondent, are rather "gauzy." In fact, so much "soft soap." And your words of condemnation the outpouring of disappointed radical greed for office.

More hay will be put up in Union this season than usual. Several parties intend to put up from 100 to 150 tons.

Several cattle buyers passed thro Union last week.

GRAPE ISLAND.

July 25, 1881.

Little Grains.

BY DON.

—O—

Mrs. H. C. Bruce has been quite sick, but was reported better yesterday morning. Jesse Leffer is growing weaker.

The old mill wheel has ceased to go round, and you cannot get flour, meal, nor even chicken feed now.

Zim. Paris has gone West to open a law office. Success to him.

W. W. Watson is now Deputy Prosecuting Attorney.

Charles Wren, our gentlemanly railroad agent is going to build a house.

Farmer James White has an addition to his family.

That piece of new fence east of the Austin House is strong but not very pretty.

James Yeoman, E. H. Tharp, C. P. Wright, R. E. Spencer & Co., and perhaps others have been improving their town property.

J. H. Willey talks of starting a dairy, a good institution.

Leopold's old building is almost ready to depart for its final resting place.

The County Commissioners met yesterday in special session and adopted a plan for the Sheriff's residence and jail. It is to be located in the southeast corner of the Court House square, fronting on VanRensselaer street. The residence part will be an ornamental and the jail will be both ornamental and useful.

Delphi Times: "We are glad to note the promotion of Thomas H. Hiner, Esq., to the Superintendent of the completed portion of the Chicago & Indianapolis Air Line road. Mr. Hiner in addition to being a first-class gentleman, has had a life-time experience in railroad engineering, and has served in nearly every capacity on the old narrow gauge, including station agent, passenger conductor and engineer. The road under his management will grow in popularity with our people."

The Continental Railway.

A SHORT ROUTE TO CHICAGO AND THE WEST NEARING CONSUMMATION.

More Particulars of the Gigantic Enterprise of the Engineers Report—Getting Over the Alleghenies—A Powerful Competitor to Existing Roads.

From N. Y. "Truth," July 18th.

A grand trunk road from New York City to the Great West directed by the attention of capitalists and business men for many years.

The business, which legitimately belongs to New York, has been diverted into other channels for the want of direct communication. The Pennsylvania Railway has developed that State and the New York Central the interior of New York State, and particularly Albany, from which point the grain business has been diverted to Boston and Portland.

The object of building this new line is mainly to keep the commerce of the Great West in New York City.

This city has no trunk-line to the West. When the New York Central was projected it was only to Albany, as Chicago had no existence at that time. It was then extended to Buffalo. When Chicago loomed up as a business centre the line was again extended to that point, via the Lake Shore road. The entire length of this road now is 980 miles. This line has been of special benefit to Albany, and the interior cities, as it was the principal point for shipments East.

EXISTING LINES.

The Pennsylvania Railway was originally organized from Philadelphia to Pittsburgh over the mountains, but

was gradually extended by acquisition of the Pittsburgh, Fort Wayne and Chicago to the latter place. Subsequently this company leased the United Railroad of New Jersey and brought it to New York. Philadelphia being nearer than New York, monopolized a large share of the rain business over that line, as the freights were lower. The total length of this line is 914 miles. The Baltimore and Ohio Railroad being a short line between Chicago and the seaboard, is able to deliver freights in Baltimore at lower rates than in New York, which has really built up that city in a commercial point of view. The Erie Railway was originally built from Piedmont, N. Y., to Dunkirk, but subsequently was brought to Jersey City, and afterwards with an arrangement with the Atlantic and Great Western ran their line to Cincinnati. They are now proposing to run their line to Chicago. If this extension is completed, as indicated, the distance to New York will be about 1,000 miles.

THE INCEPTION.

In view of these facts, some prominent men, including Governor William B. Sigler, Governor Geary, William F. Schell, Judge Curtis and many others, both of New York and Pennsylvania, came to the conclusion that for the benefit of New York and the far West the time was approaching for building a great trunk line from New York City to connect with St. Louis and Chicago, with Omaha as the terminus where it connects with the Pacific Railroad.

Application was made first to the Pennsylvania Legislature for permission to build through that State, which was granted in several acts with usual privileges and the right of perpetual succession and exemption from taxation. Afterward the Legislature of New Jersey passed a number of acts of a similar character, with the exception of exemption from taxation. The State of Illinois also granted a franchise to the Pennsylvania Company. Through the States of Ohio, Indiana and Iowa the existing corporate rights of other companies were purchased, which gave a continuous line from New York City to the bridge over the Mississippi at Omaha, which will unite it with the Union Pacific Railway.

THE SURVEY.

The company, upon the acquisition of all these franchises, immediately equipped a number of engineer corps, who were sent along the proposed line. The expense of all this has been nearly as much as it would cost to build an ordinary line. The original survey to Chicago made the proposed line 786 miles long, but four surveys were ordered which reduced it to 770 miles from New York to Chicago, and from New York to St. Louis 950 miles; which is 100 miles shorter than the Pennsylvania line, 500 than the Erie; 290 less than the New York Central and 169 less than the Baltimore and Ohio.

The entire distance to Omaha by the Continental is 1,200 miles, which is 300 miles shorter than the Pennsylvania line; 25 than the Erie, and 265 nearer than the New York Central.

CONGRESSIONAL REPORT.

In the year 1874 Congress took the matter into consideration, and a report was made by the Committee on Railroads and Canals recommending the Government to aid the building of the Continental Railway, between New York and Omaha, by guaranteeing their bonds to the extent of \$85,000,000. The Committee in their report state that "the decided and increasing movement of the centre of population westward is such that the existing system of railways is now unequal to the requirements of the times." The report goes on to say: "The existing trunk lines leading from the Atlantic to the West were not constructed for economy in operation as freight roads. They were built in the first instance as local roads, with reference to local interests and not at all as their managers would now locate and build them. The remedy, it appears to your Committee, for existing evils, lies in the expedient of its results in any other remedy proposed, and rendering with it direct benefits to the whole region between the Ohio River and the Lakes, as well as the entire West and North. The report goes on to say: "The Chicago, is the building of a double track railway, whose main line shall have its Eastern terminus in the waters of New York Harbor, its Western terminus at the Mississippi, with two branches, one to Chicago and the other to St. Louis."

No one doubted at that time the entire feasibility of building a line from New York City to the Mississippi, but it was thought that the difficulties through the mountains of Pennsylvania were almost insurmountable.

A WATER SHED DISCOVERED.

The surveys made by the engineers of this company have subsequently disclosed the existence of a water shed in the neighborhood of the forty first parallel of latitude, constituting a perfect water shed dividing the waters flowing into Lakes Erie and Ontario from those flowing to the Gulf of the Atlantic Ocean. Through this table land the line has been located, and but very few curves or heavy grades are necessary. The worst difficulties experienced are through the mountains of Western New Jersey and Pennsylvania.

The line is completely surveyed through New Jersey and Pennsylvania. After leaving the depot in New York Harbor the line passes across the isthmus, through a portion of Greenville, over Newark Bay, and striking the southern part of Newark City; thence to South Orange, Millstone, Chatham, Morristown, Green Village, Bridgewater, Hackensack, Buddsville, Bridgewater and Belvidere, where it crosses into Pennsylvania, and through Wind Gap to Mauch Chunk, Summit, Bloomsburg, Lock Haven, Clearfield, Mahoning and Newcastle. In Ohio the principal places are Akron, New London and Findlay; and in Indiana, Fort Wayne, Silver Lake, and Rochester to Rensselaer, where a branch will run to Chicago, north and south to St. Louis. The main line then crosses the Illinois River, below La Salle and the Mississippi, at Rock Island, and direct to Omaha.

THE PRODUCE EXCHANGE INDICES THE ROAD.

One of the leading members of the Produce Exchange said in relation to the road: "I have been a member of the Exchange for forty years, and the projects of this road are carrying out my ideas of thirty years ago. In order to allow us to compete with Baltimore, Boston and Philadelphia we must have low rates of freight and a direct trunk line to New York from Council Bluffs, and it is the only thing that can save the carrying trade to New York. This is the feeling of every prominent produce merchant in New York City, and I know them all. There is no question that New York has suffered much. Money is easier in Baltimore and Boston than it is here, and

it is only because they pay less freights, which is a great advantage to shippers. We are going to stand by the Continental Railway Company, and if they want any money to help them through we will raise it for them."

The officers of the company are: President J. Kimberly Sneed, of New York; Vice President, William H. Smith, of Illinois; Secretary, William Thorpe, of New York; Treasurer, A. G. Day, of New York; Superintendent, T. F. Underdonk; Chief Engineer, J. E. Abbott. The company has already spent over \$500,000 in its surveys and prospecting, and the road will open up a large and hitherto unproductive country, coal mines and timber lands. It is expected that by next Fall trains will be running over a portion of the road, but it will not be completed before two years.

F. J. Senne "is doing" Iowa, Kansas and Nebraska.

Look at those beautiful Fall Goods at J. J. WATERBURY'S.

Mr. Sigler has sold his interest in the hay press to Mr. G. W. Goff.

Mr. A. Pucupile is visiting Iowa, and "Ed" is managing the Express office.

Judge Haley, for giving a reversible opinion, was compelled to "fall" the other day.

Mr. J. J. Waterbury has just returned from Chicago with a nice selection of piece goods.

Miss Hulda Miller, of Michigan City, is visiting old friends and acquaintances in Jasper county.

T. H. Hiner and family moved to Delphi Tuesday to the regret of many warm friends in Rensselaer.

Harp W. Snyder, Esq., of Remington, and Ira W. Yeoman, Esq., of Goodland, are in town today.

Mrs. Dr. Martin, of Little Rock, Ark., a former resident of Rensselaer, is visiting old friends at this place.

A sister-in-law of Mr. J. L. Funsion fell from a wagon one day last week and dislocated her shoulder.

Cotton's elevator has been leased by Bates & Co., of Remington, who will engage in the purchase of grain.

On Saturday last Michael Halloran was fined five dollars and costs for striking Ed. Connor, Friday night, with a beer glass.

Hon. R. S. Dwigins will lecture at the Christian Church, next Sunday, at the usual hour of worship. Subject: "The Second Coming of Christ."

Miss Candace Burroughs graduated at the Danville, Ind., Normal School the present month, and returned to her home in Rensselaer last week.

Procure your Fruit Trees, Evergreens, Shrubbery, etc., of John Coen, at Rensselaer Nursery, when you may depend upon getting what you call for.

LADIES! Fendig has just received a fine stock of Dress Goods, to which he invites your attention. Call, examine stock and learn prices. No charge for showing goods.

Communion services at the Presbyterian Church next Sunday week. Preparatory exercises will commence on next Friday evening, and services on Saturday following at 2 p. m.

FENDIS has a full stock of Ready-Made Clothing, of all styles and at all prices. Satisfaction guaranteed. Better goods for less money than elsewhere. Call and be satisfied.

FOURTH OF JULY.

Report of Noble J. York, Marion L. Spitzer and Mordecai F. Chilcote, Committee on Finance. Amount of money received, and of whom:

Roberts & Phillips,	\$10 00
Martin & Worden,	10 00
John House, (W. Duvall),	7 00
C. C. Starr & Co.,	6 00
Willey & Sigler,	6 00
E. T. Brown,	5 00
R. Fendig,	5 00
Emmanuel, A. Leopold,	5 00
L. Kern,	5 00
Spencer & Legg,	5 00
Isles & Meyers,	5 00
McCoy & Thompson,	4 00
Ladd Hopkins,	3 00
Tuteur Bros.,	3 00
C. P. Mayhew,	2 00
R. S. Dwigins,	2 00
Norman Warner & Sons,	2 00
J. J. Englebach,	2 00
Ben. Reynolds,	2 00
F. W. Hardman,	2 00
J. W. Bedford,	1 00
Val. Seib,	1 00
John House, (W. Duvall),	1 00
C. C. Starr & Co.,	1 00
Willey & Sigler,	1 00
E. T. Brown,	1 00
R. Fendig,	1 00
Emmanuel, A. Leopold,	1 00
L. Kern,	1 00
Spencer & Legg,	1 00
Isles & Meyers,	1 00
McCoy & Thompson,	1 00
Ladd Hopkins,	1 00
Tuteur Bros.,	1 00
C. P. Mayhew,	1 00
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