

Notwithstanding the relapse 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 rock he found it will be because the loser does not take the papers.

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#### 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. Atkinson, Samuel P. Thornton, James W. Pierce, Henry Roney, 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 that work or branch of study that most directly affects or concerns the teacher in his school-room work. I refer to the study of the mind in connection with the theory and practice of teaching.

His class this term in Mental Philosophy is doing most excellent work for themselves and gaining such a knowledge of mental development as will be of material value in their future work.

The Superintendent took the position, a sound 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 that 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. NORMATIVE.

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, needle-work, 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 the Fair.

THE PRODUCE EXCHANGE ENDURES THE ROAD.

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 the road now is 380 miles. This line has been of special benefit to Albany, and the interior cities, as it was the principal point for shipments East.

#### 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 stability of young men who work all week and spend their earnings on Sunday for a "livery rig" just to win the smiles of a young lady. Boys, be a little more economical. "Lay up something for a rainy day." It's up the "livery rig" gratification, not you, the ladies care for.

One can't help but note the difference made by the Barkley correspondent to the Republican between the Atlantic and Great Western railroads in their proposal to their line to Cincinnati. If this extension is completed as indicated, the distance to Chicago will be 1,000 miles.

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Several cattle buyers passed thro' Union last week.

#### GRAPE ISLAND.

July 25, 1881.

#### Little Grains.

BY DON.

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Mrs. H. C. Bruce has been quite sick, but was reported better yesterday morning. Jesse Lefler 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.

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

Farmer James White has an addition to his family.

That fence 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.

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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 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 railroading, is an experienced locomotive engineer, 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.—The Engineers' Report—Getting Over the Alleghenies—A Powerful Competitor to Existing Roads.

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

A grand trunk railway from New York city to the Great West direct has engaged 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 great 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 the road now is 380 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 brot' t' line to New York. Philadelphia being nearer than New York, monopolyized a large share of the rail business over that line, as the freights were lower. The total length of this line is 914 miles. The Baltimore and Ohio Railway being a short line between Chicago and the seaboard, is able to deliver freights in Baltimore at far lower rates than in New York, which has been built up to 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 by an arrangement with the Atlantic and Great Western railroads to Cincinnati. The proposed line to Chicago is to connect with the Erie at New York city to connect with St. Louis and Chicago, with Omaha as the terminus where it connects with the Pacific Railway.

Application was made first to the Pennsylvania Legislature for permission to build a line through that State, which was granted in 1871, but the state 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 direct line from New York city to connect with St. Louis and Chicago, with Omaha as the terminus where it connects with the Pacific Railway.

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#### THE SURVEY.

The company, upon the acquisition of all the 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 further 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 by the Erie; 229 less than by the New York Central; and 169 less than by the Boston and Maine.

The entire distance to Omaha by the Continental is 1,200 miles, which is 200 miles shorter than the Pennsylvania; 2 by the Erie, and 265 nearer than by the New York Central.

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