

After much talk about a Pacific railway through the British Provinces, the Canadians have at length promulgated their plan for the enterprise, which looks to the connection of Ottawa with Vancouver's Island. The length of the line will be 2,600 miles, and the capital is fixed at \$100,000,000. Those concerned in the enterprise declare that it will be pushed through without delay; but without delay with the Canadians means within two or three generations. Notwithstanding the present flurry about it, we have no idea that the road will ever be built over the projected route. The Canadians lack not only the energy but the money to carry through so gigantic an undertaking, and the English Government will not be apt to assist them to a very considerable extent while they are holding "independence" and "annexation" meetings. In view of these difficulties, a less expensive connection by water and rail combined has been suggested. This could be done by beginning the road at the west end of Lake Superior and running thence a connecting road with Lake Winnipeg, and thence by adopting steamboats to the head of navigation on the Saskatchewan. Under this plan the short connecting line suggested would bring the great, fertile and beautiful basin of the Saskatchewan within easy reach of immigrants from the British Islands, and within some 800 miles or less of the Pacific coast. The New York Herald advises the Canadians to adopt this route by all means, for the reason that, with an attractive immigration policy on the part of the home government, all the cities of Great Britain might be profitably emptied of their surplus drones and paupers in the settlement of that beautiful Saskatchewan basin and in the building of this Pacific road. In this matter her Majesty's Government has been remarkably short-sighted; for millions of its subjects are starving in England, while she has lands enough between the city of Ottawa and the Rocky Mountains for the comfortable subsistence of a population greater than that of the United Kingdom. With characteristic affront, that journal ignores the Canadians to build the road for another reason—and that is, that it would soon be absorbed by the United States, and we should have another railway between the oceans without paying for it.—E.

MAKING COWS GIVE RICH MILK.—A German farmer had fourteen cows in full milk, from which very little butter was obtained. He separately tested the milk of each, and discovered that the bad quality was due to one cow only, the milk of the others yielding good butter, and plenty of it. This established the fact that, by mixing the milk of all the cows, the bad milk from one spoiled the whole for butter making.

He went to a celebrated veterinarian, who advised the employment of the following remedy: Two ounces of sulphur of antimony, and three ounces of coriander seed, powdered and well mixed. This was given as a soft bolus, followed by administering a draught composed of half a pint of vinegar, a pint of water, and a handful of common salt. The above was given to the cow in the early morning, on an empty stomach, for three successive days, and effected a complete cure, the milk being found, after the application of the remedy, to have become much richer, and to produce a large quantity of good butter, where previously but little, and that of an inferior quality, had been given by the cow. No apparent cause could be found for the deficiency of the quality of butter making in the milk of this cow, nor had the animal any disease whatever.

BAKER'S NILE EXPEDITION.—This important expedition, comprising a well-equipped army of five thousand men and several steel steamers, built in England, and constructed so as to be taken to pieces at the rapids, and put together again in the river above them, has left Lower Egypt enroute for the great lakes from which flow the head streams of the Nile. The objects are the annexation of the whole Nile valley to its head in the great elevated basin of the Equator to the vicereignty of Egypt, and to put all those wild tribes of the upper valley and basin to the cultivation of cotton. Apart, however from these objects of the Viceroy, the expedition will no doubt result in valuable acquisitions of knowledge to the scientific world touching the still unsettled geographical problems of the Nile sources and the equatorial region drained by the sacred river.—E.

HOW TO BREAK CATTLE TO LEAD.—Take two animals of about equal size and strength, and tie them together with a strong rope, by placing one end around the horns of one animal, and the other end around the horns of the other, and make them fast, as for leading or tying up, leaving three or four feet of rope between the horns and turn them into a field free from trees. Let them run, pull and haul until they are tired of it, and they will walk side by side and feed together. Then take off the rope and they will ever after lead with the facility of a child, even though the first may be years afterwards. It is much better than for a man to be jerked around all day by a wild heifer or steer, and more effective. We have tried it and know.—Columbia Post.

A CALIFORNIA NEWSBOY.—Judge Kingsbury, of Portland (Me.), while traveling in California, wanted to buy a couple of newspapers, and asked the newsboy the price. The Judge pulled out a twenty-five cent stamp and handed it to him. The boy looked at it curiously for a moment, turned it over and said, "What's that?" "Money," said the Judge, "twenty-five cents." The boy sung out to several others of his fraternity, "I say, fellows, come and see what the people East use for money." The boys gathered round and discussed it, and the Judge was hoping that the boy would not take it, when the newsboy turned to him and said, "Well, I guess I'll keep this. It will do to give some of my poor relations."

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Is the only route that offers to shippers of freight the advantage of an unbroken gauge of track from Chicago and the Mississippi river to the seaboard, and is of the
SAME GAUGE AS THE UNION PACIFIC,
over which these cars will run on completion of that road.
THE BLUE LINE CARS
Are ALL OF UNIFORM BUILD, thus largely lessening the chances of delay from the use of a mixed construction, and the consequent difficulty of repairs while remote from their own roads.
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This Great Central Route
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PALACE SLEEPING COACHES
THE FINEST IN THE WORLD
FOR ALL THROUGH TRAINS.
Two Express Trains leave Council Bluffs daily, upon arrival of Trains from the West, and make quick time over a thoroughly well constructed
ROAD BED
Which is being laid with heavy Steel Rail, giving Passengers the advantage of
SPED, COMFORT AND SAFETY COMBINED.
Both Trains connect at Chicago with East Express Trains for the East.
Through tickets via this Line can be had at all Through Ticket Offices of the Pacific Railways, at Wells, Fargo and Co's Office, Salt Lake City, and at Company's Offices at Omaha and Council Bluffs.
S. S. Stevens, General Agent, Council Bluffs.
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THE
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AND
PACIFIC RAILROAD
THE
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VIA DES MOINES & ROCK ISLAND.
This Great Central Route
IS OVER 100 MILES SHORTER
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