

City Railroad Cars. Never full, pack 'em in. Move up, fat man; squeeze in, thin. Trunks, valises, boxes, bundles, market baskets without number. Owners easy, not in lumber. Pressed together, unashed bodies. A dozen or more on either landing. Old man lifts his signal finger. Car clacks up, but not a bang. He's jerked aboard by sleeve and shoulder. Shoveled into heat and smoulder. Toes are trod on, hats are smashed. Pressed together, unashed bodies. Bathed in fumes of whiskey toddies. Tobacco, cigar, cheese and beer. Perfume the heated atmosphere; Old boots, black leather and tan. And in his hand, "soap fat man." Crowding, jamming, pushing, pressing. Arm's we're jolly? What a blessing!

FOREIGN ITEMS. The London Times tells this rather extraordinary story: "When the French iron-clad fleet visited Spithead, and the Admiral in command of our channel fleet signalled for all officers who could speak French to come on board the flagship and accompany the pilots to the French vessels, only one officer out of the entire fleet came forward in answer to the summons."

A curious scene was witnessed the other day at St. Petersburg, in Russia. The First Regiment of the Imperial Horse-guards was drawn up in line, when a young officer, dressed in full regimentals, was led up to the colonel of the regiment, who struck him in the face, took his sword from him, ordered him to kneel down, broke his sword over his head, and then had him clad in the coarse uniform of a private of the line. The officer thus degraded had stolen money from one of his comrades, and committed a number of forgeries.

English travellers bound for Russia are warned by the home journals not to be induced to wrap their hair brushes in a copy of the Times or of Punch. A decree lately issued orders customs officers throughout the empire to arrest any tourist in whose effects they discover written or printed paper, and send him to the nearest town for trial. If he is convicted of attempting to introduce forbidden printed matter he is liable to five years in Siberia; if he has carried in his portmanteau an attack on the Emperor, the kase declares that he shall be executed. The usage has hitherto been less severe, all suspected papers being at once destroyed, while the traveller was allowed to proceed on his journey.

Deacons and buoys, stationed at sea, but illuminated with electric light, produced by means of galvanic batteries ashore, have recently been experimented with in Great Britain. A submarine cable, fully half a mile in length, was laid between the east breakwater of Granton harbor, Scotland, and the chain pier at another point. The operator occupied a station near the centre of the breakwater, and the light was shown at the point of the pier in front of an ordinary lighthouse reflector, producing a most brilliant flash. The flashes were emitted with great rapidity, and it is asserted that, though as many as 600 can be transmitted in a minute, the machines can be regulated so as to send one every second, or at any other desired interval.

The cafes in St. Mark's square, Venice, where Eugene took his carcase, are never shut up. There are no locks to the doors—no shutters to the windows. Some of them have been open since the days of the First Napoleon, having been closed only twice in all that time—once in 1848, and a second time in 1890, when they were closed out by the police. These cafes are the centres of Venetian life. They are the drawing-rooms of the gentry and aristocracy—the parlors and club-rooms of the people. People receive visits and transact business at the cafes as if they were at home. Ladies and school-girls go there. Whole families sit down to coffee, and turn the piazza into a drawing-room, the band playing there at certain hours, and the whole beau monde of Venice passing through.

There was lately a strike by the journeymen butchers of Stettin, Prussia, with a singular aim. The masters have from time to time immemorial assumed the privilege of addressing their workmen as "thou" and "thee," a familiarity which made them very uneasy and dissatisfied. Therefore, although their wages and their hours of labor were entirely satisfactory, they struck for the privilege of being addressed as "you." The master butchers on hearing the complaint told the workmen that they thought the practice of giving and receiving titles on New Year's day was far more likely to lower the workmen's feeling of self-respect than being addressed as "thou."

A compromise was therefore effected, and the workmen will be called "you" at the expense of the loss of their annual presents. Robinson Crusoe's Island—Juan Fernandez was lately ceded to a German colonization society, under the guidance of Wherran, a Saxon engineer, who served in the United States army during the civil war, and was subsequently employed upon the Cerro-pasqui railway in South America. He and his society, about sixty or seventy individuals, have taken possession of the island, which is described as being a most fertile and lovely spot. They found there countless herds of goats, some thirty half-wild horses, and sixty foekys, the latter animals proving to be exceedingly shy. They brought with them cows and other cattle, swine, pomegranate fowls, and all the various kind of agricultural implements, with boats and fishing apparatus, to engage in different pursuits and occupations. The grove, made famous as Robinson's abode, situated in a spacious valley, covered with large fields of wild turnips—a desirable food for swine—has been assigned to the Chilian to whom the care of that stock has been entrusted, and he and his proteges are doing very well in their new quarters. Juan Fernandez is one of the stations where whaling vessels take in water and wood.

M. Sainte Beuve, the most accomplished critic and the most delightful and instructive talker upon literature of this generation, succumbed to a disease of several years' standing after three days of illness. A constitution impaired by the license of his younger days was unable to repair the damages of the knife in a severe surgical operation, and after the second had been performed it became evident that he must die. Two years at most were assigned his life. He was conscious his days were numbered. He appeared to consider death, therefore, his inseparable companion, with composure. He devoted his life to his work in his order. He made his will. He gave directions about his funeral. He prepared last editions of his published works for the printer. He arranged his papers for the fire or the press. He pressed forward a work on Proudhon, which he left unfinished; for while laboring upon it a third operation became necessary. He refused to allow chloroform to be administered. "No," said he, "I want to see myself in suffering." He continued to talk until half-past 1 o'clock on the second night following the operation, when he gave a sort of scream, his last breath, and he expired. True to the skeptical principles of his life, he gave orders that no priest should be admitted to the house where he lay dying, and in his will arranged that no services or solemnity of any sort should accompany his funeral. His attendant physician, Dr. Veigne,

THE SOUTH AND DIRECT TRADE. An English View. (From the Liverpool Courier.) As it is impolitic in domestic economy to put all the household goods in one basket, so it is impolitic in national policy to be dependent on one customer or one friend. The monopolist of trade or friendship may turn his favor into a new channel, in which case serious detriment may result to the discarded victim. Great Britain and the United States, however, appear to be putting themselves within this peril in the mode of conducting their respective trades. The commerce of the two countries flows through one channel, in which there happen to be numerous obstructions, serious leakages, and not a little palpable hostility. The whole of the cotton trade of the United States is concentrated in New York—thither the raw cotton of the South is transported for shipment to Liverpool; the manufactured goods of Lancashire pass through the same hands en route to the American consumer. On the other hand, New York enjoys a monopoly of American commerce, and it is clearly to the interest of this country to break the exclusive power, lest it be wielded against us to the national disadvantage.

Murray, Ferris & Co.'s Naval Stores Circular. NEW YORK, October 29.—SPIRITS TURPENTINE has ruled quiet, with sales of 1180 bbls at 47 1/2c; merchantable on spot 48 1/2c; for New York 48c; and 46 1/2c to arrive. The stock being in the hands of the buyers, and the market being with difficulty. At the close spirits are offered to arrive at 47c spot, receipts, 822 bbls; exports, 30 bbls; stock, 2329 bbls. ROSE.—Business in all grades is very much retarded by scarcity of freight room, and common grades are very dull at \$2 1/2. The stock is light, yet sales are effected with a light demand. The market is dull, but the price is at a decided lower price. The sales are about 11,000 bbls of which 1800 are low grades at \$2 1/2; 23 1/2c for No. 1; \$2 50 1/2 for No. 2; \$2 50 1/2 for No. 3; \$2 50 1/2 for No. 4; \$2 50 1/2 for No. 5; \$2 50 1/2 for No. 6; \$2 50 1/2 for No. 7; \$2 50 1/2 for No. 8; \$2 50 1/2 for No. 9; \$2 50 1/2 for No. 10; \$2 50 1/2 for No. 11; \$2 50 1/2 for No. 12; \$2 50 1/2 for No. 13; \$2 50 1/2 for No. 14; \$2 50 1/2 for No. 15; \$2 50 1/2 for No. 16; \$2 50 1/2 for No. 17; \$2 50 1/2 for No. 18; \$2 50 1/2 for No. 19; \$2 50 1/2 for No. 20; \$2 50 1/2 for No. 21; \$2 50 1/2 for No. 22; \$2 50 1/2 for No. 23; \$2 50 1/2 for No. 24; \$2 50 1/2 for No. 25; \$2 50 1/2 for No. 26; \$2 50 1/2 for No. 27; \$2 50 1/2 for No. 28; \$2 50 1/2 for No. 29; \$2 50 1/2 for No. 30; \$2 50 1/2 for No. 31; \$2 50 1/2 for No. 32; \$2 50 1/2 for No. 33; \$2 50 1/2 for No. 34; \$2 50 1/2 for No. 35; \$2 50 1/2 for No. 36; \$2 50 1/2 for No. 37; \$2 50 1/2 for No. 38; \$2 50 1/2 for No. 39; \$2 50 1/2 for No. 40; \$2 50 1/2 for No. 41; 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\$2 50 1/2 for No. 549; \$2 50 1/2 for No. 550; \$2 50 1/2 for No. 551; \$2 50 1/2 for No. 552; \$2 50 1/2 for No. 553; \$2 50 1/2 for No. 554; \$2 50 1/2 for No. 555; \$2 50 1/2 for No. 556; \$2 50 1/2 for No. 557; \$2 50 1/2 for No. 558; \$2 50 1/2 for No. 559; \$2 50 1/2 for No. 560; \$2 50 1/2 for No. 561; \$2 50 1/2 for No. 562; \$2 50 1/2 for No. 563; \$2 50 1/2 for No. 564; \$2 50 1/2 for No. 565; \$2 50 1/2 for No. 566; \$2 50 1/2 for No. 567; \$2 50 1/2 for No. 568; \$2 50 1/2 for No. 569; \$2 50 1/2 for No. 570; \$2 50 1/2 for No. 571; \$2 50 1/2 for No. 572; \$2 50 1/2 for No. 573; \$2 50 1/2 for No. 574; \$2 50 1/2 for No. 575; \$2 50 1/2 for No. 576; \$2 50 1/2 for No. 577; \$2 50 1/2 for No. 578; \$2 50 1/2 for No. 579; \$2 50 1/2 for No. 580; \$2 50 1/2 for No. 581; \$2 50 1/2 for No. 582; \$2 50 1/2 for No. 583; \$2 50 1/2 for No. 584; \$2 50 1/2 for No. 585; \$2 50 1/2 for No. 586; \$2 50 1/2 for No. 587; \$2 50 1/2 for No. 588; \$2 50 1/2 for No. 589; \$2 50 1/2 for No. 590; \$2 50 1/2 for No. 59