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JAY GOULD'S LAST SCHEME.

A New Venture on His Western Roads which Concerns the Traveller.

Jay Gould's latest exhibit in railroad ventures is the introduction upon his Western roads of a new car seat, which may result in revolutionizing the whole system now in vogue of seating and sleeping the travelling public. His purpose, should the experiment prove satisfactory, is to place upon his passenger cars a seat which will serve for the present day coach and at night can be converted into upper and lower sleeping berths, with the comfort and accommodation now provided on the ordinary sleeper. This improvement will eventually be used for all classes of travel, from the first-class passenger to the emigrant, the only difference being in the upholstery and finish, which will of course be regulated according to the rate or fare paid. To first-class travel Mr. Gould sees a way of supplying seating and sleeping accommodations with the present extra and rather heavy tariff for sleepers avoided, and at the same time he seeks to gain the pecuniary advantage which will naturally come to the roads introducing the new system. The new idea known as A. J. Smith's reversible sleeping car seat was brought to the notice of Mr. Gould a short time ago. The principle adopted is the same as that employed in the ordinary iron car seat, occupying no more space than the common seat, and therefore can be introduced into old as well as new cars. The reversible upholstered backs are high and soft, and consequently are very comfortable for reclining upon when sitting up during the day. Each seat has a double cushion, which makes it more desirable for day travel. Under the cushion is a folding box, giving ample room for bedding of all kinds, curtains, head and foot board, and other paraphernalia incident to railway sleeping accommodations. An adjustable table is provided for each seat, which, by the use of a neatly executed bracket, fastened upon the side of the car, can be used for a single or double seat, so that one, two, three or four persons can sit at the one table at will. When the berths are to be made up the box below is unfolded and supported by movable rods to form the bottom of the lower berth. The cushions are then opened, placed upon this foundation and the lower berth is complete. The backs of the seats are next turned up, each over its own seat, and being brought together on a horizontal line in this elevated position are joined together by a bolt, the arms of each back being fastened securely at the same time by an automatic spring-bolt or sleeve. The partitions are made of fixed wooden folds, those for the upper berth dropping from the ceiling and those for the lower berth being drawn horizontally from the side of the car. The curtains for each berth are separate and distinct, whereby a passenger above desiring to retire can draw his curtains without inconveniencing his fellow traveller below. The change from a day car to a sleeper is complete, and were all on board to retire at the same time, that change would be almost instantaneous, so simple and easy is the contrivance. The bed of the lower berth, when made up, is ten inches, and the upper berth three feet and eight inches from the floor of the car, bringing all the weight below the middle line of the car and nearer to the trucks, and lessening the swaying motion which is so annoying to travellers. The occupant enjoys the advantage of being able to sit upright in either upper or lower berth. Every person occupying a seat is supplied with sleeping accommodations, and on the receipt of a comparatively nominal sum a company could supply a passenger with a single berth to himself should he desire it.

Under orders from Jay Gould the inventor is shipping from Philadelphia a number of the new seats to the Missouri Pacific Railway Company for use on first class cars, while a lot is also being made for trial on other Western roads.

SUICIDE.

A Prominent Lawyer at Whiteville Blows His Brains Out.

Wilmington Star.

Intelligence was received here yesterday of a very distressing occurrence at Whiteville, Columbus county. On Sunday morning last, about 9 o'clock, Capt. W. J. Stanley, a prominent lawyer of that place, requested his wife to leave the room in which they happened to be at that time, and she complied, soon after which she heard the pop of a cap in the room she had left. She hurried to the door and tried to open it, when she found that it was locked from the inside, and while vainly endeavoring to unfasten the bolt she was shocked by the report of a pistol in the room where she had just parted with her husband. She gave the alarm and a crowd soon collected, when the door was forced open and Capt. Stanley was found prostrate upon the floor, weltering in his blood, which was flowing freely from a wound in the temple; and, upon examination, it was found that he was quite dead, while a large navy pistol was lying by his side.

Capt. Stanley is represented to have been a man of some considerable means, was in no wise pressed financially, his domestic relations were of the most pleasant character, and the only cause that can be assigned for the desperate deed is the course of dissipation upon which he entered, particularly during the past two or three years of his life. He enjoyed a good practice in his profession, and had a fair share of the business at the late term of Columbus court. He was much esteemed in the community, and but for his unfortunate habit, which hampered his energies, he might have risen to distinction. He was about 40 years old, and leaves a wife and six children to mourn his untimely fate.

The terrible affair has naturally created a great deal of excitement in Whiteville and vicinity, and much heartfelt sympathy is felt for the family in their sad bereavement.

After Fourteen Years.

Jerome Wilson, brother of Dr. R. B. Wilson of New York and Henry Wilson, proprietor of the Honesdale (Pa.) *Citizen*, left Carbondale, Pa., fourteen years ago yesterday, giving no information of his wanderings, and nothing was heard of him until his return there yesterday. He was given up as dead years ago, but his wife believed him to be living and remained true. Wilson spent his years among the Indians in the wilds of Texas and has made a fortune.

"Malt Bitters" are a brain, nerve and blood food, peculiarly adapted to, and warmly recommended by, our druggists and physicians for general debility, mental and physical exhaustion, hysteria, nervousness, sleeplessness, emaciation and dropsy.

A SMOOTH COMPLEXION can be had by every lady who will use Parker's Ginger Tonic. For promptly regulating the liver and kidneys and purifying the blood there is nothing like it, and this is the reason why it so quickly removes pimples and gives a rosy bloom to the cheek. See advertisement.

SPARTANBURG'S MOVEMENT.

What was Done at the Late Railroad Meeting.

Spartanburg Spartan.

There was a meeting of earnest and enthusiastic citizens last Saturday who came together in response to a call made in the county papers. Col. G. Cannon, our veteran railroad man, was called to the chair, and Charles Petty was made Secretary. After the object of the meeting was explained there was an interesting discussion as to the proposed roads. The following resolutions were unanimously adopted:

Whereas the people of Spartanburg are deeply inerested in the extension of the Virginia Midland railroad from Danville Va., via Statesville, Lincolnton and Sheblyville, N. C., to Spartanburg—also in the extension of the Augusta and Knoxville railroad from Greenwood, S. C., via Laurensville, to Spartanburg—and also in the contemplated line of railroad from Spartanburg via Rutherfordton and Marion, N. C., to the Cranberry Iron Works.

Resolved, That our people are ready to help by every means within their power to co-operate with the section interested in these railroads.

Resolved, That a delegation of six citizens be appointed to represent the City and County of Spartanburg at the railroad meeting to be held at Statesville, N. C., on the 20th of April in the interest of the extension of the Virginia Midland railroad from Danville to Spartanburg and on to Augusta, Georgia.

Resolved, That a delegation of citizens also be appointed to attend the railroad meeting at Rutherfordton, N. C., on the 18th of May next in the interest of the proposed railroad from Spartanburg via Rutherfordton and Marion, N. C., to the Cranberry Iron Works.

The following delegation was appointed by the chair to attend the Statesville meeting;

Hon. J. H. Evins, Major J. S. R. Thomson, Col. Joseph Walker, E. H. Bobo, Esq., Capt. S. S. Kirkland and Col. T. S. Farrow.

The following persons were appointed to go to the Rutherfordton meeting.

G. Cannon, D. R. Duncan, L. A. Mills, J. S. R. Thomson, E. H. Bobo, Chas. Petty, A. B. Woodruff, R. K. Carson, Joseph Walker, J. B. Cleveland, W. K. Blake, John H. Evins, S. J. Simpson, G. D. Carrier, J. E. Black, H. S. Farley and T. S. Farrow.

It was ordered by the meeting that if any of the gentlemen thus appointed could not attend the Rutherfordton meeting, that they would notify the chairman at least three days before the meeting, so that he might fill any vacancies by appointing other delegates.

THE NEGRO EXODUS TO KANSAS.

One Hundred Thousand Blacks Said to Have Settled in Kansas and One Hundred Thousand in Other States.

BURLINGAME, KANSAS, April 18.—The Rev. G. W. Henning, of the State board, having in charge the case of freedmen coming from the States to Kansas, says that the board have received, cared for and distributed over 100,000 of these people since the exodus began, and has been the means of turning 100,000 more into other States. Mr. Henning also reports that the board has done all in its power, but without avail, to check the incoming of colored people from the South, and are spending much money in the effort. They are bound to come, they say, to Kansas, the home of old John Brown.

Henning further says that the exodus has begun again, and that large numbers of these people are now moving or preparing to move. The board has received tenders from Southern commercial centres of unlimited means to check the exodus, but this, Henning says, is beyond the board's power.

The New York *Tribune* says there is a movement on the part of certain persons who profess to be governed by a desire to improve the condition of the colored race in America, to found a colony in New Jersey, where all the industrial pursuits will be taught to colored men, with a view of their becoming qualified to fill responsible positions in factories of all kinds. The originator of the scheme is Edwin H. Fitlz, a real estate dealer of Boston, who says that he has met with great encouragement from many capitalists and well known public men. A prominent colored clergyman of New York, when interviewed in regard to the matter, said he had but little faith in the scheme, and intimated that it was a real estate speculation.