

# SPIRIT OF KANSAS

A Journal of Home and Husbandry.

VOLUME I.

LAWRENCE, FOR THE WEEK ENDING AUGUST 3, 1872.

NUMBER 27.

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**Contributed Articles.**

**WESTWARD BOUND.**

BY CORA M. DOWNS.

When one gets one's face turned homewards after devious wanderings by river and rail, it seems as if the air wafted a scent of the lilies that are blooming in the flower beds at home, the sweet scented violets and mignonette by the doorway, and the honeysuckle blooms that every month hang out their largess for the tardy lover of them, as much as to say, "All this for her! Why do'n't she come?" Then you grow to think of the unfilled place at the table—how the children gather in their wonted chairs, and Papa is there with no answering mate in the opposite place, and you find yourself wishing that the cars would fly faster, and you begin to coin excuses when kind friends urge your longer tarrying. Then the news of an old friend's death comes by letter or telegram, and you think, with a thrill, of the darlings of your own home circle, and a little hushed petition goes up viewlessly to the All Father—"Bless them, and keep them till I come."

It is strange, Monsieur SPIRIT, what one's native air will do for one! Notwithstanding the loss and change that met me at every step in society and in places, the air from the mountains blew as softly cool and invigorating as ever. I hesitate to say that my rustic and rural appearance is suggestive of Orange county meadows, and mayhap of the salt sea odors that I inhaled all too sparingly.

If I were a doctor (which heaven forbid) I should order all my patients to take up their bed and board and go to the seashore and mountains. If your liver is out of order, knock around a little. Of course I should n't get such large fees if I sent all my patients away from me, but what a reputation I should get for wisdom.

It was my trunk that decided me not to go by the way of Niagara, for I had sent on that troublesome article from Goshen to Buffalo in order that unincumbered with superfluous baggage I might steam down my well beloved Hudson once more, and photograph in loving memory for years to come, the shaggy brows of old Cro'nest and Storm King; and having my fare all arranged from New York to Buffalo by the Erie Railway kings, I concluded I might as well take passage from the Twenty-third street ferry, which is the most incomparable fer-

riage in the world,—and then, too, I should have a chance to greet once more the dear faces of the few city friends who always help New York to seem one of the old home places.

Life on the Mary Powell and Daniel Drew is not a hard thing to take, with the breeze freshly blowing, and hundreds of well bred, well to do, well looking people, all bound to the same destination as yourself. The fierce heats were over, bountiful rains had fallen, men and women had ceased to drop dead in the streets, and the much-enduring horses that ply their vocation of dragging all New York about in street cars, plodded along with seemingly a little more hopefulness of sometime getting through this weary world and going straight to heaven, where there shall be no more street cars nor unfeeling drivers, but where there are cool rivers and green pastures, and no flies, no gnats, and no whips!

One day I stepped into a street car to go up town and discovered I had left my purse in the pocket of a dress safely encoined in a closet at an inconvenient distance. I did what railroad officials generally do in emergencies. I did not wait to be dismissed, knowing that my resignation would be accepted, and stepped out to the platform, saying to the conductor, "I have forgotten my purse and cannot pay my fare." His hand went up to the strap as instantaneously as if he had received an electric shock, when a gentleman who was just getting off said, "I'll pay your fare, Madam!" and smilingly dropped six paltry coppers into the hand of the insatiate conductor, who would have ignominiously expelled me for not having six little pennies to save me. I certainly believe that man who paid my fare will go to heaven when he dies.

I bought my sleeping car ticket at the Erie R. R. office, corner Twenty-Third street and Fifth Avenue. Finding, a little later, that some pleasant friends were going up on the afternoon train to Goshen, I concluded to go with them and so stop over at Port Jervis and wait until the 10 p. m. Express should come along.

Accordingly, armed with my sleeping car ticket of admission, I confronted the conductor of the Pullman, who declared at once it was his conviction that I had no rights he was bound to respect, (or words to that effect). Whereupon a long explanation ensued, wherein I learned that unless you apply for your berth in less than an hour after the train starts, you forfeit your berth, and (as in my case) some impudent person of the male persuasion occupies it in your stead. Finding that I was one of those persons who go about the world talking about railroads and steamboats and conductors generally, he became a little more manageable, and said he could not give me my lower hammock, but if I would consent to a step-ladder and a sky parlor, he thought I could be comfortable; and really, when I think how belligerent I was when I found out he had disposed of my particular cabin, I think he was a long suffering, model kind of a conductor, after all. (I really believe he thought I was Susan B. Anthony herself.)

I sank into peaceful slumber, forgetful of Port Jervis calamities by rail, and waking only in the morning when the self-same conductor gently said: "Breakfast, Madam! at the next station."

I have many times passed over the rails of "Old Erie"—by daylight shooting along the sides of her precipices and over magnificent gorges—and enjoying with artistic delight the ever varying panorama of natural scenery that the Erie princes have hung from the car windows for the artist souls of their traveller guests. Never once did the old giant of steam serve me a trick of disaster, but with magical swiftness and smoothness he hurried me on and deposited me safely at my destination, whereby if I do not say the Erie Railway is the best in the world, I shall be wholly ungrateful and incompetent. (I am sorry that conductor got the notion that I was a regular old woman's rights party, but what's a lone woman to do, when a strong, bearded biped tells her she does n't belong somewhere where she thinks she does belong?)

I told you my trunk prevented me from going to Niagara. I had to leave the Pullman, which was going across the "Suspension Bridge," and go on to Buffalo to re-check my trunk. How I envy the elephant, who does n't have to check his trunk, but just carries it comfortably prefixed to his majestic

person and has it right under his eye... (Somehow, I always think of THE SPIRIT when I see an elephant lumbering along, though I never saw THE SPIRIT carrying a trunk.)

Twice I resolved to let the trunk take its chances while I ran around by the Falls to while an afternoon beside the solemn majesty of the cataract, returning to Buffalo late in the afternoon, in time to catch the "Night Express," but as I had once been over the same ground and had the intense memory of the Falls hung like a picture in the brain forever, I resolved to hurry on Westward, remembering I should be one day nearer home.

In Cleveland I wavered for a half hour of waiting, whether to push on or go up into the city to stay a night and a day with a pleasant friend who had sent me a warning not to pass her by; and I had just engaged a carriage to take me up to her residence, when I heard the "Westward Bound" locomotive give a fearful shriek, the people made a rush thitherward, and seizing my parcels, I too tore along in most undignified haste, just succeeding in "boarding" the train, and I suppose the driver of the vehicle I spoke for, may be still looking around for me at the Cleveland depot.

When I get rested sufficiently among these kind relatives and friends who make me such a pleasant "half way" on my journey, I shall once more resume my onward march, and by the way of the "tried and true" T. W. & W. R. R., and the H. & St. Jo. R. R., in one week more I shall sit, I hope, under my own vine and fig tree, with renewed health and aspirations. The gods have been good to me, filling my goblet to the brim with the wine of pleasant things. May all the friends of THE SPIRIT have a similar draught, and may their cup run over with even the best that life affords of good cheer and content.

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The Farm.

TOM WAS GOIN' FOR A POET.

Tom was a goin' for a poet, an' said he'd a poet be; One of these long-haired fellers a feller hates to see; One of these chaps forever fixin' things cute and clever; Makin' the earth in gen'ral step 'long to tune an' time, An' outtin' the earth into slices an' saltin' it down into rhyme.

In a moral point of view, a political campaign is to be dreaded. It leaves an effect upon the public conscience which is all bad, and large herd of hogs, numbering, I should judge, over two hundred.

THEY SAY.

Thousands of people spend their lives in the narrow groove of this social bugbear. The monitions of conscience all ready for the labors of the day.

Confined and pestered in the narrow row of daily care, we cannot take the calm, clear view of high altitudes. Seeing dimly through the mists of passion, of doubt, of ignorance, we trust to our eyes than our own to set down our bearings and indicate the direction in which we are drifting, and thus we become dependent on what "they say."

One of our greatest scientists was severely attacked a few years since by the press for views he had set forth in his lectures. A friend consoled with him, but was met with the reply: "Do n't fret, my dear sir, on my account; I have not read a newspaper for seventeen years, and I am alive yet."

The true way is for each one of us to hold on our course steadfastly, glad if favoring breezes waft us on, patient under head winds, vigilant in a storm, but ever moving on to the wished-for haven.

beautiful Holstein cow and bull, two short-horned Durham cows, with their numerous progeny. Among the thoroughbred horses is one full-blood Morgan stallion, from Canada; a Messenger mare, from Kentucky; also a pair of matched horses, which took the first premium at the State Fair in Topeka last year.

We were much interested, also, in the way his yards were supplied with water. This is done by a windmill situated nearly half a mile from the house, to which is attached a force pump, over a good well. The pump forces the water onto the top of a hill overlooking his entire home farm, where is erected a large reservoir built of solid masonry and covered over by a good building.

Nearly two thousand apple trees, besides peach, pear trees to match, are growing on the and unscrupulous politician, or even an average farmer, and they look quite thrifty and vigorous.

There were cities in ancient days and the line of demarcation between town and country life were well marked. The prison of a soul! To doubt the love that fain would break The fetters from thy self-bound limb; And dream that God can thus forsake As thou forsakest Him!

GOLD DUST.

Punctuality establishes confidence. If a good act benefits no one else, it benefits the doer. The best time for a man to speak, is when he has said nothing. To be angry is to revenge the faults of others upon ourselves. He is the best accountant who can give the best account of himself. He lives long who lives well; time misspent is lost. Traits of character which you seek to conceal, you seek to reform. No vengeance is more heroic than that which is taken by doing good. He that cannot forgive others, breaks the bridge over which he must pass himself. Enjoy the glory of the sun, and not put out your eyes trying to count the spots upon his face. It is the Christian's duty to rebuke sin; are we able for influence as well as idle words? With good schools, houses, competent teachers, Christian a missionary, we may anon write upon our doors, "To Let."

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THE CANTEN. There are bonds of all sorts in this world of ours, Fetters of friendship, and ties of flowers, And true-lovers' knots, I ween;

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