

**Around the World by Rail.**  
From the Portland Oregonian.

Several years ago a newspaper Bohemian, named Kent, who is now editing the Laramie Boomerang, the paper established by Bill Nye, the humorist, devolved the idea of an all-rail route around the world, or at least practically so. His plan was well thought of by some of the best railroaders in the country, among them high officials of the Union Pacific. Kent being at that time employed on the Omaha paper, and in daily communication with the Union Pacific headquarters, laid his plans before the officers of that company, and preliminary steps were taken to consummate the matter. It was first necessary to enlist the co-operation of the Russian Government, and Kent actually had personal correspondence with the Czar on the subject. A commission was appointed by the Russian Government to take further steps in the matter, when by the duplicity of some one connected with the Russian side of the arrangement, and the subsequent refusal of the Czar to subsidize the American company by terms similar to those which the United States granted the Union Pacific Company, the matter fell through, and has since rested in abeyance.

The idea was to run a railway from the United States along the Pacific coast of British America and Alaska to Behring's Strait, tunnel the strait and continue on, overland, to St. Petersburg, connecting there with European railway systems through Germany and other countries to the English channel, and of course connecting with other systems en route, leading through Austria, and the Latin countries of Europe. It was a great idea, though not so colossal at the time, comparatively, as was the first transcontinental road in the United States at the time it was first projected; and it will yet be carried out. Thus the tide of travel to Europe will be turned westward. People will, instead of risking the dangers of an Atlantic trip, and the horrors of mal de mer, as well as for the purpose of saving time, leave New York for London via Portland and St. Petersburg, and thus will be exemplified more fully the great speech of Senator Benton, when, in pointing from Washington toward the Pacific, he exclaimed: "There lies the East; there lies India!"

There are now two lines of railway running eastward from St. Petersburg towards the Ural mountains, one terminating at Orenburg and the other at Ekaterinburg, and the Czar has lately approved of a plan to build a railway continuing from the Ural mountains to the Pacific ocean, a distance of about 7,000 miles, including the 1,500 miles already constructed from St. Petersburg to the Ural. This road will have its eastern terminus at Vladivostok, which is situated at the farthest southern extremity of Russian territory lying on the Pacific coast, on that side. This, of itself, will much shorten the trip from St. Petersburg to American Pacific coast ports, superinducing, as it will, a line of steamers from Vladivostok to American ports, across a much narrower portion of the Pacific ocean than that of the course of the steamers now plying between Vancouver and Yokohama. But in a little time, comparatively, the route will be all rail from St. Petersburg to New York. The generation now growing up will make the trip.

**A Connecticut Centenarian.**

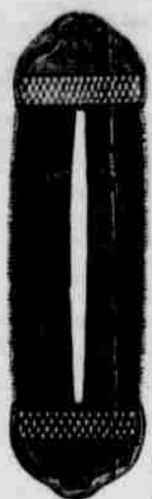
From the Scientific American.  
It is not often that one sees a hale and hearty hundred-years-old man or woman, in the full possession of the normal faculties, and filling responsible positions in life, but such an opportunity was afforded in the case of the late Col. Perkins, who died at Norwich, Conn., September 5th. Col. Perkins celebrated his 100th birthday on August 5th, just one month preceding the date of his death, and at that time the New York Tribune and other papers, in noticing his long life, bore particular testimony to the remarkable preservation of his faculties.

Col. Perkins was a native of Norwich, but as a lad was rather weakly, although he was able, in his nineteenth year, to walk to Foughkeepsie to embark on the Clermont, the pioneer Hudson River steamer, when she made her first trip to New York. During the war of 1812-14 he was paymaster for Connecticut, Rhode Island, and Massachusetts. He was present at the battle of Stonington, and was aboard Commodore Decatur's fleet when it was blockaded at New London. He was one of the incorporators of the Norwich & Worcester railroad, the second or third road of the kind built in the United States, and from 1838 until his death was its treasurer, continuing active in the performance of his duties until three or four weeks before his death, when he left town for a vacation. He had not missed an election in his town for seventy-six years. Instead of being robbed of half his faculties in his old age, and so helpless from physical infirmity as to be a burden to his friends—as is often the case with those who are spared for so long a life—he engaged actively in business up to the last, a conspicuous figure in the streets, a regular attendant at church, and as well preserved and alert as many a man of sixty. It was his habit until recently to walk from his home to the company's office, over half a mile, four times daily, and he carried himself with an erect bearing, wrote a beautiful legible hand, and attended to his duties with an assiduity which many young men might copy with profit. His sight and hearing were excellent, and his only hobby is said to have been the art of preserving the health, a subject which he had carefully studied, with a benefit of which great age affords the best attestation.

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