

BREEDING FINE HORSES.

What Capt. Billy Conner Knows About American Coursers.

"Oath" in the Cincinnati Enquirer. Speaking to William Connor, the starter of horses in most of the races of the country, to-day, I asked him about Chillicothe. "Course," said he, "is a substantial old gentleman, fond of blooded stock. He was a member of the Ohio legislature and a democrat. He had quite a celebrated horse by the name of Revolver. He is rather the pioneer of running stock in Ohio in our times, and I believe Ohio, if it ever becomes her interest to bring out race horses, will prove to be one of the best states in the union for that purpose. Most of the state is underlain with limestone, which seems to be necessary to make bone in the horses. There is no running association except that one at Cincinnati, which has a short track. Running in the northwest is its infancy - in some states has not yet begun. There is a running association at Chicago, and they are running during this week. St. Louis has a fine track. The turf interests of Kentucky and Tennessee are getting to be very large. There is no kind of animal that will bring \$7,500, one year old, but a race horse. That is the price paid for the brother of Lake Blackburn by Dyer Brothers. They were not paid for him, but they were paid for the horse, and he does not come on the turf again he will make a large amount of money for them as a stallion. So valuable has fine stock become that not unfrequently the owner of a valuable thoroughbred mare and the owner of a mutual owners in the product of the two. The sum of \$500 goes to the owner of the sire for the services of horses like Lexington and Leanington. The best breeding farm in the country, in the notion of fanciers is still Alexander's, at Woodburn. The Nashville Stock Farm is also in high repute. More money has been spent on experimental stock farms by Messrs. Sanford in Kentucky; Pierce, Leville, at Hancock; J. J. and Belmont, at Babylon, Long Island, than anywhere else. Belmont has done a good deal for the turf, and when he takes time to think, is a remarkably just man, but it is the general opinion that there are too many sand-beds on his farm for stock to grow well, and that he can raise better fish there than horses. The largest sum of money ever paid for a racehorse in this country is said to have been \$40,000, which Belmont owned one-half, the horse being Kentucky. The State of Kentucky unquestionably continues in the front rank of race-horse breeding states, and the sale of yearlings there is quite an event. Maryland has brought out this year the most notable horse on the running track, Glenmor, however, was bred in Kentucky. His work in two seasons shows that he is the most formidable horse before the public. His owner, William Jennings, is one of three men who raise running horses in Maryland, the other two being Governor Bowie and E. A. Claiborn. Claiborn has his farm up in the limestone country, not far from the Chambersland Valley. Jennings is located just outside the city of Baltimore. Bowie is down in the clay country of Prince George's county, near the bay. Glenmore is of very notable stock, derived from Blair Athol, and Jennings is an Irishman. The Maryland Jockey Club and its course, at Pimlico, are the best organized in the United States, and I think it probable," said Mr. Connor, "that Baltimore will be come the seat of Southern racing. Throughout the South they are too poor to go into running and breeding horses on any large scale. New Orleans was once the great racing center, but they have sold their course there. Lexington and Louisville attract the Kentuckians, but there is a big home feeling in that state which leaves it to enjoy its own racing. The best track in the country heretofore has been considered to be in Saratoga, but the new track at Coney Island, when its improvements are finished will probably be the best of all. They are now making arrangements," said Mr. Connor, "to have a straight track, as in England, for half mile and three-fourths mile dashes, so that without any turning the best of speed can be brought out of the horse, and the spectators will see the conclusion. The track and the improvements at Coney Island cost about \$100,000. The association is the best supported society in United States. William K. Vanderbilt, son of President Vanderbilt, is most probably coming on the turf, and the family interest in horses will back him up well.

Mexican Railway Subsidies.

New Orleans Democrat. The English papers have had a great deal to say lately about Mexican railroad grants, holding that the subsidies granted by Mexico to railroad enterprises engineered by Americans in that country will utterly bankrupt a country as poor as it is. This is evidently a trade jealousy, induced by a fear on the part of the English that Americans, when they build these lines, will gain the Mexican trade, which they have hitherto largely monopolized. As Gen. Grant clearly showed the other day, there might be some plausibility in these arguments of the English papers if Mexico was likely to continue always as poor as she is to-day; but the railroads, the introduction of American capital and the development of the mines, agriculture and other resources of the country will so increase the wealth of Mexico as to make the subsidies our sister republic has assumed an easy burden to carry. In order that the matter may be fully understood The Two Republics of a late date, gives a list of all the grants and subsidies that the Mexican government has assumed from August 1877, to 1881, which embraces all the "live" grants. These are forty-three in number. The most important are: That to the Central International and Inter-oceanic company of Boston; length, 2,435 kilometers (a kilometer is about half a mile); completed 54 kilometers, nearly ready 24 miles; subvention \$23,132,500 or \$9,500 per kilometer. Mexican National Construction company (Sullivan and Palmer road); length 1,048 to 87,000 per kilometer to the Pacific, \$6,500 per kilometer to the United States. Total subvention, \$13,184,500. Sonora railroad company; length, 457 kilometers; subvention, \$3,199,400. Patzcuaro to the Pacific; 347 kilometers; subvention \$2,736,000. San Luis Potosi to the Mexican Central at Aguascalientes; 150 kilometers, \$1,200,000. Oahuca to Altata and Durango; 169 kilometers, \$3,320,000. Antonio Lizaro to Huertuico and Puerto Angel; 450 kilometers, \$3,000,000. Patzcuaro to Morelia and Salamanca; 350 kilometers, \$1,342,000. Chihuahua to Villa del Paso or Villa Ojinaga; 350 kilometers, \$2,800,000. City of Mexico to Acapulco, 453 kilometers, \$3,720,000. Matamoros to Montgomery, 400 kilometers, \$3,500,000. Tehantepec railroad, \$1,500,000. City of Mexico to Amacuzac, 305 kilometers, \$3,100,000. Zacatecas to San Luis, Aguascalientes and Lagos, 440 kilometers, \$3,854,000. Vera Cruz to Alvarado, 130 kilometers, \$1,056,000. Tehuacan to Puerto Angel, 519 kilometers, \$4,152,000. Lagos and Guadalupe to San Blas, 737 kilometers, \$5,896,000. San Luis Potosi to Tantzoytito, 200 kilometers, \$1,672,000. Salamanca to the Pacific coast, 660 kilometers, \$5,280,000. There are the main grants, but it is not at all likely that many of these roads will ever be built or the government be called on to pay the subsidies promised them. The total mileage of the roads having subventions is 3284 kilometers, but only 309 kilometers of them have been built. Twenty-two of the lines have not built a foot of road, and eight of them have built less than ten kilometers each. It will thus be seen that Mexico has really assumed responsibility only for a few roads, and will not be come responsible for over \$40,000,000 or \$50,000,000, which debt will extend over a long series of years. A greater portion of it will not become

AND STILL THE LION HARNESS AND SADDLERY. Roar for Moore(s) David M. Moore. 404 South 13th Street, Omaha, Neb.

The First Locomotive. CHICAGO, June 26.—I submit a few facts below which may interest locomotive engineers and mechanics in general. Mr. George Stephenson, the eminent engineer, at an entertainment given him at Newcastle in August, 1844, gave the following account of himself: "The first locomotive I made was at Killingworth colliery, and with Lord Ravensworth's money. Yes! Lord Ravensworth & Co. were the first parties that would entrust me with money to make a locomotive engine. That engine was made thirty-two years ago (1812), and he called it 'My Lord.'"

BICYCLES. I am Agent for COLUMBIA and OTTO BICYCLES. Send your order to N. I. D. SOLOMON, Paints, Oils and Glass, OMAHA, NEB.

LEGAL NOTICE. In the district court, Douglas County. To Samuel C. Davis, Caroline Davis, Elizabeth B. Tomlinson and various assigns of Henry T. Tomlinson, deceased whose real names are unknown, non-resident defendants.

Notice to Non-Resident Defendants. E. D. Lane (full name unknown) will take notice that he has been named by Dudley M. Steele, Samuel H. Johnson and Sanford W. Spaulding, co-partners, doing business under the firm name of Steele, Johnson & Co., in the District Court of Douglas County, Nebraska, to recover \$2,000.28 and interest from October 18, 1880, due them on a promissory note bearing date April 29, 1878. Also for interest on an advance of money made on certain funds in the First National Bank of Omaha, Nebraska, belonging to the said claimant, and which said funds were named and to obtain any interest in payment of their said claim.

WARNER'S SAFE TONIC BITTERS PURELY VEGETABLE MEDICINE NOT A DRINK. Mothers, Wives, Daughters, Sons, Fathers, Ministers, Teachers, Business Men, Farmers, Mechanics, ALL should be warned against using and introducing into their HOMES Nostrums and Alcoholic Remedies.

J. A. WAKEFIELD, WHOLESALE AND RETAIL DEALER IN LUMBER, Lath, Shingles, Pickets, SASH, DOORS, BLINDS, MOLDINGS, LIME, CEMENT, PLASTER, ETC.

Henry Ward Beecher. ADDRESSING THE STUDENTS OF THE NATIONAL SCHOOL OF EDUCATION AND ORATORY. "We are living in a grand and glorious era, whose history, whose institutions, whose grandeur and whose greatness, has never before known."

Burlock Blood Bitters. Mrs. J. G. Robertson, Pittsburg, Pa., writes: "I was suffering from general debility, want of appetite, constipation, etc., so that I could do no work after using Burlock Blood Bitters I felt better than for years. I cannot praise your Bitters too much."

D.T. MOUNT, MANUFACTURER AND DEALER IN SADDLES AND HARNESS. 1412 Farn. St., Omaha, Neb.

CONCORD HARNESS. Two Medals and a Diploma of Honor, with the very highest award the Concord Exposition awarded this harness at the Centennial Exhibition.

Directory of Leading Western Hotels. Hotels: Union Pacific Hotel, Lewis House, Hartney House, McHenry House, Summit House, Jenkins House, Mendin Hotel, The Central House, Ives House, Commercial Hotel, Park Hotel, Belden Hotel, Lusk House, Commercial Hotel, Burke's Hotel, Glidden House, Scranton House, Ashley House, Head House, Merchants' Hotel, Cheney's Union Hotel, City Restaurant, Chapman's Restaurant, Franklin's Restaurant, Neola Hotel, Woodworth House, Central House, Emerson House, Cromwell House, Walton House, City Hotel, Marsh House, Grand Central Hotel, Central Block Hotel.

J. A. Wakefield, Wholesale and Retail Dealer in Lumber, Lath, Shingles, Pickets, SASH, DOORS, BLINDS, MOLDINGS, LIME, CEMENT, PLASTER, ETC.

Baswitz & Wells, Diamond Setters, Engravers and Jewelers. WHIPPLE, McMillen & Co., SPRING STOCK JUST IN.

Edholm & Erickson, Wholesale and Retail Manufacturing Jewelers. Largest Stock of Gold and Silver Watches and Jewelry in the City. 15th & Dodge, EDHOLM & ERICKSON.

Boston Store, 616 Tenth Street. Preparations for the Glorious 4th. In order to close out our whole stock of Millinery before July 4th, the following sweeping reductions have been made.

700 Ladies' and Children's Hats, 90 Ladies' Trimmed Hats, 60 Ladies and Misses' Trimmed Hats, 45 Beautifully Trimmed Hats, Mens' and Boys' Straw Hats at Cost, Dry-Goods Dry-Goods!