THE WORK OFIGURALITY PUBLISHED UNDER THE NEW AMERICAN CYCLOPAEDIA Was completed in 1863, since which time the wide circulation which it has attained in all parts of the United States, and the signal developments he Uni ed States, and the signal developments which have taken place in every branch of cience, literature, and art, have induced the ditors and publishers to submit it to an exact and thorough revision, and to issue a new dition entitled, THE AMERICAN CYCLOPAR-

Within the last ten years the progress of dis-covery in e ery department of knowledge has made a new work of reference an imperative made a new work of reference an array want.

The movement of political affairs has kep pace with the discoveries of science, and their truttful application to the industrial and useful arts and the convenience and refinement of social life. Great wars and consequent revolutions have occured, involving national changes of peculiar moment. The civil war of our own country, which was at its height when the last volume of the old work appeared, has happily been ended, and a new course of commercial and industrial activity has been commenced.

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edge have been made by the indefatigable explorers of Africa.

The great political revolutions of the last decade, with the natural result of the lapse of time, have brought into public view a multitude of new men, whose names are in every one's mouth, and of whose lives every one is curious to know the particulars. Great battles have been fought and important sleges maintained, of which the details are as yet preserved only in the new spapers or in the transient publications of the day, but which ought now to take their place in permanent and authentic history. their place in permanent and authentic histor In preparing the present edition for the pre t has accordingly beef the alm of the editors thas accordingly beeff the aim of the editors to bring down the information to the latest possible dates, and to furnish an accurate account of the most recent discoveries in science, of every fresh production in literature, and of the newest invention in the practical arts, as well as to give a succinct and original record of the progress of political and historial event.

The work has been begun after long and careful preliminary labor, and with the most ample resources for carrying it on to a successful termination.

resources for carrying it ou to a successful termination.

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The illustrations which are introduced for the first time in the present edition have been added not for the sake of pictorial effect, but to give greater lacidity and force to the explanations in the text. They embrace all branches of science and na ural history, and depict the most famous and remarkable features of scenery architecture, and art, as well as the various processes of mechanics and manufactures. Although intended for instruction rather than embellishment, no pains have been spared to insure their artistic excellence: the cost of their execution is enormous, and it is believed they will find a welcome reception as an admirable feature of the Cyclopadia, and worthy of its high character.

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street, N. Y. OB TABLES TO MAERIAGP.

A TICKET QUESTION.

(From the San Francisco Chronicle.) On the 6th of September, 1872, Benjamin R. Drew purchased a ticket at Omaha, Nebraska, entitling him to passage over the railroads from Ogden to San Francisco. On arriving at Brighton Station on the Western Pacific railroad, he was refused further passage by the con-ductor of the train on which he was a passenger. Mr. Drew, claiming to have been summarily ejected from the cars, in violation of his contract with the Central Pacific Railroad Company, brought suit for \$10,000 damages. The case came up in the Twelfth District Court yesterday.

THE RAILROAD COMPANY'S CLAIM. In their answer to the complaint, the Central Pacific alleged that the tickets issued to the former, were at a price less than the established rate between the places named. That it was good for one emigrant passage (in emigrant cars) only on presentation with the coupons attached, and furthermore, that the ticket was good only for nine days from the date of issue; that the same should be forfeited if not presented within the time specified; that the plaintiff left the train at a given point on the route, and failed to comply with the terms of the contract in not resuming his journey at the proper time; that on presentation of the ticket, after it had become absolutely void, the plaintiff was not ejected in a summary manner, but that he voluntarily left the train, taking his baggage with him. THE PLAINTIFF'S VERSION.

Plaintiff stated that after he had placed on the stand, he testified to having bought his ticket, as stated cars left Omaha the conductor came along and took up his ticket and gave him a check in place of it. \$10 When he arrived at Ogden he inquired of a man who, he was told, measure the the land of those who was a Central Pacific conductor, and who had on a badge marked "Conductor," whether he would be the same, and have samples on hand allowed to lie over at Salt Lake for on exhibition day. The exhibition a few days. He was told that he will be held on the 12th day of Decould stop over, but that he had cember. better be back at Ogden to take the ears inside of a week. He then went to Salt Lake to see a sick friend, and remained two days. He then went on to Sacramonto without having any trouble about his ticket. At Sacramento he got off the cars to speak to a gentleman, and missed the train, having thereby to stop over one night. The next day—the 13th of the month-he got on board the ears again, and when he reached Brighton the conductor asked him for his ticket. He reached it out to him, when the conductor told him that the time for which it had been issued had expired, and that

with his baggage. THE REGULATIONS OF THE ROAD. The defendant's counsel argued that a special contract existed between the parties to the suit, whereplaintiff agreed in consideration of being carried over the road at a reduced rate and in a secondclass car, that he would make the journey in six days from the date of issuance of the ticket. Even if the conductor did tell the plaintiff that he could stop over a week, that statement was not binding upon the company in the face of the original contract. After leaving Omaha the conductor gave plaintiff a check which was marked in plain

fused to do this, and was thereupon

ejected from the train, together

language "good for six days only;" as also was the original ticket. A. N. Towne, General Superintendent of the road, was called to testify regarding the rules and regulations of the road, but his testi-

mony was ruled out. THE CONDUCTOR'S STORY. Andrew Rider, the conductor of

the train on which Drew was a passenger, testified: The plaintiff held a second class exchange ticket. I told him that was not good, and at Brighton told him he must either pay his fare or go off the cars. The plaintiff chose to do the latter, and no violence whatever was used. Other witnesses testified to the same fact in regard to Drew's leav-

ing the train. The defendant attempted to prove that after his arrival in this city the plaintiff requested C. C. Hayden to procure him a situation on the rail-road, and made no complaint to him about his ejectment. The testimony

was ruled to be immaterial. T. H. Goodman, the passenger agent of the Central Pacific, testified: That according to the rules of the Central Pacific a second-class ticket did not in 1873 entitle the holder to stop over on his journey. The same rule obtains at the present time in reference to third-class tickets, both on the Central Pacific and on every other railroad in the United States and Canada. The company could not afford to issue tickets at the reduced rates at which plaintiff's ticket was bought, unless on condition that they should be used within a limited time. The issuing of second-class tickets was tried as an experiment, to see whether some travel could not be induced to come over the road which would not be content to come

in a third-class car. The practice was discontinued January 1, 1874, because of the company having just such trouble as this with passengers who were not willing to abide by the contract they had made. Witness thought the discontinuance of the practice has operated to the detriment of California.

THE VERDICT. After hearing the foregoing testimony and the arguments of counsel, of the plaintiff for \$400.

All the eattle in Europe amount to ninety-two million seven hundred thousand head. Of these Germany owns thirteen millions; Ausmillion: Great Britain ten million; Turkey nine million; Spain and Portugal four million five hundred thousand; Denmark four million; Italy three mil-lion three hundred thousand; Sweeen and Norway two million five hundred thousand; Holland million-this little republic having

of the others.

THE Department of Agriculture at Washington, while there are some good features about it, it is not, as a whole a remarkable success. Especially is this the case with the seed department, which has been scattering new and excellent varieties, which in most cases prove to be some old and worthless articles, H APPY RELIEF EOR YOUNG MEN from the effects of errors and abuses in early life Manhood restored indedements to marriage removed. New method of treatment B oks and circulars sent free in scaled envelores. Address, Howard Association, No. 2, South Ninth street, Philadelphia, Pa.—an institution having a high repusation for honor secondard and professional skill. Sug 24-7m

Grange Fairs.

The objects of all fair associations are laudable, inasmuch as they result in bringing to one place occa-sionally animals and articles of superior excellence as models. It is in this way that they may be conveniently seen and studied, every one may have an opportunity of becoming acquainted with the appearance at least of whatever best and most profitable—the horse of the most just proportions, either for work or speed; the cow that tells best, either as breeder,

milker, or butter maker; the hog that appears to be the most economical in producing the greatest return for a given amount of care and food; the sheep best adapted to each farmer's circumstances, either for wool, the market, or both, and so in general terms through the entire range of manufactured products. In addition to this another object is, to elevate and improve the farmer as well as to stimulate his endeavors to excel in his calling. Of all the various methods of instruction none are so popular with the masses as a combination of ocular and oral methods. The masses of the people prefer those meth-ods of instruction at our annual fairs, by witnessing the various products on exhibition. A disposition is awakened to excel in the production morow.

of something which seems to come within the sphere of our ability. We are not surprised to learn that the grangers are taking into consideration the utility of holding fairs in which one or more granges are to

In the Louisville (Miss.) Banner, we find the following: At the regular meeting of Central Grange of the Patrons of Husbandry at this place, the following premiums were offerered to members of that grange: been ejected, he was compelled to For the best corn, and the largest walk back to Sacramento. Being number of bushels, raised from one acre of land, \$25. For the best and largest number of gallons of molasin his complaint. Soon after the ses made from one acre of cane, \$15. For the largest and best hog, of any age, raised in Winston county,

> A committee was appointed to expect to contest for the corn and molasses premiums, to measure up

In this connection we wish to suggest that the cash system, although better than the giving of diplomas, will not have a tendency to effect as much good for the grange, as a premium to be used in purchasing the best agricultural papers and standard agricultural books treating of the various departments of farm labor. We suggest that the grange offer, in addition to the usual premiums one for the best and most economically conducted grain or stock farm; others for the best pay-ing system of cultivation of the different kinds of crops; and one for the fastest walking working horse or mule. The understanding to be that premiums should be made up of contributions, and, when awarded, to be used by the grange as above indicated. The names of the brothers to which the premiums are awarded, and the amount of the same to be entered on the permanent

records of the grange. This plan could be extended to a competition by the grange at the county or district fairs, which would add vary materially toward. increasing an interest in them .- Colman's

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The central city of the West Quite proud of late has grown,
And feels it can no longer wait.
A good sized pond to own.
The greatest cities of the world.
Who wish to cut a swell,

read in the days of Nonh The trade in the days of Noah
That water wo ks were tried;
The trouble was tey had no sewers,
And so the people died.
Let us then remember If water works we try.

And when the thing is done We'll celebrate at once,
Then everybody in the town
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For all new styles that row are out,
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Money and Commerce.

Daily Review.

OFFICE OMAHA DAILY BEE, May 15, 1874. There was more doing in the provision trade to-day than on the day before. Sugars were weak, and coffees declined from one-half to one cent per pound. DRY GOODS maintained.

continue active and prices are well A decline of 50 cents per hundred on sheet tin, and one cent per pound on sheet iron occurred to-day, which had quite an effect in stimulating trade in those articles, as buyers seemed to be under the impression that the decline was only tempory. Oranges are quoted at an advance of \$1.00 per box, and raisins have

also "raised" 25 ct ats. Trade generally, though not so heavy as on the same day last week, was very satisfactory and the wholesale merchants are cheerfully looking for an unusually good day to-

OMAHA MARKETS. Carefully Corrected | Daily DRY GOODS. BROWN & BRO., Cor. 14th and Douglas Streets. PRINTS.

BLEACHEC SHEETINGS. BROWN SHEETINGS. CORSET JEANS.

DENIMS. BLEACHED SHIRTINGS. ndroscogging 4-2 a a. do do Gold Medal... GINGHAMS. Middlesex TICKINGS.

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anges and Lemons are advancing,

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HINGES.

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COFFEE MILLS.

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Paft's black...

ce's immitation...

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White common medium.

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t once erect a reservoir Upon their highest hill. o put in sewers good and strong, And make our streets quite dry King William

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HATCHETS. LEATHER. Buffalo S. sole # D., Hemlock Sl. sole do caif... Powell & Co., Soap monufacturers.

led, 6 1-4a6 1-2.

following quotations:

RICE. CANDLES. Sapo Publico, 6 1-2@6 3-4; Savon M Wesk & Co. Republic, do., Chemical Olive, 6 to 6 1-2; Palm, 5@5 1-4; German Mot-Missouri Vrliey... Kirk's Savon...... M. Wesk & Co...... Schofer's German Kirk's standard... ART GOODS AND UPHOLSTERER'S PLUG TOBACCO Benjamin B. Jones, Decorative Upholsterer and dealer in fine art goods, 270 Farnham Street, furnishes the DOIED FRUITS FRAME MOULDINGS. California perches per bound...
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6@15c; 2 inch 12@30c; 3 inch 18@ 45c; imitation rosewood and gilt, 1 iuch 5@10c; 2 inch 10@20c; 3 inch Plain bands, 6 feet, all colors, per pair, 1 50; ornamental bands, 2 00@ 4 00; each additional foot, 75c per Union and all wool terry, per yard 50@3 0; Imperial, plain and stri-DAMASKS. Union per yard, 1 50; all wool, MATTRASSES, Husk, 4-4x6-2, 4 00a5 00; straw,

00a4 00; Excelsior, 3 50a4 50. LUMBER. Subject to change of market without notice WM. M. FOSTER,

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