

THE DAILY BEE

Friday Morning, Jan 20.

Weather Report (The following observations are taken at the same moment of time at all the stations named.)

Table with columns: Station, Barometer, Thermometer, Direction of Wind, Force of Wind, State of Sky, Name of Weather.

River above low water mark, five feet and frozen.

LOCAL BREVITIES

The Union Pacific trains were both on time yesterday. Katherine Rogers plays in Omaha again next week. The ice men are working early and late to harvest the crop. Madame Fry's concert company at Boyd's Opera House, Saturday night. The time for the completion of the water-works contract has been extended to July 1st. Everybody says that the troupe which plays at the Academy of Music this week is really fine. Fresh Vaccinia Virus with full directions for using, just received at Kennard Brothers. The annual meeting of the State Bar Association took place in the U. S. Court room at Lincoln Wednesday evening. Agent wanted to sell the Improved Singer in this city. Address or call at 1305 Douglas street. W. T. BOSSEN. Jan 18-21. Dr. D. Banks McKenzie left for the East Wednesday, having been quite sick at the Withnell House ever since Sunday. He will stop over a day or two in Council Bluffs. Mr. C. C. House has been appointed on the board of trade committee to confer with the merchants in regard to paving, in place of Mr. Herman Kountze, who cannot be present. Two or three engines may be seen any day on the sand ridges north of town, along the river. They look like huge leviathans thrown high and dry from the sea. The Union Pacific is laying a track which will be about 3,000 feet long to the Pump-house and sand banks, along the river. It will be used to transport coal for the water-works and haul sand to the shops. Mrs. William Pierce was at the police headquarters again yesterday afternoon, looking for her grandson Willie, who is missing. The lady seemed very much grieved by the mysterious absence of the little fellow. A party of twenty prominent merchants of San Francisco arrived in Omaha over the Union Pacific this evening, en route to New York. The party occupy a special car, which will be taken east over the Burlington road from this point. Hickman, the well-known dealer in millinery goods is about to enlarge his facilities for carrying on a trade that has grown to very large proportions of late. He is compelled to seek larger quarters and will soon move into the building formerly occupied by Iwin & Ellis, on Farnam street. Mr. Frank Zimmer, for many years chief clerk in Goodwin's 16th street drug store will leave in a few days for Wheeling, W. Va., where he has purchased a drug store. Frank is not only a fine druggist but a first-class man in every respect and his friends will hope that their loss may be his gain. The Secretary of the School Board, Chas. Conroy, Esq., has received a letter from Senator Saunders saying that he has forwarded, for the use of the high school, a copy of the Centennial map of the United States. Each Senator and Congressman is furnished with one copy of these maps, which cost \$125 each and the Senator therefore makes quite a valuable contribution to the students. Proof Positive. We have the most positive and convincing proof that THOMAS' ELECTRIC OIL is a most effective specific for neuralgia. In cases of rheumatism and neuralgia it gives instant relief. 19-1w. Jurors Drawn. The following jurors have been drawn for the February term of the district court: GRAND JURY. Ferdinand Schroeder, Truman Woolen, Jas. Walsh, Frank Lundington, E. T. Dike, Olat Hansen, V. H. Thomas, Judson E. Shephard, Ira Wilson, David H. Nielson, Edward Fearon, J. F. Sawyer, R. W. Cowan, Charles L. Thomas, Julius A. Roeder, Richard N. Withnell. PETIT JURY. Samuel Haney, J. S. Wright, Oscar F. Davis, Adolph Meyer, Edward Ryan, Isaac Noyes, A. B. Knight, Martin Cannon, Stephen Brock, Stephen G. Allen, Benjamin Bell, John Tristler, Geo. A. Hoagland, Peter Olsen, Alfred Standen, John Begley, ar, M. Guldsmith, J. B. Callahan, Charles F. Goodman, F. D. Cooper, August Wohlgen, John Healey, James H. Blakeley. Baker's Explanation. To the Editor of the Omaha Bee. Your correspondent "Wrathy" in his wrath, as all Wrathly people are apt to be, is altogether too "hasty." The facts simply are that on the vote in the council approving the action of the board of health locating the post house on the old pest house grounds, I not only voted against approving such action, but openly opposed it in the council, and I have yet to learn that one vote can win against nine. W. I. BAKER, Councilman Sixth Ward.

CHANGING FRONT.

The Big Enterprise of the B. & M. Railway.

In Which the Union Pacific Attempts to Interfere.

What May be Looked for in Future.

Until within the past few weeks no one considered the bluff overlooking the river front as of any particular value, and the flat below, with its ponds of stagnant water was thought still less of. About that time, however, it was announced that the Burlington & Missouri railroad company was about to purchase or condemn the property from Farnam to Jackson street and erect a large freight depot with yards ample large to accommodate their own business, with that of the C. B. & Q. in case the latter should decide to come into Omaha by way of Plattsmouth. They went to work immediately and have secured for the use designated the territory bounded as follows: Jackson street on south, Eighth street on the north as far as Sixth street, then up Sixth to Douglas street. For the property condemned they have already deposited \$30,000 in the county clerk's office, and in addition they have just purchased the Kountze block, bet. Howard and Jackson on Eighth. They expect to spend \$50,000 for the grounds and \$50,000 for buildings and yards. On Tuesday evening they petitioned the council for permission to lay tracks on Sixth street, between Harney and Jackson; Seventh, between Douglas and the south line of Jackson, and on Jackson between Sixth and Ninth; on Howard, between Fifth and Ninth; on Harney, between Sixth and Eighth, through the alleys of same and across Farnam and Douglas streets. On the same evening an ordinance was introduced to grant the Union Pacific railway the right to lay two or more tracks over and along Jackson street, east of Ninth. As this came directly up to the property just purchased by the Burlington & Missouri, it was surmised that it was an attempt to head them off in some way, and so in fact it seems to be. A BEZ reporter called on Superintendent Holdrege yesterday and was shown by him the map and plans of their contemplated improvements and also obtained the following points from him: The B. & M. desires to secure room to handle its freight business and extend its yards so as to be ample both for present and future purposes. They also want room enough to allow the C. B. & Q. to handle their freight here instead of on the other side of the river, if they wish to. The B. & M. will soon be in Denver and their Colorado business which will be from the first very large, is to be handled in Omaha. Of course, this could not be done even with good houses and yards if these are not accessible to the Omaha business men, and Supt. Holdrege says the object of the Union Pacific is evidently to fill up Jackson street with tracks and prevent its being passable for teams to and from their freight depot. The U. P. is also determined to keep their tracks out of the hollow formed by the South Omaha creek entirely if possible and they already have it filled with tracks from Jones street to their passenger depot. "The point is," said the superintendent, "we want some facilities left for reaching our depot, and they seem determined to take even that away if they can. We have bought all the property on one side of Jackson street, and they don't own a lot on either side, unless it may be one or two that are sunk in the ponds at the foot of the hill. Now they want to go to work and fill up the street with tracks which will give them also both sides of the McCormick elevators. They have tracks on one side now and yet virtually refuse to receive grain that comes through that elevator." What the outcome will be is of course uncertain, but it hardly seems possible that as matters stand they will pass the ordinance, which was read twice, and then referred to the committee on streets and grades. The enterprise of the Burlington & Missouri people means the changing of the river front from a wet, unhealthy and useless locality to one of the busiest and most valuable portions of the city and there is no doubt but it will lead to similar moves on the part of other roads. The Northwestern has but small depot grounds, the Missouri Pacific will soon be in and want yard room, and the first thing Omaha knows the whole river bottom will be occupied by yards, as the flats are at Kansas City. SARATOGA. Pleasant and Instructive Meeting of the Lyceum. The Saratoga Lyceum met Wednesday, the president, Chas. W. Touley, presiding. The house was well filled with an intelligent and appreciative audience. The literary programme, which was quite lengthy, was excellently carried out. The musical portion of the entertainment was especially pleasing. A number of duets were sung, each receiving an encore, by Miss Emma Purcell and Mr. Thornton, Miss Ella Amcock and Miss Julia Christian; Miss Alice Rustin and Miss Nettie Amcock. All other portions of the programme were equally well rendered. Mr. Al. Smith delivered an especially interesting essay on "The Kiss." After a short recess the programme for the next meeting was arranged and then a very interesting debate took place on the question, "That war has promoted rather than retarded civilization." The leading dis-

THE PAVING PROBLEM.

Well Dugested Facts from Chief Engineer Pelton.

Which Apply in Every Way to Omaha.

At the meeting of the board of trade and citizens on Monday evening, to hear the report of the committee on street paving, reference was made to a recent report of the city engineer of Des Moines on the same subject and the fact that he figured laying down granite in that city for \$4.50 per yard.

Mr. John A. Horsch, one of the committee, expressed some doubts as to the correctness of the figures and thereupon, on the same night, a letter was written which brought the following reply: OFFICE OF CITY ENGINEER, Des Moines, Iowa, January 17, 1882. DEAR SIR: I enclose a copy of my report as you request. The cost of the pavements there given are not based on an itemized estimate. I take the cost of the different kinds in Chicago and St. Louis, per square yard, and add sufficient to cover the transportation of materials from there here. We are advertising for bids before deciding on the kind of pavement we shall adopt and expect to find out from the bids what the cost will be. The prices given in the report do not include grading. Yours very truly, FRANK PELTON, THE REPORT. To the Honorable Mayor and City Council of the City of Des Moines: GENTLEMEN:—By the permission granted me by your honorable body, I have visited the following named cities for the purpose of studying the subject of paving: St. Louis, New York, Newark, Elizabeth, Plainfield, Dhaca, Utica, Cleveland, Akron, Detroit and Chicago. I have made it my business in all of these cities, when possible, to consult with the men who were in immediate charge of pavements, having with me the date at which they were laid, and to see new work which was in process of construction. By adhering to this plan I have been enabled to see the practical side of the subject, and I think with the present state of affairs the council ought, for the present at least, to confine itself to that, leaving the theoretical and experimental side to others. I will not ask you to read a detailed statement of all that I have seen and heard, but will give you the leading facts and figures, together with all the conclusions which I have read. The opinion of those with whom I have conversed, and the evidence which I have seen with my own eyes, are overwhelmingly IN FAVOR OF THE BELGIAN PAVEMENT laid on a concrete foundation is the best, and in the long run, the cheapest of all that have been thoroughly tested. The next style in order of merit, according to the conclusions which I have reached, is the Telford Macadam pavement, when made of granite or trap rock. The next, limestone Macadam, with Telford foundation. And the next is the pine block or Nicholson pavement. I have not made the asphalt pavement a special study, as I have seen but little of it. Its use in this latitude would be something of an experiment, and it is too costly to experiment with. There is a great variety of patented artificial paving material, nearly all of which depends on mechanical or chemical combinations, the results of which are TOO UNCERTAIN TO BE TRUSTED for paving purposes. The Belgian pavement is laid with or without the concrete foundation. The pavement is nearly indestructible in either case, but when laid without the concrete foundation the blocks in course of time settle unevenly, and the pavement becomes rough. Our streets being of the yielding prairie loam, honeycombed with gas, water and sewer trenches, it would be very unwise to lay anything so expensive as the Belgian blocks without first preparing a foundation for it. This pavement, including the foundation, will cost about 50 cents per square foot, or \$2.75 per lineal foot on Walnut street, provided the sidewalks are not widened. The pavement which comes next in the above order of merit is the granite Macadam with Telford foundation, but that is not the pavement for us, for if we must pay freight on granite, the granite should be in the shape of blocks. THE CEDAR BLOCK PAVEMENT. I have a much better opinion of this kind of pavement than I had when I went away; for so far as I have been able to ascertain, the blocks as yet have never been known to decay, though many of them have been in use since 1873, the durability being limited only by the time required to wear them out. One I saw in Chicago having been exposed to uncommonly heavy traffic since 1875 is apparently as good as when first built. They have increased the length of the block in Chicago to seven inches. The pavements when well laid can safely be depended on for ten or twelve years of satisfactory service, and their cost here will be about seventeen cents per square foot, or \$9.40 per lineal foot on Walnut street exclusive of the grading. If it should be decided that we cannot afford the Belgian pavement, I shall unhesitatingly recommend this style of pavement for our business streets. In regard to the pine block, or Nicholson pavement, I will simply say that it costs as much as the cedar block and is not as good. The limestone Macadam, though I have given it the last place in the above order of merit, is worth our careful consideration. I have given it the last place because it is so unsatisfactory on account of its dust and dirt. Though Macadam streets are not

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Blood will Tell in Horses as Well as in Men.

T. J. Scott, the animal portrait painter, is executing a cabinet size (15x20) portrait of Mr. Ed. Reed's chestnut stallion, All Time. All Time was bred by the noted Kentucky breeder of trotting horses, General W. T. Withers, and is by Almont, the favorite sire at General Withers' Fair Lawn stock farm.

Mr. Scott says All Time is certainly one of the finest looking of the sons of Almont, and he regards him as one of the most promising young sires ever sent out from the Fair Lawn stud. All Time, through Almont, continues the blood of Ryeddyk's Hambletonian, Membrino Chief, and Alexander's Gray Pilot; the three trotting strains now most popular with those who breed trotters with a view that they may one day take a creditable place upon the trotting turf. All Time has three crosses that appear as prominent blood lines in the famous mare Mand S., viz: Hambletonian, Gray Pilot and Boston. While his trotting blood is that of the best approved and most thoroughly tried, his breeding on his dam's side is of the blood royal; as his first dam, On Time, is by War Dance, son of Lexington and Reel by imported Glencoe; and second dam, Ella Breckenridge; by Colossus, son of Sovereign, the latter bred in the Royal Stud of England. There are those who claim that a trotter, as well as a runner, must have "blood." Could it come through better sources than Lexington and Glencoe, sire and grand sire of War Dance? Especially highly should thoroughbred blood be valued when coming through such a mare as Reel, the dam of War Dance. Reel was not only the best race mare of her day in the south, but was the dam of Le Compte, who beat Lexington over the Metairie course, New Orleans, four-mile heats, securing a record of 7:26, the fastest four miles up to that day, and the only defeat of the great Lexington during his brilliant turf career. Reel's dam imported Gallopade was another mare whose fame will live as long as turf annals exist. James Jackson, of Alabama, at the same time that Mr. Jackson imported Glencoe, and was the dam of Reel, Fandango, Jig, Rigobon, and a list of winners named after the dam and known to old time southern turfmen as "Jim Jackson's dancing family." It would require a volume to give a full list of the performers and their performance upon the trotting turf of the descendants of Hambletonian, Membrino Chief and Gray Pilot. Of Almont, combining the blood of these three, we may say he is the sire of Piedmont with a record of 2:27; Fanny Witherspoon 2:15; Almont Jr., 2:26; Dolly Davis 2:29; Musette 2:29, and Clermont 2:30. As most of these records were made by young trotters, four and five years old, they furnish splendid credentials for their sire Almont, still comparatively a young horse. Jewett with a three year old record of 2:23, and Rachel B., a five year old record of 2:28; are by Allie West, son of Almont. Annie W., record 2:20 at five year old, is by Almont, Jr. Lizzie, a three year old with a record of 2:23, is by Tumble, another son of Almont, showing the wonderful potency of this horse's trotting blood in the second generation.

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Mr. Scott says All Time is certainly one of the finest looking of the sons of Almont, and he regards him as one of the most promising young sires ever sent out from the Fair Lawn stud. All Time, through Almont, continues the blood of Ryeddyk's Hambletonian, Membrino Chief, and Alexander's Gray Pilot; the three trotting strains now most popular with those who breed trotters with a view that they may one day take a creditable place upon the trotting turf. All Time has three crosses that appear as prominent blood lines in the famous mare Mand S., viz: Hambletonian, Gray Pilot and Boston. While his trotting blood is that of the best approved and most thoroughly tried, his breeding on his dam's side is of the blood royal; as his first dam, On Time, is by War Dance, son of Lexington and Reel by imported Glencoe; and second dam, Ella Breckenridge; by Colossus, son of Sovereign, the latter bred in the Royal Stud of England. There are those who claim that a trotter, as well as a runner, must have "blood." Could it come through better sources than Lexington and Glencoe, sire and grand sire of War Dance? Especially highly should thoroughbred blood be valued when coming through such a mare as Reel, the dam of War Dance. Reel was not only the best race mare of her day in the south, but was the dam of Le Compte, who beat Lexington over the Metairie course, New Orleans, four-mile heats, securing a record of 7:26, the fastest four miles up to that day, and the only defeat of the great Lexington during his brilliant turf career. Reel's dam imported Gallopade was another mare whose fame will live as long as turf annals exist. James Jackson, of Alabama, at the same time that Mr. Jackson imported Glencoe, and was the dam of Reel, Fandango, Jig, Rigobon, and a list of winners named after the dam and known to old time southern turfmen as "Jim Jackson's dancing family." It would require a volume to give a full list of the performers and their performance upon the trotting turf of the descendants of Hambletonian, Membrino Chief and Gray Pilot. Of Almont, combining the blood of these three, we may say he is the sire of Piedmont with a record of 2:27; Fanny Witherspoon 2:15; Almont Jr., 2:26; Dolly Davis 2:29; Musette 2:29, and Clermont 2:30. As most of these records were made by young trotters, four and five years old, they furnish splendid credentials for their sire Almont, still comparatively a young horse. Jewett with a three year old record of 2:23, and Rachel B., a five year old record of 2:28; are by Allie West, son of Almont. Annie W., record 2:20 at five year old, is by Almont, Jr. Lizzie, a three year old with a record of 2:23, is by Tumble, another son of Almont, showing the wonderful potency of this horse's trotting blood in the second generation.

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