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The best thing a person can do during this hot weather is to keep cool.

Another cold wave would be a welcome visitor just about this time.

So far as heard from there have been very few offensive partisans discovered in Nebraska.

It was only sixty-five in the shade yesterday in Manitoba. We would like a wave or two from Manitoba.

FRIDAY is an unlucky day. The Mormons may find it out to their sorrow, if they attempt to kick up any fuss on the 24th.

The city council has passed a pound ordinance. Now let Mayor Boyd approve it, and let it no longer be said that cows and hogs roam at will through the streets of a city of over 60,000 people.

According to the New York notices of the Chicago Tribune Mr. J. N. V. Patrick, "the Nebraska member of the democratic national convention," is in New York. Has Mr. Boyd resigned in favor of Patrick?

NO SOONER have the southern Cheyennes been set down upon than the northern Cheyennes give indications of uneasiness and threaten to break out. Sheridan will have to be sent to the front in Dakota to suppress them.

BECAUSE Postmaster Vlas doesn't propose to hand over that \$400,000 at once to the Pacific Mail Steamship company, that company has made a bluff to the effect that it will stop carrying the Australian mails. Mr. Vlas takes the ground that he was not directed, but was simply authorized by the act of congress to distribute \$400,000, not as a subsidy, but as additional ocean mail pay, and rather than give most of it to the Pacific Mail he prefers to wait for instructions. The Pacific Mail company is mad because other American steamship companies, carrying foreign mails, have very properly put in claims for a share of this money. The conduct of the Pacific Mail is very much like that of the boy who, being refused an extra lump of sugar, declined to eat his supper.

THE season has advanced so far that it is of the utmost importance that the council should take energetic action with regard to grading, paving and other public improvements which are intended to be carried out this year. It will take at least thirty days to go through the routine and red-tape of passing ordinances, advertising for proposals, awarding bids and approving contracts and bonds. That will leave only sixty days of fair weather in which the year's work must be done. There are hundreds of men waiting to be employed, and it is a very short-sighted policy to keep laboring people idle during the busy season of the year. If one thousand men could be employed from now until snow flies at even \$1.25 per day, we would have \$1,250 a day put into circulation among the trades-people. That would give life and trade to the retail trade, besides affording visible proof of the energy, enterprise and growth of Omaha.

GEN. HOWARD entertains some fears that the Fourth of July incident at Salt Lake is the spark that may kindle into flames the wrath of the Mormons. He looks for a serious collision between the Mormons and the gentiles on the 24th of this month, which is the anniversary of the settlement of Utah. On that day thousands of the Mormons flock into Salt Lake from all parts of the territory to unite in the celebration. We would not be surprised therefore if they should become sufficiently emboldened by their superiority of numbers, and be easily induced by designing leaders, to precipitate a riot upon the slightest pretext. Such a riot might result in bloodshed and loss of life both among the Mormons and the gentiles. The latter, however, in such a fray would be at a temporary disadvantage owing to the fact that they would be overwhelmed by thousands upon thousands of Mormons, who would outnumber them three to one. However, with the aid of the 500 regular army soldiers at Fort Douglas the gentiles might be able to hold their own, and make it a day of mourning for the Mormon people. It is difficult to believe, however, that the Mormons are so foolish as to invite any such conflict at the present time. It would, indeed, be suicidal for them to attempt anything of the kind. It would result in nothing but disaster and death for them, as the troops at Fort Douglas would be quickly reinforced from every point in the department of the Platte. It is quite likely that some disturbances may occur in Salt Lake next Friday, but we do not look for any organized insurrection.

THE COLLAPSE OF JOHN ROACH.

The failure of John Roach, the leading ship-builder in America, naturally gives rise to a good deal of speculation. The discussion of the causes that brought about this disaster is likely to evolve a great deal of partisan buncumbe. There are those who will say that Mr. Roach is a persecuted man, driven into bankruptcy by political enemies who desire to build up the democratic party by his ruin. On the other hand there are those who will declare that "it served him right," because he was a rampant republican and one of the main pillars of the protection phalanx. For our part, however, we do not propose to indulge in any partisan gabble in discussing the failure of Mr. Roach. We look at the matter from a purely business standpoint. Mr. Roach was supposed to be engaged in a legitimate business—that of ship-building. He had certain contracts with the government, upon which money had been advanced, and when the work was completed it was, upon careful inspection and trial, declared to be deficient and not up to the standard required by the terms of the contract. The non-acceptance of the Dolphin is assigned as the direct cause of Mr. Roach's failure. In the first place the advance of any money during the progress of the work was not in accord with strict business principles. Suppose Krupp, the great cannon manufacturer, had a contract with the United States, requiring the investment of millions before he could realize, would our government advance him money before his work was completed, tested and accepted? We think not. The trouble is that Mr. Roach has been on the average too intimate terms with the navy department in the past. Mr. Chandler was very partial to him, and still endeavors to uphold him. Now, with a change of administration, comes a change in the business methods of the navy department. An effort is being made to conduct the business of the department upon strictly business principles. The result is that Mr. Roach straightway collapses. His assignment may have been to gain sympathy, or it may have been unavoidable. If the former, then in all probability he has assigned to influential democratic friends whose efforts will be exerted in his behalf; but if the latter, then Mr. Roach has only been put upon the same level with all ship-builders and contractors and manufacturers in general.

There is no good reason why, with iron and labor as cheap as they now are and with the iron industry so marvelously developed as it is in this country, that iron-ship-building could not be as successfully carried on at Chester as it has been on the Clyde. As a matter of fact ship-building on the Clyde has been disastrous to some of the builders who have overreached themselves or who have failed to contract ships up to the required strength of speed, strength and armament. Mr. Roach has relied altogether too much upon inflated bladders and life preservers to keep himself afloat. So long as the navy department was subservient to his schemes he was a great success. It is hardly probable that the secretary of the navy department out of pure malice or political spite has exerted himself to have the Dolphin rejected without good grounds, nor is it any more likely that the attorney-general has prostituted the functions of his office to declare Mr. Roach's contract invalid, merely to create political capital.

The failure of Mr. Roach may eventually result in a new departure. It may enable other ship-builders, who have the capital, but who lacked the influence to compete with Roach, to engage in iron-ship-building on a strict business basis, or it may compel the government to enlarge its navy yard facilities and to construct its own vessels. It would be more desirable that our iron-clads should be built by contract and under proper government inspection, because private enterprise would thereby be stimulated and ship-builders would again become one of our greatest industries. If our future government vessels are to be constructed in the navy yards, the government will be beset by a political pressure which it would be difficult to resist. While better work might be obtained in the navy yards, yet the political effect of the navy yard employment of thousands of mechanics and laborers could not be otherwise than demoralizing. It is safe to say that ship-building by the government would cost from fifty to one hundred per cent more than if it were done by private enterprise, because labor in the government service is always the most expensive.

PUSH RIGHT AHEAD.

There are croakers and moss-backs in every community, and Omaha, with all her proverbial push and enterprise, is no exception to the general rule. This class of people are very much afraid that Omaha is going ahead too fast. They want the breaks put on, and the alarm sounded against the reckless plunging into debt. If these over-cautious and conservative people would reflect for a moment they would realize that an honest and judicious expenditure of money for public improvements is the proper policy to be pursued in order to inspire confidence in Omaha's future. Not only that, but it is absolutely necessary for us to keep on with public works if we ever expect to overtake Kansas City, Minneapolis and St. Paul. To be sure this will increase taxation and may force the large property owners to sell some of their real estate to enterprising men of means who will improve it. But what would Omaha have been to-day had it not been for the extensive grading, paving and sewerage construction during the last three years? We have expended a million and

ROMANCE FROM DEADWOOD.

Deadwood last to New York Sun. One day last winter a young man from Boston, named Henry T. Byron, was severely frozen while riding on horse-back from Lead city to this place, and on taking to his bed, grew worse so rapidly that it was seen that he could not live. He had neither friends nor money, but he was such a bright and gentlemanly young fellow that the few men who heard of his illness did what they could for him cheerfully. He seemed to have recovered entirely from his frost-bite, but he was so weak and emaciated that he yielded rapidly to a low fever, and, growing fainter day by day, the doctor finally told the few rough watchers that he could not live more than forty-eight hours, probably not twenty-four.

The next night Tom Felton, an old-timer from Lead, who was sitting up with the sick man, momentarily expected his death, began to wonder if the boy had any friends anywhere, and when the sufferer finally began to mumble some half audible sentences his companion bent over him and questioned him repeatedly as to his home and friends. At first he received no reply, but presently the ideas of what he wanted, and in broken tones managed to communicate a name and address in Boston, which Felton at once put down on a clean page of his well-worn memorandum book. Further efforts to converse with the dying man were futile, and at about midnight Felton, evidently supposing him dead, or feeling certain that he would die before morning, took the memorandum book and left his bedside, proceeded to the telegraph office, and wrote the following message:

DEADWOOD, January 11, 1885.—Your son, Henry T. Byron, died here to-night, of pneumonia. Will bury him here and await your order. TOM FELTON.

This dispatch was transmitted by the operator, Felton standing by and watching every motion until the young man closed his eyes and placed the paper on a spike at his left hand. Then the old miner buttoned his coat about him and stepped out into the street again. The night was bitterly cold, and as the operator followed him to the door and looked out for a moment he noticed that he started away in the direction of the little saloon and hotel where Byron had been stopping.

WHERE THE BLAME RESTS.

How far is a newspaper bound to the duty of helping those who will not help themselves? We proposed this question in response to many communications and appeals respecting freight discrimination against St. Louis. There is not a point in the controversy which has not been covered time and again by the Globe-Democrat. Yet those who are the losers by the discrimination and the extortion are content to suck their thumbs and do nothing. A determined and concerted effort on the part of the St. Louis merchants would soon remedy the evil. But there has not yet been anything of the kind—only an occasional growl, followed by submission to the worst abuses. The blame does not properly rest upon the railroads and bridges and ferries which practice the extortion, but upon the merchants who submit to the extortion.—St. Louis Globe-Democrat.

TOM FELTON MURDERED.

The next morning Tom Felton's dead body was found not more than 300 feet from the telegraph office, his long hair and beard matted with snow and ice, and his limbs frozen stiff. At first it was thought that he might have succumbed to the cold, but on examination it was found that he had several bullet holes in his back. Who killed Tom Felton, or what was it done for, has never been known, and probably never will be. He had had a varied experience on the camp from the Black Hills to the coast, and was what was considered a hard man; yet he had many good qualities, and his loss is a great loss to the cause against his murderer, which would have been carried out, no doubt, if the guilty man could ever have been located.

The next day a furious blizzard swept over all this section, carrying down the telegraph wires, suspending all kinds of business and even cutting off the stage companies, and going down with a rush and south of here. When the doctor called at the saloon in the course of the forenoon and went up stairs to the little room where Byron lay he was surprised to notice a decided improvement in the condition of his patient. He made a new prescription and gave some directions as to nursing, and going down stairs to inquire what had become of the boy who had agreed to stay with the sick man until he came again, heard for the first time of the murder that had been committed. One of the other hangers-on about the place was pressed into service, and under his and the doctor's care Byron soon showed such cheerful signs of mending that all began to hope that he would recover. This he did, in less than two weeks. Felton in the meantime, having been buried and all but forgotten by his rough associates of former days, Byron was able to get about a little, and in a month more he was in better health than he was before he was taken sick.

A MESSAGE FROM DEADWOOD.

The wires were down during the great storm for several days. Two or three times they were repaired, but breaks occurred at other places, and it was not until the blizzard had entirely subsided that things were got into working order again. Then among the delayed messages that came one day was this:

BOSTON, January 11.—Tom Felton, Deadwood: Will see that all bills are paid. Mark the grave. Will be there some time in spring. J. EDWARDS.

As Tom Felton was dead, the operator, who is content to see his telegraphing news of deaths and burials of eastern gold-hunters had made him hardened, and who had forgotten about the message which he had sent to some one in Boston named Byron, made up his mind that there was no use in trying to deliver this message, and he promptly enclosed it to the sender by mail, explaining that the person to whom it was addressed was dead and buried. Letters coming to Felton soon after were forwarded to the dead letter office without any particular notice being taken of them, and in the course of time even the telegraph and postal authorities had no occasion to remember the dead miner and adventurer. Young Byron got work as soon as he was strong enough, and he has been busy making a desperate effort to pay off the huge doctor's bill which ran up during his illness.

On Tuesday of this week, when the stage came in from Sidney, among the passengers alighting were a benevolent-looking old gentleman and a slender young lady of such grace and beauty that the blizzard which used to gather when the stage comes in followed her with their eyes until she and her escort disappeared within the hotel. Even then some of the men made excuses to get into the house. The gentleman registered as H. Osborne and daughter, Boston, Mass., and after making some inquiries he and his fair companion were shown to the room at the next day's start. Osborne and his daughter set out on their errand. Inquiring first as to the personal and late of Tom Felton, they soon learned all the particulars of his unhappy death that were known, and then they gently broached the subject that was evidently nearest their hearts. The hotel-keeper gave them the next day's information about Henry T. Byron. He had never heard of him. Such a man might have been in the camp and might have died there, but he had not heard of it. Directing the stranger to the city marshal, the hotel-keeper turned to the other people commending his attention, and Mr. Osborne asked further of the gentleman about the marshal. When they found that the marshal and the usual question had

ROMANCE FROM DEADWOOD.

been put to him, he hitched up his trousers and replied: EXPLANATION AND RETURN. "Yes, I know all about that young man. He is sick down here for four or five weeks, and everybody thought he was a goner, but he pulled through, and he ain't any deader than I am." "Oh, but the one we're searching for is dead," said the girl, with an appealing look. "We received a telegram announcing his death, and it must be."

"Well, that's all right, mam," continued the marshal, eyeing her heavy mourning costume curiously, and just beginning to wonder if he was not on the point of discovering something rather more interesting than usually falls to his lot: "that's all right, but the man I'm talking about didn't die at all, and I'll take you to him if you say the word. He's up here at one of the stamp mills, and I'll introduce you."

The three got into the marshal's wagon and drove rapidly to the spot indicated, the old gentleman looking pale and excited, and the girl flushed and anxious. Getting out of the vehicle, Mr. Osborne saw the man for whom he was looking, and in helping his daughter out he purposely kept his head averted. Then, holding her close to him, he warned her that she must be prepared for a shock; that Harry was already coming toward them, and that there had been some great mistake. The girl, with her eyes streaming with tears, tore herself away from her father, and running towards young Byron, who was approaching in the company of the marshal, she threw herself in his arms. Byron was almost speechless, and turned all colors. The old gentleman got red in the face blowing his nose, and the city marshal and others who had been attracted to the spot by the unusual scene, tried to talk about quartz, fissures, veins and amalgam, but with poor success. All hands returned to Deadwood as soon as possible, and there Mr. Osborne, after a call at the telegraph office and an extended conversation with various friends of Tom Felton, learned as much of the truth as anybody knew, which is all that anybody knows.

After supper the old man said: "A dispatch, signed Tom Felton, came to Mr. Byron in Boston, last January, announcing his son's death here. The boy had been a wild lad, and after numerous scrapes had run away. About six months before he disappeared he married my daughter, and we both believed that if his father had given him a boost then he could have saved. We knew nothing of his circumstances until it was too late, and we found it impossible to trace him. My daughter was broken-hearted; but we cherished the hope that he would soon return, perhaps a better man. When his father, who is a set, unbending man, got the telegram from Felton, he refused to do anything, and turned it over to me as a matter of news. My daughter and I resolved to bring his remains back, and that is what brought us here. If it had not been for Felton's dispatch we should not have known where the young man was, as he says he had determined not to return until he had made a new beginning. We will all go back together."

SENATOR EDMUNDS.

There is some opposition in Vermont to the re-election of Mr. Edmunds to the United States senate, based chiefly on his lukewarmness in the last campaign. It is quite true that Mr. Edmunds was not very zealous for the election of Mr. Blair, but it is also true that at a time when all eyes would be turned to him, he was called by the bullers as a tower of strength, he abstained from everything that might embarrass his own party. That Mr. Edmunds is not and never was zealous simply "for what the party chooses" is certainly true. The republican party however cannot afford to forget the fact that Edmunds, least of all can it afford to do so in the present conjuncture of affairs, when wisdom suggests the conciliation of those who went much farther than Mr. Edmunds did. And in fact, Mr. Edmunds has been a benefit to the party, just because of his readiness to refuse to obey orders from convulsions and leaders. When the country has seen him heartily support any portion of the republican policy, and his assents have been far more numerous than his dissents,—it has the assurance that that policy has commended itself to him on strong grounds. Without such men—and Mr. Edmunds is by no means the solitary specimen in his ranks—the party could not have the moral weight it has had with the American people. To refuse him re-election would be to justify both the bolt and its continuance.

That Mr. Edmunds was not well-satisfied to the last nominations of the party is undeniable. But he had the right to dissent, and to limit his activity in the election accordingly, so long as he made no scandal and no breach in the ranks. He did not impair his standing as a member of the party by so doing. He has far better claims to its respect than had some, who gave not the thousandth part of their energy to the presidential canvass, but kept it nearly all to secure legislatures in their own interest, and who have been rewarded by re-election.

A WELCOME RETURN.

Heretofore the administration of affairs in the general land office has been marked by great liberality toward land grant railroad corporations. In addition to the broad belts of land set aside for their use under the granting of additional belts on each side have been withdrawn from settlement because the corporations would in course of time select from them sections to replace other sections within the limits of the grant which they could not have because settlers had taken legal possession of them. These outside belts were known as lands within indemnity limits, inasmuch as the corporations could ultimately claim but a small part of these outside belts; it was obviously unjust to the settler to absolutely withdraw them from settlement and compel him to stand aside and await the convenience of the subsidized corporation. But commissioners were ready and willing to accommodate the corporations into whose services some of them went at the end of their terms. The new commissioner, who has already been decorated with the emphy of the Spanish grant speculators, now decides that a withdrawal of lands within indemnity limits is effective only as information in defining the limits within which selections may be made at a proper time, and does not prevent the settler from taking a homestead according to law before the corporation has made its lawful selections. If Secretary Lamar sustains the commissioner, millions of acres from which settlers have for years been excluded will be opened to them.

COPENHAGEN.

If anyone expects to find the capital of Denmark a bright, gay city, with white marble palaces, magnificent residences, dazzling shops, lively streets, grand trees,

IMPOSING PUBLIC BUILDINGS.

stately churches, wide boulevards, sparkling with wealth and beauty, he is doomed to disappointment. Instead, he finds a commonplace city, with an excellent, though not picturesque harbor, pleasant artificial lake in the center of the town, and a park in the outskirts. Architecturally, Copenhagen is unimposing, dreary and dilapidated. The public buildings, with the exception of Christianborg palace (recently destroyed by fire) are unattractive. There is an unfinished church, standing in the center of the city, with an imposing dome, but it has stood unfinished so long that a stranger is in doubt whether it is a ruin or a building in progress of erection. The Thorvaldsen's museum, remarkable in its collection of the works of this great sculptor, has the appearance of an old theatre turned inside out. The four wretched old palaces which now contain the representative of a monarchy that has celebrated the thousandth anniversary of its foundation, look with a museum, ancient, vacant stare into the most desolate cobblestone square that it is possible to picture. The yellowish gray walls of the old buildings are peeling away; not a green leaf or blade of grass has the courage to grow within range of the front of these so-called palaces; nothing but crumpled stone, dirty white shutters, cobbles, and a bronze statue of Frederick the Something greet the king's eye should he gaze from any of the front windows of his apartments upon the streets below. In the meantime the "good and faithful parliament" calmly refuses to appropriate the money necessary to rebuild the Christianborg palace. The city exchange of Copenhagen is of a red brick color, and a considerable ground, having the appearance of a block of Gothic edifices. The hotels and restaurants are uniformly bad. The Hotel d'Angleterre is considered the best. It is badly kept. The plaster in the bedrooms is cracked and is falling off, the wall paper mottled with dampness and black and gray with age and use. The sanitary arrangements are abominable, and the air is brood infectious disease. It is difficult if not impossible to obtain a good dinner in the city. The fare at the best restaurant is poor. Copenhagen is badly drained, or rather not drained at all.—Philadelphia Press.

THE ELECTRIC MOTOR ON STREET RAILWAYS.

It is not generally known, but it is nevertheless a fact, that the Baltimore Union Passenger Railway company, operating five lines of street railway in Baltimore, Md., is exclusively owned by Cincinnati, and that this is the company which is about to introduce electricity as a practical motor for the first time in the United States. Among the owners are E. M. Johnson, who is president; A. D. Ballock, J. D. Keek, M. S. Forbes, A. G. Clark, Lewis Sarsongood, the Ryan brothers, the Morrison brothers, the Perin estate, Governor Lincoln, J. N. Kinney, Belton Swift, and Abe Feuer. A meeting was held yesterday at the office of the president, Mr. E. M. Johnson, and M. S. Forbes, and A. G. Clark were appointed a committee of the stockholders to be present at the approaching actual opening for business of the two miles of the road which has been fitted for the use of the electric motor.

It can be safely stated that the first bona fide business transaction in this country where an electric motor for a street railway was ordered, manufactured and delivered, was completed within the last few months.

In the early part of last spring the Baltimore Union Passenger railway company, hearing of the rapid progress of the Daft electric light company with their system of electric railway lighting, and wishing to increase their capacity, investigated the matter. Satisfied with the completeness of the system, an order was at once given to construct two motors and equip the Hampden branch of their lines.

It was some time, however, before definite plans were settled upon, but about the middle of last April work was commenced both at Baltimore and at the Daft works. On June 10th the first motor was shipped, after having undergone a week's severe testing. The Baltimore Union Passenger railway company, Edgar M. Johnson, president; J. N. Kinney, general manager; is one of the largest in the city. It operates twenty-five miles of roads, and has within its stables nearly 400 horses. The Hampden branch is just two miles long, runs through the villages of Hampden, Mt. Vernon and Woodbury, aggregating some 15,000 inhabitants, and is one of the largest in the city of electric operators. Starting from the main terminus on Huntington avenue, there is scarcely 300 feet of level road the entire length. The village of Woodbury, though not two miles distant, is fifteen feet higher than Baltimore. Grades and curves constitute the main features. The heaviest grade on a tangent is 3 1/2 feet, and on a curve 2 1/2 feet per 100 feet. The sharpest curve has a radius of fifty feet, the largest eighty-nine feet.

To equip this road the joints of the outer rails were perforated and a third rail, an ordinary twenty-five pound T rail, similar to the outer rails, laid, with the Daft patent insulator, midway between the outer rails.

The insulator consists of an iron shoe of diamond shape, six inches long, three and one-half inches wide and one-half inch thick, with two converging ways upon one of its surfaces.

Wedge between these ways is a round block of wood of truncated cone shape, with height 2 1/2 inches. Upon this block is screwed a round iron cap, 2 1/2 inches in diameter and 2 inches deep. Coming within three-fourths of an inch of the iron shoe, it thoroughly protects the wood block. The rail placed on the cap is held in position by two bolts screwed into the cap. The difficulties of constructing such a work, it all being entirely new, have been many, but have been met and successfully overcome.

The center rail forms the outgoing lead, the two outer rails with the ground below the return. The resistance of such a line will be less than .3 of an ohm, with perfect joints. At the main terminus a new building, forming one room 20x10 feet has been built for the engine and dynamo. The engine is a 16x24 Atlas engine, built at Indianapolis. The boiler and all fittings are from the same firm.

The dynamo is one of the Daft company's largest. Its total weight is 4,200 pounds, and its maximum capacity is 300 amperes, at 125 volts electromotive force. A 9 inch double belt connects direct from the motor fly-wheel on the engine to a 12 inch pulley on the dynamo. Switches, regulators, automatic cut-outs, and all other devices necessary for a complete system will be put in as precautionary measures against every possible form of danger or trouble.

SMALLPOX EPIDEMIC.

YANKEE, D. T., July 19.—Smallpox is spreading epidemically among the Russians at Scotland. Twenty-three cases are reported today. Several deaths occurred during the week.

A SHORT SESSION.

Proceedings of the Board of Education Meeting Last Night. Sweltering Weather and Little Business—Bids For Heating Apparatus Received and Opened. On account of the oppressive heat that invaded the rooms of the school board last evening, a very short session was held. The board met at 8 o'clock with President Folsom in the chair. Long, Levey, Copeland and Conroyer answered to roll call. Mr. Hall reported later. A petition from the executive board of the Bohemian school association asking for the use of a room in the Hartman school building during vacation, and to be accepted also on Saturdays and Sunday mornings for the purpose of establishing a school to teach the Bohemian language, was granted. Bege & Hill called attention to the willingness of the city council to grade Thirtieth street. In their addition, if the property owners will waive damages, Secretary Conroyer was authorized on behalf of the board to sign the petition, waiving damages and asking for the grade. W. L. Miller petitioned the board to appoint him junior in any one of the school buildings. The matter was referred. A. J. Grover certified to the board that he has set stakes for the grading of the school lots on the northwest corner of Castellar and Eighteenth streets. R. S. Williams, of Council Bluffs, sent in a proposition to the effect that he will furnish a solid slate blackboard, on the wall ready for use, at 37 1/2 cents per square foot, or deliver at the depot in this city for 33 cents per square foot. Bids for grading lot 31, in block 10, were received from E. J. Coder, Stitt & Hamel, Charles E. Fanning and James G. Craig. Mr. Coder, makes his bid 12 cents per cubic yard; Stitt & Hamel at 13 cents, or \$1,000 for the job and they take the dirt; Charles E. Fanning at 14 cents and Mr. Craig at 14 cents. The bid of Mr. Coder, was accepted. Bids were received, as follows, for placing heating apparatus in the Farnam and Castellar street school buildings: Milton Rogers & Son, \$1,115.00; Sullivan Brothers, \$1,200.00; E. J. Condit & Co., \$1,290.00. These amounts, it is understood, are for only one building, therefore will be the same for both. Condit & Co. also agree to put in four instead of two furnaces, making the price then \$1,465. They further propose to furnish the new Farnam street school with two furnaces at \$800. Sullivan Bros. specified in their bid that they will put in soft coal boilers, the Western Champion, at \$1,075. These bids were referred to a special committee, consisting of Copland, Levey and Clark, with instructions to report at the next regular meeting. On motion of Mr. Copland, Miss Kate Paul was granted the use of a room in the Long school building to hold a summer school. Mr. Copland secured a suspension of the rules and introduced the following resolution, which was adopted: Resolved, That section 80 of the rules and regulations of the board, be amended by inserting after the words, "assistant of the 3rd class," "special teachers," and at the end of the sentence the words, "candidates for special teachers certificates shall be examined only in the branches which they are requested to teach," and section 90, by adding the words, "providing that this section shall not apply to special teachers." There being no further business before the board, an adjournment was taken.

NO SIGNS OF TROUBLE.

Something About the Mormon Affair—Military Matters in General. "No," said Gen. Howard, in answer to the query of a reporter for the Bee yesterday "there is nothing new about affairs in Utah. The fact of the matter is there has not been a single soldier moved in anticipation of any trouble with the Mormons. Sensational reports have been spread by the local press about this matter, and I have been made to say things that I never did say and didn't think of. All there is to the affair was expressed in Wednesday's Bee in the statement that there was considerable bad feeling between the Mormons and the loyal citizens of Utah, and that Gov. Murray could easily handle any uprising with the military at his command."

THE SOUTHERN CHEYENNE TROUBLES.

General Crook has just received a letter from Col. Morrow, in command of the department troops at Graceland, in which he says that all signs of trouble in the Indian territory said in southern Kansas have disappeared. The Omaha troops will soon be moving northward.

THE COMING CONTEST.

Captain Miles, Twenty-first Infantry, Lieutenants Cochran and Morton, Seventh Infantry and Fifth Infantry, have arrived and reported to Colonel Henry for duty at the rifle competition. Captain Miles is a veteran of the war, having served through the rebellion and since in Indian engagements. Lieutenants Cochran and Morton are recent graduates of the military academy. The first list of those in charge of the competition are: Col. Henry in charge. Col. Miles, executive officer and in command of rifle camp. Lieut. Cochran, quartermaster officer. Lieut. Morton, quartermaster and ordnance officer. Lieutenants True and Morton, range officers. The officers and enlisted men to fire will arrive at the end of the month when the camp will be in readiness. The citizens' prizes will make the competition one of great rivalry and interest. An army officer tells a good joke on North Platte. After the Ninth cavalry were paid off the sporting boys at North Platte thought they would like some of the several thousands left by the paymaster. The color line was ignored, and the boys in blue asked down to a little game. The colored boys broke two "banks," taking from one \$500, and another \$900, and left North Platte a sadder if not a wiser town.

TELEGRAPH NOTES.

The Dominion parliament was prorogued yesterday. The Columbus, Toledo & Hocking Valley road, which has been chartered a dividend of 12 1/2 per cent, payable in October.