THE DAILY BEE.

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THE BEE PUBLISHING CO., Props.
E. ROSEWATER, Editor.

A. H. Fitch, Manager Daily Circulation, Omaha, Nebraska.

THE city council must revise the assessment roll and bring tax-shirkers to time.

NOW THAT Mayor Boyd has approved the pound ordinance it is hoped that Omaha will cease to be a cow pasture.

THE president has not yet gone on that vacation, but he continues to give vacations to quite a number of office-holders.

POLITICAL plums are not being picked very fast in Nebraska this season. The fruit crop in this state is evidently a failure.

THE president has supplied Alaska with a new set of officials—governor judge, attorney, and marshal. It is a cold day when Alaska gets left.

AMONG the appointments made by the president on Tuesday Nebraska failed to draw a single prize. It is pretty evident that there are very few "rascals" in this state.

PARTIES who have laid out farms into city lots and expect the city to supply water, gas, fire and police protection, and school facilities for their additions, should be compelled to pay their proportion of city taxes.

ACCORDING to the *Herald* Dr. Miller's three-columns of hog-wash and soft soap on the Union Pacific and its relations to Omaha and the west has received the attention which was due it from the people of this city. Yes, indeed! Everybody in this city, not excepting the Union Pacific officials and employes, regard it as a disgusting exhibition of debased jouanalism.

DR. MILLER has the effrontery to tell us that Mr. Charles Francis Adams in his future designs for building up Omaha has always had in view the extension and use of the belt railroad as a means for solving the transfer problem. Will Dr. Miller please explain why, according to what we consider reliable information, Mr. Adams has sought to compel S. H. H. Clark to refund the money expended by the Union Pacific in the construction of the belt line and take the road off the company's hands?

THE reports from Mount McGregor show that General Grant is sinking rapidly, and that the hour of his death is near at hand. The old commander has proved himself as much a hero throughout his long and painful illness as he ever did amid the shot and shell on a hundred battle-fields. Everything that was possible in medical skill and attention has been done for him, and his life has no doubt been prolonged several months by the faithful care that he has received from his physicians and family.

THE city council has at last taken action toward securing a uniform system of sidewalks in the business center—between Tenth and Fifteenth, and between Farnam and Douglas. The territory, however, should have included Harney and Dodge streets. The resolution adopted by the council requires the city engineer to detail a man to report all lots in the prescribed territory where no walks are needed. When this report is presented and adopted, the council will then order such walks to be laid by the city contractor, under the direction of the board of public works, if the property-owners do not have the work done within a certain time. No more wooden walks should be laid on Farnam or Douglas, or on the cross-streets between those two thoroughfares, from Tenth to Fifteenth. Nothing but durable material—stone, asphalt or artificial stone—should be permitted to be used, and every walk, whether new or old, should be brought to the full width and proper grade.

ROSWELL PETTIBONE FLOWER continues to blossom with each succeding season. He is now a candidate for the democratic nomination for governor of New York, and as he is, according to the *Sun*, "a reformer of the civil service after the school of Jefferson, Jackson and Tilden, and not after the humbug school of Dorman B. Eaton & Co.," we should not be surprised if he should come a little nearer success this time than he did when he was plastering the country with pictures of himself in hopes that his decoration of dead-walls, hotel offices and the barrooms would secure for him the presidential nomination. It is true that the democrats in general and those of New York in particular are not overmuch pleased with civil service reform of any kind, and it is with great disappointment that they have viewed even the faint efforts of Grover Cleveland to pose as a civil service reformer. They believe in the Jacksonian doctrine sure enough, and hence Mr. Flower will receive more encouragement than if he were an endorser of Mr. Cleveland's policy.

FRAUDULENT ASSESSMENTS.

The citizens of Omaha will now realize what we have been predicting for years, that the systematic tax-shirking of heavy property-owners and capitalists, the wholesale exemptions of railroad property which is no part of their right of way, and the reckless disregard of their sworn duty to assessors, is liable to seriously affect this city in the prosecution of its public improvements. Our last annual review contained a detailed exhibit of the improvements for the year 1884 which aggregated $5,639,449.31. Of this amount the public improvements carried on by the city proper aggregated $952,049 31, and the sum of about $600,000 was expended by the city waterworks, the gas companies, the belt railroad, the street railway and other public concerns. Our store buildings, warehouses, factories, and dwellings during the year 1884 were valued at a fraction of over $4,000,000. Now it is safe to estimate the improvements in Douglas county, outside of the city, during the year, at a half a million more, so that the sum of over $6,000,000 has been added to the valuation of property in this county during 1884. This includes no estimate of the increase in the value of all real estate in the city and county by reason of these improvements and by the increase of population. A very low estimate of this increase would at least be ten per cent., which on the assessed valuation of $12,000,000, would have been equal to $1,200,000. But when the assessor's returns are footed up we find that the total increase for the whole year is only about $700,000, and the greater portion of that is outside of the city. What an outrageous fraud this is! In 1871, with a population of less than 18,000, and no waterworks, sewerage, pavements, or public improvements worthy of mention, the assessment of Omaha property was $11,000,000. To-day with a population of over 60,000, our city limits extended miles beyond the limits of 1871, and public improvements that could not be duplicated for less than four or five millions, our valuation is over one million less than it was fourteen years ago. No wonder that we now find ourselves with only $6,000 in the general fund for grading. The only excuse for this villainous and fraudulent system of assessment is that they all do it. Our heavy tax-payers point to Lincoln and other cities and towns in the state where tax shirking and sham assessments are also prevalent. They insist that Omaha cannot afford to have fair assessments as long as other sections of the state continue systematic undervaluations. While it is doubtless true that there is wholesale perjury committed in other cities by property-owners and assessors, we do not believe there is anything gained by Omaha in allowing one-third of the property to go untaxed, assessing valuable city lots at acre valuation, and deliberately ignoring any increase in property values by reason of improvements. It is not true, as is repeatedly urged, that our state taxes would be out of all proportion with other parts of the state if property were assessed uniformly at one-third or one-fourth of its actual value. The state board of equalization is in duty bound to recognize the difference and make allowances for it in the ratio of assessment, after due comparison. That board is now in session and several counties, notably York county, will be represented before it with a view of getting their state tax adjusted pro rata with the average assessment of other counties.

But even if we had no remedy it would be profitable for Omaha to have impartial and honest assessments. The state tax on every million dollars amounts to $7,500, and if our assessments had been raised only two millions this year our state tax would have been only $15,000. Would it not be of greater advantage to Omaha in the long run to pay $15,000 additional state tax rather than have a stoppage of all grading for a year? The tax on any property owner would be only $7.50 on every one thousand dollars of property assessed. But under an impartial and uniform assessment the small property-owner would not be affected, because the increased valuation would be on the property of the wealthy corporations and capitalists who have immense tracts of real estate. This class can afford to pay taxes on a fair valuation.

AN injunction suit does not always enjoin. This was the case with an Illinois farmer whose wife had applied for a divorce and had obtained an injunction restraining him from disposing of his property. The farmer set fire to his house and barns, into which he had driven several horses, a dozen cows and steers, twenty hogs, and a large number of chickens, turkeys and geese. All this property was destroyed, amounting in value to $10,000. It was a costly revenge.

WHITELAW REID has evidently made a favorable impression on the Pacific coast, where he was visiting. The Hawthorne, (Cal.) *Bulletin* concludes a complimentary notice of him as follows: "If he had a larger field and a paper of his own Mr. Reid would make his mark in journalism. He has ability, is a hard worker, and if connected with the Nevada press would soon be admitted to the Press Association."

ALTHOUGH ex-Delegate Maginnis, of Montana, is a much disappointed man, owing to his failure to secure the governorship of that territory, he is by no means a crushed politician. He is already setting his pins for the United States senate when Montana becomes a state. The other senatorial candidate will be Col. W. F. Sanders, a republican. The republicans and democrats endeavored to pool their issues by having a bill introduced by Sanders in the last legislature providing, when Montana shall be admitted, that there shall be elected one democratic senator and one republican senator, but the scheme failed to materialize owing to a lack of votes. We take it that the political machines will continue to be worked in Montana as they are elsewhere. The political party having the biggest "bar'l" and the most votes will get away with the persimmons.

THE INDIAN QUESTION.

Gen. Miles may be a good Indian fighter, but in his advocacy of the transfer of the uncivilized tribes to the care of the war department he will not find very general endorsement. The regular army is not intended as a guardian of the Indian. While the Indians might draw their rations with the same regularity as the soldiers, we question if their contact with the regular army would tend to advance them in the ways of civilization and make them self-supporting. They certainly would not acquire any habits of industry from any example on the part of the army, the soldiers being as a rule as lazy as the Indians. So far as morality is concerned the Indians would, in all probability, be corrupted much more than they are under the reservation system, while their educational facilities would not likely be any better than they now are, and perhaps not so good. If the Indians are properly cared for by the interior department, as they can be, if proper agents are appointed and bad white men are kept away from their reservations, the present system would in all likelihood prove more satisfactory than putting them under charge of the military. But the suggestion of Congressman Holman—who, with his committee, is now making an investigation of Indian affairs—that all the unsettled bands of the Sioux and Crows and other tribes be removed to the Indian territory seems at this time to be the most practical solution of the Indian problem yet offered.

The Indians that have up to this time been removed to the Indian territory have as a rule become settled, are well satisfied, and seem to be making more rapid progress towards civilization and self-support than any other bands. The concentration of the reservation Indians in the territory will enable the government to handle them much more conveniently and at much less expense. In time the Indian territory, when its inhabitants shall have made sufficient advance, could be made an Indian state. There is plenty of room in the territory for all the Indians in this country, and in a few years they could all become independent of government aid. The progress made by the Indians already there would stimulate the others to follow their example, and thus the question of civilization would be made a very easy matter. It would require a comparatively short time, under such circumstances, to elevate all the Indians in the United States into a condition that would entitle them to full citizenship. Furthermore, under the scattered reservation system they are occupying altogether too much valuable land for which, in their present condition, they have no use whatever. Their lands are now being demanded by the homesteaders who are pressing on to the west from every direction in search of new homes.

Mr. Holman proposes to recommend the purchase of the Sioux reservation, and the removal of the Sioux to the Indian territory, as the initial step in his scheme of concentrating all the Indians in that locality. His proposition will certainly meet with the indorsement of the people of Dakota and thousands of homesteaders who have been waiting for some time to have a portion of the Sioux reservation thrown open for settlement. This land could be purchased from the Sioux for a very moderate sum, but which would be plenty large enough to give them a splendid start in a new location. This reservation contains 37,000 square miles, and it should no longer be allowed to remain unused. The same is true of other reservations that are desirable for agricultural purposes. While we do not believe in taking any lands from the Indians without fair compensation, we do believe that no Indian should be permitted to hold any more land than a white man under the homestead and preemption laws. The purchase of the reservations and the removal of the Indians to the Indian territory will, so far as we can see, solve the whole problem.

PERHAPS the Western Union does not care to waste any money in painting its unsightly poles in Omaha, as it must in the near future bury its wires in all the large cities. The telegraph companies are now compelled by law to put their wires underground in New York, and the work is steadily advancing. The New York *Commercial Advertiser* says:

While only a small proportion of the whole is done there are many parts of the town where the improved condition of the space above the streets is agreeably observable. New York will be a pleasanter city to live in, and a safer one also, when all the wires shall have disappeared and the unsightly poles shall have been removed.

IN the trial of Louis Riel, now in progress at Regina, in the Northwest territory, the fact that he is an American citizen has had an important bearing upon the case. That the is an American citizen by naturalization there is no doubt, as it has been positively ascertained that he took out his second papers at Helena, Montana, in August, 1882. As an alien cannot commit treason, the indictment against Riel has, as we understand it, been changed to the charge of "making war against her majesty and rebelling against the constitution of the realm," which is about the same thing as treason, only expressed in different language, the punishment being the same.

MR. ROACH AS A MARTYR.

It is difficult to understand why republican papers should undertake to make the failure of John Roach a political issue, and hold him up to public view as a persecuted man who has been ruined simply because he was a republican. Had Mr. Roach not made himself prominent in politics and confined himself to legitimate methods of conducting his business of ship-building, so far as it was connected with the government, instead of continually lobbying for subsidies, he would not probably have been forced to make an assignment. He has obtained millions of dollars from the goverment in the way of contracts, and also in subsidies for his steamship lines. He has been a barnacle upon the republican party for years, and he used his political influence for mercenary purposes. Whenever he desired to secure votes for any of his jobs he arranged a congressional excursion to his shipyards, where the incorruptible legislators were treated to a royal feast, which was washed down with sparkling champagne. Senators and congressmen who were in doubt as to how they should treat Mr. Roach in the matter of subsidies returned to the halls of legislation from Roach's shipyards and forthwith voted in accordance with his known desires. Now that subsidies are not so easily obtainable, and the government has decided not to accept work that is not up to the required standard, Mr. Roach straightway goes into bankruptcy and poses as a republican martyr. Suppose that the government should in time discover that Mr. Stephen B. Elkins had acquired a great deal of land in New Mexico in a manner which would not entitle him to hold it, and that the government should recover possession of it, thus forcing him to bankruptcy. Would he not be entitled to as much sympathy as Mr. Roach is receiving from certain republican papers, which believe in upholding and defending a republican at any and all times, whether right or wrong? They seem to labor under the impression that a republican can commit no wrong and make no mistakes. It is such persons as Mr. Roach, who, under the cover of republicanism, have done more to injure and pull down the republican party than any other class of men. They have simply used the party as a means to further their own jobs. So long as the republican party continues to maintain jobbers and lobbyists, it will never return to power. It must shake off all barnacles and in no way countenance the would-be leaders and wire-pullers who so largely contributed to its defeat in the last campaign. So far as the failure of Mr. Roach is concerned the probability is that he is not quite so badly crippled as his friends would have the public to believe. It now begins to look as if his assignment is only a sharp trick to gain sympathy and to induce the government to recede from its position with regard to the Dolphin and the other vessels under contract. It is certainly surprising that so many republican papers should have rushed to his defense, and charged his failure to democratic spitework. We do not believe that politics had anything to do with the matter.

THIS is the kind of weather that makes a summer resort a very profitable place.

Senator Manderson and New Mexico.

Denver Tribune Republican.

United States Senator Manderson, of Nebraska, a member of the Senate Committee on territories, has recently returned home from a visit of inspection to New Mexico. He is strongly opposed to admitting New Mexico into the Union as a State, and among the objections to its admission which appear to have great weight with him is the prevailing lack of education. In this he is undoubtedly correct, for no one need reside very long in New Mexico without seeing that the poor people are densely ignorant. There is no efficient system of public schools in the Territory, and there probably will not be until Congress takes hold of the subject and provides a system of public education. Attendance upon some kind of schools would have to be compulsory. The Indian population of New Mexico is to be considered in connection with this subject of the admission of the territory as a state. Under different decisions of the United States those Indians are given the status of citizens of the United States, and they are therefore entitled to all the privileges of citizenship. They are, however, utterly unfit to exercise the rights of citizens. It is true they are now under the care of an agent, but that is merely one of the incongruities which are seen in the management of Indian affairs.

The Three B's.

Ulysses Despatch.

Both Jim Dawes, our dude governor, and Jim Laird, our do-nothing congressman, expect to step into Senator Van Wyck's brogans at the next senatorial election. This seems to be a combination of bluster, belly and beauty against brains.

Where Mr. Hendricks is Wanted.

San Francisco Alta.

Vice President Hendricks, who is coming to California, may depend upon receiving a royal welcome. We don't very often catch either a president or a vice president on this side of the continent, but when we do we insist that he shall have a good time as Californians understand that term. A democratic vice president, however, has never yet crossed the Rocky Mountains, and that is another reason why the uproar over Mr. Hendricks will be made immense. Hendricks shows his good sense in abandoning his first intention to go to Europe, where he might catch the cholera, and in coming to California, where there are so many who wish to see him.

One thousand Crow Indians congregated on the Big Horn recently to mourn the demise of Iron Bull, their war chief. They made Rome howl for three days.

RUMBLINGS BY RAIL.

An Attempt to Wreck a Passenger Train on the C. St. P. M. & O. Road.

Great Activity in and About the U. P. Shops—A Big Force of Men at Work—Personal Notes, Etc.

A report came flashing in over the train dispatcher's wire, of the Chicago, St. Paul, Minneapolis & Omaha road, night before last, stating briefly that out-laws had placed a tie rail across the track two miles north of Herman, evidently for the fiendish purpose of wrecking the Oakland passenger train, which leaves here at 5:40 o'clock every evening. The matter was kept very quiet, but it reached a BEE reporter's ears yesterday, who proceeded at once to learn the particulars, and succeeded in getting together facts enough to make up the following story: Beyond Herman, which is a station thirty miles north of Omaha, the Chicago, St. Paul, Minneapolis & Omaha track is being re-laid with new rails, and the old ones have been strung along either side where many of them still remain. Some miserable miscreants bent upon the destruction of life and property conceived the devilish idea of constructing an obstruction on the track and then wait to see it wreck a passenger train that would be due going north about 8 o'clock. They had placed one of the loose rails across the track in such shape that the end reached about half way between the two rails, pointing in the direction from which the train would come, while the other end was fixed so that it would run into the ground. Fortunately a special stock train of twenty-four car-loads came along from the other direction and when the pilot of the engine struck the rail, it shoved it off of the track without doing any damage.

A visit to the Union Pacific shops yesterday by one of the BEE reporters, furnished matter enough for columns, if written in detail, but for the present suffice to say that great activity makes the scenes in each department and full forces of men are employed. The superintendent said that there had been times in the history of the road when they had a few more workmen in the shops than are there now, and also times when there were not more than half as many. The work of attaching air brakes to freight cars gives employment to a goodly number, and it was noticed that a great many passenger coaches, Pullman sleepers, baggage and mail cars are undergoing repairs.

C. S Stebbins, general passenger agent of the Union Pacific, and family, left yesterday for Westchester, Pa., where they will visit several weeks with his parents.

Michael Moran, with a large force of men and teams are already at work on the Loup City extension of the Union Pacific, a strip of thirty-nine miles.

The postal service on the B. & M. is decorated with a professional masher who scatters love letters and heartaches along the line. At Oxford the other day he was waving a tearful farewell to some of the village beauties when the callous hearted conductor stopped the train, got down and walked to the side of the car where the girls could hear what he said and yelled to the postal clerk with his head out of the window, "Well, ——— — you, are you through yet? I was afraid you wouldn't get through so I stopped the train. If your through, by G—d, I'll go on." He don't flirt any more when that conductor is aboard.

The Utah & Wyoming Central railroad scheme is again being revived, with some prospect of it being built. The route which was surveyed years ago, runs from Ham's Fork, Wyoming, to Corinne, Utah, a distance of 130 miles. Ten miles of the line has been graded. The porposes of the broad-guage Utah & Wyoming Central are to reach many rich coal mines, a wealthy farming and stock raising country, and possibly some rumored oil wells along the line. On leaving Ham's Fork the prospective road passes Silleun, where the company's extensive coke works are situated, and then across Bear river by Laketown into Blacksmith's Fork, leading into Cache Valley. Logan, Providence and many enterprising towns will be reached. On leaving Providence the survey passes over Hampton divide to Honeyville, and terminates at or near Corinne. The company has already met with considerable opposition from other selfish Utah lines, but the rich coal fields, fine farming lands and the eagerness of all communities along the line guarantee the projectors in completing the plans begun. It is estimated that the road will cost $4,000,000 when completed.

"I am ready, anxious, in fact aching all over," screamed a local agent yesterday, "to bet $100 that the Northwestern road is one and five-tenths miles shorter, between Omaha and Chicago, than any other route." The foundation for such stormy outbreaks as this was laid not long since by a wheezy society sheet not far from here, uttering a husky squeak, that the Milwaukee route was two miles shorter than any other. Ever since then the aforesaid local agent has been delving in figures, and he makes up a comparison, showing the exact length of each line between the two points named. Although this comparison has not yet been given to the "talk hammer" men, or been flung to the breeze on flaming three sheet posters, it looms up prominently, nevertheless, in certain railroad circles, and will undoubtedly be brought before the next pool meeting of passenger agents. Here are the figures:

Northwestern, to Chicago....	488 5-10 miles
Milwaukee route.....	489 8-10 miles

Any time that anybody wants to gamble $100 on this proposition they can be accommodated without going very far to find a taker.

ARMY MATTERS.

The Ninth Cavalry Ordered to Leave Ogalalla—An Interesting Collection of Military News.

A telegram was received at army headquarters yesterday from General Schofield of the division command, ordering that the Ninth cavalry which has been stationed at Ogalalla for some time past be removed from that place and resume its march to the posts of Forts McKinney, Washakie, and Robinson. As already stated in these columns, the Ninth cavalry had been ordered to assume station at Ogalalla in order to head off the southern Cheyennes in case they became restless and commenced to move northward on the northern Kansas and Nebraska trail. This move furnishes certain proof that the Cheyennes have so far abandoned their hostile intentions as to conclude to remain where they are, and General Howard, in conversation with a reporter about the matter said that he believed that "all danger of the apprehended Indian war was over."

A FITTING TRIBUTE.

Speaking of the matter of promoting Gen. Terry to the vacant major generalship, over Gen. Howard, a contributor to the Army and Navy Journal says:

"To promote the second brigadier over the first in rank would be contrary to the precedents established in the promotion of brigadiers for a period of fourteen years; and, too, at the expense of an officer distinguished in as many battles during the war as any officer in the service—three times wounded, bearing an empty sleeve as a memento of Fair Oaks, when his distinguished bravery saved the army of the Potomac from threatened serious disaster. Since the close of the war, in campaigns against the Indians, his rapid and constant pursuit of Chief Joseph stands alone—has no parallel. Without meaning to detract an atom from the hero of Fort Fisher, it is contended that his friends cannot afford to press him for promotion manifestly unfair. In the spirit of all fairness, as well as in the line of wise discretion, his friends should unite with the friends of Gen. Howard and insist upon the right of seniority for promotion, else, in the contention which will necessarily follow, a brigadier general to both be selected, and thus by grasping at the prize of 1886, lose also that of 1888."

GEN. JOHN GIBBON.

The Helena (Mont.) Herald says: "Governor Hauser is in receipt of a letter from John Gibbon, U. S. A, recently advanced to brigadier general, warmly congratulating him upon his appointment. The general, who is ordered to the command of the department of the Columbia, will shortly be en route to his post, and is expected to make a break in his journey of a day or two at this point and accept the hospitality of Helena. Between this officer and the people of Montana are ties which they cannot sever. Gibbon's wound at Big Hole, while bravely leading the gallant 7th infantry against Chief Joseph was the last to leave its mark in his battle scarred body. The Capital City will hardly permit his uninterrupted trip through Montana. Should he consent to tarry here a day or so, everybody will turn out to welcome him."

MISCELLANEOUS.

Under General Orders No. 13, current series, from the headquarters, First Lieutenant John F. Guilfoyle, adjutant Ninth cavalry, is detailed for duty on general recruiting service for the department of the Platte, in the field, and at Fort McKinney, Wyo, upon his arrival thereat.

First Lieutenant Joseph A. Sladen, Fourteenth infantry, aid-de-camp, has been ordered to Ogalalla, Neb., and Cheyenne, Wyo, on public business.

General O. O. Howard has issued an order at headquarters to the effect that officers may wear citizen's dress when at headquarters. Those who prefer wearing the uniform will not be prevented from so doing. The matter is left optional with the officers.

A report was received here yesterday that one of General Hatch's colored soldiers was run over by a freight train near Ogalalla, night before last, and killed. Further particulars regarding the matter could not be ascertained.

General Howard issued an order to General Hatch yesterday, detailing one company of his regiment, the Ninth cavalry, to go to Wahsatch, temporarily.

CALL FOR A MEETING.

The Republican State Central Committee.

The members of the Republican State Central committee are hereby called to meet at the Millard hotel, at Omaha, on Tuesday, August 4, 1885, at 8 p. m., for the purpose of calling a state convention and the transaction of any other business proper to come before said committee.

C. E. YOST, CHAIRMAN.
D. H. MERCER, Secretary.

Majolica and Phallas.

New York Special.

The rivalry between Mr. Nathan Strauss' bay gelding Majolica and Mr. J. I. Case's bay stallion Phallas is of long standing, and their trotting-match at Fleetwood park next Friday for $2,500 a side promises to be an interesting event. Phallas will arrive to-morrow at Fleetwood, and will be stabled upon the hill where it is cool. He bruised his quarter in his recent race with Maxey Cobb, but is otherwise reported to be in good condition, and fit to trot at any time when called on. Majolica was brought out on the track to-day, and Murphy gave him an easy mile with a hood on in 2:34, then a brush of one mile with the brown pacer Honesty, driven by D. B. Herrington. The horses traveled well together, Murphy holding the bay back. Majolica reached the half-mile pole in 1:15½, and finishing half a length behind Honesty, with his mouth pulled wide open, in 2:29½. Majolica repeated in 2:23, making the half mile in 1:10½, and beating Honesty on a jog.

Phallas and Majolica have the same blood lines. Majolica is fifteen hands high, and was foaled in 1876, and bred by Mr. Robert Bonner. He was sired by Startle, he by Hambletonian, dam Jessie Kirk by Clark Chief, he by Mambrino Chief. Phallas is sixteen hands high, and was foaled in 1877, sired by Dictator, he by Hambletonian, dam Betsy Trotwood by Clark Chief.

"I NEVER TIMED MAJOLICA

when he was going his best," Mr. Strauss says, "and, in fact, I don't think he was ever extended. Murphy says there is no telling how fast Majolica can go, for he has never yet put him to top speed, having had no occasion to do so. I feel so confident to the powers of my horse that when Mr. Case kindly offered to let me pay forfeit, I offered to bet him $2,500 more on the result, which somewhat nonplussed him."

The Phallas party has since telegraphed to the Majolica party to know whether they should bring Phallas on or whether Mr. Straus would pay forfeit. "Bring him on; Majolica is ready to trot," was the reply. Mr. Case says that he would not have his horse beaten for ten times the amount of the stake, and that if people think this match is not "for blood" they will alter their opinion on Friday.

A Reformer.

Texas Siftings.

A slim man with a cunning face had been found guilty in a New York court of picking pockets. The judge said:

"This is your second offense. I will give you three years in the penitentiary."

"I deserve it, judge; I want to have a chance to reform."

"You will get it."

"I will come out of the penitentiary a better man than when I went in. Do I have to go there at once?"

"Certainly."

"That's bad. I hate to be shut up just at the time this Barthold circus is in full blast. If I had a fair chance you bet I'd work the crowd for all it was worth."

Jablochkoff's Latest.

London Times, June 30.

M. Jablochkoff, who was the first to introduce electric light into our midst on a practical scale, has for some time past directed his attention to the production of electricity by means of a primary battery. He at first produced a sodium battery, which developed a very high electro-motive force. It had, however, one radical defect which marred its success, and that was the rapid oxidation of the sodium in contact with the air. M. Jablochkoff, however, has succeeded in developing from his original idea a battery which is at once novel and unique. Having recently been present at a private demonstration by M. Jablochkoff of the battery, we are enabled to give some particulars of his latest as well as most interesting outcome of electrical science. The auto-accumulator, as it is termed, is composed of a series of cells, each of which has three electrodes, and the battery is distinguished by its lightness, its small cost, its power relative to size, its freedom from smell, and the absence of liquids otherwise than in an absorbed condition. The battery is composed of a number of cells or shallow trays four inches square and half an inch deep, of impermeable carbon, in each of which is placed a small quantity of iron turnings or zinc clippings. Over these is placed a covering of thick, coarse canvas, saturated with a solution of chloride of calcium, upon which is laid a row of very porous carbon tubes about three inches long and three-eighths of an inch in diameter outside, which are similarly saturated. In this way a cell is formed with three electrodes, one of which oxidizes, a second becomes polarized, and the third forms a positive pole with the second, the first two forming a circle with a constantly closed circuit. For service a number of these cells—nine or ten—are placed within a metallic framing, after the fashion of a voltaic pile, the bottom cell resting on a metal plate forming one of the poles. The top cell is covered with a plate of carbon to which a terminal is fixed, and this forms the other pole. The auto-accumulator produces alternately a primary and a secondary current, the latter only being employed in the outer circuit, while the former serves to produce the hydrogen necessary to polarize the electrodes. The action stops as soon as polarization is complete, and is resumed when depolarization takes place, so that short and frequent intervals of rest are necessary for the battery to reform itself for the production of the useful current. In practice, when this current is employed for continuous work, the batteries are coupled in groups with commutators, so that no interruption in the current takes place. At the recent demonstrations, at which several prominent electricians were present, M. Jablochkoff explained the principles of the invention, and demonstrated satisfactorily its power by driving in turn some Swan glow lamps and an electric motor, thus illustrating its practical application. We understand that a company is working M. Jablochkoff's invention in Paris, where the batteries are being manufactured and are coming largely into use. It would appear to meet the objections present in most primary batteries without having any of its own, so far as present experience has shown.

Something About Sunstroke.

New York Health Board's Circular.

Prevention—Don't lose your sleep; sleep in a cool place; don't worry; don't get excited; don't drink too much alcohol; avoid working in the sun if you can; if in-doors, work in a well-ventilated room; wear thin clothes; wear a light hat, not black; put a large green leaf or wet cloth in it; drink water freely and sweat freely; if fatigued or dizzy, knock off work, lie down in a cool place, and apply cold water and cold cloths to your head and neck.

Cure—Put the patient in the shade; loosen his clothes about the neck; send for the nearest doctor; give the patient cool drinks of water or black tea or black coffee. If he can swallow. If his skin is hot and dry prop him up, sitting against a tree or wall; pour cold water over the body and limbs and put on his head pounded ice wrapped in a cloth or towel. If you can't get ice, use a wet cloth, and keep freshening it. But if the patient is pale and faint and his pulse is feeble, lay him on his back, make him smell hartshorn for a few seconds, or give him a teaspoonful of aromatic spirits of ammonia or tincture of ginger in two tablespoonsfuls of water. In this case use no cold water, but rub the hands and feet and warm them by hot applications until the circulation is restored.

A Boy with a Bulge.

Detroit Free Press.

"No, my son," he replied, as he put on his hat, "you can't go to the circus."

"But why, father?"

"Well, in the first place, I can't fool away money on such things."

"Yes, but I have enough of my own."

"And in the next place it is a rough crowd, the sentiment is unhealthy, and no respectable person can countenance such things."

"But, fath——"

"That's enough, sir! You can't go! I want you to enjoy yourself, but you must seek some more respectable amusement."

An hour later a curious thing happened in the circus tent. A boy climbed to the top flight of seats and sat down beside a man who had just finished a glass of lemonade and was lighting a cigar. He had his plug hat on the back of his head, and seemed to be enjoying himself hugely. It was father and son. The father had gone straight to the grounds from dinner, and the boy had ran away. They looked at each other for a minute, and then the boy got in the first blow by whispering:

"Say, dad, if you won't lick me I won't tell ma you was here!"

The father nodded his head to the agreement, and the great spectacular parade in the ring began.

How the Cowboy Cooks His Meals.

Brooklyn Eagle.

"You say there is no timber on the cattle ranges?" asked the professor.

"Not a bush," replied the cowboy, "not a twig."

"No coal; no driftwood in the streams; no fuel of any kind?"

"Not a chip," was the reply.

"Then how do you cook your meals?"

"On the range," calmly replied the good cowboy.

And the professor was just going to ask what range, when he suddenly remembered that it was time to wind his watch.

The Secret Order Fiend.

St. Louis Whip.

The secret order fiend is one who belongs to everything going. When he has spent his time and money he becomes a fraternal vampire. He must live somehow on the orders he has fastened himself to. He manages to hold forever what few offices there are that pay salaries, no matter how tired the subordinates may have become of seeing his name year after year. A professional secret order office holder is a terrible thing and is to be avoided.

Fall Term begins September 10, ... Illustrated Calendar, giving full information, address, E. TOURJEE, Dir., Franklin Sq., BOSTON, Mass. when would be an auspicious time to ...