## THE DAILY BEE.

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THE DAILY BEE. Sworn Statement of Circulation.

Friday, July 6..... Average..... GEO. B. TZSCHUCK.

Sworn to before me and subscribed in my presence this 7th day of July, A. D., 1888, N. P. FELL, Notary Public.

presence this ith day of July A. D., 1888.

State of Nebraska, N. P. FEIL, Notary Public.
County of Dongias, S. S.
George B. Tzschuck, being first duly sworn, deposes and says that he is secretary of The Bec Publishing company, that the actual average daily circulation of the Daily Bec for the month of July, 187, was 14,08 copies; for August, 1887, 14,10 copies; for September, 1887, 14,349 copies; for October, 1887, 14,350 copies; for November, 1887, 15,220 copies; for December, 1887, 15,220 copies; for December, 1887, 15,041 copies; for January, 1888, 18,538; for February, 1888, 18,538; copies; for June, 1888, 19,238 copies; for April, 1888, 18,744 copies; for May, 1888, 18,181 copies; for June, 1888, 19,238 copies.

Sworn to before me and subscribed in my presence this 30th day of June, A. D., 1888, Sworn to before me and subscribed in m presence this 30th day of June, A. D., 1888. N. P. FEIL, Notary Public.

It is to be regretted that Dan Lamont was born in Scotland, else he might have been president in name as well as

GENERAL COLBY has concluded to give up the congressional race and devote himself henceforth to his Arabian stud horse.

THE local merry-go-round was started Saturday night in both political camps, and anxious politicians were on hand to take the first whirl around the ring.

IT is of the most vital importance to the people of Nebraska that boodlers, monopoly cappers and fence riders who are all things to all men be kept out of the next legislature.

Fon once Omaha, Kansas City and Milwaukee will hang or fall together. The joint postoffice bill for these three cities trembles in the balance of the conference committee of both houses.

DURING many terms of the district court the professional juror proved himself an unmitigated nuisance. But the rank findings of our police court juryman are enough to cause a universal revolt against the jury system.

OMAHA packed just 51,000 more hogs for the five months ending July 25 than last year, while Kansas City packed 108,000 less than the number put up in that city for the corresponding period of 1887. Figures in this instance speak

great renown in the last legislature as the running mate of the valiant chairman of the boodle judiciary committee, is the preferred candidate of the railroads for state auditor. What a useful man Mr. Peters would be on the board of transportation.

THE Missouri state board of equalization has assessed the Union Pacific railroad at three hundred thousand dollars per mile. There is only one mile of Union Pacific road in the state of Missouri and that includes the right of way through Kansas City and the bridge accross the Kaw.

SINCE the decision of Judge Brewer that the legislature could delegate the rate making power, in the case of the Iowa railroads against the state railroad commissioners, the managers of the various lines are singing another song. They have come down from their high perch and are willing to compromise by adopting a tariff materially lower than the one now in effect. They want the railroad commissioners to meet them half way. What action that body will take remains to be seen. No doubt negotiations looking toward a compromise of the difficulty will be opened by the railroads, for they do not care about

of Indiana to again be a candidate for governor may slightly impair the strength of the republicans in that state this year. He is exceedingly popular, and although he pledges himself to give whatever aid he is able to secure the success of the republican national ticket, his assistance cannot be so helpful as it would be if he were at the head of the state ticket. Undoubtedly his real reason for declining to be a candidate, although he states another, is to avert possible disaffection on the part of the friends of Lieutenant Governor Robertson. That gentleman aspires to the gubernatorial nomination and claims to be entitled to it by precedent, besides which he made a very gallant flight and some sacrifices in order to hold the office of lieutenant governor against the determined purpose of the democratic executive and legislature to prevent him occupying the position. It will be remembered that the struggle was sharp and prolonged, ending in a complete victory for Robertson. His courage and persistence made him a great many friends, who believe he has fairly established his claim to the nomination for governor, and some of whom would doubtless have refused to support Porter. In order to maintain harmony, therefore, Porter decided not to be a candidate, and it is probable the state ticket will be headed by Robertson. Porter would be the stronger candidate but in any event Indiana ought to be reasonably sure for the republican national ticket.

The Campaign in Nebraska.

Two-thirds of the people of Nebraska are republicans. It is safe to predict that Harrison and Morton will carry the state by from twenty-five to thirty thousand majority. This majority is assured even if every republican paper and every republican campaign orator remained mute on the national issues from now until the 3d of November. But there are issues vital to the people of this state which must be fought out in the open arena. In this irrepressible contest party lines cannot safely be drawn.

The people of Nebraska are confronted with grave problems with which the next legislature must grapple. Nebraska is one of the most taxridden states in America. State taxes are higher in Nebraska than in any state in the union, except alone Nevada. With a debt of less than half a million, of which over four hundred thousand dollars is held by the permanent school fund, Nebraska last year levied a state tax of eighty-one cents on the hundred dollars of assessed valuation. The state of Louisiana with a state debt of nearly twelve millions, only levies a state tax of sixty cents on the hundred dollars. North Carolina with a state debt of over fifteen millions only levies a state tax of twenty-five cents on the hundred dollars. Tha state tax in Iowa is twentyfive cents, in Kansas forty-one cents, Minnesota thirteen cents, and Wisconsin fifteen and three-quarter cents on the hundred dollars. The ordinary running expenses of this state for salaries and maintaining state institutions are over one million a year, and the last

legislature piled up appropriations for another million a year which have to be wrung from a people heavily burdened with county and municipal taxes. How is this exhausting drain to be checked? How are the people to secure tax reduction and a more equitable distribution of the burdens of taxation? Can these needed reforms be secured unless the next state officers and legislators are men of integrity and men who cannot be swayed from their duty? This is only one of the issues. The ever pressing and ever present railroad issue must be met and the lines must be sharply defined between honest men who will faithfully represent the

people and venal rogues who want to sell out or intend to use their positions for levying blackmail. Brazen throated railroad politicians and professional jobbers will, as usual, howl themselves hoarse over the national issues in order to befog the tax-payers, and seek to keep the issues in which the people are more vitally concerned in the back ground. They will discuss protection and free trade when the people want to hear about revision of the state assess-

ment laws and railroad regulation. They will fight over the battles of the war but make no reference to the scandalous debauchery of our legislature and the law defying course of the railroads. It remains to be seen, however, whether the people of a state that proudly boasts its intelligence

zen can support.

A Report at Last.

on manufactures of the house of repre-

sentatives regarding the trust investi-

gation, and finally the passage by the

can be deceived and distracted by such tactics. It remains to be seen whether they will blindly support "yellow dog" candidates because they were tagged and labeled straight by a packed convention. The campaign in Nebraska hasalready begun. The primary elections and county conventions have who desire to elevate the public service

THE Hon. Mr. Peters, who achieved

house of a resolution calling for information, with or without recommendations, the committee has finally submitted a report. This covers the investigation of the Standard oil and Sugar trusts, so far as it went, and sets forth the facts elicited. There is nothing disclosed that was not already known, at least in a general way, to the public, and except as a source of information upon which to base congressional legislation relating to combinations of this character the results of the investigation as reported have no value. The committee contents itself with simply reporting the information derived from the testimony taken, making no suggestion or recommendation regardlegislation. Not being required to offer forcing the issue, by any means. any such recommendation, and the democrats in congress not being at this THE refusal of ex-Governor Porter time anxious to excite the hostility of the monopolies, the committee was careful not to go beyond what was required. This is another indication that

the trusts are safe against any adverse legislation at the present session of congress, however persistent the few anti-monopoly members of that body may be in seeking such legislation. The committee on manufactures is now engaged in investigating the whisky trust, which it is to be hoped will be made more thorough than its inquiry into the methods and operations of the two trusts to which the report relates. The whisky trust is one of the most formidable in the country. It is made up of the distillers of alcohol and cologne spirits in Illinois, Indiana, Ohio, Nebraska and New York, "When this trust was formed," says the New York Times, "there were seventy-two distilleries producing alcohol, cologne spirits, wine spirits, highwines, and the like. All but two came in voluntarily or were forced to join the ring. These two were the distillery of Shuffeldt, in Chicago, and the distillery of Doddsworth, in Cincinnati. A last accounts the trust had closed fifty-seven of its seventy factories, and was operating only thirteen, situated as follows: Five in Peoria, two in Cincinnati, two in Cnicago, one in St. Louis, and three west of the Missouri river. The plan upon which the trust was closely resembles that which was used by the Standard Oil ring and the sugar refiners. The several distilteries passed into the hands of a board

owners trust certificates were issued. The face value of all the certificates is said to be \$40,000,000, The several plants were taken in at about three times their actual value. It is the intention of the trust to manufacture by far the greater part of the supply in Peoria, and its chief officers live in that city." This combination should receive the most thorough investigation, not because it is either worse or better than other trusts, but for the reason that it is especially desirable that certain misrepresentations, in congress and elsewhere, regarding this trust shall be corrected. However, there is nothing better to be expected of the committee, at the present time, than a perfunctory performance of the duty assigned to it, and doubtless the trust managers generally are not giving themselves the least bit of trouble over anything that is said in congress regarding their affairs. They very well understand that neither party desires at present to antagonize them by practical action, and they are not to be disturbed by any amount of talk that is made solely for buncombe.

A Judicious Talker. In the time since his nomination General Harrison has done an extraordi nary amount of public talking, a great deal more than was done by Garfield or Blaine in a equal period immediately succeeding their nominations. Speechmaking of this sort is peculiarly exacting. It requires readiness and versatility, and above all a sound discretion. To say just what the occasion calls for, to say no more than is necessary, and to avoid errors of statement, whether as to facts, principles or policy, is a task much more difficult than most people suppose. There is no better test of the fullness of a man's information and of his capacity and judgment in utiliz-

ing it. Thus far General Harrison has met all the conditions of the test most satisfactorily. He has shown that he is thoroughly informed on all public questions, and that he perfectly understands when and how to apply this knowledge. Very soon after his nomination some one who evidently appreciated the dangers that beset the candidate who alowed himself to do much talking or letter writing counseled the republican candidate to forego both. This solicitous friend has doubtless by this time concluded that General Har rison did not need such advice, nor would it be so well with him if he had heeded it. He has improved in the respect of the country by his speech making. He is found to be a much larger man intellectually than he was very generally believed to be when he was nominated. He has shown that he possesses ability and worth that does not require to be bolstered by reference to an honorable ancestry. He has satisfied all true republicans that the party made no mis-

take in nominating him. Everything that has been said by General Harrison to the numerous delegations that have visited him has been fully reported and sent to the newspapers of the country, and it is striking evidence of his good judgment that the democratic organs have not found in all of his utterances a single text for an attack upon him, while there has been nothing that republicans been called. It behooves all republicans | could have wished omitted. Yet he has talked very plainly regarding the prinand secure economy in state affairs to ciples and policy of his party, and spoken in terms that permit no questake an active interest in these local tion as to his convictions regarding the contests. The stream never rises above its source. Purify the stream by chooschief issue of the campaign. A great ing reputable delegates to the convenmerit of these talks of General Harritions, and you will secure candidates son is their appositeness, their common whom every honest and reputable citisense directness, and their obvious sincerity. They have most favorably impressed the country, and the republican candidate has consequently grown in the respect and confidence of the people. After numerous fruitless inquiries as to what had been done by the committee

THE tabling of the resolutions requesting the county committee to submit the question whether Douglas county republicans favor a prohibitory amendment to the constitution, was a blunder. The issue might as well be met first as last. Inasmuch as other counties have placed the prohibition issue before the republican voters at the primaries, it was proper for Douglas county to invite an expression of sentiment. With a full vote cast on the proposition candidates for the next egislature would know what their constituents expect of them.

THE county hospital building now in process of construction does not to all appearances justify the expectation that it is to be a first-class public building. At any rate, the brick walls have the appearance of being laid by the thousand instead of by the day. In view of the large sum expended and the fact that the architect's plans call for the most skilled mechanical work it would seem that the contractors are trying to rush the work and care very little how it is

The New Book. Chicago Tribune Suggestion for title of new book: "Rheumatism and Riches; a Companion to 'Progress and Poverty.' By Jay Gould."

He Never Tackled Them.

Philadelphia Record.
Two things in modern life would puzzle even Selomon, wisest of all monarchs-the way of the bunco-steerer's victim, and the way of the man who blows out the gas at a

A Solid Support. Chicago Tribune. Seventy-five thousand Cleveland campaign buttons manufacted in England passed hrough the New York custom house the

other day. We see no reason for reviving

the opinion already expressed that Mr Cleveland will run well in England this campaign. Shuts His Safe. Pioneer Press, "No," said Mr. Bill English, as he quietly pushed aside an importunate letter from the democratic campaign committee, couched in respectful yet earnest rhetoric, and asking

for a contribution to "the fund," "no, I am in full sympathy with my party in all its laudable ideas of reform, but, really, I must assure them they have made a triffing error. I am not the surplus they are trying to reduce.

> One of Cleveland's Pets. Indianapolis Journal.

Eugene Higgins, the Baltimore

of nine trustees and to the original | short time as appointment clerk of the | trade which belongs to Omaha by right of treasury department, and who gave out to the press that he was tired of public life, and desired to enter into private business, has been spending a good deal of his time recently in Washington. Higgins is a very fair sample of a class of cheap politicians who were brought into prominence by this administration, and proving, unsatisfactory, were thrown overboard after a brief trial, and permitted to sink out of sight. A year ago the name of Higgins appeared in almost every newspaper in the country daily, and the people about Washington were inclined to think that he was for all time to come an influential citizen of the States. Immediately after he retired from his office he returned to his political haunts around Baltimore and the capital of Maryland, and began to engage in the species of small politics which has given him a political hand-hold upon the rough classes of his native state. It is said that Higgins is desirous of secreting another place under the administration, and that he has been soliciting his friends in congress to help him out. Senator Gorman is reported to have left Higgins to "sink or swim" some time before the latter left the treasury de partment, and he finds himself without any of that political influence he himself boasted of possessing enly a few months ago to a degree which enabled him to centrol Maryland politics. Here is a man who less than a year ago was running the politics of the treasury with a high hand, kicking men out of office and thrusting others into places with that neglige which becomes old politicians of omnipotent power, while to-day he is himself nustling around for a place, and is unable to command even the slightest influence.

They Ate a New York Breakfast.

Henry Watterson one morning recently in "Had your breakfast!" asked Colonel W

Governor George C. Gorham met Colone

"A California breakfast, yes," replied Governor G. "What's that!" "A cocktail and a shoe-shine."

"Well, I've had a Kentucky breakfast," re monded Colonel W. "And what's that!" inquired Governor G

"A cocktail and a chew of tobacco." Then they organized a trust and went in and got a New York breakfast.

Song of the Green Watermelon. Macon Telegraph. green watermelon sat on a fruit stand, Singing, "Mellow, I'm mellow, I'm me

And a small boy stood there with a cent in his hand Saying, "Mellow, it's mellow, quite mellow." And he ate a big hunk cut right out of the heart, And he ate it all up to the hard outside

part, And they carried him off in a rag dealer's Poor fellow, poor fellow, poor fellow.

STATE AND TERRITORY.

Nebraska Jottings. A gang of drunken toughs made York howl Saturday night, but the police were nowhere to be found and no arrests were made.

A little disagreement between Sam Chatterson and John Sherry over a horse race at Howard cost the former \$20 in cash and the latter a very sore head. Anna Kopischki, a fourteen-year-old girl

living near Scribner, became so desponden over the death of a younger sister, that sh over the death of a younger sister, that refused to eat and died last week of starva Sallie McAdoms is the boss female breaker of Crawford. One of the bucking little beasts landed ner on her head in the road twice one day last week, but the

gritty little girl again jumped on and conquered the ugly brute. C. Y. Akes, a Dawes county well digger was struck by a crank with which he was lowering a drill into a well, last week, and

had his skull crushed. The wound was a terrible one, but will not prove fatal. Ne-braska well diggers seem to lead charmed lives. The state meeting of Iowa jobbers is to be held at Okoboji this week

Fifty-six Davenport youths became Y. M. C. A. young men during the past month. A Burlington boy, George Bunnell, is with Haverly's minstrels, one of the musical team of Leopold and Bunnell Judge Given, of Des Moines, will be a canlican nomination thereto.

Notwithstanding the order of the mayor, garbage is being dumped in the Des Mo in close proximity to the waterworks. Mrs. Foster and Mrs. Fletcher have bee announced as speakers for Harrison and Morton, and now Anna Dickinson will com-

Dakota

Hay is slow sale at Yankton at \$2.50 an The summer price of coal at Yankton is \$11, with prospects of an early rise. Sturgis will shortly vote a bond issue \$10,000 for public improvements. By the 10th of August trains over the

Manitoba will be running regularly in out of Huron. The farmers' convention at Redfield in dorsed the prohibition nominees for district attorney and sheriff.

War has commenced between the tem perance people and the billiard saloons drug stores at Volga. L. Sours, a Watertown architect, has been fined \$10 and costs for wife beating. Sours' wife is said to real sweet.

An infant child of O. M. Harris, living near Custer City, was thrown from a by a sudden upset and instantly killed. The ladies of Aberdeen are talking organizing a base ball nine. A soft belt w e used and bustles will serve as masks for

all the players. Dr. Alloway, territorial veterinarian, wh made an examination of John B. Reed's herd of cattle in Munchaha county, in which it was published that pleuro-pneumoria existed, reports the herd entirely free from disease of any description. The cause of death in the herd is owing to exposure and starvation.

A bolt of lightning killed Annie Leonard' horse, Billy Morgan, at Deadwood Friday The horse was in its stall, facing a little open window, feeding, when the flash came, and the animal dropped dead. Annie had just dumped a bucket of oats in the manger and stepped from the stall, when the visitation occurred. She experienced no effect of the bolt. A horse in an adjoining stall and the building were uninjured. No mark was left on the slain animal.

OMAHA'S JOBBING TRADE.

Drummer Predicts Its Ruin Unless

Freight Rates are Equalized. OMAHA, July 28.-To the Editor of THE BEE-Dear Sire As an "Omaha Traveling Mau" I must confess surprise at the novement among some of the business me of our city to harass the state board of transportation in otheir efforts to secure lower rates from the railroads in the state of Nebraska. From the standpoint of one who has to meet and combat this evil of high local rates and railroad discrimination against Nebraska jobbing cities, it is hard to inderstand the reason which actuates the ex-manager of the freight bureau and his associates in the fight against the state board of transportation. The reason advanced

by these gentlemen for strange conduct, admitting it to well founded, is certainly no argument to a Nebraska jobber. During the last twelve menths there has not been a mile of railroad construction in the state of Nebraska but what has been a detriment to the business in-terests of the city of Omaha. Every piece of railroad from laid upon the soil of Nebraska by any railroad company other than the by any railroad company true to the com-Union Pacific, is a positive injury to the com-mercial prosperity of the metropolis of No-mercial prosperity of the metropolis of No-

her geographical position, to St. Louis of

This is no empty assertion, but is susceptible of a mathematical demonstration, so plain, that even the utopian mind of him who attributed your position, Mr. Editor, "only to

ignorance," must admit its truth. Omaha is nothing more than a station a "stub line" of every railroad operated in Nebraska, except the Union Pacific. It is the plainly revealed intention of every one iese "foreign corporations" to rob Omahi of the trade of that territory which is here by right of being the nearest jobbing city. Glance at the joint tariff rates issued by these companies, and their disposition to-wards Omaha is revealed to you in figures that cannot lie. The fourth class rate probably includes the largest part of the traffic of all railroads. For the purpose of illustration, let me call the attention of all who are in terested in this subject, and especially the gentleman who attributes all opposition this views "only to ignorance," to the fourt class rate to a few of the juland cities o Nebraska, from Omaha and from St. Louis

You will notice that I only give towns that are west of Omaha. Should I select Lincoln, Fremont, or any of those towns situated east

of Lincoln, the discrimination agains Omaha would appear even greater. Now, clearly, it is not in the interest of Omaha for roads to be constructed in Ne-braska for the purpose of building up the trade of St. Louis or Chicago. What rail-road corporation is responsible for these discriminations against Omaha? Certainly not the Union Pacific railway company, for they have to pro-rate with other roads, at an actual loss to their treasury, on all freight shipped to stations on their line from points east of Omaha. Certainly no road from th east that delivers its freight to the Union Pacific railway at Omaha, for they also have to pro-rate and receive less than they would if the goods were shipped no further than to Omaha. Then the only corporations that can be benefitted by these discrimina tions are those who own a continuous line o railroad from the point of shipment to the destination. The significance of the rates

which I have mentioned lies in the fact tha

every town named is a station on the Bur

ington system, as well as the Union Pacific

railway

Now, what will be the result to Omaha if this discrimination continues? A few more what will be the result to Omaha i years and her jobbing trade will have gone "where the woodbine twineth," and she wil be nothing more than an overgrown retail city. One of the gentlemen who supported the manager of the freight bureau was a prominent wholesale grocer of your city Let me apply these rates to one article in his business. Granulated sugar, say, is worth 8 cents per pound in St. Louis; he instructs is salesmen to sell it for 814 cents in Omaha his representative visits Grand Island; the merchant there figures a moment, and finds that he can buy his sugar delivered in Grand Island from St. Louis at 8.48 cents per pound, whilst it will cost him 8.65 cents per pound i he places his order in Omaha. In other words, to make the sale, the Omaha firm, providing the customer is posted, have to sacrifice 3 per cent of their legitimate profit to the greed of a railroad corporation. to the greed of a railroad corporation How long would the wholesale grocer be sat continue his business in Om he had to sell goods cheaper than his St Louis competitor to equalize freight rates t

his customer?
Will the merchants of Omaha sit squarely upon the Omega of their pantaloons and ex pect to hold their present commercial position through the energy of their traveling salesmen, or will they grasp the situation be-fore it is too late, and bring these hostile corporations to terms! That is the question. OMAHA DRUMMER.

"Sour Grapes," MINDEN, Neb., July 27 .- To the Ed itor of THE BEE: In reply to the numerous articles referring to bonds which Kearney county proposes to vote to aid in the construction of the Nebraska Southern railway, which have appeared in the different Omaha papers, said articles purporting to come from Hastings, we would say: We are gratefor the deep interest(?) outside par ties are taking in our welfare, but at the same time we believe we are competent to take care of our own interests. The great trouble seems to be there are other counties that would be glad to get the opportunity to vote oends that is offered to us, and fortune has smiled more favorably upon us than upon them, they are resorting to all the sly and contemptible means which they can devise to defeat our en terprise. Nevertheless, Kearney county knows a good thing when she sees it and on the 11th day of August next wil prove to the entire satisfaction of her rivals that they must get up earlier in the morning if they expect to keep up IRWIN DRAKE.

LITERARY NOTES.

The August Century will be issued o the first day of the month as usual, in spite of the fire which did such serious damage to the editorial and business offices of the magaine. The contents of this issue—the Midsummer Holiday number—will include an account of Mi George Kennan's first meeting with political exiles in Siberia. Readers this series of articles on Siberia will b interested in a biographical sketch of Mr. Kennan (with portrait), in this number, written by Miss Anna Lauren Dawes, a daughter of Senator Dawes, in which will be explained Mr. Kennan' peculiar fitness for his task, his previous knowledge of Russian affairs, etc. The August number will contain the beginning of two serials: "Sidereal Astrono my, Old and New," by Edward S Holden, of Lick Observatory, and three part story, "A Mexican Cam-paign," by Thomas A. Janvier, author paign," by Thomas A. Janvi of the "Ivory Black" stories.

The Forum for August will contain the second of a number of articles by Edward Atkinson on "Problems of Wages and Production." In this arti cle he shows the insular quality of Brit ish economic thought and marks out the way for an American social science He shows how, under republican insti tutions, production is gaining on con-sumption and the condition of the laboring class in constantly improving; and he insists that the part the human mind will play in increasing the food-supply of the world has been left out of reckon-ing. This is a fatal fault in the Mal-thusian doctrine that population will faster than food-production and in Ricardo's theory of rent. The capacity of the earth's production under cientific treatment cannot even be con ceived. The same number will contain a notable comparison of the governments of Great Britain and the States, to the advantage of the latter, by a new writer for the reviews-Judge James M. Love of the U. S. distric court of the southern district of Iowa Judge Love is the oldest U. S. judge in service, with one exception, having been on the been for thirty-two years. Encouraged by the cordial reception

given to the Art Review, the editor and publisher of the Review (Mr. Geo. Forbes Kelly) will begin in Septembe next a new art periodical entitled "The issued twice a month or Art Courier." twenty-four times a year. This publi cation will aim to give the art news of the fortnight, presented in readable style, with brief editoral comments editoral comments Each number will have, as its art sup plement, a photogravure, and these twenty-four plates will be furnished with the letter-press for the low price of \$4.00 a year. It is the intention of the publisher to make the "Courier" a wide-awake, popular periodical, of value

rent art events of the day.

Mr. Henry Clews' book, "Twentyeight Years in Wall Street," has been talked of for a considerable time. It has excited a great amout of curiosity, and people everywhere want to know what Mr. Clews will tell about his twenty-eight years' experience in the great centre of speculation. Curiosity now be gratified, and we presume to say it will not be disappointed. The book is out. It consists of nearly 800 pages, elegantly printed with clear type, and Mr. Clews describes the leading features of his long experience as a financier, banker and broker, in a clear and comprehensive style. He makes no attempt at fine writing, or the construction of highly polished periods. The style has, therefore, the merit of being void of abstruseness or ambiguity, though not without real inherent literary merit, bereft of any of the tricks of false adornment which are sometimes used by the popular author to supply lack of matter or thought. The author discusses variety of subjects having a practical bearing on Wall street business and financial affairs intimately and remote ly connected therewith, all of public in-

The Independent, in its issue of July 26th, will contain a letter in the series entitled "Letters on Literature," Andrew Lang, addressed to Robert Louis Stevens, in which Mr. Lang criticises some of Mr. Stevenson's remarks on "Gentlemen in Fiction," published in Scribner's Magazine.

"Kenneth Cameron" just published by T. B. Peterson & Brothers, Philadelphia, is a strong and interesting love story, which glimpses into high southern society and now and then a dash of sensation. The scene is laid in New Orleans and on the great Louisiana plantations, "Lagrange" and "Emer-ald." The hero is a planter's son, who in turn becomes a planter himself, and the heroine is Hortense Gaston, the belle of New Orleans, and a planter's daughter. They are depicted naturally and well, and the reader follows the fortunes of the hero and heroine from first to last with unflagging interest. Many typical people of the South are brought on the stage and described with force and truth. The novel has an ex-cellent plot, is well told, and possesses continuous interest. All the characters are naturally drawn, but the author i particularly successful in dealing with the negroes, who are photograped from life, and with dialect before the war Kenneth Cameron has two rivals for the hand of Hortense Gaston, one of whom is an unscrupulous adventurer, who in dulges in many machinations to win the Louisiana beauty, so the course of true love has some serious interruptions. The reader is shown the great mardigras festivity, as well as a most realistic and exciting horse-race on which large sums of money are staked.

The August number of Scribner's

Magazine is a fiction number, containing contributions from Robert Louis Stevenson, Henry James, Sarah Orne Jewett, Octave Thanet, F. J. Stimpson. and Marie Blunt-a very notable array of story writers. There are, in addition two richly illustrated articles of unusual importance. The Railway Series,which has been received with the warmest approval of the general public as well as of railroad men of all grades -is continued in this issue with an acute and luminous account of the evoution and present wonderful perfection of "American Locomotives and Cars. The author, M. N. Forney, secretary of the Master Car Builders' Association. one of the most widely-known railroad men in the United States. He has writ ten from a very full knowledge, and has used a crisp and lucid style which makes an intricate subject perfectly clear. The opening pages of the articl are a brief historical narrative, embrac ing the stages in the development of the modern "Decapod" from the primitive locomotive built by Peter Cooper. How steam is generate and how it locomotive are then explained. juestion of the number, size, and position of the driving wheels with reference to the speed and pulling capacity of the locomotive is carefully discusse the half-hundred attachments in the locomotive cab by which the engineer works the machine are indicated; and the care which must be taken to keep it in perfect order is described. A brief account of the development of the passenger car from the old stage-coach concludes the article.

A new literary venture has made it appearance with July in the shape of a monthly magazine under the title of Current Literature. As its name signifles, its aim is to bring to notice the bright and meritorious productions which daily find way into newspapers and thus, their graves, though deserv-ing better fates. It is intended to take the place of a scrap book systematically arranged under various heads and i different departments. The magazine presents itself as a novelty, and in its irst issue contains selections and arti cles chosen and classified with great ability. It makes a fine appearance with nearly a hundred extra large wel printed pages neatly bound in an attractive cover and with the additional recommendation of a popular price.

Henry Clay and the Goat.

The following annecdote of Henry Clay has just been published for the first time: As he came out of the capitol at Washington one day, seeing frightened woman in the streets striv ing to ward off the attacks of a sportive goat, he gallantly, in spite of his years and office, seized the goat by the horns. The woman thanked him and sped hur riedly on. Mr. Clay would have liked to move on also, but the goat had its own views about the interference with his innocent amusement. At soon as the woman's deliverer loosed his hold on the two horns, the animal rose majestically on his hind legs and prepared for a charge. In his own defence Mr. Clay now took the animal as before by the horns, and thus for a time they stood while a crowd of street boys gathered about, immensely amused at the un-usual spectacle of a senator and a goat pitted one against the other in a public street. As long as Mr. Clay held the goat by the horns, all was well; but the moment the quadruped was free, came a fresh preparation for a charge. boy offered assistance, but after while one ventured to suggest, " the billy down, sir." Mr. Clay at one accepted and adopted the report of that committee, and tripping the goat up essayed to pass on. Before he could fairly turn away, however, the goat was up in lofty preparation for a new charge. Mr. Clay gave his enemy the floor of the pavement once more and, keeping him there, turned to his new adviser with the question, "And what shall I do, now?" "C. t and run replied

The Pioneer Locomotive Boiler. Engineering News: The boiler of the first locomotive that ever turned a Stourbridge Lion, made by Foster, trick & Co., Stourbridge, England, is in daily use in a foundry in Carbondale. Penn. The tocomotive was run to Honesdale, Penn., August 29, 1829. Ho-ratio Allen, who ran it, is living in Orange, N. J., aged eighty-six years.

When you give your collar its spring cleaning, add a little coperas water as sait to the whitewash.

FULL OF GOLD. The Romance of the Treadwell Mine in Alaska.

Chicago Tribune: Only a few of the more favored tourists who have been let into some of the secrets of the small clique owning the property appreciate the great wealth that is locked up in the forbidding cliffs on the shore about two hundred miles north of Sitka. It is no concern of the insiders to have the world know that they own millions of tons of rock into which long ages ago the precious metal was so generously filtered. They have no mine for sale. It is the little fellows owning holes in the ground which have been heavily stocked who want to sell. They are content to quietly dig out 100 per cent a month in this dark corner of the earth. Modest fellows they are.
On the west side of the Gastineau channel, within pistol shot of the main-

land and under the shadow of pre-cipitous mountains, is Douglas Island.

Just back from the shore, in a cliff 800

to 1,000 feet high, is a horizontal shaft 400 feet wide and many hundred feet long. At infervals along the top of the cliff are perpendicular shafts. cliff are perpendicular shafts. This is the Treadwell mine. It is said that some rock has been taken out which yields as high as \$200 per ton, but that is exceptional. The statement of an intelligent man is that the average is \$9 per ton, that it costs \$1.50 per ton to convert the raw material into gold bars, and that 300 tons of rock can be reduced per day. These figures being correct, the net product of the mine is \$675,000 a year, allowing only 300 working days. Another authority estimated that the output for the year 1887 would be \$100-, 000 per month, or \$1,200,000 per year, and the yield this year certainly can-not be less. Diamond drills have been run long distances in various directions and show no cha ges in the character of the rock or the ore. A thousand feet below the level of the earth it is just the same. It sounds extravagant, but experts who have made careful investi-gation declare that there is unquestionably enough gold in this mine to pay the national debt (about \$1,200,000) and that there are many million dollar's worth of pay rock in sight. The confidence of the owners of the property is shown by the fact that they have in operation more stamps than there are in any other mill in the world. The appreciation of the mine by other people is indicated by a bid of \$16,000,000. which was made for the property some months ago. This is a case, however, where the insiders don't wan't to get out and the outsiders cannot get in.

The mine was named for its discov-

erer. Treadwell was an old Californian of long experience in mining. He was one of a great number of people who, knowing that there are valuable mineral deposits somewhere in Alaska, went there prospecting. The natives, a good-natured lot, are always on hand to take tourists and explorers along the coast almost any distance. Many old miners are constantly testing the rocks with hammer and glass. They have lo-cated deposits of gold, silver, copper, iron and other metals, but it was reserved for Treadwell to find this mass of gold-bearing rock. It is said that when he first visited it there was a vein of gold running conspicuously up and down the face of the cliff. After satisfying himself that it was worthy of further tests he went to California, bought some machinery and then returned required but little work with this machinery to excite his cupidity to the highest pitch. Having secured his rights in the claim, he went to San Francisco with some specimens of the ore. Senator Jones, of Nevada, was at that time in bad luck and poor. It was his opportunity. He went up to Alaska and was convinced that another fortune awaited him if he could get control of the Treadwell mine. He formed a syndicate and was given a quarter interest in the profits of the mine as a consideration. Treadwell, it received \$1,000,000 in cast a small percentage of the profits. The stock of the company is now owned mainly by four persons, of whom Jones and D. O. Mills are two. Some wealthy Chicago men, including C. B. Farwell, S. A. Kent, and President Blackstone of the Alton road, have been allowed to examine the property, but it is not believed that they have any financial interest in it. The mine employs natives and Cornishmen as laborers, paying them \$2.50 per day and upwards, and has already become quite a centre of miscellaneous business.

With California losing its prestige as a gold-producing country, Australia disappointing its friends, and other disappointing its parts of the earth failing to meet expec-tations, the students of finance are looking about the world for a new source of supply. Perhaps Alaska will fulfill the requirements. Burmah, a mysterious country, of which Americans know even less than of their own Alaska, is said to have enormous stores of gold ore, of the location of which nobody but a few per-sons connected with the Government. know anything, but developments cannot be expected there for many years. Meanwhile Alaska will come front. At all events, people who have seen the Treadwell like to remark: "Alaska was certainly worth the \$7,200,000 Seward paid for it twenty vears ago.

Weight of Locomotives.

Scribner's Magazine for August: The size and weight of locomotives have steadily been increased ever since they were first used, and there is little reason for thinking that they have yet reached a limit, although it seems probable that some material change of design is impending which will permit of better proportions of the parts or or gans of the larger sizes. The decapor tive works, in Philadelphia, to Northern Pacific railroad, weigh tive works, in Philadelphia, for th working order 148,000 pounds. gives a weight of 13,300 pounds on each driving-wheel. Some ten-wheeled pa senger engines built at the Schenects Locomotive works for the Michig Central railroad, weigh 118,000 pour and have 15,666 pounds on each drivit wheel. Some recent eight-wheel passenger locomotives for the Ne York, Lake Erie & Western railro weigh 115,000 pounds, and have 19,5 pounds on each driving-wheel. At the Baldwin works, some consolidation of gines are now in progress which, it expected, will be heavier than the de apod engines.

What it Takes to Feed a Locomoti Scribner's Magazine: It will perha interest some readers to know how mu fuel a locomotive burns. This of cour depends on the quality of fuel, wo done, speed, and character of the roa On freight trains an average consur tion may be taken at about one to and a half pounds of coal consumed car per mile. With passenger trait the cars of which are heavier and speed higher, the coal consumption greater. A freight train of thirty e at a speed of thirty miles per would therefore burn from 900 to 1, pounds of coal per hour.

Ingrain carpets, worn beyond rep should be cut into lengthwise strips; woven the same as a rag carpet. I unnecessary to sew the ingrain cutting weavers generally preferring to over the strips as they weave. Mats and opets assume quite a Persian look we made in this way, and are durable-