

SKIRMISH LINE IN PEACE.

Followed By Daring Cavalrymen of the Department.

SOME OF THE MARKSMEN.

Major Benham to Succeed Colonel Guy V. Henry—Distinguished Marksmen—Other Notes.

On the Range. Yesterday was a beautiful day for skirmishing at the Bellevue range, and the opportunity was improved by the cavalry marksmen in their second day of competition.

Colonel Henry was in command as usual. The scores were very large, considering the style of weapon and the lack of practice. Including the scores made in shooting at known distances on Monday, the standing of the leading marksmen is as follows:

Table with columns for Name, Rank, and Score. Includes names like J. P. Hughes, W. H. Wright, and others.

The targets which Private Daugherty and Corporal Steiner had rifled were displayed at the tent of the statistical officer. That of the former exhibited twenty-six shots and that of Steiner twenty-five.

A shooting contest was held at the Bellevue range, and a great improvement over that of the preceding day. He stood the same number of points behind the leader that he did on Monday, but climbed to second instead of third place. The gentleman says that if he should win the medal it would be a red letter day in his career.

To-day the contest will be continued, firing at known distances. On Saturday next the program will be of a more interesting nature. Pistol practice by mounted men will be indulged. This is a very important feature of the program, and a description of it will appear later.

After this practice the awards will be made. Each of the twelve Cavalry companies sent in bids to furnish lumber. A special meeting of the board has been called by President Goodman for to-morrow evening to consider the report of the committee on rules and repairs to the various school buildings.

JUGGERNAUT WHEELS. They Crush and Mutilate Two Human Beings. At 11 o'clock yesterday forenoon a fatal accident occurred on the Union stockyards' track, resulting in the death of Owen McDonald and James Donnelly.

Union stockyard's engine No. 3, with Engineer Samuel Anderson and Fireman F. H. Morris, was backing up the north Y towards the stockyards chutes, pushing a box car in, and when the engine was about to start, the car struck the two men, knocking them down the wheels passing over and horribly mangling them. They were at once removed to the round house and surgical aid summoned.

Owen McDonald, who resides on Thirty-first street, had his left arm and left leg crushed to a pulp, and received a bad cut over the left eye and a terrible laceration on the left breast.

James Donnelly, who has been in the employ of Burness & Parks and worked all last summer on the Armour-Cudahy buildings, had his right arm crushed, his skull fractured on the right side of the head and the brain exposed above the right eye. He had a fracture of the skull across the chin.

Mr. Donnelly died at 3 o'clock and Mr. McDonald lived only a short time. The men stopped on the track just before six o'clock, and the engine was started by William Whitely, Fireman Morris, who was on the inside of the curve and could see them, and by Brakeman Charles Rogers. But the men failed to hear or heed the warnings.

Engineer Anderson who was on the engine and on the outside of the curve, saw foreman Daniel Mellus, who was between the engine and the car, could not see the men. As soon as the warning was given the engine was started, and the engine failed to stop.

A liquor bottle was found near them, and it is believed they were under the influence of liquor. The remains of Donnelly were brought to this city in the afternoon and are now at Heafey & Heafey's.

Corporal Drexel held an inquest yesterday afternoon the jury returned a verdict of accidental death. Owen McDonald was forty-five years old, single, and had four children—three boys, James, aged nine, Willie, aged four, and Thomas, aged one, and one daughter, Mary, aged eight months. He was employed by Charles Cummings in excavating the cellar on Twenty-fourth and N streets, and at the time of the accident he was on duty on the engine.

How He Shook. Reports are beginning to arrive touching the standing in the rifle competitions of the teams of the several departments of the army. The total score made by the Arizona team was 8,117, by the Columbia team 6,909, and the Platte team 6,547. The element of the Columbia it is said the range is particularly fine.

Colonel Dudley Retires. On the 26th of this month, Colonel Dudley, of the First cavalry, retires. He will be succeeded by Lieutenant Colonel James S. Brabin, Ninth cavalry, now at Fort Robinson. Lieutenant Colonel Brabin will be succeeded by Colonel Sanford of Leavenworth.

Now to Camp Crook. Colonel August V. Kautz, Eighth infantry; Colonel Matthew M. Blunt, Sixteenth infantry; Colonel Henry R. Mizner, Seventeenth infantry; Lieutenant Colonel John S. Poland, Twenty-first infantry; Lieutenant Colonel Alfred C. Wood, Twenty-third infantry; Major James F. Handlett, Ninth cavalry, have been ordered to report at Camp Crook after the adjournment of the Fletcher court-martial.

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The request has been granted, through not without some regret, on the part of General Brooke, who has commended the manner in which Major Henry performed the duties of his office. It is now admitted that the major's successor will be Major Daniel W. Benham, of the Seventh infantry, Fort Laramie, and now in command of the rifle camp at Bellevue. The papers relating to the retirement of Major Henry and the appointment of Major Benham have been forwarded to the secretary of war.

Major Benham enlisted as a private in the Sixteenth Ohio volunteers in 1846, became second lieutenant in October of that year and first lieutenant in February, 1862. He was engaged in the campaign at Mill Springs, Ky. He became quartermaster of the First battalion, Eighteenth infantry, March, 1862. He engaged in the battles of Perryville, Stone River, Chickamauga, Mission Ridge and the Atlanta campaign. He was acting lieutenant adjutant July, 1864. In October of the same year he assumed command of his company. Later he became brigade quartermaster.

master. Fourteenth corps ordnance officer and aide de camp of the First division of the Fourteenth corps. He was on Sherman's march to the sea and the Carolina campaign, and engaged in the battle of Bentonville, N. C. He was on recruiting duty in Ohio and Indiana from July, 1865, to March, 1866. He became captain in the Eighteenth infantry by the reorganization of the army. He was breveted captain for gallant and meritorious services at the battle of Fort Fisher, Texas, and breveted major for the same reasons during the Atlanta campaign. He came west soon after the war and was stationed at Fort Douglas, Wyo. Since then he has been stationed in Montana at Fort Snelling and at Fort Laramie, where he is now located.

An Absolute Cure. THE ORIGINAL ABETINE OINTMENT is only put up in large two-ounce tin boxes, and is an absolute cure for old sores, burns, wounds, chapped hands, itching skin eruptions. Will positively cure all kinds of piles. Ask for the ORIGINAL ABETINE OINTMENT. Sold by Chemist, 121 N. 1st St., at 25 cents per tin by mail 30 cents.

SCHOOL SUPPLIES. The Bids and Bidders for Furnishing Them for the Ensuing Year. The committee on supplies for the board of education have completed the work of opening bids to furnish the same, and will report the same to the board at its next meeting, Monday night.

Hids for supplying coal were received from J. W. Bedford, J. J. Johnson & Co., Mount & Griffin, R. McClelland, Havens & Co., Nebraska Fuel Co., Coultant & Squires, and Howell & Co.

Following is a list of the lowest bidders and kind of coal they will furnish: Mount & Griffin, Anthracite Lackawanna range, \$8.65; Nebraska Fuel Co., Whitebreast soft coal, \$8.00; Whitebreast soft coal, \$8.40; Mount & Griffin, Walnut bit soft lump, 3.74; J. W. Bedford, Excello soft bit, 3.35; Howell & Co., Excelsior soft bit, 3.75; Nebraska Fuel Co., Whitebreast soft coal, 2.10; Nebraska Fuel Co., Whitebreast soft coal, 1.90; Mount & Griffin, Iowa soft slack, 1.00.

Hide for wood were received. The following are the lowest bidders, on thoroughly seasoned hard wood: E. McDonald, hard wood, per cord, \$6.40; E. McDonald, soft wood, per cord, \$5.25; J. W. Bedford, hard wood, per cord, \$6.40; Gibson, Miller & Richardson, Omaha; John S. Cullin, Omaha.

Hids for fire wood were received from the Omaha Ink company. George A. Hanzland, Fred Gray, John Wakefield and the Chicago Lumber company sent in bids to furnish lumber. A special meeting of the board has been called by President Goodman for to-morrow evening to consider the report of the committee on rules and repairs to the various school buildings.

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concern for the defense relative to the admission of certain testimony to impeach the evidence of Roberts, the coachman, and Celia Hanson, the maid servant of the Fletcher family. The settlement of the question consumed over an hour, and it was after 11 o'clock when the court adjourned. It is believed that the witness should be introduced.

He was called and gave his name as Thomas Shaw, private of company B, Second infantry, stationed at Fort McKinney, Wyo. He testified that he knew Roberts the colored coachman. "Did you ever have any conversation with him regarding the affairs of Colonel Fletcher's family?"

Objected to by the accused, but the objection was overruled. The witness then answered the question in the affirmative. He had a conversation with him on the 7th of June regarding the domestic trouble in the Fletcher's household. Cross examination waived.

Miss Anna Sullivan, a pert young woman in a green dress and a pink and white bonnet, was the next witness. She testified that she had at different times, three conversations with Celia Harrison about the coachman, and that she had seen her with Roberts, the coachman, Miss Sullivan was in nowise abashed by the dignity of the court and gave her answers in the most emphatic terms.

Ernest D. Carter, coachman for Major Butler, swore that he had frequently talked with Roberts relative to Colonel Fletcher's troubles. The court then took a recess until 1 o'clock. When the court re-opened, the counsel on both sides announced the case closed. Captain Clapp immediately began summing up for the defense. He was followed by Mr. Webster, and the judge then proceeded to read the evidence for the prosecution. The case then went to the court.

HE HITS BACK. Ed Johnson Pays His Respects to Mr. Doud. SOUTH OMAHA, Aug. 13.—To the Editor of THE BEE.—Saturday's issue of THE BEE contains a very interesting article by Mr. Doud, in which he alludes to the fact that I desire to reply to it. The reasons he gives for his removal are not the true ones and had nothing to do with his removal.

In the first place, I did not introduce the cable tramway ordinance; it was introduced and read the first time before the city council, and I did not even know of their passing such an ordinance until the next meeting of the new council. There is no clause in the new charter such as he mentions, and I do not believe that he ever had any idea that his abilities were such a standard as "of use" to any one, or for any thing, very few persons in South Omaha have been made aware of the fact, and I am sure that the city council should have the privilege of dismissing any officer within its jurisdiction for incompetency or neglect of duty or for any other cause, and that such an officer, as dishonest, and the individual members thereof branded as rascals and "boodlers."

The only matter I have ever spoken to him about pertaining to the cable tramway ordinance, which he pronounced a wise one and which he voluntarily informed me he did not think the mayor would veto. He fails to say in his article that Mr. Mahony was informed of the omission which was in the charter in the copy of the ordinance he wrote his opinion. The following opinion from Judge Savign, which he heard read, he also fails to mention:

THE ANSWER AND COUNTER PROPOSITION OF THE OMAHA STREET RAILWAY COMPANY AND OTHERS TO THE PETITION OF THE OMAHA MOTOR RAILWAY COMPANY FOR THE CONSTRUCTION OF A STREET RAILWAY ON ANY OF THE STREETS OF THE CITY OF SOUTH OMAHA. A restraining order was issued by the city council, and the motor railway company was authorized by vote of a majority of the electors of the city to construct, operate or maintain a street railway upon any of the streets of the city of South Omaha.

Also that the city council issued to said company a certificate of election held July 25, 1887, as soon as the injunction of the court shall be released. The city council, in its resolution, has not in terms a disavowal of the order. It is not an injunction of the forbidden certain, therefore not in violation of the restraint imposed by the court. But that it would have been a violation of the restraint if the order there can be no doubt. I can conceive of no other object in passing it than to prevent an appeal to the court from the order dissolving the injunction. The act of 1887 provides for a supersedeas bond by the party who obtains the order, and in force until finally determined in the court of last resort. I suppose that it was in order that the certificate might be issued by the court after the dissolution of the injunction.

Additional Returns Confirm the Previous Encouraging Outlook. The following additional crop returns have been received by the R. G. Dun & Co. mercantile agency:

Corn, wheat and buckwheat were the principal crops last year. The acreage this year is twice as much. Crops of all kinds are in the best possible condition. Corn will yield 50 to 60 bushels per acre if nothing happens to it. We have nearly 50,000 acres of corn and 20,000 of wheat. That which has been threshed yields about 18 to 22 bushels per acre. The crop of wheat is in the best possible condition. Corn will yield 50 to 60 bushels per acre if nothing happens to it. We have nearly 50,000 acres of corn and 20,000 of wheat. That which has been threshed yields about 18 to 22 bushels per acre. The crop of wheat is in the best possible condition.

THE CROPS OF THIS COUNTY WERE NEVER BETTER THAN AT THIS SEASON. Repeated rains have resulted in an incomparable crop of corn, oats and wheat in the stock, but have advanced the prospects of the corn crop and the prospects of the wheat crop are very bright. The crop of corn is in the best possible condition. Small grain is a full crop. Corn is fully 100 percent better than any previous crop, and the prospects are very bright. Collections are very slow, but trade is somewhat dull. With a fair price for the present crop farmers and merchants will be prosperous. The low price of grain has forced one of our carrying companies out of business, and the other establishment is in a similar predicament. There is no change in the diversity of crops.

THE PRINCIPAL CROP LAST YEAR WAS CORN AND OATS. There is very little wheat, flax, rye or barley grown. The acreage of corn was about the same as last, though there may be a slight increase. The acreage of oats is about the same as last, though there may be a slight increase. The acreage of wheat is about the same as last, though there may be a slight increase. The acreage of flax is about the same as last, though there may be a slight increase. The acreage of rye is about the same as last, though there may be a slight increase. The acreage of barley is about the same as last, though there may be a slight increase.

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AMONG THE RAILROADS. Pullman Dining Cars on the Union Pacific—Two Roads Consolidate. On and after August 15 all dining cars on the Union Pacific road will be under the management of the Pullman company instead of being controlled by the Union Pacific. A rumor to this effect was prevalent at the depot yesterday morning, it having been whispered that one or two dining car conductors had been notified that after Saturday next their services would be no longer required. Superintendent Skinner of the Pullman company was seen and admitted that the change was being considered, but refused to confirm the report.

General Manager Kimball of the Union Pacific asserted, however, that all arrangements had been completed, and that on Sunday next the control of the excellent dining car service would pass from his company's hands to those of the Pullman company. The Union Pacific will, as far as possible, abolish meal stations on the line and endeavor to assist the Pullman folks in every way. As a rule, nearly all the dining cars will be placed in charge of the system has not yet been announced.

P. P. Sheiby, Traffic Manager. H. C. Ives, formerly division superintendent of the Manitoba at Brockville, goes to Helena as general manager of the new Montana Central. He has been in charge of this line since the general manager of the Montana Central received the appointment of general traffic manager of the entire Manitoba system.

The latter is well known in this city and has many warm friends who will rejoice at the prospect of his coming to this city as a brakeman in 1890, and upon abandoning the link and pin came to Omaha where he held the position of baggage master, yard superintendent and station agent. He was made division superintendent, afterwards accepting the position of assistant general manager of the Montana Central in 1887. At the end of that time he was made general manager of the Montana Central, where he has remained until this time. He is a thorough railroad man, and is especially well known in traffic matters, having, in the opinion of those who know him, more ability in that direction than in actual operating work.

Belt Line Trains. It is reported that Vice President Clarke, of the Missouri Pacific, has a plan on hand regarding the Belt line, and that he proposes to cut down rates to 5 cents between Omaha and West Side and all intermediate stations. A fare of 5 cents to Walnut Hill would be a standard rate for the line between the motor and the Belt line, the former having its track laid to a point only a few blocks distant from Druid Hill. Additional material and a motor car are included in the new plan. The motor company has the advantage of reaching the center of town, which the Belt line has not.

Two Roads Consolidate. A telegram received at Union Pacific headquarters yesterday morning announced the consolidation of the Montana Central railroad and the St. Paul, Minneapolis & Manitoba. This movement has been anticipated for some time, and the consolidation of the proposed arrangement at this time created no little surprise, as it was expected that at least one month more would be required to complete the consolidation, or absorption, as the Manitoba virtually absorbs the Montana Central. The Montana Central has been a long time in the hands of the St. Paul & Northern Pacific, and the latter has been a long time in the hands of the Union Pacific.

Railroad Notes. General Freight Agent Moorehouse and Assistant Cassidy, of the Elkhorn, are in Kansas City attending a meeting of the Trans-Missouri Association, and on Sunday, Drs. Galbraith and Johnson were the physicians.

George W. Cushing, superintendent of motoring for the Union Pacific, and Mechanical Accountant Geo. C. Crandall, have started on a tour of inspection of the company's lines and will examine especially the lines of the Great Salt Lake City. The trip is being made in a special car which has just been completed.

DON'T MISS THE OPPORTUNITY TO VISIT OGDEN AND SALT LAKE CITY, UTAH, OR HALLEY, IDAHO. A grand excursion to the above named points will leave August 20th, via the Union Pacific, "The Overland Route," and for this occasion the exceedingly low rate of \$10.00 for Great Salt Lake City and return, and \$35 to Halley, Idaho, and return has been made from Missouri river terminals.

This excursion affords our patrons a magnificent opportunity to visit Great Salt Lake, the Great Salt Lake, the finest bathing resort in the world, and also visit Halley Hot Springs, famous for their medicinal properties. Tickets good thirty days.

For further particulars address E. L. LOMAX, G. P. A., Omaha, Neb.

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bushels per acre more than last year and will average about 35 bushels per acre. Of wheat there is a good yield but there is not enough grown to supply home consumption. The hay crop is not very large, but is large as a rule. There have been no failures here for the last twelve months. Collections are very slow, but trade is somewhat dull. With a fair price for the present crop farmers and merchants will be prosperous. The low price of grain has forced one of our carrying companies out of business, and the other establishment is in a similar predicament. There is no change in the diversity of crops.

THE CROP IN COLFAX COUNTY LAST YEAR COVERED AN AVERAGE OF ABOUT 113,500 ACRES, OF WHICH 72,384 WERE IN CORN, PRODUCING A FAIR CROP AVERAGING THIRTY-FIVE BUSHELS PER ACRE. THIS YEAR THERE IS AN INCREASE, THOUGH NOT LARGE IN AVERAGE, AND TWENTY-FIVE PER CENT IN YIELD. THERE WAS, LAST YEAR, IN WHAT ABOUT TWENTY BUSHELS PER ACRE AND IN GOOD QUALITY. LAST YEAR THERE WAS 18,166 ACRES OF OATS YIELDING NOT MORE THAN TWENTY TO TWENTY-FIVE BUSHELS PER ACRE AND IN GOOD QUALITY. THIS YEAR THERE IS ABOUT THE SAME AVERAGE YIELDING THIRTY-FIVE BUSHELS PER ACRE AND OF EXCELLENT QUALITY. OF FLAX THERE IS ABOUT FOUR THOUSAND ACRES, WHICH IS ABOUT THE SAME AS LAST YEAR, BUT THE YIELD LAST YEAR WAS ONLY ABOUT NINE BUSHELS PER ACRE, WHEREAS THIS YEAR IT WILL BE 40 BUSHELS PER ACRE. POTATOES ARE VERY FINE AND A LARGE YIELD IS INSURED. THE AVERAGE IN POTATOES AND OTHER SMALL CROPS NOT ABOVE ENUMERATED IS ABOUT FIVE BUSHELS PER ACRE. COLLECTIONS ARE VERY SLOW. THE PROSPECTS FOR A GOOD TRADE BETWEEN FARMERS AND MERCHANTS, WHEN THE CROPS COME TO MARKET, ARE GOOD. THERE IS IN THE COUNTRY AN UNUSUAL NUMBER OF GOOD, HEAVY LOGS.

THE PRINCIPAL CROPS THIS YEAR WERE CORN, SPRING WHEAT AND OATS. THERE IS ABOUT THE SAME THIS YEAR WITH THE ADDITION OF A LITTLE WINTER WHEAT. CROPS ARE BECOMING GRADUALLY MORE DIVERSIFIED HERE, BUT THIS APPLIES TO THE MINOR CROPS. THE AVERAGE THIS YEAR OVER LAST IS PROBABLY ABOUT THE SAME IN ALL THE STATISTICS. THERE WILL BE A GOOD GENERAL CROP THIS YEAR. THE ELEVATION OF THE LANDSCAPE IS MUCH VARIED IN COLFAX COUNTY, AND SOME PARTS ARE MUCH MORE LIABLE TO DROUGHT THAN OTHERS. WHILE SECTIONS HAVE BEEN STRICKEN FOR LACK OF RAIN AND SMALL GRAIN HAS SUFFERED TO SUCH AN EXTENT AS TO BECOME UNUSUAL IN ALL THE STATISTICS, OTHERS ONLY A PARTIAL FAILURE, YET IN OTHER LOCALITIES THE YIELD HAS BEEN QUITE AS GOOD AS THAT WHICH WAS DESIRED. IT IS VERY RARELY THAT UNLESS COMES EARLY, AND THE CORN CROP WILL BE VERY SHORT, AND IN MANY PARTS A TOTAL FAILURE. COLLECTIONS ARE VERY SLOW. THE PROSPECTS FOR A GOOD TRADE BETWEEN FARMERS AND MERCHANTS, WHEN THE CROPS COME TO MARKET, ARE GOOD. THERE IS IN THE COUNTRY AN UNUSUAL NUMBER OF GOOD, HEAVY LOGS.

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