

THE DAILY BEE.

EL ROSEWATER, Editor. PUBLISHED EVERY MORNING. TERMS OF SUBSCRIPTION...

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THE BEE PUBLISHING COMPANY, PROPRIETORS. Bee Building Farnam and Seventh Streets.

There is no excuse for a failure to get the Bee on the train. Newsletters are sent to subscribers to carry a full copy. Travelers who want the Bee and can't get it on trains where other Omaha papers are carried are requested to notify THE BEE.

THE DAILY BEE. Sworn Statement of Circulation. State of Nebraska, ss. County of Douglas, ss.

Table with 2 columns: Date and Circulation figures. Includes entries for Sunday, Monday, Tuesday, Wednesday, Thursday, Friday, Saturday, and Average.

Sworn to before me and subscribed to in my presence this 14th day of September, A. D. 1889. N. P. FEIL, Notary Public.

State of Nebraska, ss. County of Douglas, ss. George B. Teschke, being duly sworn, deposes and says that he is secretary of The Bee Publishing Company...

Now that Riddleberger has become a democrat he attracts much less public attention when he goes on a drunk.

TRUSTS are increasing more rapidly in England than in the United States, but they are getting along fast enough here.

Now that South Sixteenth has its motor trains, a marked improvement will soon be noted on that end of this great commercial artery.

Big crops, big railroad business and big jobbing orders are the leading and pleasing trade features which interest Omaha merchants just now.

The consolidated cable and horse car lines are limping along and being distanced every day. The next thing they know of the motor will be running up Farnam street.

THE allowance of that six hundred and seventy-five dollar overdraft may have been the result of carelessness, but the county fathers are reminded that there is such a thing as criminal carelessness.

WITH a set of commissioners who permit them to charge what they please for work and who cash all the checks they choose to draw, the contractors for the county hospital job ought to make some money these days.

A STREET-car franchise was sold in St. Louis not long since for three hundred and fourteen thousand dollars in cash, and now the company refuses to take a bonus for their rights. It might be well for Omaha councilmen to paste this item in their hats for reference.

THE Chinese highlanders are again at work, and dead Chinamen recently found in different parts of San Francisco testify that their labors are fraught with results. If the California metropolis desires this war stopped every Chinaman in the city should be disarmed.

DAVID DUDLEY FIELD regrets that the people have so little respect for their legislators. If David will pay a visit to Nebraska a year from next winter when our legislature is in session, he will be inclined to excuse any action, however violent, which a long suffering public may feel disposed to inflict on that honorable body.

JUDGE MCCONNELL, of Chicago, who is trying the celebrated Cronin case, seems to have despaired of ever being able to get a jury of imbeciles such as the lawyers engaged in the case appear to want. If the judge finally gets through with the case he will at least have earned the reputation of a stayer and receive thanks accordingly.

THE managers of the Union Pacific and B. & M. railroads should not be too fiscal about the width of the viaduct. They seem to forget that the city has the right to direct what kind of viaduct they shall build over their tracks, and if the city is to contribute one hundred and fifty thousand dollars toward the cost of the proposed union depot, the railroad companies can well afford to build a broad and substantial viaduct that will be used for their benefit much more than for that of the public. There is such a thing as being too greedy in driving a bargain.

If, as Armour claimed before the dressed beef committee, he only realized about thirty-three cents profit on each steer he slaughtered, and he is worth twenty million dollars, as people believe, he has been a terribly hard-worked man indeed. Having made all his money during the past fifteen years, he must have slaughtered thirteen thousand three hundred and thirty-two head of cattle a day in order to accumulate the fortune credited to him. Mr. Armour certainly deserves great praise for adopting and using the shopman's motto: "Small profits and quick returns."

GRAND ARMY EXPRESSIONS.

Opinions of representative men of the Grand Army of the Republic regarding the retirement of Tanager, while expressing unabated confidence in the integrity and good intentions of the ex-commissioner, very generally have no criticism to make upon the attitude of Secretary Noble and the action of the president. A few have insisted that it was the duty of the administration to have sustained Tanager, and some of these are threatening in their expressions, but the large majority of those who have talked on the subject take the position that the retirement of Tanager had under the circumstances become a necessity, equally demanded by the interests of the old soldiers and to prevent further embarrassment to the administration.

The men who take this view are, it is to be presumed, not less friendly to the old soldiers, or less concerned for their welfare, than are the men who are displeased with the retirement of Tanager. It might fairly be claimed, indeed, that they are more friendly, or that their friendship is tempered with a better discretion. They see that the course which was being pursued by the ex-commissioner, however worthy the motive that prompted it, could not have been sustained without bringing the pension service under such adverse criticism as would inevitably have resulted to the disadvantage of those who are its beneficiaries. It is unquestionable that the growth of public sentiment unfavorable to the methods of Tanager was beginning to affect very many people who have been the most friendly to a generous policy in behalf of the old soldiers, and it is not to be doubted that had Tanager been permitted to remain and continue in the course he was pursuing, thousands of these would have been arrayed in opposition to him and to the administration. It will undoubtedly be far better in the end for the old soldiers that this danger has been averted.

Those who are disposed to find fault with the action of the president appear to forget that both he and the secretary of the interior are themselves old soldiers and that their friendship for and interest in the men who fought with them to preserve the union is as ardent and earnest as any man can have. The record of President Harrison as a consistent and sincere advocate of a liberal pension policy should be sufficient to prevent any question regarding his present attitude in this matter, and is a complete answer to those who criticize his course regarding Tanager. As in appointing Tanager he believed he was doing what would prove to be for the best interests of the old soldier, so in asking the commissioner to retire when he was found wanting in every essential qualification, he has acted with reference to the welfare of the old soldiers. Having to choose between an official who desired to proceed within the requirements of the law and one who was disposed to be indifferent to legal conditions and restraints, the president, as his duty and obligations to the people demanded, preferred the former. Every old soldier, remembering that the president is as much a comrade as the ex-commissioner, and has always been as earnest a friend of the soldier, should refuse to entertain a doubt that in this pension office matter he has acted from the sincerest desire to shield the service from a danger which threatened to prove seriously inimical to those for whose benefit it was instituted.

SENATOR SHERMAN AT HOME.

The Ohio association of Washington gave Senator Sherman a reception on his return from Europe which is said to have been the greatest in point of numbers ever tendered a public man in Washington by the citizens of his state. It attested the high regard in which the senator is held by his constituents, after more than thirty-five years given to their service in congress and the cabinet. It showed, also, that the efforts made in the absence of the distinguished senator to injure him in the confidence of the republicans of Ohio had had no effect. There is no reason to doubt that he stands as firmly and strongly to-day in the respect of his constituents as at any period of his long and useful public career.

In his speech Senator Sherman said that no American can travel any where without having a stronger love and affection for his native land. It is a good thing, he said, to go abroad to experience the sensation excited by the flag or by anything that reminds us of our country. But while we boast in America of the rapid progress we have made in growth, population, wealth and strength, it is equally true that some of the oldest nations in the world are now keeping pace with us in industry, progress, and even in liberal institutions. Everywhere in these old countries the spirit of nationalism is growing stronger and stronger. He had noticed that everywhere in Europe Americans are liked and respected, the chief reason being that they are impartial. Senator Sherman referred to some of the contrasting conditions between European countries and in our favor. The chief interest in the return home of Senator Sherman relates to the part he will take in the Ohio campaign, which he is expected to enter at an early day. Already a center of political interest, the campaign in Ohio will doubtless gain in general attention when Senator Sherman enters the fight, for he is expected to make one of the greatest battles of his political career. He has been charged with having always sought to prevent the election to the United States senate of a republican colleague, and this year the central motive and chief purpose of the Ohio campaign is the choice of a legislator that will elect a republican senator to succeed Henry B. Payne. The attitude Senator Sherman will undoubtedly take regarding this issue will be a complete answer to the charge that he has made against him, and, besides this, his work in the campaign will doubtless be such as to refute the intimations that he nurses personal grievances. As Senator Sherman said at his reception, he is a republican because

he believes the policy of that party will best promote the strength and prosperity of the country, and, having always in the past shown himself ready to advocate and defend that policy, he will not be found less willing to do so now, when his party in his own state is engaged in a most important and vital campaign upon which the political interest of the whole country is centered. The only Ohioans who will not welcome the return of Senator Sherman are the democrats, and none will regret his appearance in the campaign so keenly as the veteran senator who is on trial before the people on the charge of having corruptly obtained his seat—Henry B. Payne.

LET OMAHA RESPOND.

Our advice from Washington indicate that the proposed visit of the international American congress to this city under circumstances. Mr. William E. Curtis, who is in charge of the excursion, has intimated very broadly to the representative of THE BEE at Washington that unless something is done by the Omaha board of trade and our commercial club to organize a proper reception of the party, this city will be dropped from the list of places to be visited. Now it seems to us that Omaha cannot afford to turn the cold shoulder to the international congress. A visit from this party alone would be an advertisement worth thousands of dollars to this city. The delegation is composed not only of representative men from the three Americas, but of members of the press whom Omaha ought to cultivate. Every dollar expended for entertaining this distinguished party would be repaid a thousand fold. It is of the most importance that action be taken at once so that Mr. Curtis may be able to know definitely that the excursionists will receive due consideration and attention and that their visit will be made an object lesson of the resources of this section and its industrial development.

AN EIGHT MILLION JOB.

There was a time when intelligent people could be made to believe that the Missouri river would become a powerful competitor of the railroads in transporting products of this section to the Atlantic seaboard. That time has gone by. Everybody with a thimbleful of brains knows that the railroads would carry the bulk of all our grain, cattle and merchandise, even if the Missouri had a channel fifty feet deep.

The decadence of river routes as competitors of railroads may be seen by any visitor to Cincinnati, Louisville or St. Louis. Where hundreds of steamers formerly went up and down the Ohio and Mississippi rivers laden with travelers and merchandise there are now scarcely half a dozen boats in active service. All that can or should be done to improve the Missouri river is being done now in the way of ripraping banks in front of towns and cities. The money expended for removing bars, deepening channels and piling out snags, would be an absolute waste. It will be encouraged by jobbing contractors and engineers, who want a soft place on Uncle Sam's pay roll, but no congressman will be justified in voting an appropriation for such a reckless waste of the people's money.

We are told by a contemporary that "the project of making and keeping the Missouri river navigable is not an enthusiast's dream, but that the government engineers who have been in charge of Missouri river improvements for years has said in plain words that for eight million dollars the Missouri river can be made navigable from Sioux City to its mouth, and a twelve-foot channel maintained at all times."

Suppose that this engineer's estimate is correct, which we very much doubt, who would want to spend eight millions of dollars for such a wild-cat scheme? You can build a four-track railroad from Sioux City to St. Louis for less than eight millions. Such a road would always be "navigable," while the Missouri river would be frozen solid six months of the year. If Uncle Sam wants to give us cheap transportation to the mouth of the Missouri we should prefer, by all means, a donation of a railroad up and down the river.

Like the Texas deep water harbor scheme, this making the Missouri river navigable is only another name for opening the sluice-gates of the national treasury.

JUDGE GROFF'S APPOINTMENT.

The appointment of Hon. Lewis A. Groff as commissioner of the general land office reflects great credit upon the judgment of President Harrison and Secretary Noble. No man mentioned for that responsible position would have brought to the task developing upon him abilities of such high order, coupled with unwavering integrity and keen appreciation of the trust reposed in him.

In Nebraska and throughout the great and growing west where Judge Groff is known, his selection at the head of the national land office will give unbounded satisfaction. Nebraska, especially, has reason to feel grateful for the tangible proof given by the president that her claims are entitled to recognition.

While the citizens of Omaha, and the people of this judicial district, will regret to part with Judge Groff, who has proven himself one of the most conscientious and efficient judges, they will all rejoice that the judge has been honored with a call that will give him a broader scope for his talents, and place him in position to protect the public domain from the rapacity of speculators and land-grabbers.

in making the various palatable foods that can be made from corn, the effect would soon have been made apparent in the increased export of that cereal. It was certainly most desirable that an effort be made to enlarge the European demand for our corn, and a liberal expenditure for this purpose would unquestionably have been many times repaid. When it is remembered that millions of the poorer classes of Europe are compelled to use most of the time a poor quality of rye and barley bread, when for the same cost, or less, they might use American corn to make corn bread, Indian meal, hominy, and the other nourishing and palatable products with which American tables are familiar, the question of introducing our corn more largely into Europe has a side of philanthropy as well as one of business. Our largest export of corn to Europe in any one year was sixty-three million bushels, in 1888. Last year the amount exported was only twenty-four million bushels. Had the right effort been made it is not improbable that one hundred million bushels of this year's crop could have been sent to Europe.

THE new steel cruiser Baltimore, which made a trial trip beginning on last Wednesday and terminating Sunday, exhibited the best time for a vessel of her tonnage ever attained. The data taken recorded 29.2-10 knots per hour for a three hours run. While there has been a great deal of disparagement of the character of the American navy, it seems to have been made without regard to the new ships built, and while the old vessels are not first class, the more recent ones now appear to be the best, at least in the matter of speed, that any nation in the world possesses. The arrival of the Atlanta at Newport last week safe and sound, without having suffered the slightest damage from the heavy gale which devastated the Atlantic coast, showed her to be seaworthy to a high degree. Naval officers and others who have had to do with constructing naval vessels find much to encourage their faith in the American navy and console them for what appeared to be at first a failure. In contradistinction to this condition of affairs comes the report from England based upon the recent manoeuvres of the British naval fleet. The failure to realize the degree of speed at which the ships were rated was a great disappointment to the English officers, but in every instance the ships made nowhere near the time claimed for them. Speed is now recognized as the most important element in the make-up of a war ship, and in this we appear to beat England in every instance on record. The new cruisers Chicago, Boston, Atlanta and Baltimore are now the best examples of fast war vessels. If England, which claims to be the leading maritime power in the world, will give heed to the superiority of our navy, the character of English vessels may at least be brought up to a better standard.

SEVEN million bales of cotton were produced in the south last year. The outcome of the present season promises to be larger, as southern mills now consume about one-quarter of the crop, while the balance goes to New England and Great Britain. As a few years ago the south manufactured but little or no cotton goods, the indications point to the conclusion that she will eventually absorb nearly all of the product.

PRINCE BISMARCK intends to devote the next session of the reichstag to the enactment of laws dealing with strikes and lockouts in Germany. He is determined to enact severe penalties which will be visited upon all professional agitators who seek to interfere between employers and their men. It will be interesting to note what the iron chancellor will be able to do in this direction.

Niagara in Bad Business.

Niagara falls will soon lose its claim to public respect if it allows the fools to get away alive.

Beauty Wins the Day.

Another English army officer has surrendered to an American belle. Beauty is mightier than powder and shot.

A Real Curiosity.

A new danger besets the Cronin case. If they should succeed in getting a juror some dime museum manager would allure him away.

The Ohio Boodlers.

The McLean-Barnes party boodlers and ballot box stuffers rules the Ohio democracy, but they will not be given a chance to rule Ohio.

The Salvation Army's Work.

The fact is worth noting that the Salvation army of London has done more for the relief of the sufferers by the great labor strike in that city than any of its charitable organizations.

Has Discarded the Mask.

The prohibition pretense having played out, ex-Governor S. John is now laboring boldly and above board for democracy and free trade.

THIS AND THAT.

An Arkansas girl eloped with her lover Saturday and was married to him in a corn field in her night gown. There were no cards, and it was not a full dress affair.

The St. Louis Republic thinks that next to Mahan Jones, Jefferson Davis is one of the greatest men this country ever produced.

Electricity is now employed in India to prevent snakes from entering dwellings. It may be observed that the style of electric energy known as "Jersey lightning" has had an opposite effect in the dwellings in this country.

The statue of General Grant which was unveiled at Fort Lincoln last year, so pretentious as the monument New York has been talking about for so long, but is a great deal more substantial. If, big, stinky Gotham could only stand off and look at herself!

A Chicago paper suggests that the New York world's fair committee try the water-gate process on that ten thousand dollar crane. In case this plan is adopted, the world can probably be cooled upon to do his part.

The contractors charge what they please, the commissioners acquiesce and the people—they pay the bill.

WORKED WIRES IN THE WAR.

The Reunion of Military Telegraph Operators at Louisville.

FAMILIAR FACES AT THE BOARD. Editor Holderman and His Migration Newspaper—One of Morgan's Misdemeanors—How Kentucky's Metropolitan Looks.

Veteran Knights of the Key. Louisville, Ky., Sept. 14.—[Editorial Correspondence.]—What memories crowd upon me in the metropolis of old Kentucky. When I landed in Louisville for the first time in June, 1850, I deposited my satchel in the baggage room and asked the depot master "where could I find the superintendent?" "He stands yonder, near the passenger train."

I accosted the superintendent and exhibited to him a message from the superintendent of telegraph directing me to report for duty at Murfreesboro, Tenn. "I want to get a pass to the end of your road," said I. "I'll pass you," replied the superintendent, promptly. "Get right on board of this train." Just then the conductor shouted, "All aboard!" and turning to the superintendent I said, "I can't get on, I have my valise over in the baggage room." "Go and get it then," said the superintendent, and turning to the conductor he said: "Hold this train until that young man gets his valise." And the train was held about five minutes for the special accommodation of a telegraph operator who was bound for Tennessee. At that period the Louisville & Nashville road had its terminus at Mumfordsville, and Nashville could only be reached by 85 miles of staging. Times have changed.

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The reunion of the old time telegraphers and members of the society of the United States military telegraph corps, which began in this city Wednesday and closed last night at Mammoth cave, was a memorable event. The pioneers of the telegraph are rapidly passing away. All of those in attendance are past the militia age. The most prominent among them is the venerable J. D. Reed, the intimate associate of Morse and first telegraph superintendent in America. Mr. Reed is now verging on four score, but he is remarkably well preserved, and the journey from New York to Louisville did not seem to have any visible effect. The president of the Old Timers' society, Charles E. Taylor, of Lexington, Ky., is as jovial as he is genial, notwithstanding the fact that he writes the leading of the first telegraph poles on Kentucky soil. It was a most remarkable gathering of men who had handled the key in the infancy of the telegraph thousands of miles apart and yet bound to each other by the mystic ties of a craft that has linked together the peoples of the most distant lands and circled the earth. It is not my purpose here to recite the proceedings of the reunion or the commonplace incidents of the occasion. My own time was taken up with renewing the friendships and acquaintanceships that date back thirty years and cover a period of my boyhood and early manhood. Among those persons was W. N. Haiderman, the principal proprietor of the Louisville Courier-Journal. Haiderman and myself had boarded in the same private family at Nashville for three months in the winter of 1862, when he was known as the editor of the Louisville-Bowling Green-Nashville-Murfreesboro-Atlanta-Courier-on-Wheels. At that time he had moved his movable type as far as the Tennessee capital, and he never stopped working until Sherman had captured Atlanta and made further moving rather uncomfotable. I had not met Haiderman until last summer on a lake steamer near Detroit, in which the Associated press held its annual meeting. The vigorous middle-aged man had become a gray-haired and rather feeble old man. But he had meantime achieved a marvelous success as a newspaper manager. His consolidating his Courier with the Louisville Journal, founded by George D. Prentice, he has established the most influential and widely circulated daily in the south—the Courier-Journal.

At the Courier-Journal building, which is the most spacious and best equipped newspaper building in the south, I found Mr. Haiderman and was entertained by him and his staff, of whom Henry Watterson is the editor-in-chief. The Louisville Commercial club, made up of the most progressive and substantial business elements, tendered the societies the hospitality of Louisville, and members of the club accompanied the telegraphers in over forty carriages and two tallhops in a drive over the city. While I had some idea about the wealth and solidity of Louisville, I must say I was very agreeably disappointed by the evidences of thrift, taste and enterprise that met us on all hands. Louisville is not only a great jobbing and money center, but she is rapidly becoming a great manufacturing point. According to a pamphlet issued by the Commercial club last June, Louisville now has 1,300 manufacturing establishments, turning out annually products valued at \$65,000,000. She has four flour factories, including two largest in the world, which alone gives employment to 3,000 workmen, twenty-nine iron foundries, large cement works, breweries, woolen mills, tanneries, etc. After driving through broad thoroughfares, lined with palatial residences and beautiful lawns, we were invited to get out in front of Weissinger's mammoth tobacco factory. Our party was escorted through all the departments and shown all the processes by which the tobacco leaf is converted into the juicy juicy plug and the fragrant Havana. I must candidly confess that if I had been addicted to the tobacco habit I would certainly "swear off" after witnessing the peculiar way in which the tobacco passes through the hands of little and big darkeys of various shades of color. But Mr. Weissinger's tobacco has achieved a celebrity which can not be affected by any undue sensitiveness on the part of visitors. At any rate the impression made upon the telegraphers by Mr. Weissinger was decidedly favorable and lasting, as might be attested by the fact that two large bowls of punch mixed with sliced lemons were emptied before the carriages were allowed to move on.

And now I am sitting at the banquet table, most lavishly and tastefully decorated with flowers and ornamental towers built by the confectioner. Along the center of the festive board a telegraph line was planted, the miniature poles were entwined with evergreens and the two wires on the cross arm connected with keys and sounders that drew their vitality from a local battery which had been placed under the table. A rattling and entertaining conversation in the jargon known only to the sound operator was kept up along the line. It was a distinguished company and cosmopolitan to say the least. At the head of the table sat Major Plum, of Chicago, president of the United States army telegraphers, and Charles Taylor, president of the Old-Timers. Immediately on my left sat a spare, middle aged man with full bright eyes and literary cast of countenance. This quiet and non-combative looking man, like Byron's hero, "as mild a mannered man as ever entered a throat or scuffed spear," was none other than the famous confederate general, Bazil Duke, the most dashing and daring of Morgan's raiders. General Duke is an eminent lawyer and occupies the relation to the Louisville & Nashville railroad which John M. Thurston holds to the Union Pacific. Opposite me sat a man of medium height, compactly built, with grey beard trimmed within half an inch of his rafter florid face and with grey eyes and a very slight covering of grey hair on a round head. This rather dignified and reserved person was General Don Carlos Buell. On the other side of the table sat a tall, well-dressed man with a clean shaven face and faultless dress suit.

Interposed here and there between the telegraph men were members of the Commercial club and their ladies. There was music and singing and speech-making, until long after the midnight hour, but by the time the clock had turned half past eleven I was in a sleeping car, berth bound for Nashville and Chattanooga.

A TERRIBLE LEAP.

Daring feat of an Acrobat With Nearly Fatal Results. Montreal, Que., Sept. 16.—Several thousand persons assembled at solemn part Sunday afternoon, as it had been announced that (Baptist) Pennard would dive from a tower 150 feet high into a net suspended ten feet from the ground. Shortly before 4:30 o'clock the acrobat ascended the tower, a temporary wooden structure. A few seconds after he had gained the top a shriek of horror arose from the spectators as he was seen to hurl himself head foremost down toward the net, under which half a dozen men had been deputed to hold a sheet of tarpauline. In a very brief space of time Pennard was seen to strike the net. There was a dull, breaking sound, and the next that was seen of the acrobat he was lying motionless on the earth. The net had given away and the man who should have been saved by it was to his doom. As Pennard lay still it was feared he had made his last leap, but on being helped to his feet, he with assistance staggered into the hotel and died of a day. Dr. Mount and other physicians examined him and found no bones were broken. About five minutes after the daring act was announced he was recovering and had sustained nothing beyond a shock. Immediately afterward Pennard appeared at a window in the hotel, looking very pale and was loudly cheered by the crowd.

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Railroad superintendents are no longer in the habit of holding passenger trains to accommodate traveling telegraph operators. I entered Louisville again on my way north after the capture of Nashville by the Union army. Instead of going by rail and stage I traveled in a government transport down the Cumberland river past Fort Donaldson. Instead of a verbal pass from the railroad superintendent, I carried a written pass from Major-General Hunt. (What a change has taken place, even in slow-joggling Louisville, since my last transit, twenty-seven years ago. From a city of 75,000 or 80,000 in 1862, Louisville now boasts a population of 200,000, with all the incidents that go to make up a modern metropolis.)

The reunion of the old time telegraphers and members of the society of the United States military telegraph corps, which began in this city Wednesday and closed last night at Mammoth cave, was a memorable event. The pioneers of the telegraph are rapidly passing away. All of those in attendance are past the militia age. The most prominent among them is the venerable J. D. Reed, the intimate associate of Morse and first telegraph superintendent in America. Mr. Reed is now verging on four score, but he is remarkably well preserved, and the journey from New York to Louisville did not seem to have any visible effect. The president of the Old Timers' society, Charles E. Taylor, of Lexington, Ky., is as jovial as he is genial, notwithstanding the fact that he writes the leading of the first telegraph poles on Kentucky soil. It was a most remarkable gathering of men who had handled the key in the infancy of the telegraph thousands of miles apart and yet bound to each other by the mystic ties of a craft that has linked together the peoples of the most distant lands and circled the earth. It is not my purpose here to recite the proceedings of the reunion or the commonplace incidents of the occasion. My own time was taken up with renewing the friendships and acquaintanceships that date back thirty years and cover a period of my boyhood and early manhood. Among those persons was W. N. Haiderman, the principal proprietor of the Louisville Courier-Journal. Haiderman and myself had boarded in the same private family at Nashville for three months in the winter of 1862, when he was known as the editor of the Louisville-Bowling Green-Nashville-Murfreesboro-Atlanta-Courier-on-Wheels. At that time he had moved his movable type as far as the Tennessee capital, and he never stopped working until Sherman had captured Atlanta and made further moving rather uncomfotable. I had not met Haiderman until last summer on a lake steamer near Detroit, in which the Associated press held its annual meeting. The vigorous middle-aged man had become a gray-haired and rather feeble old man. But he had meantime achieved a marvelous success as a newspaper manager. His consolidating his Courier with the Louisville Journal, founded by George D. Prentice, he has established the most influential and widely circulated daily in the south—the Courier-Journal.

At the Courier-Journal building, which is the most spacious and best equipped newspaper building in the south, I found Mr. Haiderman and was entertained by him and his staff, of whom Henry Watterson is the editor-in-chief. The Louisville Commercial club, made up of the most progressive and substantial business elements, tendered the societies the hospitality of Louisville, and members of the club accompanied the telegraphers in over forty carriages and two tallhops in a drive over the city. While I had some idea about the wealth and solidity of Louisville, I must say I was very agreeably disappointed by the evidences of thrift, taste and enterprise that met us on all hands. Louisville is not only a great jobbing and money center, but she is rapidly becoming a great manufacturing point. According to a pamphlet issued by the Commercial club last June, Louisville now has 1,300 manufacturing establishments, turning out annually products valued at \$65,000,000. She has four flour factories, including two largest in the world, which alone gives employment to 3,000 workmen, twenty-nine iron foundries, large cement works, breweries, woolen mills, tanneries, etc. After driving through broad thoroughfares, lined with palatial residences and beautiful lawns, we were invited to get out in front of Weissinger's mammoth tobacco factory. Our party was escorted through all the departments and shown all the processes by which the tobacco leaf is converted into the juicy juicy plug and the fragrant Havana. I must candidly confess that if I had been addicted to the tobacco habit I would certainly "swear off" after witnessing the peculiar way in which the tobacco passes through the hands of little and big darkeys of various shades of color. But Mr. Weissinger's tobacco has achieved a celebrity which can not be affected by any undue sensitiveness on the part of visitors. At any rate the impression made upon the telegraphers by Mr. Weissinger was decidedly favorable and lasting, as might be attested by the fact that two large bowls of punch mixed with sliced lemons were emptied before the carriages were allowed to move on.

And now I am sitting at the banquet table, most lavishly and tastefully decorated with flowers and ornamental towers built by the confectioner. Along the center of the festive board a telegraph line was planted, the miniature poles were entwined with evergreens and the two wires on the cross arm connected with keys and sounders that drew their vitality from a local battery which had been placed under the table. A rattling and entertaining conversation in the jargon known only to the sound operator was kept up along the line. It was a distinguished company and cosmopolitan to say the least. At the head of the table sat Major Plum, of Chicago, president of the United States army telegraphers, and Charles Taylor, president of the Old-Timers. Immediately on my left sat a spare, middle aged man with full bright eyes and literary cast of countenance. This quiet and non-combative looking man, like Byron's hero, "as mild a mannered man as ever entered a throat or scuffed spear," was none other than the famous confederate general, Bazil Duke, the most dashing and daring of Morgan's raiders. General Duke is an eminent lawyer and occupies the relation to the Louisville & Nashville railroad which John M. Thurston holds to the Union Pacific. Opposite me sat a man of medium height, compactly built, with grey beard trimmed within half an inch of his rafter florid face and with grey eyes and a very slight covering of grey hair on a round head. This rather dignified and reserved person was General Don Carlos Buell. On the other side of the table sat a tall, well-dressed man with a clean shaven face and faultless dress suit.

Interposed here and there between the telegraph men were members of the Commercial club and their ladies. There was music and singing and speech-making, until long after the midnight hour, but by the time the clock had turned half past eleven I was in a sleeping car, berth bound for Nashville and Chattanooga.

A TERRIBLE LEAP.

Daring feat of an Acrobat With Nearly Fatal Results. Montreal, Que., Sept. 16.—Several thousand persons assembled at solemn part Sunday afternoon, as it had been announced that (Baptist) Pennard would dive from a tower 150 feet high into a net suspended ten feet from the ground. Shortly before 4:30 o'clock the acrobat ascended the tower, a temporary wooden structure. A few seconds after he had gained the top a shriek of horror arose from the spectators as he was seen to hurl himself head foremost down toward the net, under which half a dozen men had been deputed to hold a sheet of tarpauline. In a very brief space of time Pennard was seen to strike the net. There was a dull, breaking sound, and the next that was seen of the acrobat he was lying motionless on the earth. The net had given away and the man who should have been saved by it was to his doom. As Pennard lay still it was feared he had made his last leap, but on being helped to his feet, he with assistance staggered into the hotel and died of a day. Dr. Mount and other physicians examined him and found no bones were broken. About five minutes after the daring act was announced he was recovering and had sustained nothing beyond a shock. Immediately afterward Pennard appeared at a window in the hotel, looking very pale and was loudly cheered by the crowd.

THE BARBER'S OPINION.

"Some people think 'tis only made For cleansing goods of heavy grade, For washing down the walls or stairs, The bureau, tables and the chairs; But folks do well to change their mind; 'Tis not to things like these confined, And not alone the kitchen maid And laundry prize its friendly aid."

A WORD OF WARNING.

There are many white soaps, each represented to be "just as good as the 'Ivory'" they ARE NOT, but like all counterfeits, lack the peculiar and remarkable qualities of the genuine. Ask for "Ivory" Soap and insist upon getting it.

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

This medicine can always be depended upon, not only in the milder forms of summer complaint, but also for malignant dysentery and cholera infantum. It lives of many persons and especially children are saved by it each year.

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