SACRAMENTO DAILY RECORD-UNION.

DAILY UNION SERIES—VOL. LVII—No. 9755.
DAILY RECORD SERIES—VOL. XXV—No. 4759.

SACRAMENTO, SATURDAY MORNING, JULY 8, 1882.

DAILY RECORD-UNION SERIES.
VOLUME XV—NUMBER 118.

THE DAILY RECORD-UNION.

Entered at the Post Office at Sacramento as second class matter

PUBLISHED BY THE

Sacramento Publishing Company.

WM. H. MILLS, General Manager.

Publication Office, Third st., bet. J and K.

THE DAILY RECORD-UNION

Is published every day of the week, Sundays excepted.

For one year	$6 00
For six months	3 50
For three months	2 00

Subscribers served by Carriers at FIFTEEN CENTS per week. In all interior cities and towns the paper can be had of the principal Periodical Dealers, Newsmen and Agents.

Advertising Rates in Daily Record-Union.

One Square, 1 time	$1 00
One Square, 2 times	1 75
One Square, 3 times	2 50
Each additional time	50

	1 Week.	2 Weeks.	1 Month
Half Square, 1st page	$2 50	$3 50	$5 00
Half Square, 2d page	3 50	6 00	8 00
Half Square, 3d page	3 00	4 50	6 00
Half Square, 4th page	2 00	3 00	4 00
One Square, 1st page	3 50	5 00	7 00
One Square, 2d page	5 00	7 00	10 00
One Square, 3d page	4 00	6 00	8 00
One Square, 4th page	3 00	4 00	6 00

Star Notices, to follow reading matter, twenty-five cents a line for each insertion.

Advertisements of Situations Wanted, Houses to Let, Society Meetings, etc., of FIVE LINES OR LESS, will be inserted in the DAILY RECORD-UNION as follows:

One time	25 cents
Three times	50 cents
One week	75 cents

Seven words to constitute a line.

THE WEEKLY UNION

[Published in semi-weekly parts]

Is issued on Wednesday and Saturday of each week, comprising Eight Pages in each issue, or Sixteen Pages each week, and is the cheapest and most desirable Home, News and Literary Journal published on the Pacific coast.

Terms, One Year	$2 50

Semi-Weekly Union Advertising Rates.

Half Square, 1 time	$1 00
Each additional time	50
One Square, 1 time	2 00
Each additional time	1 00

E. CADWALADER. C. R. PARSONS.

Cadwalader & Parsons,

REAL ESTATE

—AND—

INSURANCE AGENTS,

CORNER THIRD AND J STREETS.

FOR SALE—OFFERS WANTED.

Three-story Brick Building, in good repair, No. 55 Front street, between J and K. Store-room and basement below, 21x100; 30 lodging-rooms on upper floors.

—ALSO—

Fine Residence Lot, 40x160, North Side G street, Eighteenth and Nineteenth. Must be sold by JULY 1st. —ALSO—

Large and Small, Centrally Located Dwellings, in all parts of the city

FOR SALE AND TO LET.

AGENTS

UNION

INSURANCE COMPANY, SAN FRANCISCO.

Fire and Marine.

CAPITAL, fully paid $750,000

Losses promptly adjusted and paid in gold coin.

EDW. CADWALADER.

OFFICE, CORNER THIRD AND J STREETS: residence, corner Tenth and N streets, Sacramento, Cal.

Notary Public.

United States Commissioner. Commissioner of Deeds for the States and Territories, and Conveyancer. Particular attention paid to taking depositions.

Deeds, Mortgages, Wills, Leases, Contracts, etc., carefully prepared and certified. m1-1ptf

WANTED, LOST AND FOUND.

Advertisements of five lines in this department are inserted for 25 cents for one time; three times for 50 cents or 75 cents per week.

PARTNER WANTED.—A MAN JUST FROM Europe, understands the manufacture of SOAPS, superior to all American brands, and 30 per cent. cheaper, wants a partner with $600 to establish a factory. Address "SOAP," this office. jy7-1w*

LOST—ON THE 4TH OF JULY, A GOLD LOCKET, bearing on one side a shield, with the letter "T" in the center—the shield being surrounded with a wreath; and on the other a horse's head. Any person finding it will be liberally rewarded by leaving it at the U. S. LAND OFFICE, corner Fourth and J streets. jy7-2t*

WANTED—FIFTY WOMEN AND GIRLS FOR cutting fruit. Apply immediately to Capitol Packing Company, 77 and 79 Front street, between K and L. je20-tf

WANTED—AT HOUSTON & CO.'S EMPLOYment Office, Fourth and K streets: Twenty men to head and thrash, $2 per day; 3 good blacksmiths, $3 per day; 7 men to hay, $1 50 per day; a cracker baker, 8 milkers, $30 to $35; men to pick fruit, 6 waiters, 4 cooks (female), 10 girls for housework, 3 girls to wait, 2 women cooks, 6 nurse girls. m15-1ptf

Quaker

BAKING POWDER!

GUARANTEED TO MAKE THE LIGHTEST BREAD, AND TO BE THE MOST HEALTHFUL BAKING POWDER IN THE MARKET. As an advertisement and for introduction during 1882,

A Cake of McKEON'S

"Great Lather" Soap

will be given away with each pound can, full-weight.

Price, 50 cents per can.

PREPARED AND PUT UP BY

PROF. E. GALPIN, OF SAN FRANCISCO,

—FOR THE—

QUAKER BAKING POWDER CO.

HALL, LUHRS & CO.,

WHOLESALE AGENTS, ... SACRAMENTO.

Ask your grocer for Quaker Baking Powder.

BELOW WHOLESALE

WATCHES, CLOCKS AND JEWELERY OF ALL KINDS.

J. R. HEATH,

JEWELER, NO. 820 J STREET, BEtween Eighth and Ninth, will remove to Newcastle as soon as he can close out his fine stock of WATCHES, CLOCKS AND JEWELERY, and to do so will sell any article or articles in his establishment below wholesale prices. This is a genuine closing. Call and see goods. je15-1plm

A. M. SMITH,

Practical Plumber and Gasfitter,

HAS REMOVED

From No. 510 K Street to No. 412 J Street.

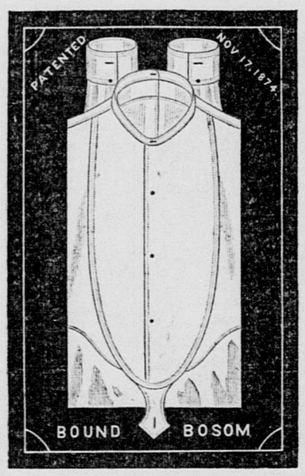
WHERE HE HAS THE FINEST ESTABlishment of the kind in the city. He has had an experience of eighteen years in this city, and will give the best class of work at lowest rates. A full line of latest styles of Gas Fixtures and Plumbing Goods constantly on hand. Patrons and the public invited to call. jy1-1plm

HALE BROS. & CO.

HALE BROS & CO.

Furnishing Goods Department

The steady increase of trade in this Department of our Establishment is of itself an evidence of the superior values offered. The stock is most complete in all its details, and is selected with the view of meeting the requirements of all classes.



MEN'S DRESS SHIRTS (reinforced bosom, with or without cuffs), $1, $1 25, $1 50, $1 75.

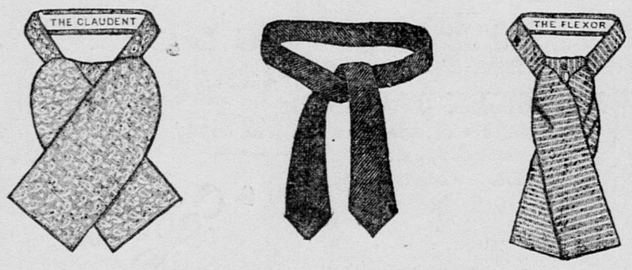
MEN'S DRESS SHIRTS (unlaundried), 50 cents, 75 cents, $1, $1 25.

MEN'S DRESS SHIRTS (open front, laundried), with or without collars, $1, $1 40.

CALICO AND PERCALE SHIRTS, in great variety, at prices from 25 cents to $1 25.

4-PLY LINEN COLLARS, in all styles, 8 1-3, 12 1-2 and 17 cents each.

4-PLY LINEN CUFFS, 20, 25 and 30 cents per pair.



No trouble will be experienced in making a suitable selection from our stock of

NECKWEAR!

Our stock is large, and comprises many styles. Among others those of

FISK, CLARK & FLAGG.

IN OUR HAT DEPARTMENT

Will be found all the latest styles in both SOFT AND STIFF HATS, from the House of

J. B. STETSON & CO.,

And other celebrated makers. Our prices are the most thorough test of our advantages in buying. You will save from 20 to 30 per cent. on your purchases in this Department of our House.

Orders by Mail receive special attention, and are filled the day they are received.

HALE BROS. & CO.,

829, 831, 833, 835 K street,

—AND—

1026 NINTH STREET, SACRAMENTO.

PACIFIC SLOPE.

Slickens Conference at Marysville—A Conductor Seriously Injured—Outrage in Arizona by Mexican Revenue Officers—Yuba County's Assessment Roll—Railroad Accident in Colusa County—Novel Race at San Jose—New Railroad in Oregon—Etc.

[SPECIAL DISPATCHES TO THE RECORD-UNION.]

CALIFORNIA.

Miners and Farmers—Council at Marysville.

MARYSVILLE, July 7th.—A private conference was held here last evening between the Mayor and the officers of the Anti-Debris Association, and a number of taxpayers on one part, and Hamilton Smith, President of the Miners' Association, and James O'Brien, of Smartsville, representing the six companies controlling all the water for hydraulic mining purposes on the Yuba river.

Smith and O'Brien made this proposition as a basis of the settlement of the debris difficulty: The miners will, within thirty days from an agreement, begin the construction of a stone dam in the Yuba river at Rose's bar, just above Smartsville, and 25 miles by the river above Marysville. The river at this point is 300 feet wide, with high, precipitous walls of rock. A strong wooden crib will be first bolted immovably to the bedrock, and then masses of rock will be blasted in from the banks above the crib, to form a solid bedrock dam. The miners will engage to spend $200,000 on the work, and to build the dam 80 feet high the first year, increasing its hight as necessity may require. They will engage to hold back all the debris, so that the water will not carry it in suspension over the dam. If the dam should fail of its object they will cease dumping debris into the river; or if one stone dam be not sufficient they will construct other supplementary dams of brush or other materials. They might agree to place in Colonel Mendell's hands a fund for this work to be expended under his direction.

The intention would be to raise the stone dam at Rose's Bar to a hight of 200 or 300 feet, thus making available for irrigation the whole flow of the river, 40,000 inches at its lowest stage. This water would irrigate 100,000 or 150,000 acres of the plains and foothill lands, greatly increasing its value. It was with a view to control the water for irrigation that the miners lately pre-empted ten miles of the river-bed, above Smartsville, to be used as a reservoir.

The miners, further, are willing to introduce into the next Legislature a bill to compel all the hydraulic companies on the Yuba to pay a pro rata tax on the dam, and also to compel the hydraulic miners, wherever practicable, to build dams in the ravines and canyons to prevent the flow of debris into the river.

The proposition, as above outlined, was discussed at length. The anti-debris men insisted that the miners must cease discharging debris into the river pending the construction of the dams. To this the mining representatives could not consent, and no settlement was reached. Negotiations, however, are not yet ended, and correspondence is to follow. Smith and O'Brien left this morning, and O'Brien says that if all the mines now running should be stopped by injunction, all the water available would still be used in hydraulic mining, as there are twenty mining claims lying idle and undeveloped for want of water, to one now in operation. These new mines would send down six cubic yards of material where the deep gravel mines now working send down one cubic yard. He contends that the mines never can be stopped by injunction, as injunctions are laid on men, not on mines, and that as fast as one set of men are enjoined, the new men will step in and resume the work.

Death of a Pioneer.

OROVILLE, July 7th.—J. M. Vanderhoof, an old-timer of Butte county, and for many years a resident of this place, died at Allen Springs yesterday. The body is being brought here for interment. He leaves a wife and one child.

Death of a Digger Chief.

NEVADA CITY, July 7th.—Sam, Chief of the Digger Indian tribes of Northern California, has been gathered to his fathers. He was buried yesterday, having commanded, while dying, that the usual process of cremation be dispensed with in his case. He is supposed to have lived over eighty years, having been here ever since the whites came. He was very strict with his people in the matter of morality and temperance.

Yuba County's Assessment Roll.

MARYSVILLE, July 7th.—Yuba county's assessment roll this year foots up $4,300,892, as against $4 831,979 last year, showing a decrease of $531,077. The decrease is owing to a reduction of $176,000 in the valuation of hydraulic mining property, and a depreciation of $300,000 in other property, chargeable to the account of slickens. The depreciation in Marysville is $164,400; in Wheatland, $39,600; and in the country, $337,177.

Horse Race with Female Jockeys.

SAN JOSE, July 7th.—The great race between Miss Belle Cook and Miss Ida Rogers, of this city, will take place at 1 o'clock tomorrow at the fair grounds, where the First Regiment is now encamped. The race will be for $1,000 a side, and a purse of $1,000 added by the San Mateo and Santa Clara Agricultural Society. The conditions are that neither rider shall use more than five horses, but no horse shall be ridden more than two miles in one heat. Miss Cook will ride sidewise, while Miss Rogers will ride astride. A large number are here to witness the race, which will commence at 1 P. M. So far the betting is about even, with Miss Rogers slightly the favorite.

Conductor Seriously Injured.

VALLEJO, July 7th.—At 4 o'clock this afternoon W. H. Wood, conductor of the Central Pacific pay car, while coupling the car and engine at South Vallejo, was caught, and his hip badly mangled. He was sent to the Railroad Hospital at Sacramento on a special.

Railroad Accident in Colusa County.

WILLIAMS, July 7th.—The pay car passing this station going north at 8 o'clock this morning ran into a team driven by John Roderick, who, not seeing or hearing the approaching train, was driving across the railroad crossing near the depot. Both horses were killed, the wagon demolished, and Roderick was thrown out upon his head, receiving a severe scalp wound and other injuries that may prove fatal.

End of a Five Months' Voyage.

SAN BUENAVENTURA, July 7th.—The American ship Wm. McGilvray, 165 days out from Liverpool, with rails and coal for Wilmington, drifted down the channel with a light breeze to-day. Captain Dunbar rowed ashore to telegraph his owners and procure some news. She has called at no port on the five months' trip.

ARIZONA.

Outrage by Mexican Revenue Officers.

TUCSON, July 7th.—The *Star's* Arivaca, A. T., special says: A few days since a band of Mexican revenue officers crossed the line fifteen miles into this Territory, in the alleged pursuit of contraband goods. They raided a ranch near Arivaca, killing the ranchman and pillaging his property. They returned to Sonora after committing a number of depredations. It is believed that while the raid was conducted by revenue officers, the real object of the invasion was pillage.

NEVADA.

A Fatal Cave.

EUREKA (Nev.), July 7th.—Thomas B. Hosking, a miner in the Richmond, was caved upon yesterday afternoon and killed. He was a native of St. Austell, Cornwall, and 30 years of age.

OREGON.

En Route to Washington—Railroad Completed—Steamer in Trouble.

PORTLAND, July 7th.—General William Meade and C. Duno Uzray, chief of the Umatilla Indians, leave by to-night's steamer, en route to Washington, for a conference with the Secretary of the Interior regarding their new land grant.

The East Side Narrow-gauge Railroad will next week open for traffic. The extension of twenty miles south from Brownsville to Coburg taps the best agricultural portion of Linn county. The grade was made by the old Scotch company, and the road completed by the Villard organization.

A private dispatch this afternoon says the steamer Evangel, bound from Seattle to Sitka with the mails, broke down at Nanaimo.

Hillsboro Races.

PORTLAND, July 8th.—At the Hillsboro races to-day, the mile and repeat match was won by Joe Howell, Conner second, Trade Dollar third. Time, 1:45½—1:46½.

SAN FRANCISCO.

Suicide by Hanging—Dividend Declared—The Codfish Catch—Death of a Merchant—Trials Postponed—The Municipal Election Question—Republican County Committee—Etc.

[SPECIAL DISPATCHES TO THE RECORD-UNION.]

The Codfish Catch.

SAN FRANCISCO, July 7th.—Between March 17th and May 13th, thirteen vessels, mostly schooners, left San Francisco for the north to engage in codfishing. Two of these have since returned, and another is believed to have been lost. The Wild Gazelle came back on the 15th of May with the first cargo of the season, having made the round trip in 59 days. She brought about 50,000 fish, and was consigned to T. W. McCollum & Co., who have a station at the islands and two small boats constantly bringing supplies. The Adriana returned yesterday with 54,000 to W. Blanchard, having also made the round trip in 59 days. Parties by both vessels report a backward spring and a small catch of fish up to the time of leaving the grounds. The Wild Gazelle sailed again June 24 for Choumagin Islands, and will be back about the first of August.

Death of a Merchant.

SAN FRANCISCO, July 7th.—Robert Sheehy, a prominent grain merchant of this city, who has been identified with the European grain shipping trade for a quarter of a century, died at his residence, 803 Van Ness avenue, at 8:30 o'clock this morning after a lingering illness. The deceased came here in the spring of '50, and was a member of the Produce Exchange and of the new Grain Exchange, and flags were at half-mast from those places and from the Merchants' Exchange out of respect to his memory. The deceased leaves a wife and eleven children, many of the latter being in business here. The funeral will take place Monday from his late residence, and deputations from the Exchanges will be present.

Assaulted by Boys.

SAN FRANCISCO, July 7th.—About 8 o'clock this morning an aged hat-rack peddler named William Butler was assaulted by a couple of boys in an alley in the rear of the Lick House, who tried to take a rack from him. When he resisted and told the boys to go about their business they threw rocks at him, inflicting cuts upon his forehead and on the left side of his face. The contusions were plastered up at the Central Hospital.

Suicide by Hanging—Dividend Declared.

SAN FRANCISCO, July 7th.—Thies Hauschildt, a German shoemaker, committed suicide at the South Park House, on Third street, this morning, by hanging himself to a badpost. Whisky was the cause.

The Silver King Mining Company declares a dividend of twenty-five cents per share.

Cases Postponed.

SAN FRANCISCO, July 7th.—Luke Carty, charged with murder, for having shot and caused the death of Peter Goetz on the night of the 4th instant, when called for examination in the Police Court, had his case postponed until next Saturday. Attachments were issued for several witnesses summoned for the prosecution, who failed to answer when called.

The case of John Maroney, for shooting D. J. Murphy, has been postponed until next Monday.

Accidental Death—Republican County Committee.

SAN FRANCISCO, July 7th.—The Coroner's jury in the case of Louisa Horabin, who died from the effects of carbolic acid, rendered a verdict of accidental death. It was considered and reported as a case of suicide, but the jury was of the opinion that deceased took the drug under an impression that it was the medicine prescribed for her.

The Republican County Committee held a meeting to-night, for the purpose of investigating certain charges preferred against Jackson and Fitzgerald, two members of the committee. An executive session was held, and the exact character of the proceedings is not known. It was learned, however, that no decision was arrived at in regard to the matter.

The Municipal Election Question—Steamer Fumigated—Report Denied.

SAN FRANCISCO, July 7th.—A meeting of the Election Commissioners has been called for next Tuesday, at which time action will be taken to enable a case to be brought before the Superior Court to test the question of holding a municipal election.

The steamer Cairnsmuir has been thoroughly fumigated, and will be allowed to dock to-morrow.

The statement that the British steamer Anjer Head had been sold to the Oceanic Steamship Company is authoritatively denied. The steamer has not been sold to any one, or any company.

Democratic Clubs—Ratification Meeting.

SAN FRANCISCO, July 7th.—Meetings were held to-night by a number of Democratic Clubs of the city. The meetings were generally well-attended.

A grand Democratic ratification meeting will be held to-morrow evening at Platt's Hall. The meeting will be addressed by a number of prominent speakers.

A Terrible Fall—An Investigation.

SAN FRANCISCO, July 7th.—To-night Herman Lohn fell from a third-story window of the Capitol lodging-house on Sacramento street, and sustained probably fatal injuries. He fell a distance of thirty feet. Both feet appear to be fractured, and he suffers from concussion of the brain. He had been acting strangely, and was thought to be partially demented.

On June 5th there was a collision off Goat Island between the Central Pacific ferryboat Oakland and the South Pacific Coast ferryboat Garden City. To-day the Board of Steamboat Inspectors began an investigation into the cause of the collision. The examination was strictly private, and the testimony was taken by deposition. The investigation has not yet concluded.

A California Horse at Honolulu.

SAN FRANCISCO, July 7th.—Lovers of turf sport will be interested in learning that recently a California-born horse has been making a good record for himself in Honolulu. The stallion General Garfield, raised by Theodore Winters, was purchased by Colonel George MacFarlane and taken to the islands when a yearling. On June 11th, Garfield as a 3-year-old won a two-mile race, and on the 13th a mile heat race over another stallion, General Hancock. The races were both won easily, in ordinary good time, and thinking that there was something even better in the animal, he was run against time and made a mile in 1:47½, ninety-three pounds up.

Society of California Pioneers—Election.

SAN FRANCISCO, July 7th.—To-day the annual election of officers of the Society of California Pioneers took place. The following were elected: President, Washington Bartlett; Vice-Presidents, George W. Gibbs, of San Francisco; C. A. C. Duisenberg, of San Francisco; Charles H. Chamberlain, of Oakland; Wm. McPherson Hill, of Sonoma; Niles Searles, of Nevada City; Treasurer, Howard Havens; Secretary, Ferdinand Vassault; Marshal, Captain Isaac Bluxome; Directors—Charles Clayton, R. P. Johnson, Justin Gates, Theodore F. Payne, Hy Schmiedell, David P. Marshall, John Kelly, Jr., George F. Marye, Jr., John B. Bourne.

The Retail Shoe Dealers and Chinese-Made Goods.

SAN FRANCISCO, July 7th.—Fourteen prominent retail shoe dealers of the city have subscribed to the following pledge: "We, the undersigned retail boot and shoe dealers, hereby pledge ourselves that from this henceforth we will no longer purchase goods manufactured in whole or in part by Chinese labor, and after the time set opposite our names, will no longer offer any such goods for sale."

FROM DENVER.

THE RAILROAD WAR IN COLORADO—A MATTER OF PASSES.

Denver Newspapers, and How They are Not Managed—Reporters—A Chapter on Natural History.

[Correspondence of the RECORD-UNION.]

DENVER, June 30, 1882.

The principle excitement in this section at present is caused by the war between the railroad companies, which are struggling to handle the trade of Denver and the smaller towns of Colorado. The main fight lies between the Denver and Rio Grande and the Denver and New Orleans. The latter road was run to Pueblo by a number of Denver merchants at a cost of two and a half millions of dollars. The Denver and Rio Grande is stocked in Boston, New York and Philadelphia for some forty millions of dollars, and its managers say that it will be pushed through to Salt Lake by January 1st, with a view of some time making a San Francisco connection, although it is not likely from present indications that this latter portion of the programme will be carried out. The managers of the road seem to labor under the impression that it owns the right of way all over the State, and for weeks past have been endeavoring to keep the rival road from getting its track into the Union Depot. It kept the way blocked by letting a dozen freight cars stand on the track for nearly a month, and finally as a last resort ran one of its engines into a Denver and New Orleans engine, smashing up things generally and doing about $15,000 worth of damage. This act of unfairness and aggression has embittered the community against the Denver and Rio Grande, and the patronage goes almost entirely to the other road.

A WAR OF RATES

Has broken out and the happy passenger rides down to Pueblo, a distance of 100 miles, for $1, while he blesses the beauties of competition. Some day those who go off on these cheap excursions will be obliged to pay $8 or $10 to get back, for the rates are liable at any time to go back to the old figures, as the roads are losing several thousands of dollars a day and neither can stand it long. Freight rates are being cut in the same reckless way, and the shippers glorify the day they came to so favored a locality. Each road in Colorado has its particular newspaper organ, whose business it is to glorify the scenic beauties of its own favorite route and tell what swindlers and frauds run the rival lines.

HOW THEY TREAT THE PRESS.

A few nights ago a friend of mine connected with the Eastern press chanced to meet a ticket agent at the bar of a billiard saloon. The introductory formalities were no sooner over than he remarked to the journalist, "Better take a trip over our road. Here's a pass. Finest scenic route in Colorado. You see the big canyons, go through all the great mountain passes, and enjoy life." He accepted the pass, and the next morning was introduced to another ticket agent, whose hand flew at once to the spot where his pass-book lay as quickly as a frontiersman seeks his pistol-pocket when scenting danger in the air.

"You mustn't leave Colorado until you skip over our line."

"Just accepted an invitation to take a run over the other road," replied the reporter.

"What? That old narrow-gauge line! I hope you will not be seduced into taking so foolish a step. Men die there every day just from looking at the monotonous scenery. On our line you will see all the grandeurs of nature; no heat, no dust, and real ice water in the tanks. Good, square meals all along the line and not a bedbug in the sleeping berths."

My friend finally agreed to go down one road and up the other, at which the agent assumed a troubled look, and remarked:

"All right, if it's the best you can do; but it's shabby treatment, all the same," and handing him a pass he turned away as he remarked, "But we'll have you after the first trip."

THE DENVER PRESS.

I don't recollect how many newspapers Denver has. I have met about a hundred representatives of the press and been continually reminded of some "devilish good fellow" who was "at the springs" or East on a pleasure trip. About half the time of the Denver journalist is spent in travel and enjoyment. Hence he grows bright and companionable and doesn't rust with overwork. One good thing about journalism in Denver is the fact that so far no attempt has been made there to introduce Bohemianism. Your Denver newspaper man lives by paying as he goes, dresses like a gentleman, and is not shadowed by his landlady. Among the members of the press is more than the average per cent. of good writers, yet out of all this excellent material there is not to be found one first class managing editor. The papers in size, make-up and general appearance would indicate a town of 100,000 inhabitants. They are vigorously edited, and run with an enterprise born of rivalry and competition. Two are published every morning in the week, and are eight-page sheets. A critical analysis of their contents, however, reveals the want in almost every department of some all-controlling, commanding hand to which all supernumeraries and assistants shall bend. Each man runs his own special column to suit himself, and the result of too many head-cooks is continually apparent. The editorial indorses a leading politician in the strongest terms, and in the same issue some reporter has taken it upon himself to point out the same man as a trickster, ass and political montebank. Puffs of theatrical people are mixed up with editorials, and some of the gravest questions of the day are freely discussed by the reporters in the columns which are presumably devoted to the current news of the city. Again, the attempt is constantly made to impress the public with a fictitious importance of small events by loading them down with display heads. The most ordinary incidents are treated (typographically) as Eastern newspapers might handle a railroad collision on the Erie or the execution of Guiteau. This is in keeping with the general tendency of the citizens to put so much money in cut-stone fronts and make big displays of the fountains and statuary (terra cotta) in his front yard. All-in-all the Denver newspapers are exceedingly bright and readable, and in their vagaries only reflect their every day surroundings—just as newspapers do everywhere.

A COLORADO INVENTOR.

Cooped up in the hills, near the Sangre de Christo range in Custer county, I stumbled on a Colorado curiosity. He was an old fellow in a log cabin, intently at work on a flying machine. I stopped with him over night, and when he felt assured that I was not a bandit in disguise, he unloaded his treasure-house. It was a pretty good-sized cabin let into the hill, and contained an incalculable lot of models and plans of inventions. You may be surprised when I tell you that this old man, whose name is Spaulding, has made over three thousand attempts to solve the problem of the perpetual motion, and has the designs to show for it. In the meantime he has patented quantities of boot-jacks, stove-lifters, folding-chairs, bed-bug exterminators and the like, and inside of two years asserts that he will cleave the upper air on his flying-machine. His model, as far as built, certainly looks formidable, and some day we may be treated to a race in the clouds between Marriott of the *News Letter* and the Colorado genius.

POLITICAL.

The Colorado campaign is livening up beautifully. This year will witness a Senatorial fight, and there are at least twenty "leading candidates" in the ring. For a long time Lieutenant-Governor Tabor was considered by politicians to be the "most available," because he had a fortune inventoried at $9,500,000, but a few weeks ago he mortgaged his big opera house for $200,000, and a panicky feeling ran along the line. When the matter of the mortgage was ascertained to be correct the politicians suddenly reached the conclusion that the Senatorial bauble was not for sale in Colorado, and that brains was the only qualification. That Tabor was an ignorant boor, who, without money was a nobody, and all that. In the turning of the tide Tabor has a chance to reflect what a man of his stamp amounts to, when people have an idea that he will not enter the political arena with ready cash. He stands like the King in Thackeray's cartoon, who was nothing until he got his royal togs on. Tabor's friends, however, claim that he will be in good fighting trim when the Legislature meets, and the knowing ones assert that the Colorado Legislature does not come much higher than the California or Nevada commodity.

CLOSE FISTED TOURISTS.

This is the season for Eastern tourists, and the cars are full of them. They look like capitalists and act like misers. On the Union Pacific train W. T. Deal, an attorney of Virginia City, showed me the stump of a lead-pencil, and assured me that he had paid an Eastern man 10 cents for it, the man refusing to lend it. I heard a Philadelphia tourist ask a Boston man if he would give him a drink of whisky for a sedlitz-powder, and the trade was consummated with great formality, the latter remarking that he could get rid of the sedlitz-powder in the next car. The porter of the car told me that he often got as low as a copper cent from Eastern men whose coats he brushed, and on one occasion the whole crowd only panned out a cent apiece. It is a relief to know that somebody has the nerve to pay a sleeping-car porter in proportion to the service he pretends to render.

A CHAPTER ON NATURAL HISTORY.

Your correspondent never yet traveled by rail that his good nature was not imposed upon. I had my usual luck this time. A portly old English gentleman had the same section as myself, and his three daughters occupied the opposite one. Seeing that I had the lower berth, he remarked:

"Hi say, young man, would you mind, ye know, a givin' me hup the hupper berth. I bein' too hold to climb, you know."

Out of respect to his years I consented, and he continued:

"When hi was your hage hi used to jump hon a 'orse heigteen 'ands 'igh has spry has a kangaroo."

"Oh, father," interrupted one of the daughters in a voice of alarm, "don't talk that way to the man. Perhaps he doesn't know what a kangaroo is."

I told the lady with some warmth that I knew all about kangaroos, having caught them with hook and line in Lake Tahoe, at which they looked out of the window and worked their shoulders convulsively. The old man drew a kangaroo on a piece of paper, but I declined to believe that such an odd animal existed, and the old Englishman closed the dispute by taking my address and promising to send me a book on natural history, which would further enlighten me on the subject. I agreed to reciprocate, and send him "The Game Birds of Nevada and Sage-brush Ornithology," by Jewett Adams, a book which I assured him would give him new ideas on the kangaroo. He carefully took down the title, saying that he was able to buy one himself, and would secure it at some San Francisco book-store. We parted company next morning without so much as an *au revoir*.

D.

PASSENGER LISTS.

CARLIN, July 7th.—Passed here to-day, to arrive in Sacramento to-morrow: M. A. Rothmun and wife, M. C. Garber, Mrs. M. Moser, Oakland, Cal.; Edith Sloan, Grand Rapids, Mich.; C. S. Givens, Sacramento; Isaac Trumbo, Mrs. Hubbard, Salt Lake; Earl of Hopetorin, Hugh A. Ferguson, Jas. Hope, Scotland; J. W. Mackay, Mrs. Harrison Brooks and two children, S. Goldsmith, L. H. Sweeney, M. Hildebrand, J. Hildebrand, W. Dunphy, W. Dumond and wife, San Francisco; Lena Regandial, Francis Paulin, Paris; Charles H. Haskell, Utica, N. Y.; B. S. Mason, Mason valley; Hugh Boyle, Mrs. Ellen Durning, Sallie Durning, St. Louis; Norman Beckley, Elkhart, Ind.; R. G. Fuller and wife, George Derrick and wife, New York; Mrs. Bailey Willis, Newport, R. I.; Frank M. Cohn, Helen Daugherty, Rev. E. Trumbull Lee and wife, Portland, Or.; Mrs. Mary Murphy, San Jose; W. S. Baker, Denver; H. Carey, Victoria, B. C.; U. H. Hyde and wife, Harry Hyde, Lucy Hyde, Frank Hyde, Henry, Ill; E. Gesbret, Tuscarora; E. Reardon, E. T. Shine, Helena, Mont.; John A. Shaw, West Liberty, Pa.; Mrs. Cooper and two children, Philadelphia; E. C. Webber and wife, Halifax, N. S.; E. Woodruff, Wells, Nev.; 75 emigrant passengers, including 50 males, to arrive at Sacramento July 9th.

NEWHALL, July 7th.—Passed here to-day, to arrive in San Francisco to-morrow: A. C. A. Hall, Boston; W. F. Bradley and wife, C. A. Bancroft, Arizona; Miss Robbin, W. Litchtonberg and family, George S. Perrin, George L. Davenport, R. S. Parker, C. B. Earl, M. Dreyfus, Irving M. Scott, Mrs. Irving M. Scott, Miss Alice W. Scott, Master France Scott, San Francisco; Norman Eldridge and lady, Iowa; Mrs. A. H. Littlejohn, Oakland; Peter Johnson, Los Angeles; J. R. Cshill, Globe City; L. Mitchell, Maricopa; J. Davison, Silver King, A. T.; S. F. Brown, Tombstone; M. Heller, Tucson; Robert Mossmer, New Jersey; Dr. R. C. Reynolds, D. M. Walker, California; John O'Toole, Mrs. J. O'Toole, Tombstone; G. L. Clarke, New York; W. Pringle, Santa Clara.

OMAHA, July 7th.—Left here to-day, to arrive in Sacramento July 11th: J. K. Foss, Boston; C. Bassett, Washington; S. W. Scott, New York; Mrs. B. H. Randolph, Miss B. R. Falk, A. G. Davis, San Francisco; Miss Ayer, St. Joe, Mo.; T. W. Allison, Buffalo; James Monroe, Milwaukee; E. C. Colvin, Cincinnati; James Hartigan, Indianapolis; Timothy Boelny, New York.

Fifty through emigrants left on last night's emigrant train, to arrive in Sacramento July 14th.

Died En Route.

SAN FRANCISCO, July 7th.—A dispatch received in this city states that Mrs. Plate, who has been traveling across the continent with the J. W. Mackay party, died at Green River yesterday. The dispatch gave no particulars of the cause of her death, but letters received a few days ago stated that the lady was in poor health before leaving New York. Mrs. Plate has been in Europe during the past three years, in company with her sister, Mrs. M. M. Tolles, and two daughters. The deceased was the widow of the late A. J. Plate.