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Telephone and Register.
WILL BE CELEBRATED
By issuing a MAMMOTH EXTRA devoted
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The Telephone-Register.

The PEOPLE Know
—THE VALUE OF—
A NEWS MEDIUM
THAT IS ONE OF THE REASONS WHY THE
TELEPHONE-REGISTER ENJOYS THE LARGEST
CIRCULATION OF ANY NEWSPAPER PUBLISHED
IN YAMHILL COUNTY.

Circulation Guaranteed Greater Than That of Any Other Paper Published in Yamhill County.

REGISTER. Established August, 1881.
TELEPHONE. Established June, 1886. Consolidated Feb. 1, 1889.

McMINNVILLE, OREGON, THURSDAY, FEBRUARY 6, 1890.

VOL. II. NO. 1.

H. BALLINGER,
ATTORNEY AT LAW.
Office in Fletcher building, Third Street,
McMinnville, Oregon.

J. F. CALBREATH. E. E. GOUCHER.
Calbreath & Goucher,
PHYSICIANS AND SURGEONS,
McMinnville, Oregon.
(Office over Braly's Bank.)

S. A. YOUNG, M. D.
Physician & Surgeon,
McMinnville, Oregon.
Office and residence on D street. All
calls promptly answered day or night.

DR. J. C. MICHAUX
Practicing Physician and Surgeon,
LAFAYETTE, OREGON.
Jan. 21, '88.

HEWITT BROS.
DEALERS IN
BOOKS, STATIONERY
AND SCHOOL SUPPLIES.
Musical Goods and Instruments
of all kinds.

Improved Farm Property
On short or long time in sums to suit.
Lowest rates and no commissions.
INSURANCE NEGOTIATED.
Call on or address:
W. T. SHURTLEFF,
At J. L. Knight & Co.'s McMinnville, Or.

E. WRIGHT
Has the most complete stock of harness
in the county. At present 12 sets of single
harness, hand made, in prices
ranging from \$12 to \$30, and 8
sets of team harness as cheap
AS ANY PLACE IN THE COUNTY
Can be seen on the hooks in my shop.
I have competent workmen employed
to do all kinds of repairing and to make
any harness ordered. I also keep a full
stock of oil and rubber robes, lap robes,
horse covers, saddles, etc. A full line of
extras for repairs constantly on hand.

J. B. ROHR,
House, Sign, and Ornamental Painter
The Only Sign Writer in the County.
Homes fitted up in the Neatest and Most
Artistic Style.
Designs furnished for Decorations.
Remember Paper Hanging and Inside Furnish-
ing a Specialty.
Work taken by Contract or by the Day. Ex-
perienced men employed.
Third Street, McMinnville, Oregon.

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Corner Third and C streets, in Braly block.
McMINNVILLE, OREGON.
Transacts a General Banking Business.
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Sells sight exchange and telegraphic
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CARLIN & HIGH, Proprietors.
Goods of all descriptions moved and care-
ful handling guaranteed. Collections will
be made monthly. Hauling of all kinds
done cheap.

THE NADJY BAR!
IN THE COOK HOUSE.
Stocked with the choicest Wines, Liquors
and Cigars—Domestic and Imported.
The Best Bar in the City
WM. MARTIN, Proprietor.

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Plumbers' Supplies!
All kinds of Plumbing Supplies can be
found at my shop, and I am ready
to do all kinds of work in connection
with the city water works.
Satisfaction guaranteed. Shop op-
posite the City Stables. P. D. GLENN

The St. Charles Hotel.
Sample rooms in connection.
Is now fitted up in first class order.
Accommodations as good as can be
found in the city.
S. E. MESSINGER, Manager.

OVERLAND TO CALIFORNIA.
VIA
Southern Pacific Company's Lines,
THE MOUNT SHASTA ROUTE!
Time Between
Portland and San Francisco,
30 HOURS!
California Express Trains Run Daily
Between Portland and San Fran-
cisco!
LEAVE PORTLAND. ARRIVE
Portland, 7:30 a. m. San Francisco 7:45 p. m.
San Fran. 7:30 a. m. Portland 10:45 p. m.
Local Passenger Daily, except Sunday.
LEAVE PORTLAND. ARRIVE
Portland, 8:05 a. m. Eugene, 2:30 p. m.
Eugene, 8:05 a. m. Portland, 3:45 p. m.
Pullman Buffet Sleepers
Tourist Sleeping Cars.
For accommodation of Second Class Pas-
sengers attached to express trains.
The S. P. Company's Ferry makes con-
nection with all the regular trains on the
East Side Division from foot of F street.
WEST SIDE DIVISION
Between Portland and Corvallis.
Mail Train Daily, except Sunday.
LEAVE PORTLAND. ARRIVE
Portland, 7:30 a. m. McMinnville 10:13 a. m.
McMinnville 10:13 a. m. Corvallis 12:25 p. m.
Corvallis 1:30 p. m. McMinnville 3:44 p. m.
McMinnville 3:44 p. m. Portland 5:20 p. m.
At Albany and Corvallis connect with
trains of Oregon Pacific.
Express Train Daily, except Sunday.
LEAVE PORTLAND. ARRIVE
Portland, 8:05 a. m. McMinnville 8:05 a. m.
McMinnville 8:05 a. m. Portland 9:00 a. m.
Through tickets to all points South and
East via California.
Ticket office, No. 134, corner First and
Alder streets, Portland, Oregon; corner
Front and F streets, Portland, Oregon.
R. KOEHLER, E. P. ROGERS,
Managers.

ARE YOU GOING EAST?
If so be sure and call for your tickets
via the
Chicago & Northwestern Railway,
—THE—
"FAMOUS ROYAL ROUTE,"
It is positively the shortest and finest
line to Chicago and the east and south
and the only sleeping and dining car through
line.
Omaha, Kansas City, and all Missouri
River Point.
Its magnificent steel track, unsurpassed
train service and elegant dining and
sleeping cars has honestly earned for it the
title of
Others may imitate, but none can surpass it.
Our motto is "Always on time."
Be sure and ask ticket agents for tickets
via this celebrated route and take none
other.
No. 4 Washington street, Portland, Or.

THE ROYAL ROUTE
ONLY 50 CENTS
FULL WEIGHT AND PERFECTLY PURE
CONDENSED MILK
BIG CAN
Baking Powder
ONE AND ONE HALF POUNDS.
J. N. HENDERSON,
MC. MINNVILLE, ORE.

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J. N. HENDERSON,
MC. MINNVILLE, ORE.

ROYAL
BAKING
POWDER
Absolutely Pure.
This powder never varies. A marvel of
purity, strength and wholesomeness. More
economical than the ordinary kinds, and
cannot be sold in competition with mul-
titude of low test, short weight adulterated
phosphate powder. Sold only in cans. ROYAL
BAKING POWDER CO., 106 Wall St., N. Y.

Furniture Factory,
B. CLARK, PROPRIETOR.
Furniture of all the Latest Styles made to
order in Oak, Ash or any Wood
desired.
FINE WORKMANSHIP A SPECIALTY!
Orders taken for all kinds of work and
satisfaction guaranteed. Call at factory
and see specimens of furniture.
Do not buy without first seeing the furni-
ture manufactured here in your own state
and country.
B. CLARK.

Red Front Grocery
You will find the most complete
stock of
Fancy and Staple Groceries,
Crockery and Glassware, Stoves
and Library Lamps
Ever Brought to the City.
Fine Teas and Coffees a specialty.
Roast Coffee ground free of
charge. Goods delivered free to
any part of the city.
J. H. HENDERSON, Prop.

Edwards & Derby,
Proprietors of The McMinnville
TILE FACTORY
Sited at the Southwest corner of the
Fair Grounds. All sizes of
First-Class Drain Tile
kept constantly on hand at lowest living
prices.
EDWARDS & DERBY,
41-43 McMinnville, Oregon.

TRIPLETT & BOND,
Proprietors of the
PEOPLE'S MARKET.
The nearest place in the city. Animals
carefully selected for killing—insuring the
best quality of meat. Poultry, etc., bought and
sold. Highest market price paid for every-
thing.
Notice is hereby given that the tax books
of Yamhill county, Oregon, for the year
1889, are now in my hands for the collection
of taxes, and that anyone who wishes to
visit the various precincts of said county
as follows, between the hours of 10 o'clock
a. m. and 4 o'clock p. m., for the purpose
of collecting said tax:
Yamhill, Monday, January 27, 1890.
Dayton, Tuesday, January 28.
Lafayette, Wednesday, January 29.
Dundee, Thursday, January 30.
Newberg, Friday, January 31.
West Chehalis, Saturday, February 1.
North Yamhill, Monday, February 3.
Carlton, Tuesday, February 4.
Bellevue, Wednesday, February 5.
Yamhill, Thursday, February 6.
Sheridan, Friday, February 7.
Amity, Saturday, February 8.
North and South McMinnville, Monday
and Tuesday, February 10 and 11.
All persons are notified to be present at
said appointments and settle their taxes, or
pay the same to me at my office, within 20
days from the dates above mentioned. If
not paid by the expiration of 30 days, costs
will be added, as specified by section 2786,
Revised Statutes—pay your taxes or costs
will be made.
T. J. HARRIS, Sheriff.

Printer's Ink
A Journal for Advertisers.
PRINTERS' INK is just what it
purports to be, "a journal for adver-
tisers." It is issued on the 1st and
15th days of each month, and is the
representative journal—the trade
journal, so to speak—of American
advertisers. It tells the intending
advertiser in plain comprehensive articles how
when and where to advertise; how to
write an advertisement; how to display one;
how much to use; how much to ex-
pend—in fact discourses on every
point that admits of profitable
discussion. If you advertise at all,
Printers' Ink can help you. Per-
haps you expend but Ten Dollars a
year in advertising; if so, Printers'
Ink may show you how to obtain
double the service you are now get-
ting for half the money. A yearly
subscription costs but \$1; a sample
copy costs but five cents. Advertis-
ing is an art practiced by many but
understood by few. The conductors
of Printers' Ink understand it
thoroughly. Surely their advice,
based on an experience of more than
25 years will help you. Address:
GEO. F. ROWELL'S
Newspaper Advertising Bureau,
10 Spruce St., New York.

OUR WINNING JOCKEYS.
Pen Pictures of Nine of the
Crack Riders of America.
"They are both Connecticut Yankees,"
said Mike Dwyer, in speaking of the two
great American jockeys, McLaughlin and
Garrison. "That accounts for their quick
wits and shrewd tactics. But the best
jockey in this country is Jimmy Mc-
Laughlin."
McLaughlin had just ridden one of the
Dwyer horses to victory, and Mike Dwyer,
the heaviest bettor on the American
turf, had added fifty thousand dollars to
his bank account. Dwyer is as a rule,
taciturn, and he was only led to depart
from his usual custom of not saying
much because the excitement was very
great, but he was right. Friends and
enemies alike admit that Jimmy Mc-
Laughlin is the champion jockey of
America.
He is known to all patrons of the turf,
but how many persons who only occa-
sionally read the racing news know who
this silk of the turf is, and how he looks
in the saddle.
McLaughlin, or Jimmie, as his friends
call him, is about twenty seven years of
age, having been born at Hartford, Conn.,
Feb. 27, 1861. When about fifteen years
old he became attached to the stables of
W. C. Daly, and soon afterwards rode in
races at the county fairs. He rode on a
regular race course first at Baltimore in
1876. In 1877 he rode at Jerome Park
and Saratoga, and won on Lady Sayers,
owned by Col. McDaniels, on October 13.
In 1877 he rode for the Dwyer Bros.,
piloting Rhamadanthus to victory at Sa-
ratoga. Since then he has been the Na-
poleon of Jockeys.
When McLaughlin began to ride he
weighed only seventy pounds; now he
has hard work to reduce himself in order
to ride at 115 pounds, and very soon, un-
less the scale of weight is raised, he will
nearly be seen in the saddle.
McLaughlin's seat is not an artistic
one—it is constrained, doubled up, so to
speak. He takes a big wrap and rides
with very short reins, and sits forward
in some cases almost on the horse's neck.
He is very quick at starting, and is now
probably the best rider of two-year-olds
events, or short races, in this country.
He claims that a foot of ground gained
at the start is equal to a dozen at the
finish when the horse is tiring. He is a
very hard rider, and the expression on
his face when the finish is a desperate
one is picturesquely grim.
He has hard work to keep his method
in riding by Turkish baths and taking
exercise with heavy clothing on. His
weight in the winter is about 140 pounds.
He frequently has to reduce 10 pounds in
one day. His salary from the Dwyer
Brothers is \$10,000 a year, and by accept-
ing mounts he makes about \$5,000 a year
more. He saves his money and is one
of the richest jockeys in the country. All
he knows of riding he learned by ex-
perience. He is self made. He is quiet,
modest and polite, and has the confidence
of his employers and the public.
"ENHANCED" GARRISON'S ARTIST.
Edward Garrison stands next on the
list to McLaughlin. He was trained in
the same school as his rival and is about
as old a rider as it is possible to find.
He sits doubled up on his horse, holds
the reins short, and appears to be on the
horse's neck most of the time. He is
not so good a starter as McLaughlin, and
usually prefers to ride a waiting race.
In the stretch is where his ability is
shown. He seems to be able to get more
out of a horse at the finish than almost
any other rider. If the finish is a close
one he commences what is termed his
climbing act. He seems to raise him-
self in his saddle and take most of his
weight from the horse's back. He then
climbs in some way on the horse's neck.
The style is a very ugly one, but appears
to be successful.
Garrison was born in New Haven,
Conn., in 1867, and also learned to ride
in W. C. Daly's stables. His first mount
was on Belle of the North, on June 29,
1882, at Brighton Beach. His first win
was with Monk on the same race course
on August 9, 1882. In 1883 he was in
great form, and became the champion
of Brighton Beach; his best race that
year was when he won the Great East-
ern handicap with Dutch Roller. He is
now the leading jockey of the great Hag-
gin stable, and receives a salary of \$10,
000 per year for his services. Last year
he started a stable of his own, and has
been very successful with his horses.
He has a boyish expression, and talks a
great deal more than is usually wise.
He married the daughter of Judge Mc-
Mahon, of Gravesend, L. I., and lives at 89
Sixth avenue, Brooklyn, where he en-
tains his friends in great style. His
clothes and manners are tremendous. He
does not know what fear is, no matter
how large the field or how sharp the tur-
nouts are. His friends have dubbed him
"Snapper" Garrison.
THE RIDER OF THE HAND.
William Hayward is probably the oldest
jockey on the turf. He was born in
England 1844, and was a prominent rider
in that country before he came here. In
1866 the late M. H. Sanford, who was
forming a racing stable, made a trip to
England and secured the services of
Hayward as jockey. He made his first
appearance in this country in the saddle
at Jerome Park in the spring of 1877,
when he rode Deb, but failed to win.
Two days later he won the Hotel Stakes,
three miles, with Loadstone. In 1876
Hayward joined Mr. August Belmont's
stable. On the retirement of the maroon
and scarlet he rode for Mr. Lorillard, and
for Appleby & Johnson. This year he is
riding for Mr. A. J. Cassatt, and has
piloted the Bard to victory in all her
races. His height is 5 feet 4 1/2 inches,
and he rides between 106 and 110 pounds.
When not racing he weighs about 130
pounds. He manages to keep his weight
down by taking long walks. He is a
handsome fellow with bright blue eyes,
a complexion bronzed by exposure, and
wears a medium sized drooping moun-
tache. He introduced into this country

what is known as the English roll, a
bodily motion which is of great assist-
ance to a distressed horse. As a finished
rider he has no superior, his seat in the
saddle being perfection. He sits more
erect than the majority of jockeys, and
does not climb over his horse's ears. He
sits his horse very high and light. He
has long thighs for a man of his size and
this gives him great purchase. He keeps
his hands low down and well back, and
has, as the saying is, his mouth in his
lap. He is cool and collected during a
race, and so dexterous with his whip
that he changes it from one hand to the
other with great rapidity and without
letting go of his horse's head. He rides
with patience and his finishes are the
most brilliant of any rider. He is a
splendid judge of pace.
A GROOM OR MILK DONOR.
W. Donohue is one of the richest jock-
eys in this country. He was born in
Montreal in 1854, and comes of a racing
family. He came to this country first
with Dick Shea, and joined the stable of
the late Milton H. Sanford. Donohue's
first mount was at Jerome Park, October
10, 1871, when at 97 pounds he rode In-
verary against Alarm for the Desert
Stakes, one mile. Alarm led most of the
way, but Billy, on Inverary, caught him
and won by a head. Billy was quite a
little fellow then, but he rode a great
race. His seat is not so high as Mr.
McLaughlin's. He sits well forward and
keeps his hands well down, and when
left to his discretion he rides a waiting
race. He is self-willed and obstinate
in his opinions, but always obeys orders
carefully. He will never take any risks
with a valuable horse, but in a fighting
finish he may be depended upon to get
all there is out of his mount. He is small
of stature, light boned, and well able to
ride for many years, although like many
jockeys he has suffered the penalty of
excessive sweating. He can now ride at
about 105 pounds.
"THE COLORED ARCHER."
Isaac Murphy, who rides for Lucky
Baldwin, is one of the best riders on the
turf. He is the greatest colored jockey
living, and has been called the "Colored
Archer," the "Cetewayo of Jockeys" and
the "Black Engelman." He was born
in Kentucky in 1859, and grew up to the
employment of Capt. J. T. Williams.
His first mount was on Lady Greenfield,
and his first win with Spring Branch, in
the Blue Grass Stakes, carrying ninety-
one pounds. He has won on many of the
famous horses of the time. Now he
rides for Lucky Baldwin and receives
\$10,000 a year for his services. Murphy
is married, and during the racing season
his wife travels all over the country with
him. He has a farm in Kentucky, where
he lives in the winter. He is an excel-
lent specimen of manhood, strong, mus-
cular and as graceful as an Apollo. He
sits on his horse with ease, and there is
little flourish to his finish. He is a
great favorite, owing to his polite, mod-
est and engaging manners, and his rep-
utation is above reproach. He now rides
at 112 pounds.
"DAREDEVIL FITZ" IN THE SADDLE.
W. J. Fitzpatrick was born at Mt.
Holly, N. J. He first learned to ride at
Mr. Lorillard's stable, Rancocas. His
first mount was on November 5, 1878, at
Jerome Park, when he rode Pique second
to Simon. Fitz is one of the most bril-
liant riders in the profession. He is
strong, quick-witted and totally indiffer-
ent to danger. He takes chances any
other man would shrink from. He now
rides for Montana-Miner Morrissey.
BLAYLOCK AND MCCARTHY.
Harry Blaylock was born in Hamilton,
Canada, in 1856. He joined Charlie
Boyle's stables when very young, and
did not ride in a race until the Washing-
ton meeting in 1876. Then he won a
three-quarter mile dash on Inspiration,
and a race of mile heats on Bill Bruce.
He won two other races on Inspiration
at the same meeting. In 1879 he rode
for any one and every one, and captured
the Home-bred Stakes on Nancy for Mr.
Withers. He is cool and steady,
is a hard rider and never knows he is
beaten until the post is passed.
Andy McCarthy, Jr., made his reputa-
tion by winning the Brooklyn handicap
last year with Dry Monopole, and break-
ing the record for a mile and a quarter.
He was born in New Haven, Conn., in 1869.
He comes of a horse-loving family, his
father having raced horses in England
and in France before he came to this
country. His first race was at New Ha-
ven in 1877; he made his appearance in
this section at Jerome Park in 1879.
Andy is a slight, fair haired boy. He is
tall and wiry. He sits on his horse well,
and when the finish is close he manages
often by desperate riding to just squeeze
home. He is one of the best lightweights
and rides at 105 pounds.

LINCOLN AND STANTON.
At the War Department the
Night After the Election
of 1864.
In the Century Magazine Messrs. Hay
and Nicolay narrate their idea of what
happened at the war department on the
evening after the second election of
President Lincoln in 1864. As they were
not present their report must be a matter
of hearsay. I do not know that any of
the particulars they relate are deficient
in accuracy, though I can testify that,
while I was there at that time, I did not
observe them.
I was not usually on duty at the war
department at night, but Mr. Stanton
had directed me to come over that eve-
ning, and I arrived pretty early, say at 8
o'clock or half past 8. The excitement
of the struggle had been intense. In all
my experience I have never witnessed
any other election that had so much polit-
ics in it. All the resources of partisan
science, backed by the immense power
of the vast and widespread expenditures
of the war department, then about a
million a day, had been employed by the
astute and relentless statesman at the
head of the war office; and he did it with
a pertinacity and skill that never have
been surpassed. Of course no step had
been taken without the knowledge and
consent of Mr. Lincoln, himself a politi-
cian of a very fertile and superior order,
but the engineer whose hand was never
taken off the machine, and whose pur-
pose never relaxed its high-pressure en-
ergy, was Mr. Stanton; and his ardent
and excitable nature was kept at fever
heat to the very last moment of the con-
test and aftermath.
The president, apparently as serene as
a summer morning, was in Mr. Stanton's
large private room, and no one was with
him except the secretary and General
Eckert, who came continually with tele-
grams. The result of the voting was of
such a decisive character that the news
arrived much earlier than had been ex-
pected, and when I went in I learned
both from the president and the secre-
tary that the question seemed already to
be substantially settled. Each dispatch
that was received seemed only to add to
the apparent certainty, and by about 9
o'clock there was no longer any doubt.
But without waiting for that hour, Mr.
Lincoln drew from his breast this yellow
covered pamphlet. "Dana," said he to
me, "have you ever read anything of
Petroleum V. Nasby?" pronouncing
Nasby as though the first syllable were
spelled with the letter "s." "No, sir,"
said I, "not much; but I know he writes
from the Confederate Cross Roads and
prints his things in the Toledo Blade."
"Yes," said Mr. Lincoln, "that's so,
but that is not the whole. Pull up your
chair and listen." I drew up to him
and he began to read aloud to me only,
and not to Stanton, one after another of
Petroleum's funny hits, and between
each of them he had a quiet little laugh
all to ourselves. But the lion heart of the
secretary showed plainly that he had no
sympathy with this amusement; in fact,
his face wore its darkest and sternest ex-
pression. However, the reading went
on, occasionally broken by General Eckert's
entrance with another telegram, to which
Mr. Lincoln paid no very serious
attention, and he quickly turned back to
the reading every time. In this way he
read paragraphs and even pages of Na-
sby, until finally a dispatch was brought
in of a more important nature, and he
laid the pamphlet down to attend to it.
While he was thus engaged, Mr. Stanton
motioned to me to come with him into
General Eckert's room, and when the
door was shut he broke out in a fury.
"It is to me," said he, "as much as
there ever such nonsense, was there ever
such inability to appreciate what is going
on in an awful crisis? Here is the late of
this whole republic at stake, and here is
the man around whom it all centers, on
whom it all depends, turning aside from
this momentous, this incomparable issue,
to read the trash of a silly
mountebank!"
This fiery speech of the enraged secre-
tary was interrupted by General Eckert,
who had another telegram, which he
showed to him, and with which he
went back into Mr. Stanton's own office,
in order that the president himself might
see it.
Hardly had he begun to read it, how-
ever, when a new occasion of irritation
arose. The messenger brought a card
and handed it to the president, who said
at once, as he passed the card over to the
secretary, "Show him in." Stanton read
it, and, turning to me, said in a low
voice: "God in heaven, it is Whitelaw
Reid." I understood the point to this
explosion at once. Mr. Reid, who was
then the correspondent to the Cincinnati
Gazette, and a great friend of Secretary
Chas. Villiers in Washington, was not
liked by the secretary of war. This dislike
had gone so far that the doorkeepers in the
war department had received directions
that Mr. Reid was not to be admitted.
But when he sent his card to the presi-
dent they could not refuse it.
Mr. Reid came in and was greeted by
Mr. Lincoln, but not by the secretary.
His purpose was merely to obtain from
headquarters and from the highest au-
thority the assurance that the election
had certainly gone in favor of Lincoln;
and after expressions of thanks and con-
gratulations he withdrew. Just then
Judge David K. Carter came in with two
or three other gentlemen, among them
Mr. Fox of the navy department, and
the reading of Petroleum V. Nasby from
the Confederate Cross Roads was not re-
sumed.
These incidents of a memorable histor-
ical event are not recorded in any annals
of the time that I have seen; and yet
they appear to be interesting enough not
to be forgotten.—Charles A. Dana.

FROM THE NUDE.
A Peep into the Studio of a Chi-
cago Art Class.
On a platform raised about three feet
above the level of the floor stood what
appeared at the first glance to be a mag-
nificent model of a woman in wax. One
hand rested lightly on a table, the other
on her hip. The figure was of robust
build and beautifully proportioned, while
the pose was graceful, easy and as im-
mortally maintained as that of a statue.
A faint wave of color mantling the cheek
was the only thing which warned the re-
porter that this was no triumph of the
wax worker's art, but in reality a living
woman, clad in nothing beyond blushes
and her native modesty.
As the Journal man made a tour of the
seats and diffidently compared the dif-
ferent studies with the original, not a
word was spoken, and the work went on
unconcerned as if the living model
had been nothing more than one of the
plaster casts from which the young wo-
men in the antique class were working.
As for the model herself, after one fur-
tive glance at the stranger, she again
fixed her eyes on a point high above the
heads of the students and devoted all
her energies to the extremely difficult
task of standing perfectly still. This re-
laxed the newspaper man from his nat-
ural embarrassment, and he was able to
critically examine the various sketches.
The human figure is one of the most
difficult things to draw, and perhaps for
this reason the sketches were not nearly
so uniformly good as the work had been
in the other rooms. At the same time
some of them were vigorous, accurate
and effective, and one study in oil was a
particularly strong piece of work.
A strange fact noticed was that no mat-
ter how slight an amount of work had been
put on the face, and notwithstanding the
whole figure had been sketched in every
case, thus reducing the head to a small
size, every student had caught a likeness
of one of the most entirely unattrac-
tive faces I have ever seen. The model
of blonde hair there was nothing very
interesting in the dull, cold features.
The model was evidently quite used to
posing, the students treated the matter
as one entirely of business, and after the
first uncomfortable embarrassment had
passed away, even the reporter forgot the
entirely unconventional presence, and
made his notes with even more sang
froid than had been the case in some of
the other class rooms.—Journal.

PASSPORTS ARE NEEDED.
In Russia it is impossible to Eat
or Sleep Without Them.
Passports are a matter of the first im-
portance to the traveler who intends to
go to Russia. The passport becomes
more needful than money. Not because
people are halted on the street to show
their passport, as is currently supposed,
nor because the police line the streets
and are waiting for strangers at every
corner, but because it is impossible to
get either in or out of Russia, or to get
food and lodging when one is there, with-
out it. The police on the streets know
very well that strangers have their pas-
ports or they would not be there.
First of all it is difficult to