

lowed, but the limit was reached at last and he was compelled to settle, the original amount having been increased probably a hundred fold. As he handed over the money he said with a sigh—"Far'well to American liberty!"

The Kentuckian's experience is equaled if not surpassed by that of two men in Providence, Rhode Island, who for three years last past have been fighting in the courts over the owner, ship of a spavined buckskin mare, the original price of which was sixty-five dollars. The men's names are Henry W. Salisbury and William Greene, and the case is deemed of sufficient importance to make it the subject of a special telegram to the *New York World*, from which it appears that Salisbury thought he had the worst of the trade, and in October, 1889, brought suit against Greene in the common pleas court. The jury awarded him \$100. The defendant obtained a new trial at the December term of that year and the case was continued to the June term of 1890, when the plaintiff secured a verdict of \$81. Greene carried the case on exceptions to the supreme court and a third trial was ordered. In September, 1891, the jury found a verdict for Greene. Then Salisbury appealed to the supreme court and secured a fourth trial. After a hearing of fifty witnesses, the jury has found for Salisbury for \$17.50. It is understood that Greene will again appeal to the supreme court. The case has already cost the litigants several thousand dollars.

How long this performance is likely to continue cannot be told, but that it will not be circumscribed by any act of the law or action of the lawyers is already shown; probably one or both the litigants will run out of money and exhaust all other resources some time, and then, it is safe to say, the matter will drop with the traditional "dull sickening thud."

### THE ECLIPSE.

Those who are interested in astronomical subjects are informed by an eminent astronomer that the last solar eclipse of any consequence during the remainder of this century will take place in April next. The date is dual, being 15-16, because at the point of first contact it will be late on the 15th, and the last contact will occur at another point on the day following. The interest which Utah people might at first feel in the phenomenon will be sensibly diminished by the further information that it will be wholly invisible to North America, not even a segment of the sun being overcast north of the Tropics of Cancer, or say Central Mexico. The path of totality begins away out in the South Pacific ocean, a few hundred miles west of the Chilean coast, crosses that country and South America in a direction north of east and emerges at the town of Ceara on the Brazilian coast as the center of the path, whence it proceeds to the Senegambian coast in Africa.

Numerous observations will be taken, and a much better opportunity will be afforded for this purpose than usual, as the period of totality will be as long in places as 4½ minutes. The grand

eclipse of January 1, 1891, which was total throughout the country to the northwest and northeast of us, and which was observed and reported on near Pocatello by a special messenger of the News, lasted but little over a minute, but it was a celestial splendor while it did last. An additional advantage to scientific investigation this year will be the sunspot maxima which will be on at that time.

An inferior eclipse will take place on the 9th of next October; this will be visible only at the Pacific coast line as a partial eclipse, and nowhere during the whole of the phenomenon will it amount to more than what is known as an "annular"—that is, the moon will be in apheilon or at its furthest point from us and by thus diminishing in apparent size will not completely cover the sun's face, leaving a complete golden ring around its opaque body. This is a very pretty spectacle when viewed with a protected eye; but it no more compares in magnificence with a total eclipse than the tinted spray of a cataract compares with a full-developed rainbow.

### SELF-HELP THE FIRST DEMAND.

Stripped of gush and sentimentality, the conduct of the captain of the recently disabled Cunarder *Umbria* appears to have been rather controlled by a regard for the pecuniary interests of his employers than for the feelings and anxieties of his passengers. One fails to see where the heroism comes in which refuses an offer of assistance in time of distress for the sole reason that the acceptance of the offer would render the recipient proprietors subject to a heavy claim for salvage. Of course the *Umbria's* captain was confident of the ability of his vessel to keep afloat and of the skill of his chief engineer to repair the broken machinery; otherwise he would have been criminally reckless to decline any tender of aid at whatever cost. But the cold fact probably is that his confidence above referred to was materially strengthened by the enormous salvage fees now in force. The existing ratio of the charges to the tonnage came into operation when vessels were much smaller and of much less value than they are today. A hundred thousand dollars is no small sum to pay for being aided or taken in tow to the nearest point; yet such would probably have been the *Umbria's* bill. Under the circumstances the captain doubtless felt himself justified in deciding to depend on his own resources; especially as the company would be sure to look closely into the matter and certainly discharge him if it appeared that he had not held out until his last chance was gone. What the affrighted passengers on board, and their anxious friends on shore, may think of this calculating way of reaching a decision does not seem to make much difference to the average company or its hired men nowadays.

ONE OF the greatest real estate blunders in history, a fearful warning against "letting go too soon," was when the Dutch were offered and snapped up Manhattan Island for \$120.

### "EVIL COMMUNICATIONS," ETC.

A Chicago paper, published near the location of the big show apparently, comes to the conclusion that the early geographies which were given to desecrating at length upon the benign and pacific nature of the Esquimaux were not altogether accurate, and this choice piece of information is cited as one of the first bits of wisdom which the presence of the said show is to be credited with. There is a group of native Esquimaux on the ground and ready to be looked at by those who hail from more congenial climes, at so much per look, whenever the time comes; and it seems that on Monday of last week one of the group so far lost his traditional calm and equipoise as to seize hold upon an interpreter and beat him cordially with his fists. When the interpreter was finally rescued by a band of Columbian guards he was considerably bruised and disheveled. And now a gentleman concerned in the conduct of the exhibition alleges that other of his immigrant charges have entered into a bloodthirsty conspiracy to "remove him."

This event is looked upon as a sad "disillusionment"—our readers will forgive us for reproducing this latest and awfullest paragraphic coinage—and the comparatively tropical condition of a little below zero in which the Arctic pugilist found himself is pointed to as the cause thereof; but if this be the case, perhaps when he gets back to the more genial clime which gave him birth, and where all attempts to induce the mercury to come up as high as zero are futile, he will recover his wonted equanimity and be as good-natured as of yore. There may be another explanation, however; maybe the assaulted reporter made use of that vestibled word quoted in the presence of the Esquimaux, and the latter thought that a little too much to be added to the affliction of a sweltering temperature.

### "THROUGH TEXAS."

With the compliments of the Missouri Pacific railway, and through the medium of its local agents, Mr. S. V. Derrah and Mr. R. F. Neslen, the News has received a copy of a neatly printed and bound and graphically written little book bearing the above title. The author is Walter B. Stevens, a special correspondent of the *St. Louis Globe-Democrat*, who made a tour of the Lone Star state during the fall of 1892. He wrote a series of descriptive letters to his paper, and these have been collected in the volume before us. Mr. Stevens has established in this work, if he had not done so before, a reputation for acute observation and admirable descriptive power. His sketches are interesting, the style racy and the narrative all though graphic and charming. Every page is supplied with one or more illustrations, which assist and add to the pleasure of the perusal. We are told in the introduction that the object of the work is not to boom Texas, but to supply reliable information; this much would certainly seem to have been done, and in a most attractive manner.