THE DAILY BEE.

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RAILWAY TIME TABLE.

LEAVING OMAHA EAST OR SOUTH BOUND.

C., B. & Q. 5 a. m.—3:40 p. m.
C. & N. W., 6 a. m.—3:40 p. m.
C., R. I. & P., 6 a. m.—3:40 p. m.
K. C., St. J. & C. B., 8 a. m.—3:40 p. m. Arrive at St. Louis at 6:25 a. m. and 7:45 a. m.

WEST OR SOUTHWEST.

B. & M. in Neb., Through Express, 8:50 a. m.
B. & M. Lincoln Express.—7:30 p. m.
U. P. Express, 12:15 p. m.
O. & R. V. for Lincoln, 10:20 a. m.
O. & R. V. for Osceola, 9:40 a. m.
U. P. freight No. 5, 5:30 a. m.
U. P. freight No. 9, 8:15 a. m.
U. P. freight No. 7, 6:10 p. m.—emigrant.
U. P. freight No. 11, 8:25 p. m.

ARRIVING—FROM EAST AND SOUTH.

C. B. & Q., 3:00 a. m.—7:25 p. m.
C. & N. W., 9:45 a. m.—7:25 p. m.
C. R. I. & P., 9:45 a. m.—9:05 p. m.
K. C., St. Joe & C. B., 7:40 a. m.—6:45 p. m.
W., St. L. & P., 10:55 a. m.—4:25 p. m.

ARRIVING FROM THE WEST AND SOUTHWEST.

O. & R. V. from Lincoln—12:12 p. m.
U. P. Express—8:25 p. m.
B. & M. in Neb., Through Express—6:50 00 7:30.
B. & M. Lincoln Express—8:50 a. m.
U. P. Freight No. 10—1:40 p. m.
No. 6—4:25 p. m. Emigrant.
No. 8—10:50 p. m.
No. 12—11:35 a. m.
O. & R. V. mixed, ar. 4:35 p. m.

NORTH.

(Nebraska Division of the St. Paul & Sioux City Road.

No. 2 leaves Omaha 8 a. m.
No. 4 leaves Omaha 1:50 p. m.
No. 1 arrives at Omaha at 4:30 p. m.
No. 3 arrives at Omaha at 10:45 a. m.

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Leave Omaha at 8:00, 9:00 and 11:00 a. m.; 1:00, 2:00, 3:00, 4:00, 5:00 and 6:00 p. m.

Leave Council Bluffs at 8:25, 9:25, 11:25 a. m.; 1:25, 2:25, 3:25, 4:25 & 5:20 and 6:25 p. m.

Sundays—The dummy leaves Omaha at 9:00 and 11:00 a. m.; 2:00, 4:00 and 5:00 p. m. Leaves Council Bluffs at 9:25 and 11:25 a. m.; 2:25, 4:25 and 5:25 p. m.

Opening and Closing of Mails.

ROUTE.	OPEN.	CLOSE.
	a. m. p. m.	a. m. p. m.
Chicago & N. W.	11:00	9:30 4:20 2:40
Chicago, R. I. & Pacific	11:00	9:00 4:30 2:40
Chicago, B. & Q.	11:00	9:00 4:30 2:40
Wabash	12:30	4:30 2:40
Sioux City and Pacific	11:00	4:30
Union Pacific	5:00	11:40
Omaha & R. V.	4:00	11:40
R. & M. in Neb.	4:00	8:40 5:30
Omaha & Northwestern	4:30	7:30

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On Farnham, next to the R. & M. headquarters, has re-opened a neat and complete establishment which, barring FIRE, and Mother Shipton's Prophecy, will be opened for the boys with Hot Lunch on and after present date.
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THE NEW KING.

A Pen-Portrait of Henry Villard the Great Oregon Navigation President.

Unbounded Confidence Reposed in Him by His Friends and Coadjutors.

Philadelphia Times.

"I called yesterday at the offices of the Oregon Railway and Navigation company, on Nassau street, where Mr. Villard presides. Mr. Villard apparently does not seclude himself. He has three or four rooms not overwell furnished, the floors covered with a white, canvas-like material, generally in a state of dirt left by the feet of employes and visitors. He is a big man over six feet high, and must weigh

OVER 200 POUNDS!

A man that carries with him the impression of great force and power; has a big round head, covered thinly with dark hair which curls slightly at the ends, and an open, pleasant face on which there is no hair except a short gray moustache. His voice is soft and pleasant, and he smiles as though he enjoyed life to the full. Those who know him well say that he does; that he gets all the keen enjoyment possible out of his prosperous work and his great wealth. Mr. White kindly gave me the main incidents of his career. Mr. Villard was born in Speyer, the capital of Rhenish Bavaria, in 1835. His father was judge of the supreme court of Bavaria. After going to Heidelberg university, Mr. Villard came to this country when he was 21 years old. He went to

THE PIKE'S PEAK REGION

with the first party of emigrants who went there in search of gold, and went into journalism, working on various newspapers. After remaining at Pike's Peak for a year or two he became an army correspondent. At the outbreak of the war he was a member of a firm having a news bureau at Washington, and representing The New York Tribune, Cincinnati Commercial, Boston Advertiser and The Chicago Tribune. The firm was composed of Mr. Villard, Mr. Horace White and Adam S. Hill. Mr. Villard's duties were with the army, and in that capacity he was with Grant in the West, and afterwards with Rosecrans and Burnside on the Potomac. He was present at the battles of Fredericksburg, the Wilderness and Spottsylvania Court-House.

After the close of the war Mr. Villard went to Germany and remained a year, when he returned. He married a daughter of William Lloyd Garrison, and went back to Germany, where he stayed two years. During this period he formed connections with certain banking houses at Frankfort, which gave him the command of considerable capital, and having the confidence of those houses he was invited by them to take charge of their interests in Oregon, where they had invested some $10,000,000 in the bonds of railway and steamship enterprises undertaken by Ben Holladay. Holladay eventually failed, and the Oregon property, went into the hands of the bondholders represented by Mr. Villard. While managing their interests the Kansas Pacific railway became bankrupt, and as a majority of the bonds were likewise held in Germany, Mr. Villard was solicited to take the receivership, a position which he continued to occupy to the great satisfaction of the bond-holders until the road was able to resume the payment of its interest obligations. After the receivership was closed Mr. Villard conceived the idea of raising money in New York to pay off the foreign indebtedness of

THE OREGON STEAMSHIP COMPANY,

which operated a line of iron steamships between Portland and San Francisco. So great was the confidence of capitalists in New York with whom he had been associated in Kansas Pacific that the money to pay the foreign creditors of the steamship company was raised in a few days. A new Oregon steamship company was formed and new steamers were added. Mr. Villard then visited Oregon, where he was brought in contact with the principal owners of the Oregon Steamship Navigation company. This was in 1879. The majority of this stock had been at one time owned by Jay Cook & Co. When that firm met with misfortune the stock was distributed to the creditors along with other assets of the estate, and had been gradually bought in by Portland capitalists. The original capital was $5,000,000, of which something over $400,000 was owned in Portland. Mr. Villard conceived the idea of buying this stock and uniting the steamship company and the Oregon Steamship Navigation company into one corporation. A price was agreed upon for the stock. Mr. Villard returned to New York in June, 1879, raised the money for the purchase in a very short time, and placed it to the credit of the Oregon owners in the Park bank.

THE PRESENT OREGON RAILWAY AND NAVIGATION COMPANY

Was then organized under the laws of Oregon, consisting of the two old steamship companies, and a railroad company which had about thirty miles of rails running from Walla Walla. The success of the new company was very remarkable. Its earnings were large and its stock was soon quoted above par. The stock was $6,000,000, and its bonds a like amount. Since then the stock has been increased to $12,000,000, the additional $6,000,000 being paid for in cash and expended in building a railway along the Columbia river, in order to avoid the uncertain and difficult navigation and to meet the demands of increasing business.

The Oregon Railway and Navigation company having occupied the Columbia River valley by a railway nearly completed, Mr. Villard sought to make a contract with the Northern Pacific company which should avoid building parallel lines in that valley, where one road was adequate to do all business. The Northern Pacific, after several times changing its line, had finally settled upon a double line. Negotiations with the Northern Pacific having proved fruitless, Mr. Villard conceived the idea of buying a controlling interest in the road by purchases of stock in open market.

IN PURSUANCE OF THIS IDEA,

He called for a subscription of $8,000,000 on the part of his friends and coadjutors in hi previous enterprises, and so good was their confidence in him that the money was subscribed within a very short space of time, the subscribers getting nothing in return but Mr. Villard's personal receipt, which did not even indicate the purpose for which the money was wanted—a fact, perhaps, absolutely without parallel in this country.

Villard was asked to state his views respecting the future operations of the Northern Pacific company. He complied with the request at some length, saying that he spoke as a large stockholder, who desired to benefit and improve his property, and not to injure it. A great deal had been published in the newspapers about his alleged hostility to the Cascade branch, the line from the mouth of Snake river to Tacoma, on Puget Sound. He wished to say that he was not, and never had been, opposed to building that branch, nor was he opposed to the building of any branch, or to any policy which was for the pecuntary interest of the Northern Pacific stockholders. His own interests in the Northern Pacific railroad were much larger than his interests in any other company; and it was ridiculous to suppose that he would set himself in opposition to any line of policy which could be shown to be advantageous to the company. He thought, however, that the building of the line from Portland to Kalama, the gap which still remains to be closed, between Tacoma and the Oregon Railway & Navigation company's lines should be first undertaken: This gap was only sixty miles long, and when finished would supply rail communication between Puget Sound and the Pen d'Oreille division of the road now nearly completed.

Mr. Villard and his friends have recently acquired the Oregon and California lines running south from Portland and the valley of the Willamette river, and these are to be extended southward to connect with the California & Oregon railroad so as to form a connection with San Francisco by rail. The system has already 300 miles of railway in operation, 260 on the east bank of the Willamette river and 100 on the west bank. Under the plan of organization adopted at Frankfort-on-the-Main a few days ago, a new loan of $60,000,000 was obtained on the security of 300 miles in operation, and of the extension proposed to be built, and works will be proceeded with immediately.

Hunting in Alaska.

Alaska Correspondence Forest and Stream.

The skin of the otter is worth more than that of any other animal, excepting the royal ermine. It brings in Alaska from $60 to $150. Unlike all other skins of this country, it needs little assistance from the fur-dresser's arts; the black hairs are not dyed, and the white ones are sewed in, therefore differing greatly from the imitation called "pointed beaver," and from the fur seal, the raw pelt of which has no more beauty than that of a calf.

They are very warm animals, and are worthy of being considered game, for none but the most expert hunters are successful in their pursuit. Unlike the fur seal, millions of which return annually in great herds to the Pryboloff islands, where they are driven and slaughtered by clubbing, the otters go singly or in pairs, and their range is a large one. I believe they are found on the western shores of Behring straits, and they have been plentiful from our westernmost possession, the island of Atton, along through the Aleutian group through the Gulf of Alaska, and the Indians of Vancouver's Island kill them on the western coast, while in spring making their way north.

Men of all nations join in their pursuit, and even undergo the hardships incident to marriage with native women for their sake.

The otter was to a certain extent protected. No white man could kill them, and no firearms could be used in hunting them, but with inadequate force to carry out the law it soon became a dead letter. A number of white men of various nationalities had settled upon the island Ounga (near the south point of Alaska peninsular), and employed themselves in otter hunting. In 1875 the treasury department gave special permission to such whites as were married to native women and intended to remain in the territory to hunt them, which permission put otters at a discount and women at a premium. But very little ceremony was needed to give them full rights to both otters and women, which without it they had owned.

These squaw-men by their steady hunting, frequently with guns, are greatly reducing the supply. At Atton, where they were once abundant, but seven were killed last year, and in other resorts they are decreasing. A skin worth $5 a square foot is worth working for.

The method of hunting the otter, as practiced by the Indians of southeastern Alaska, and I presume much the same elsewhere, is as follows: The hunters go in companies of three canoes, each carrying ten paddlers, the one in the bow being armed with a spear or bow and arrows. Lately muskets have been introduced, which are loaded with buckshot; but this is illegal, and tends to drive the animals from their breeding grounds, which are on rocky islands just to the northward of Cape Spencer.

The animals seek these islets in May, and the hunters rendezvous at them. When an otter is seen approaching they endeavor to form a circle to seaward of it, as quietly as possible, and then close on it. When alarmed the otter dives and endeavors to make its way to sea. Although less able to remain under than the seal, its first dive will sometimes last for half an hour; but if quickly discovered and followed on reappearing, it soon becomes tallied, and falls to the lot of the boat which first wounds it. Great care is taken to hit it in the head, and some of the Indians are expert shots.

In fall there is another short season, during which all adults are killed without distinction. On nearly every one of the Aleutian islands, in seven places in the Alaska peninsula, and in as many or more along the western coast, the Alaska Commercial company and the Northwest Fur company have agents stationed who monopolize the market in the vicinity.

Hoonah Dick admitted that some of the Alaska hunters used guns. I asked him why they did it, and he said that the English indians used them, and unless they did also they could not get near enough to kill the otters by other means. He and Kahhoo-doo-sak have promised to break up the custom.

Any dispute of ownership is referred to old Kah-hoo-doo-sak, who listens to all of the evidence, and gives a decision which is never questioned. Willoughby was present at one such arbitration. The old man gave the skin, worth $70, to one of the contestants, who was to pay to the other seven blankets, worth $21.

All captains of companies report to this chief the number of their otters, and he keeps tally. This year 127 have been tallied, worth probably at least $10,000. The Indians say they don't kill the female in the spring season, but the skins of unborn sea otter pups are frequently on sale. I suppose that they do refrain fully as much as does the ordinary supporter of game laws in New York from killing does when in the Adirondacks and out of meat.

Lem Benton on De End ob de World.

St. Louis Republican.

Wot's dat you chillun bogin 'roun' 'bout' de world's comin' ter end dis yeah? No use ter 'tend dat 'backer crap! Um—ugh!

Yo' fader jess calls yo 'ttention ter de fac' dat a sartin 'backer stick wich am a 'fluential member do dis fam'ly am gwine ter hab a voice in dis corkuss.

Who says de world's comin' ter end? Mudder Shipton? Who tole Mudder Shipton? You specs de Lawd did? Shoh!

You tink de Lawd choose dat ole granny ter carry de hebenly message wen he could git a jestis ob de peace like yo' fader, dat could sign his official name an' bear de news wid becomin' solemness?

You s'pose de Lawd tole Mudder Shipton way back dar, so dat all de debbils know dey got ter git in dey work by dis yeah, an' hab dem growdin' de rumatiz inter yo' fader's ole body ter make him backslide from grace?

You s'pose de Lawd am gwine ter quit bizness wen dar am skads ob de mos' 'portant tings jess undertook?

Look at de barge line.

Notice yo' fader, jess inside de front doah ob anudder term ob de jestis ob de peace.

Observe dat star male an' femal' vestigation wid Dorsey. Ef ole Hickry Jackson am "ober dar," yo' s'pose he's gwine ter let de end ob de world stop dat 'vestigation?

An'den Banjo Butler haint been gubner of Massachusetts yit. Ef de world come ter end widout dat, hit knocks de doctrine ob de final perseverance ob de saints.

Den dar's de new Bible jess come out. De debbil am gwine ter tackle dem yaller coons wid dis scripter widout hell in hit. Dar's whar he am gwine ter work up de goats.

Yo' spose de world come ter end befoh ol dese tings happen? Um-ugh! Dar jess as well fen no would.

Yo 'majine de Lawd not know bettah dan ter tole sich stuff in advance, an' had yo ol lazin' roun' ol dis summer?

Haint de bees makin honey nuff ter las' dem ol nex' winter? Well, dem bees knows jess as much 'bout de end ob de world as ole Mudder Shipton.

Yo stop dis nonsence an' focus yo tention on dat backer crop, or de end ob dis backer stick am gwine ter come ter yo widout any warnin' from Mudder Shipton. Yo' foder am de Balaam voice in dis fam'ly.

MUSICAL AND DRAMATIC.

Gounod's new opera, "Tribut de Zamora," is declared to lack sufficient drawing powers to entitle it to be considered a success.

Ristori has returned to Italy and probably will not appear again upon the stage.

Effie Ellsler and Frank Weston, of the "Hazel Kirke" troupe, are to be married next week.

Anna Dickinson is said to be meditating the production of her "Crown of Thorns" in England.

Adele Belgarde will occupy a position in the Union Square Theater stock company next season.

Haverly's Widow Bedott company is now on its way to California, playing in Colorado and other intermediate places.

Wallack's new theatre, Broadway and Twenty-third streets, will cost $100,000, to be built of brick and stone. Ground has already been broken.

Dion Boucicault, George Fawcett Rowe, Albert M. Palmer and Mrs. Scott-Siddons were passengers aboard the Arizona, for Liverpool, on the 10th.

Maude Granger, when she opens in San Francisco, will add to her repertoire Rosalind in "As You Like It," and Zulu in "Forbidden Fruit."

Edward K. Collier has been engaged to play leading juveniles with John McCullough next season, in place of F. B. Warde, who goes upon a starring expedition.

The receipts of the May Musical Festival in New York City were $70,000 and $80,000. The expenses were about $10,000 less. The seven concerts were attended by over 80,000 people.

W. J. Florence in a recent letter from London, where he had arrived on a flying trip from Paris, says that he has four new plays. He intends to sail from Liverpool for this country on the 1st of July, to make arrangements for a professional tour through the States next season.

Signor Salvini has presented to a Boston critic the dagger which he has been in the habit of using in the assassination scene in "Macbeth." It has a handle of solid oxidized silver chased in antique Gothic pattern. "It has not any great intrinsic value," writes the tragedian gracefully, "but now it acquires one by your kind acceptance of it."

Liszt changes his residence three times every year; from Rome he goes to Weimar, from Weimar to Pesth, and at Pesth he is usually occupied in bringing out some of his works. He hates the sea, and it is said that he even objects to going over the suspension bridge at Florence.

The music festival association for 1882, which has been organized under the direction of Mr. Theodore Thomas, announces that rehearsals will begin early in the coming autumn, when it is proposed to make the New York chorus a permanent singing society.

FARMERS AND MECHANICS.

If you wish to avoid great danger and trouble, besides a no small bill of expense, at this season of the year, you should take prompt steps to keep disease from your household. The system should be cleansed, blood purified, stomach and bowels regulated, and prevent and cure diseases arising from spring malaria. We know of nothing that will so perfectly and surely do this as Electric Bitters, and at the trifling cost of fifty cents a bottle.—[Exchange.

Sold By Ish & McMahon. (1)

Orpha M. Hodge, of Battle Creek, Mich., writes May 16, 1878: "I upset a teakettle of boiling hot water on my hand, inflicting a very severe scald. I applied Dr. Thomas' Eclectric Oil, and take great pleasure in announcing to you that the effect was to allay pain and prevent blistering. I was cured in three days. We prize it very highly as a family medicine."

BUCKLEN'S ARNICA SALVE.

THE BEST SALVE in the world for Cuts, Brusies, Sores, Ulcers, Salt Rheum, Fever Sores, Tetter, Chapped Hands, Chilblains, Corns, and all kinds of Skin Eruptions. This Salve is guaranteed to give perfect satisfaction in every case or money refunded. Price 25 cents per box. For sale by

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A WONDERFUL DISCOVERY.

For the speedy cure of Consumption and all diseases that lead to it, such as stubborn coughs, neglected Colds, Bronchitis, Hay Fever, Asthma, pain in the side and chest, dry hacking cough, tickling in the throat Hoarseness, Sore Throat, and all chronic or lingering diseases of the throat and lungs, Dr. King New Discovery has no equal and has established or itself a world-wide reputation. Many leading physicians recommend and use it in their practice. The formula from which it is prepared is highly recommended by all medical journals. The clergy and the press have complimented it in the most glowing terms. Go to your druggist and get a trial bottle free of cost, or a regular size for $1.00. For Sale by

d(5(Ish & McMahon, Omaha.

COOL MINNESOTA.

The Drifts Open and She Reaches Daylight Again.

Nebraska and "Cool Minnesota" are again neighbors, the Sioux City & Pacific and the Sioux City & St. Paul railroads being open from Omaha to Sioux City and St. Paul. Minnesota enters upon the summer of 1881 with unusual advantages to tourist, who are in search of cool weather, for in addition to her usually delightful climate nature has stored away during the past winter among her hills and around her lakes a quantity of snow and ice which will hardly disappear before the middle of July.

The fishing at Minnetonka and the other superb lakes is said to be better this year than ever and sportsmen are already whipping the clear waters for pickerel and bass.

Many Nebraska people have already declared their intention to spend the heated term in Minnesota, but there is no danger that the new and beautiful hotels springing up every year along the lakes will have more guests than they can accommodate.

Maj. O'Bryan, the agent of the Sioux City lines, which take passengers through from Omaha to St. Paul in a few hours, can be addressed at Council Bluffs for information regarding Minnesota hotel accommodations, and railroad fare.

First Ward Registration Notice.

STATE OF NEBRASKA, } ss.
DOUGLAS COUNTY. }

Notice is hereby given to the legal voters of the First Ward, City of Omaha, that I will sit at the office of Slaven's Hotel, Tenth street, on Saturday, May 28th, 1881, for the purpose of correcting the old list and to register additional voters of said ward for the special city election to be held Tuesday, May 31st, 1881.

Witness my hand this 18th day of May, 1881.

E. M. STENBERG,
Registrar First Ward.

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Sixth Ward Registration Notice.

Notice is hereby given that I will sit at my Drug store, No. 2022 Cuming St., between 20th and 21st, north side, on the 24th and 25th of May, 1881, for the purpose of registering the electoral voters of said ward. In witness whereof, I hereunto set my hand this 18th day of May, 1881.

C. C. FIELD,
Registrar 6th Ward.

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PROCLAMATION AND ELECTION NOTICE.

EXECUTIVE DEPARTMENT,
CITY OF OMAHA,
MAYOR'S OFFICE,
May 7th, 1881.

By virtue of the authority in me vested, I, James E. Boyd, mayor of the city of Omaha, do hereby proclaim to the qualified voters of said city, and of the respective wards thereof, that on the 3rd day of May, 1881, an ordinance was duly passed by the council of the city of Omaha, and on the 5th day of May instant, the said ordinance was approved by the mayor, of which ordinance the following is a copy, to-wit:

ORDINANCE NO. 452.

An ordinance to provide for a special election by the electors of the city of Omaha, to determine whether one hundred thousand dollars of bonds of the city of Omaha shall be issued for the purpose of the construction and maintenance of sewers in the city of Omaha.

Be it ordained by the city council of the city of Omaha, as follows:

SECTION 1. It being considered necessary by the city council of the city of Omaha, that sewers partly constructed in the city should be completed and maintained and other sewers constructed therefore, the mayor of the City of Omaha, be and he is hereby authorized and instructed to call a special election after giving twenty days public notice of such special election to be held in the City of Omaha, on Tuesday, the 31st day of May, A. D. 1881, for the purpose of submitting to the electors of said City, the following proposition: "Shall bonds of the City of Omaha be issued by said City in the sum of one hundred thousand dollars ($100,000) due in twenty years with interest at the rate of six per centum per annum