

# The Omaha Bee.

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OMAHA PUBLISHING CO., Prop'rs  
E. ROSEWATER, Editor.

John H. Pierce is in Charge of the Circulation of THE DAILY BEE.

THAT Great interview is generally considered as an unfortunate opening of the Sphinx's mouth.

The paper-stricken pool lines east from Chicago have reduced the freight tariff on grain to twenty cents.

BEN BUTLER is to defend the star route thieves in Washington and proposes to twist the truth as crooked as his own eyes.

JIM KEENE has sent a trusty agent to St. Louis to purchase for him a line of Mississippi river barges. Jim is Keene for any new means of investment which promises large profits, and large lines will certainly fill the bill.

SENATOR SAUNDERS can doubtless put a bright plume in his helmet by pulling through a liberal appropriation for the proposed improvement of the Missouri river, but he must see to it that there be no more bogus rapping.

CIVILIZING the Indians is progressing with a great deal of vigor in southern Colorado. A new station of the Denver & Rio Grande road has been established on the southern Ute reservation with the usual accompaniment of saloons and dance houses.

DR MILLER very generously offers to pull Senator Saunders through with the barge tow line, but Miller's tow lines can't be depended on. They have always broken in every senatorial campaign and left his preferred candidates high and dry on the sand bank.

PROFESSOR ACHEY and Perihelion Paige occupied the same bed Tuesday night over in Council Bluffs, and we shall look for another marvellous revelation foretelling dire disaster to the inhabitants upon this globe when the tail of the next comet strikes the elliptic of this planet.

RAILROAD "rivalry" means that certain big companies agree upon certain rates and a certain pro-rata share of the business. The arrangement goes into effect and pretty soon each road finds that all the other roads in the pool are playing it a little too fine. Then there are protests and a new arrangement, which works about the same as the old. Rivalry of this kind is very spirited.

The filing by Jay Gould of articles of incorporation of the Missouri Pacific railroad of Kansas, with a capital of \$500,000 to lay a track from Atchison to Omaha, indicates that Nebraska is at least to have a down the river line, which will not only open up a portion of her territory hitherto closed to active commerce, but which will also connect her leading commercial metropolis with the great southwest.

LATEST advices from Maine represent that Justice Clifford, of the United States supreme court, is gradually recovering. When he engages in conversation it is noticed that his memory is very defective. While he may linger on this side of the grave for many months longer, and possibly for years, he is not likely to ever resume his place on the bench. His successor is now being actively canvassed in New England, where it is conceded the candidate will be chosen from.

THERE seems to be a likelihood that the Burlington and Missouri road will not permit Mr. Gould to trespass on their territory without retaliating. It is rumored on good authority that they will soon construct a line from Beatrice, Nebraska to Salina, Kansas, which will cut three Gould roads, and divide the live stock traffic of the Union Pacific. Other rumors state that the first move toward the construction of the down-the-river line by Gould, will be followed by the building of a road by the B. & M., joining Plattsmouth and Nebraska City. This sort of warfare would prove beneficial to our people. When rogues fall out, honest men get their due.

## THE NATIONAL LAND OFFICE.

The whole country, and especially the people west of the Mississippi, anxiously await the choice of the successor of General Williamson. The national land office has for years been the nest of jobbery and fraud, which when fully uncovered will overtop the star route swindle. As the custodian of the national domain the commissioner of the United States land office had at his disposal millions upon millions of broad acres on Uncle Sam's farm, and the way he farmed it out to the giant monopolies would furnish a most interesting chapter of knavery. The Pacific railroads alone were endowed with over fifty millions of acres in the heart of the continent, and we may rest assured that their interests were well taken care of by General Williamson, who was appointed chiefly at their instance.

The great mineral belt on both sides of the Rockies, and the vast tracts of government lands from Texas to Washington territory, offer an immense field for land-sharks and jobbers of the Dorsey brand. With a corrupt commissioner in collusion with land rings, there is no limit to systematic plunder and robbery of the government.

No wonder there is such an active interest shown in certain quarters about filling the vacant commissionership. One report that reaches us is to the effect that General Williamson's right hand man and former chief clerk would be promoted to the full rank of commissioner. We know nothing creditable to this worthy chief clerk, but deem it safe to reprobate against it. Any man trained by Williamson must have been associated more or less with the corrupt gang of sharks that made it their business to control public surveys and managed to gobble vast tracts of valuable lands by bogus claims.

Another report represents Senator Plumb, of Kansas, urging the appointment of a candidate of his own choice. It will be safe for Secretary Kirkwood to fight shy of Senator Plumb's pet, for no other reason than the notorious fact that Plumb is an active capper for the railway monopolies. If Mr. Plumb has influence enough to procure the appointment of the next commissioner he will have influence enough to control his conduct in matters in which he or his associate monopolists have a vital interest.

What the people of the west, and especially the homesteaders and pioneers who have settled or intend to settle on the public domain, demand, is a commissioner who comes into the office clean handed, with no obligations for his place to any corporation, corporation attorney or land jobber. They demand a man who has been tried in positions of great responsibility and was never charged with or even suspected of a crooked act. There are many such men to be found in the west, and if the west cannot supply such a man, then Secretary Kirkwood or President Garfield should find a man that possesses these primary qualifications, wherever they may be able to find him.

It is true Uncle Sam's farm is growing smaller every year, the lands have for the most part been donated to subsidized railroads, but millions of acres west of the Mississippi that still remain under the control of the national land office must be taken care of by a commissioner who is competent and cannot be bought.

It is most edifying to read in the Omaha BEE an elaborate defense of Chauncey M. Depew, the railroad attorney, now running for United States senator in New York, coupled with the declaration that because a lawyer is retained by a railroad, it is no sign that if he is elected to office he will be the tool of a railroad. It is absolutely true of every honest lawyer in the land, but it is unusually refreshing to read it in a sheet of the BEE's calibre and character. Let it be remembered.

THE BEE has made no defense of Chauncey M. Depew, nor has it published any such a statement as that credited to it by the Lincoln Journal. This paper is opposed to Mr. Depew's candidacy on the ground that all his past affiliations have been with the monopolies, and it has expressed that opposition a score of times during the present canvass. The BEE quoted the New York Times, a paper which is equally opposed to Mr. Depew's election as the senator from New York, in order to show that in some of the strongest anti-monopoly journals of the country Mr. Depew and Mr. Conkling were both placed on the same level as having been retained by corporations, to defend their interests against those of the people. We do not believe that Chauncey M. Depew is a necessity. As we have said before, there are a score of republicans in New York fully as able as Mr. Depew, and with a clearer record on the great question of the day, who would fill Mr. Conkling's place at Washington with greater credit to the republican party and the Empire state.

But why are the two republican monopoly papers of Nebraska so violently in favor of the return of Senator Conkling. Why is every western journal in the pay of the great corporations and who, like the Lincoln Journal and the Omaha Republican,

are owned body and soul by monopolies like the Burlington & Missouri, and Union Pacific railroads, in favor of the defeat of any antagonist of Mr. Conkling? Isn't it suspicious on the face? And is it not the height of impudent presumption for these tools and hirelings of corporations to charge their opponents with inconsistency on a question for which they have been for years forced to struggle against the opposition of just such lickspittles and fawning monopoly creatures as the Lincoln Journal and Omaha Republican.

The failure of the Grand Central Hotel scheme, which was rumored some weeks ago, is now made certain. The Kitchen Bros. have announced their inability to carry out the contract, and have informed the successors of the hotel company that they are ready to turn the property over at a reasonable valuation to any parties who will erect a hotel upon it. This action of the Messrs. Kitchen is right and just. When the first announcement of the failure of the plan was made, this paper was beset with requests to "show up" the Kitchen's and expose what was believed to be a scheme to gobble up the property denoted by our citizens for hotel purposes. While all the circumstances looked suspicious we were more than half inclined to wait for further developments and the outcome has proved the wisdom of our course.

Now that a clear and unimpaired title can be given to this magnificent location for a hotel it is to be hoped that active measures will at once be taken to secure the erection of a building in every respect as large and handsome as the old Grand Central. There is ample room in Omaha for two first class hotels. The new "Millard" will find its accommodations strained before the close of its first year. With the present population of our city two hotels, of the first class would find a large and paying patronage. But when we take into consideration the rapid growth of Omaha, which is manifesting itself in every branch of business and in a wonderful increase of population, it will readily be seen that within two years time our present and prospective hotel accommodations will be totally inadequate.

It is therefore pleasing to the BEE to announce that steps are already in progress to secure upon the old Grand Central site a new hotel in every respect commensurate with the importance of Omaha. The matter is in the hands of men who do not propose to let it drop until it is an accomplished fact.

In accordance with the universal fitness of things the Omaha Herald now attempts to monopolize the credit for the Missouri river barge project. Years ago when THE BEE urged the organization of a large line at Omaha the Herald threw cold water on the proposition and published column after column of figures to prove that the channel of trade never could be diverted from the east and west to a north and south line. It was the same when THE BEE urged the building of grain elevators in Omaha six years ago, while the Herald insisted that gain elevators never could be made to pay in Omaha.

In New Hampshire the transportation question and its relation to the senate is under discussion. Senator Rollins, the present incumbent, is working hard for a re-election, and although known for years to have been a plant tool of the Union Pacific in congress, he has felt compelled to come forward and deny any active hostility to the national regulation of railroads. Mr. Rollins was shrewder in his votes in the senate than some other senators nearer home. On the Thurman bill, in the earlier stages of the discussion, Mr. Rollins quietly voted against the bill, but when he saw that the railroads were certain of defeat, he changed his vote and recorded himself among the senators who voted for the passage of that measure.

WITH all the exact information on the subject that it is possible to ascertain, and the closest estimates in the cases of inexactness, the money in the United States was composed and held May 1, 1881, as follows:

IN THE HANDS OF THE PEOPLE.	
Gold	\$217,095,074
Silver and certificates	64,077,213
Paper currency	539,728,993
Total held by the people	\$820,901,280
IN PUBLIC DEPOSITORIES.	
Gold	\$302,904,994
Silver and certificates	8,080,719
Paper currency	150,552,574
Total in public depositories	\$470,538,287

Total kinds of currency outstanding \$1,121,439,499  
That the sum total now exceeds slightly one thousand three hundred millions there can be no doubt.

CLAYTON county, Iowa, has declared for Larrabee for the governorship.

You can tell a fellow nowadays who has a stalwart star-route sore on his back, by the vigor with which he denounces the employment of A. M. Gibson to tell the truth about the inside works of the system of transporting empty mail bags. It should be understood that Mr. Gibson was engaged on account of his accumulated and analyzed information. The fact that he had for years abused the president personally, was not important. (Cincinnati Commercial.)

## THE STREET RAILROAD PROJECT.

The project of another street railroad for Omaha seems to be meeting with a great deal of favor from our citizens, and should such a proposition be submitted to the people, it would undoubtedly carry by a large majority. The wholesale discourtesy and lack of enterprise which has marked the conduct of the present horse railway management has made a good opening for competition, and a new line, taking in the limits of the city and extending its operation to Hancock park would doubtless be a paying investment. But before the privilege is granted to any new corporation to occupy our public thoroughfares, the city council should take the greatest care to throw around the concession every safeguard for the protection of the public interests. Privileges for street railroads in large cities are among the most valuable of municipal grants. A Philadelphia paper gives the following exhibit of the capital stock and dividends of street railroads in that city:

	Total paid in of capital stock, dividends.
Citizens	\$192,000 \$100,000
Continental	580,000 38,000
Union	425,000 125,000
Frankford and South	308,000 34,877
Ridge Avenue	500,000 102,000
Green and Castles	571,000 120,000
Hessville and Manhattan	150,000 65,000
Lombard and South	195,000 7,796
Peoples	123,000 7,496
Philadelphia City	475,000 35,000
Phil. and Gray's Ferry	308,000 34,877
Second and Third	771,000 105,000
13th and 15th	354,000 70,000
West Philadelphia	400,000 100,000
17th and 19th	250,000 20,000
Total	\$6,068,000 \$965,534

The average of the dividends paid by the companies was 16 2/3 per cent., but some of the companies paid dividends of over 50 per cent. on the capital invested. There were 90,804,765 passengers carried at a cost of maintaining and operating the roads of \$2,694,903; from all other sources, \$252,964—total receipts, \$4,947,867. The difference between receipts and cost of maintaining and operating was \$2,157,314, leaving more than a million to be devoted to taxes, interest and expenses before dividends were declared. While in Omaha it is not to be expected that the receipts for a number of years will equal those of the Philadelphia companies, still such earnings and profits strongly suggest that such concessions are a valuable consideration which cities should not part with without securing to the citizens substantial guarantees of accommodation, and fair contributions from the companies toward street repairs and city expenses.

## Not an Open Question.

In a recent number of The North American Review, Mr. George Ticknor Curtis, as the paid advocate of the railroad corporations, was permitted to present such arguments as his ingenuity could frame in support of the doctrine that the roads and franchises are the absolute property of the corporations, and that they have the right to regulate charges for service and methods of business without restraint from the state, unless the latter explicitly reserved to itself the right to interfere when their charters were granted. The gist of his argument was that the state, in granting charters to railroad corporations, with the privilege of charging undefined tolls for carrying passengers and merchandise, made a contract, the obligation of which cannot be impaired by subsequent legislation. We do not care to raise any inquiry as to the ethical or professional propriety of Mr. Curtis's conduct in employing his talents for pay in an attempt to make out a case for the extreme pretensions of the railroad companies, under the guise of discussing as a jurist a question of great public importance; but we do prefer to maintain that the position he took in his Review article is not supported by any respectable body of legal opinion. It has against it all the foundation principles of public law and all juridical authority relating to the subject.

But the legal aspect of the railroad question is one that few understand or feel an interest in. The number of persons who have made a thorough study of it, unless in a strictly professional way, is very small, and the number who are disposed to make any such study is scarcely larger. Those who do care for discussions relating to the fundamental principles of law affecting railroads and their relation to the state probably read Mr. Curtis's sophistical argument, and the same persons will take interest in an article in the June number of the periodical in which it appeared setting forth the opposite doctrine. The writer of this article is Mr. J. M. Mason, a lawyer of considerable local repute in West Virginia, who appears to have had occasion to give the subject a thorough investigation. He shows how and to what extent the ancient principles of law in regard to public highways and common carriers, the power of eminent domain, and the franchise of charging tolls affect the modern railway, and makes perfectly clear the logical basis and the legal sanction of the right of the state to regulate their charges in accordance with the higher and wider interests of the community.

But while all this is interesting to a few students of the subject, it touches a side of the railroad question for which the people at large care little. More than that, it is putting in controversy, or treating as if they were in controversy, questions that have long been settled. We have no doubt of the soundness of Mr. Mason's conclusions, but they are thoroughly established, not only as a matter of argument, but as a matter of jurisprudence. The right of the state to regulate the action of railroad corporations in matters affecting the public interest is not really open to question, whatever their paid attorneys, like Mr. Curtis, may pretend.

There is no civilized country in the world where serious question is made of it. To the ordinary mind it can only appear as an absurdity that a corporation created by the state and exercising a public franchise granted to it by the state for a specific purpose and with a view to public benefit should be at liberty to abuse its privileges and virtually plunder and oppress the community while the state is incapable of exercising authority over it and compelling it to regard the obligations which accompany the use of public rights and functions. The people care little for the legal discussion, simply because they have no manner of doubt regarding the rights and powers of the state to do what ought to be done in the premises.

The question of living interest is not what the state do, or what are the legal limits of its power in dealing with corporations, but what is it necessary or expedient to do. Here is a discussion that is by no means exhausted, and one in which all intelligent people take an interest. There is growing more and more every day a vague dread of the power of corporations to which privileges have been granted by public law. It is felt that at some time when the people will have to grapple with this power and wrench its clutches from the institutions of the country. It is not only absorbing to itself the fruits of labor and the grain of trade and piling up wealth in the hands of the few, but it is controlling legislation and endeavoring to sway the decisions of courts in its own interest. We are now at a stage in the contest where the people may vindicate their authority and place these opportunities under the regulation of law with-out a struggle. They need to be convinced of the occasion for doing this and to be guided to the best method of doing it, but to argue to them that they have the right to do it is a waste of breath. Of this there is no doubt.

## Carotides of Commerce.

The balance of trade in favor of the United States for the year ending June 30, 1880, was \$167,000,000, but the statistics of our foreign commerce present some curious details not generally so well known as the aggregate excess of exports over imports. We sell to every country in Europe more than we buy from it, with the single exception of Greece. Our trade with that little state is so trifling that the exception is hardly worthy of note, so that it may be said that in the present trade relations of the world, the continent of Europe is, throughout its whole extent, our debtor. Our excess of exports to that continent, over imports from it, amounts to \$348,000,000. During the year under consideration Great Britain took from us in excess of what she sold us, \$243,000,000. The sum of our imports from that country was \$210,000,000, so that she paid us cash for more than half her purchases from us. This enormous cash balance was not settled entirely by an actual transfer of money, but the equivalent of money was paid for it in some way or other. Of the other nations of Europe, France owed us a cash balance of over \$30,000,000, Belgium \$22,000,000, Russia \$12,000,000, Netherlands \$10,000,000, Spain \$9,000,000, Germany \$5,000,000, Portugal \$4,000,000, and Italy \$2,000,000. We are not a profitable customer for that continent whose civilization is old and whose labor is cheap. We do not want its cheap products to a very great extent, and we draw on it largely for its money. It is perhaps an injury to the prosperity of Europe that it is not able to control the best market in the world, and more especially is the industrial enterprise of Great Britain cramped and deranged by our policy of governing our own exchanges.

When it is remembered that her trade with us exhausted her of \$243,000,000 of her money in a single year her violent tendencies to free trade will not excite surprise. But it must also be remembered that there was no free trade in British statesmanship until Great Britain achieved through protection the complete control of her home market—that is to say, until there was no danger of competition with her home manufacturers at home. Her example is too instructive to be cast aside by us in order to relieve her present necessities, and we must reach the stage of development when free trade will become profitable to us before adopting it.

But while we draw so largely on Europe for its money we export very little to the rest of the world, and here the balance of trade is against us. We are largely over-buyers in the rest of the new world, where, it seems, Europe finds markets for the wares which she can not sell to us. We paid \$54,000,000 in money to Cuba, which was chiefly on account of sugar. Out of a total import of \$65,000,000 from that island, only \$11,000,000 was paid for by exported merchandise. To Brazil we sent a cash balance of \$43,000,000, having bought from her the amount of \$51,000,000, without selling her more than \$8,000,000. This is mainly a coffee bill, so that we paid for sugar and coffee, in cash, to those two countries nearly \$100,000,000. China also took over \$20,000,000 from us in cash, and only \$1,000,000 in merchandise, to pay for our purchases there. The British East India drew from us \$19,000,000 in money to pay for \$21,000,000 of imports, thus showing a payment of nearly \$40,000,000 to the great silver-using countries of the east. But our silver dollar, containing as it does, 15 per cent. of fiat, is not available for the payment of this balance, our silver producers, strangely enough, being determined, if possible, that their product shall not be used as money anywhere else than at home. During the railroad temper about to sweep over Mexico, not a dollar of our silver is to be used in that country, although it is just the money the Mexican laborer wants. The fiat in the silver dollar is not good over the boundary. Our trade with Mexico is very light, yet she is capable of producing all the sugar and coffee which we need. Instead of less than \$8,000,000 of imports and exports, if Mexican production were properly stimulated our commerce with Mexico would swell equal that with Cuba and Brazil combined. Nor would it be so one-sided an affair as it is with those two countries. We export to Mexico now nearly as much as to Brazil. Although we buy of her but little, be-

cause she has little to sell, we pay her entirely in merchandise, thus showing that their consumption of our wares is limited only by her own scanty production. The transfer of our Cuban and Brazilian trade to Mexico would prevent the annual drain from us of \$100,000,000 in money, and cheapen the staple products, for a supply of which we are now chiefly dependent on Cuba and Brazil. But it should be remembered that it is only through protection that we have been enabled to evade Mexico for a purpose mutually beneficial to that country and ourselves.

## CITY OF SHADES TREE.

How Blair is Prospering in the Dog Days.

Correspondence of THE BEE.

BLAIR, Neb., June 15.—Blair is among the most beautiful and prosperous towns in Nebraska. Greater taste has been exhibited in the beautifying of yards and shading of streets than is usually seen in western towns. Some credit is due Major Barrett, one of the early superintendents of the Sioux City & Pacific Railway, for the start—which was given this enterprise by him personally. It is asserted the two parks between the depot grounds and the town that to-day occasion so many happy remarks, were started under his orders, and at his own personal expense. The Sioux City & Pacific railway company owned the town site, and in giving title to any lot insert the proviso that at least three trees shall be planted on the street in front of it. This insures endless shade, and truly no town can boast of more beautiful streets. Blair was founded in 1869, and named in honor of John I. Blair, then chief proprietor of the Sioux City & Pacific company. Its history is one of moderate but steady growth and continued prosperity. The present population is 1,700. It has sixty business firms, fourteen professional men, a steam flouring mill, five churches, two railroads, and a graded school, employing eight teachers and attended by 640 pupils. The increase in attendance during the past year is 104. The Blair Pilot of last week contains an admirable review of the city, in which the city treasury is reported in a flourishing condition. An excellent trade is enjoyed by all her merchants, and Blair is known to all the traveling men as a prompt-paying town.

A number of fine brick buildings have been erected on the business streets during the past year, and a number will be added to the list this season.

J. H. Hingate is preparing to build a brick building for his bank on the corner of Washington street and Walker avenue, and Gus Lundt will erect a brick building on Walker avenue adjoining it, for his hardware store.

The blacksmith and other shops are being moved from the busy part of the town to make room for mercantile houses. The steam mill has been purchased by Scott & Welch, a firm from Iowa, and is kept very busy. The St. Paul & Sioux City and the Sioux City & Pacific will build a union passenger depot at the crossing of the tracks. The St. Paul & Sioux City will build a freight depot a little to the south of it, and the Sioux City & Pacific a new freight warehouse somewhat to the west of the new passenger depot.

The hotel accommodations of Blair are better than ever. Messrs. Cheney & Clark are running the City Hotel in fine style. Major Cheney is known as one of the best hotel men in the west, and this is the fourth hotel in this section with which his name is connected.

A sad accident occurred Sunday, a few miles south from here. John Rosenbourn, twenty years of age, was drowned while bathing in a water hole known as More's lake. The lake is not more than ten feet deep, and ninety feet wide, and was not considered dangerous for anyone who could take care of himself in the water. It is said that Rosenbourn was an ordinary swimmer.

## POLITICAL CENTER SHOTS.

Mr. Bradley never suspected what an extraordinary article he was until the newspapers began telling him about it. (Cleveland Leader.)

The last ballot at Albany showed Platt to be gaining on Conkling. This is the first instance in history where the ticket threatened to overtake the other. (Washington Capitol.)

A stroke of modesty would kill an Ohio man quicker than a ton-gallon keg of hundred-proof whisky. You see they can't stand what they are not accustomed to. (Peoria Democrat.)

Secretary Windom is said by observers at Washington to be very severely afflicted with the presidential itch. He should remember the fate of Brewster and John Sherman. (Courier-Journal.)

"Honor will not buy a breakfast," says Mr. Frank Blair, readjuster candidate for attorney general in Virginia. This is particularly the case when "honor" has paid nothing for previous breakfasts. (Courier-Journal.)

The Hon. Montgomery Blair has emerged from his silence to remark that, with the exception of Mr. Fildes, Mr. Conkling is the most popular man in New York. Is it possible that Mr. Blair has overlooked Tommy Platt. (Atlanta Constitution.)

This is only the second time in a period of fifty years that the New York legislature has run its session into June. But the circumstances are a trifle unusual. Perhaps the example set this time will prevent the session ever again being so extended for the same cause. (Peoria Transcript.)

Mr. Hayes having stopped building chicken-coops long enough to remark that Mr. Conkling is undoubtedly a lunatic, Gen. Grant is speaking long enough to remark that Mr. Conkling is a high-toned gentleman and exceedingly level-headed. All the ex-presidents having spoken, the chicken-coop building and smoking will now proceed as usual. (Chicago Tribune.)

Senator Sessions, who is charged with bribing Assemblyman Bradley at Albany, is a smooth-faced, clerical looking man, with a white tufted beard and a soft hair. Mr. Sessions, like many other Albany politicians, has the reputation at the state capital of holding a stiff hand at a poker camp-meeting; but both these reports may do the senator injustice. He has been long in politics, long enough to have been abused as "gentleman" by most of the newspapers which now accept his denial as true, and his career has been diversified by many rumors of interest as to himself and others. (Springfield Republican.)

# Houses, LOTS, FARMS, LANDS

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