

The Omaha Bee.

Published every morning, except Sunday, only Monday morning daily. TERMS BY MAIL:— ar. . . \$10.00 Three Months, \$3.00 Months. . . 5.00 One . . . 1.00 THE WEEKLY BEE, published every Wednesday. TERMS POST PAID:— One Year, \$20.00 Three Months, \$5.00 Six Months, 1.00 One . . . 20

CORRESPONDENCE—All Communications relating to News and Editorial matters should be addressed to the Editor of THE BEE. BUSINESS LETTERS—All Business Letters and Remittances should be addressed to THE OMAHA PUBLISHING COMPANY, OMAHA. Drafts, Checks and Post-office Orders to be made payable to the order of the Company.

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

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

UNCLE SAM has another big elephant on his hands. His name is Sitting Bull.

Nothing could be more monotonous than the news from Albany. More ballots and still no choice.

NEBRASKA'S wool crop promises in the future to be of almost as great importance as her corn crop.

THE cotton crop has doubled in the last decade, and outstripped the growth of population in the southern states three to one.

THE czar has committed the sentence of Henry Helferman sentenced to death for implication in the assassination of the Emperor Alexander.

THE sewerage question in Omaha will not admit of delay. A single epidemic would do more damage to our city than the cost of ten sewerage systems.

KENTUCKY is getting virtuous. By a decision rendered last Monday by the court of appeals, the Kentucky State Lottery is perpetually enjoined from business in that state.

A band of hungry and rugged cut-throats head by Sitting Bull will soon be on their way to Washington, to shake hands with the Great Father and partake of the fatted calf.

ROM, gin and whisky of prime old age continue to pour into the White House under the very eyes of the celebrated portrait of Mrs. Hayes. The temperance people will be heard from later.

GIVE even the devil his due. Jay Gould's new ocean cable is finished only a year after its inception, and cable messages have been reduced from seventy-five to twenty-five cents a word.

THE New York city assessment rolls show an increase of \$42,202,811 for 1881 over 1880; the total real and personal now standing at \$1,185,948,098—\$976,735,199 realty, and \$209,212,809 personalty.

CONGRESSMAN ROBINSON has said that the labors of a member of congress are so multifarious that each district should be represented by three men, one to attend to the work of legislation, another to serve his constituents at the departments and public offices, and a third to do the social honors of the position.

THE editor of the Republican proclaims many absurd condumns to Mayor Boyd and the city council. Among other things they are requested to tell why former councils and the present council have failed to give the mayor authority to fill up sink holes and abate nuisances. Simply because the charter vests all authority for carrying on public improvements and the general government of the city in the mayor and council conjointly and because the mayor is not expected to act as city scavenger.

THE adoption of the emigration clause of the Irish Land Bill by a vote of 126 to 33, marks the passage of another crisis in the history of that measure. This clause enables the government to assist emigration by the expenditure of a sum of money which, it is stated, will not exceed \$1,000,000. It has been bitterly opposed by a small but earnest band of Home Rulers who denounce emigration as a remedy for Ireland's troubles, and condemn the heartless clause itself as a sop thrown to the House of Lords, who attach great importance to emigration as a panacea for Irish woes, and who would gladly see that country converted into vast grazing farms, with just enough population to herd the cattle. The passage of the emigration clause is likely, however, to ensure the final passage of the measure, which, with all its defects, will be the first genuine attempt at Irish land reform which has ever originated from an English prime minister.

FRAUDULENT AND "AGAINST PUBLIC POLICY."

As on previous occasions, the Republican put in a bid for the city printing the coming year. It did so, in common with at least one other journal, on the supposition that the contract was to be awarded to the lowest responsible bidder. We may say, right here, that the city printing is not a matter of any particular pecuniary consequence to the Republican. But there is a principle involved in the matter—and especially in the manner in which the contract was awarded to the highest bidder—against which the Republican protests, just as earnestly as though the amount involved were thousands instead of merely hundreds of dollars: The printing committee of the council, in awarding the contract to the highest bidder, entered into a fraudulent contract, against public policy. These we are all aware are very serious words to speak concerning a committee composed of three gentlemen generally esteemed as estimable citizens; but they are words fully justified by the facts, and demanded on behalf of the public interest. The contract as awarded, under the notification as advertised, is, we repeat, a fraudulent one and against public policy. The bid of the Bee, we are informed, was on a figure about one hundred per cent higher than the highest competitive bid. In what manner a contract based on so exorbitant a figure can be regarded as "advantageous" (as the printing committee phrase it), is not apparent to the unadulterated vision.—Republican.

We know the city printing is not a matter of consequence to the Republican. That readerless newspaper is merely an appendage to the Union Pacific job office and does not depend in any way upon its income from subscriptions or advertising.

It is the height of impudence for such a sheet to charge fraud in the award of the city advertising because its bid was rejected. Two years ago the city council made an experiment in cheap advertising which proved in the end to be the most expensive advertising they ever had. They made the Republican their official paper and they were compelled to print and distribute handbills in the city every time they wanted bids for any public improvement. With less than 400 subscribers in a city of 30,000 inhabitants, the Republican, as an official paper, was not much better as an advertising medium than the bill of fare of a second class hotel. Since then the Republican has added about 40 subscribers to its city list, but the present council did not think the increase would warrant another experiment in cheap advertising. In reaching this conclusion they did nothing that would justify a charge of fraud, or even a violation of public policy. On the contrary, they pursued the same policy in awarding the contract for advertising to THE BEE that they pursue in awarding contracts for supplies that vary in quality or quantity.

Suppose the city council had invited proposals for horses for the fire department, and half a dozen parties offered to supply horses of various grades at prices varying from \$150 to \$300, would it be fraudulent and against public policy for the council to purchase the \$300 horses, if upon inspection they were considered the best, and in the end the cheapest? Suppose the council had advertised proposals for city offices, and one party offered them a frame fire trap with half a dozen rooms for \$300 a year and another party offered a brick building with ten rooms for \$500 a year. Would it be against public policy in the council to rent the \$500 building, and would the rejection of the lower bid be a fraud? There being no law regulating the official advertising the council acted upon common business principles in choosing the medium, and after examining the various bids they reached the conclusion that the Bee was not only the best but the cheapest paper to advertise in, although its rate was considerably higher than that of the lowest bidder. They awarded the contract to THE BEE because they know that this paper is read by more people in the city of Omaha than all the other dailies combined.

It would have manifestly been against public policy to publish the official advertisements of the city in the Republican when it is notorious that it circulates less than 500 dailies in Omaha even if the advertising had been given away. It was equally against public policy to award the printing to a mushroom paper that had no stability, and was as yet an uncertain experiment in Omaha journalism.

As a matter of fact the rate charged by THE BEE for city advertising is one-third below the rate paid by this city to the Omaha Herald ten years ago, and a little below what THE BEE received six years ago when it had less than one-third its present circulation. Now that the Republican has ventured to impeach the integrity of the members of the printing committee we propose to carry the war into Africa and we shall neither give nor ask quarter. We propose to show in our next issue how our merchants and other patrons of the Republican are and have been shamefully swindled and robbed year in and year out by the most infamous imposture that was ever perpetrated in any community.

THE SIOUX SURRENDER.

On the 15th of June, 1876, six hundred brave veterans of the Seventh United States cavalry were butchered on the Little Missouri by a band of savages under the leadership of that most daring and cunning chief Sitting Bull. While the massacre of Custer and his men has been generally condemned among military men as a needless sacrifice, it must not be forgotten that General Custer as commander of a large military force was charged by his superiors with the pursuit of Sitting Bull and his marauders who had decamped from the Sioux reservation because they desired to carry on a guerrilla warfare against frontier settlers in Dakota and Montana. General Custer may have been reckless in attacking the Indians that were lying in ambush, but the butchery of a whole regiment of cavalry is without parallel among the bloody annals of Indian warfare. Sitting Bull and his men may have been ill-treated on the reservation, but they were outlaws and the military had but one duty and that was to pursue and punish them. Had they been white men, banded together for rapine and murder the British authorities, on whose domain they found refuge, would have been compelled to surrender them to the United States' authorities for punishment. But being Indians holding the complex and contradictory relation of a separate nation competent to make treaties and at the same time helpless orphans and wards of the American people, they were hospitably received and protected on Canadian soil. For more than five years Sitting Bull and his braves made periodic raids on the frontier settlements of Montana. One fourth of the regular army of the United States has been constantly on the tramp to head them off, and to protect settlers against their incursions. Some of our most daring Indian fighters were dispatched to Sitting Bull's stamping ground, and finally several forts were built at the most commanding points to keep Sitting Bull from crossing the line. All these costly campaigns were, however, fruitless, but the building of railroads west of the Missouri through the Indian country, the settlement of the Black Hills and the stream of immigration contracted the limits of his former hunting grounds. The game upon which the Indians had been subsisting became more scarce every year, and when any herds of buffalo were within reach they were generally within gunshot of the blue coats. It finally became a question with Sitting Bull and his braves whether they should starve in Canada or die in the United States. Out of the large number which five years ago made him so formidable but two hundred remained at the close of last winter's terrible season to share his fortunes. After much preliminary parleying with the commandant of Fort Buford, Sitting Bull finally decided to make a virtue of necessity by unconditional surrender.

With the surrender of Sitting Bull the last band of all the northern hostile tribes has succumbed to the inevitable. Less than ten years ago these tribes mustered an army of over 16,000 able bodied warriors. To-day they are subdued although by no means civilized. It is almost certain that the government will extend the same clemency to the men who massacred Gen. Custer and his six hundred soldiers that it did to Red Cloud and his band of assassins who butchered Col. Fetterman and ninety men on the Powder River. It is more than probable that Sitting Bull will be unable to exercise the same control over the Indians on the reservation that he did in the field. He will, however, bear careful watching if he is allowed to go about without restraint. It has cost the government several millions of dollars to keep Sitting Bull out of Uncle Sam's pasture, and it will be a great relief to people on the border to know that he is now where he can do them no harm. The army has gained very little glory in these campaigns, but General Starnes was a more effective campaigner than any general that Uncle Sam employed to fight the Sioux.

We publish in another column an interesting letter upon the Doane law, from the pen of Dr. S. V. Moore, who has been a prominent and consistent advocate of the legislative regulation of railroads and is a member of the present legislature.

Dr. Moore utters a vital truth when he remarks that there is not a sentence in the law that justifies the raising of rates to comply with its provisions. This position has been maintained by THE BEE from the outset and cannot be controverted. The law simply provided that rates should be no higher than they were at a certain stated time last winter, and prohibited the corporations from charging greater rates for a shorter than for a longer distance. These provisions afforded no excuse for a raising of the tariff, and the action of the corporations in increasing rates was in direct violation of the spirit of the law, and the intention of its originators. In call-

ing attention to the object of the companies in thus complying with the letter, while violating the spirit of the Doane law, Mr. Moore hits the nail on the head when he remarks: "A solution of the whole problem is to be found in the fact that railroad managers are determined if possible, to render the law—obnoxious to the people and so to obtain its repeal and stop further legislation." The corporations are openly boasting that before they are through they will make Nebraska sick of railway legislation. It remains to be seen which will be the sicker, the corporations or the people.

The appointment of a receiver for the Manhattan elevated railroad company marks the beginning of the close of one of the most gigantic schemes of plunder ever hatched from the brains of reckless stock gambling. The Manhattan company was organized to lease the two elevated railroads of New York City. It guaranteed to the stockholders of the companies ten per cent annual dividends and reserved for its own stockholders whatever remained after the payment of dividends to the other road. The company, without a dollar of property in its possession, issued millions of stock which was pure water and sold it to credulous purchasers. Since its organization it has failed to pay a single dividend and the management have unloaded their stock on the market and pocketed some twenty millions of money by the operation of the courts. Such gigantic conspiracies of gambling rings to obtain money on false pretenses should be sternly dealt with by the courts. It is certainly as much of a crime to steal one million dollars as it is to pilfer a loaf of bread.

The suggestion of a day of thanksgiving for the restoration of President Garfield has been generally adopted by the various state governors with the exception of Governor Roberts, of Texas. It seems now nearly time to make preparations for the proclamation of the event. The president may almost be declared out of danger. His pulse is steady, his temperature normal, and his appetitogood. These are all indications of a resumption of health, and the probabilities are that a national thanksgiving may be ordered by the first of next month.

A CHILL seems to have struck the Garfield fund. The subscription records the Boston Herald of the profane fellow in stress of weather at sea, who thought "something religious" ought to be done promptly, and, not being accustomed to praying, suggested that "a contribution should be taken up." An emotional man like Cyrus W. Field, seeing the peril of the president, could think of nothing better than to pass the contribution box.

St. Louis merchants are devising means to invite a diversion of the grain trade of Nebraska and Iowa from Chicago to this city. The highest bidder gets it gentleman.

NEW-YORK, which perhaps more than any other American town is full of striking contrasts of things new and old, will be the subject of a "Midsummer Holiday" paper in the August Scribner. The writer, "Susan Coolidge," is a resident of the place, and comes naturally by her admiration of the picturesque "Isle of Peace," as she calls it. The illustrations are furnished by Henry Sandham, Robert Blum, F. H. Langren, and George Inness, Jr., who contribute two coast scenes, "Gathering Seaweed," and "The Meet of the Queen's County Hunt."

EVADING THE LAW. A Pungent Letter From Dr. Moore on the Transportation Question.

YORK TRIBUNE. Mr. EDITOR:—Having lately received several communications from shippers, requesting me to explain why it was that they were compelled to pay higher rates for transportation for one year past, and why I had worked and voted for a measure that had caused the raising of rates all over the state, in order to comply with its provisions. If you will grant us the use of your columns, we will gladly answer all by saying,—"That the latter clause of the second question is a positive falsehood gotten up by railroad managers, and circulated by (we fully believe) a subsidized press. For there is not a sentence in the law that justifies the raising of rates to comply with its provisions."

2d. A solution of the whole problem is to be found in the fact that railroad managers are determined, if possible, to render the law obnoxious to the people, and so obtain its repeal, and stop further legislation, that they may be enabled to continue the vile practice of discrimination, making it a system of rewards and punishments, to secretly and arbitrarily exercise a censorship over the business interests of the community, state and nation. Discrimination as practiced by railroads, speaks in thunder tones, sufficient to awaken the most indifferent; in language not to be mistaken. It says to every man, whose business depends on the transportation of his goods, "conceal our crookedness; follow our dictation; in short, be our most humble servant, and we will make you rich; refuse and you will read our displeasure in your freight bills, and it is their supreme pleasure. They can, by the power that discrimi-

nation gives them, compel you relinquish your business, and become a day laborer or a despised "stranger." They say to the wily politician or office seeker, "Get our dog in all things, and we will give you political prestige by giving you great favors and filling your pockets with small ones for your friends; furnish the wherewith to buy your enemies, and a subsidized press to howl for you." Thus they hope to retain control of the business interests of the country, and their present power of unlimited taxation of the people on all commodities moved by them. Railroad capital, like all other, has its rights, and should be equally protected by law. But it should not, and must not, be permitted to adroitly weave a net of circumstances and necessities, by which it would be enabled to subvert the natural laws of trade, fix prices, and dictate who shall and who shall not, buy and sell. Thus not only assuming kingly prerogatives and corporate aggrandizement, it also seeks through its wrongfully obtained capital to fasten this system of injustice upon the people by its corrupt presence in politics, and its ability to surround and blind its devotees by the glitter of wealth, and show of pomp and power; corrupt its officials by making magnificent presents and paying salaries that are no doubt intended to purchase conscience as well as services.

3rd. Although we recognize many earnest men in the late legislature, yet from the many influences brought to bear upon them, many of them were unable to see the great necessity of prompt and efficient legislation. It is therefore a fact beyond dispute, that any measure that met with the determined opposition of the railroad men could not pass that body. Hence the defeat of all bills looking to the regulation of freight rates. And this, only permitted the present law on discrimination to pass, expecting and desiring to see it in such manner as to defeat future legislation. And their success depends largely upon the good sense exercised by shippers and the people in general. The law is necessary and just; only requiring that all shippers shall have the same facilities and rates for transportation. If railroad managers did not wish to use the law for the purpose above stated, but were desirous of living up to the spirit of the law, the average of last year's regular rates would be the regular rate to-day to all, which would be but very little higher than special rates of last year, the greater per centum of freights being moved on special rates. We voted for the law, first, because we believe it to be just and necessary to destroy and prevent the evils above enumerated; secondly, the constitution says, art. 11, sec. 7: "The legislature shall pass laws to correct abuses and prevent unjust discrimination and extortion, in all charges of express, telegraph and railroad companies in this state, and enforce such laws by adequate penalties, to the extent, if necessary for that purpose, of forfeiture of their property and franchise." Fully believing that railroad charges were extortionate, and being unable to get a law that would fix reasonable rates, we thought we would discharge a part of our duty by voting for a law to prevent unjust discrimination, feeling perfectly willing that railroad managers should have the privilege of redeeming their established character for unfairness, and if they were so unwise, in the absence of a law fixing rates, as to use the advantage they possessed as a club, with which to further bruise and mangle the people's interests, that it would hasten the time when we can pass laws that cannot be set aside or taken advantage of. But that will fix reasonable rates for transportation, and compel, in the management of railroads, that economy necessary in other lines of business. When the gods would destroy they first make mad. So lay it on thick and fast. It was that last little act of the British parliament that opened the eyes of our fathers, and gave us a government of equal rights, and it is the people's duty to see that it remains so. S. V. MOORE.

THE Iowa Senatorship. Some papers argue that because Gear has made a good governor it follows as a matter of course that he would make a good senator. It does not follow any more than a man might make a good and successful farmer he must necessarily make a good lawyer or preacher, if he turned his attention in either of these directions. The positions are entirely different, and require entirely different talents to insure success. A man may take an ordinary member of either house of congress without forensic ability, but he cannot cope with such men as Blaine, Conkling or Sumner without this gift. James F. Wilson has it.—[Postville Review.] That "these positioners dissimilar" is merely the arbitrary fiat of our contemporary, not an established fact, and only an opinion entitled to the same weight as the belief of those who do not concur. It would require some effort on the part of one who might undertake it to convince the Mirror that exceptional and recognized service as the executive of this commonwealth is not a cogent reason why a good governor would make a good senator. We would not detract from the unquestioned merit of Mr. Wilson, but he cannot meet the comparison made by our contemporary; it is pleasant doubtless to print such a kind remark, but his best friends, those who are most judicious in his canvass, have wisely used no such language. If comparisons are in order we might refer to the present senior senator from Iowa, Mr. Allison. He has never particularly undertaken to "cope" with spread-eagles of the senate—those who do the talking for their state—but in the committee room, in wise, and cautious and prudent counsel; in careful and diligent attention to important public affairs, has gained a position scarcely second substantially to that of any other senator. While Governor Gear is not a polished orator, he is, nevertheless, a strong, able and successful public speaker—sufficiently so to fairly sustain the reputation that in respect generally accorded Iowa in the senate. We believe it cannot be gained that he is to-day in possession of more practical information regarding the state of Iowa than any other citizen; has wider acquaintance with its public affairs, and a

more intimate knowledge of its requirements. It seems to us, from a matter-of-fact way of looking at things, that such a man has precisely the "talent to insure success"—exactly the ability in kind and extent, that will be of most value to the people. In other words, is not this record of rather more service and substantial account than a questionable ability to "cope with Conkling?" And we might state the solution in another form: "The question is for the people to determine what we want a senator to do, and then elect a man to do it."

Since the above was in type a paragraph in the McGrewer, a tersely and very correctly reviewing the situation, has met our notice, and we print it with full endorsement: Three men may be considered candidates for the United States senate—Gear, Wilson and Kasson. If the people want a shrewd, intelligent business man, who has been highly successful in administering the affairs of the state, Gear should be the choice. If they desire a fine lawyer, skilled in debate, the intricacies of the courts and the hair-splitting of laws from a justice docket to international arbitration, let them select Wilson. If they want a natural politician, a born and bred diplomatist, a manipulator of the destinies of all men around him, let them choose John A. Kasson, the American Bolingbroke. Gear has this further advantage: he is better posted and knows more about the actual inside workings, details and necessities of our state than any other one man who ever lived in Iowa.

A Railroad Project. Leavenworth Times. Col. Henry C. Nutt, the newly elected president of the Atlantic and Pacific railroad, informed a representative of the Times that the intention is to complete the road to San Francisco. The Southern Pacific company has offered to furnish the new road with right of way and trackage through California, but this proposition has been declined by the Atlantic and Pacific, and all the necessary preparations are being perfected for the early completion of the line. President Nutt thinks it is impossible that grading and track-laying operations will be commenced from the San Francisco end of the route within ninety days. The road is now completed and in operation to a point in Arizona 211 miles west of Albuquerque, and the rails for three hundred miles more of track—carrying it to "The Needles," in Colorado—have been purchased and delivered. Two additional surveying parties have just been ordered to take the field in California. This is no more, or less than an extension of the main line of the Atchison, Topeka & Santa Fe railroad from New Mexico to the Pacific ocean. When completed it will not relieve the Atchison, Topeka and Santa Fe of its present dependency upon the Southern Pacific—a dependency that galls like a yoke—but will carry that road to San Francisco by a route more than 300 miles shorter than that via Denver and the Southern Pacific. It is learned from another source that Thomas Nickerson, the retiring president of the Atlantic and Pacific, proposes giving his entire attention to the Mexican Central and Sonora railroads. The surveys of the Sonora railway are completed to the border between the United States and Mexico. From Muris, just above Hermosillo, the Sonora company has choice of three routes to make its connection with the Atchison, Topeka and Santa Fe railroad company. If the direct line is taken to Nogales, toward Tucson, the length of the Sonora road from Guaymas will be 263 miles; if a more easterly connection at Buena Vista is made, the line from Guaymas will be 275 miles long. If a yet more easterly connection is made on the border at La Novia, the total length of the Sonora road will be 274 miles.

PERSONALITIES. Dr. Bliss wears a pair of booming burn-sides. Sitting Bull is on his second annual surrendering tour. The poet Tupper is 71 years old. He is genial, and says of his enemies that they are not worth answering. Warner Miller is a Methodist in good standing, but he is chiefly an amateur wood pulp and making money out of it. Garibaldi has raised this season a large crop of potatoes and cabbage on his little island of Capra, which he distributes to the poor of Leghorn. Helen Hunt (Mrs. Jackson) left New England a pale, delicate invalid, and now in her Colorado home she weighs 200 pounds. She is engaged on her work concerning the Indians. Dom Pedro of Brazil still insists that he was the first discoverer of the present comet, and Dr. Mary Walker doubles up her fists and wants to see the party who dares dispute her claim to that honor. Rather than have a war between Dr. Mary Walker and Brazil we will pay the \$200 reward out of our own pocket. William Harvey, 23 years of age, was sent to jail for sixty days in New York, for stealing a silk vest from his mother and pausing it for a drink. The czar, Alfonso, the prince of Wales and ex-Queen Isabella are cigarette smokers; the pope and King Humbert smoke Cavour cigars; Emperor William and Francis Joseph smoke big porcelain pipes; Bismarck and the Sultan indulge in a pipe occasionally, and both prefer Turkish tobacco. Grisco is a bigger man than old Tanner, and it won't be long before a bigger fool than either will call for public administration. If some idiot should hold his foot in boiling water for half an hour to secure the "championship," a second idiot would have his foot all ready as soon as the other came out. One man who is rightfully entitled to the name of a pioneer of the Pacific coast region is Job F. Dye, now living in Pajaro valley, Santa Cruz county, California. He is 80 years old, and wears his age lightly, being yet hale and vigorous. In 1829 he left his native state of Kentucky, joined a tramping expedition to the far west, and after many wanderings arrived at the pueblo of Los Angeles in California. He was followed by a Frenchman, who was determined to follow. To avoid this difficulty she had determined to marry a Frenchman and adopt French nationality. Fortunately for Mademoiselle Anthony the government of this country is not so hard on the female suffragists. A Renovating Remedy. Is to be found in BURDECK BLOOD BITTERS. As an antidote for sick-headache, female weakness, biliousness, indigestion, constipation, and other diseases of kindred nature these Bitters are invaluable. Price \$1.00, trial size 10 cents. Jy17ed11

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- FOR SALE A beautiful residence lot on California between 22nd and 23rd streets, \$1000. BOGGS & HILL.
FOR SALE Very nice house and lot on 9th and Webster streets, with barn, coal house, well, cistern, shade and fruit trees, everything complete. A desirable piece of property, figures low. GGS & HILL.
FOR SALE Splendid business lots S. E. corner of 10th and Capita Avenue. BOGGS & HILL.
FOR SALE House and lot corner Chicago and 21st streets, \$5000. BOGGS & HILL.
FOR SALE Large house on Davenport street between 11th and 12th street, good location for boarding house. Owner will sell low. BOGGS & HILL.
FOR SALE Two new houses on full lot Dodge street, \$2000 to \$3000 addition. This property will be sold very cheap. BOGGS & HILL.
FOR SALE—A top position. Enquire of Jas. Stephenson. 994-1/2.
FOR SALE Corner of two choice lots in Shinn's Addition, request at once submit best offer. BOGGS & HILL.
FOR SALE A good an desirable residence property, \$4000. BOGGS & HILL.
A FINE RESIDENCE—Not in the market Over will sell. BOGGS & HILL.
FOR SALE 4 good lots, Shinn's 3d addition \$150 each. BOGGS & HILL.
FOR SALE A very fine residence lot, to some party desiring to build a fine house, \$2,300. BOGGS & HILL.
FOR SALE About 500 lots in Kountze & Reid's addition, just south of St. Mary's avenue. \$445 each. These are near business, surrounded by fine improved lots and are 40 per cent cheaper than any other lots in the market. Save money. BOGGS & HILL.
FOR SALE 10 lots, suitable for fine residence, on Park-Wild avenue. 3 blocks S. E. of depot, all covered with large trees. Price extremely low. \$800 to \$700. BOGGS & HILL.
FOR SALE Some very cheap lots. Lake's addition. BOGGS & HILL.
FOR SALE Cheap corner lot, corner Douglas and Farnham streets. BOGGS & HILL.
FOR SALE 98 lots on 26th, 27th, 28th, 29th and 30th Sts., between Farnham, Douglas, and the proposed extension of Dodge street. Prices range from \$200 to \$400. We have concluded to give men of small means, one more chance to secure a home and will build houses on these lots on small payments, and will sell lots on monthly payments. BOGGS & HILL.
FOR SALE 160 acres, 9 miles from city, about 30 acres FERTILE, choice valley, with running water; balance gently rolling prairie, only 3 miles from railroad, \$10 per acre. BOGGS & HILL.
FOR SALE 480 acres in one tract twelve miles from city; 40 acres cultivated, Living Spring of water, some nice vineyards. The land is all first-class rich prairie. Price \$10 per acre. BOGGS & HILL.
FOR SALE 730 acres in one body, 7 miles west of Fremont, is all level land, producing heavy growth of grain, in high valley, rich soil and 3 miles from railroad, a side track, in good settlement and no better land can be found. BOGGS & HILL.
FOR SALE A highly improved farm of 240 acres, 3 miles from city, sale many fine improvements on this land, owned part of a practical farmer, determined to sell. A good opportunity for some man of means. BOGGS & HILL.
FOR SALE 2,000 acres of land near Elkhorn and Station, 3,500 near Elkhorn, \$5 to \$10; 4,000 acres in north part of county, \$7 to \$10; 3,000 acres 2 to 8 miles from Fremont, \$5 to \$10; 5,000 acres west of the Elkhorn, \$4 to \$10; 10,000 acres scattered through the county, \$6 to \$10. The above lands lie near and adjoining nearly every farm in the county, and can most be sold on small cash payment, with the balance in 1-2-3-4 and 5 year's time. BOGGS & HILL.
FOR SALE Several fine residences for sale and not known in the market as being for sale. Locations will only be made known to purchasers "measuring" business. BOGGS & HILL.
IMPROVED FARMS We have for improve farms around Omaha, and in all parts of Douglas, Sarpy and Washington counties. Also farms in Iowa. For descriptions inquire of us. BOGGS & HILL.
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FOR SALE 8 business lots next west end of Masonic Temple—price advanced for \$2,000 each. BOGGS & HILL.
FOR SALE 3 business lots west of Old Farnham. BOGGS & HILL.
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