

MANHATTAN ISLAND.

The Battle of the Bulls and Bears With Millions at Stake.

Sprays from the Seaside—Daylight Fireworks, Electric Illuminations, and Comet Solos.

Grant in His Poverty at the Cottage by the Sea.

From an Occasional Correspondent.

New York, July 27, 1881. Now that Roscoe Conkling has lost the senatorial battle, and the Garfield subscription has taken to going up only in trivial sums daily, Gotham is obliged to rely upon internal and home-made sensations. There have been rather plentiful and tolerably exciting. We have had one murder, a temporary collapse in the market, a singer arrested for begging in the streets, an imported scandal from St. Louis, and several other attractive little episodes with which to beguile the time. Added to this, it has been almost hot enough to melt the rivets out of a steam boiler; whereas Coney Island has rejoiced, yea unto the point of exceeding gladness. But there has been nothing at our seaside resort this year to compare with the most ordinary traffic of the past two seasons. Last night, for instance, anyone who happened to drop in at Brighton Beach must have thought the old times had come again. The place was jammed. Cause, fireworks and Levy. But the other hotels all along the beach were utterly deserted. At the Manhattan I don't believe there were more than a hundred people in all, and when there is desertion and dreariness at this place the others are likely to know what the same terms mean in their fullest sense. The fireworks displayed at Coney Island are probably the most elaborate ever seen in this country. They are to those who have been surfeited with the other tawdry attractions of the place about all there is left to be interested in. At Manhattan Beach they have a new kind of Japanese article of this description which is full of novelty. The day-time displays are simply marvellous. But at night Brighton is the most remarkable in this respect. The sight is beautiful viewed from a distance. I witnessed it last evening from the new iron pier, half a mile away. There were colored lights that shot up two or three hundred feet into the air and floated about at that height for four or five minutes before going out and dropping into the sea; huge bombs which sprang upward and burst with loud reports, shooting in all directions over spaces of fifty or seventy-five feet; rockets that curved outward over the waves and made showers of sparks, which blazed into fresh flames when they touched the water; fiery serpents which chased each other spasmodically through the air thirty or forty feet over the heads of the crowd, and great heaps of red and green fire, which lighted up the rolling surf and the beach for a quarter of a mile in every direction. Under the brilliant illumination thus produced, the huge breakers sweeping shoreward had a curiously weird and spectral appearance, and the thing which lined the beach looked like strange, fantastic beings intently watching some mystic ceremony of the Orient. Added to all this, the measured dash of the waves upon the sands, the dull whistle of the steamers plying up and down before the Island, and the faint strains of the music borne upon a gentle land breeze, which scarcely stirred the banners on the pier, combined to render the hour and the situation pleasanter and more picturesque than any I had ever known at Coney Island. But presently the fireworks ceased, the melody died away, and in ten minutes the place was in a scramble. People do not go to Coney Island or leave it deliberately. So far as I have been able to observe, they all try to travel on the same boat. When you see 25,000 men and women, with no apparent end of children, all trying to board a vessel that can possibly accommodate ten per cent of the number, the spectacle becomes exciting but not pleasant, particularly if you are in the middle of the crush. I was somewhat surprised when I finally succeeded in getting two or three feet of space to myself at the Battery to-night, to find that I had not been squeezed into the shape of a pressed cigar. Such pushing and hauling and jamming as there is between New York and Coney Island I don't believe is to be found anywhere in the world. There are boats enough and trains enough to carry all the people who want to go and come—or there would be if the people didn't all move at the same time. The Iron Steamboat Company has the "call." It gets the highest prices, transports its passengers the most speedily, and gives its patrons the greatest number of luxuries of all the lines. But, take it all in all, Coney Island is bound to disappoint anybody who wants or expects real comfort. When there is a crowd the place is unpleasantly small, and when there isn't it is absolutely dreary. Last night it was pleasant so long as one could hang around the edges, but when he became surrounded it was just as troublesome as though there had been one hundred thousand people on hand.

LONG BRANCH.

Long Branch has very many new features, especially in cottages. Four or five years ago the most expensive house at Long Branch probably cost no more than \$15,000 to \$20,000. The house of Commodore Garrison, which he is now occupying for the first month, is believed to have cost \$70,000 without the ground, which is held in that quarter at from \$5,000 to \$10,000 an acre. I don't believe the house. It has some twenty gables exposed to view from the land side, and they are piled one upon another as if a succession of triangles constituted the line of beauty. One enormous chimney against the side of the house, made of brick, runs up one hundred or more feet, as if it was a buttress, and it nearly tops the cupola tower at that end. In this great house the

old commodore, who is about seventy years old, lives with his young wife, formerly Miss Randall. Her father is the Commodore's junior in years. He is a quiet old gentleman of St. Louis, who boards at the West End Hotel with his wife. Although the Commodore was a pretty sick man when he married, many think he will yet survive his wife. She has not been in the best health since that event. They are very fond of each other, and go out riding every day. He still goes to the city to look after business, though it is generally believed that he is worth not less than \$10,000,000. Indeed, the only persons I see who are not slaves to something are those who have small accumulations. There is not a single man here of large wealth who does not have to run up town every morning by the early train and come down late. Here is Russell Sage, whose capital started Jay Gould on his second career of investment and speculation.

The most interesting of the new cottages built here is that of Moses Taylor, the celebrated shipping merchant and coal deliverer, of whom it is said that for thirty or forty years he never went further than Sandy Hook away from business. He has built one of the low flat-roofed houses, with open sides and of a bluish color, which gives a pleasing impression. His son-in-law has built next to him. Taylor's cottage probably cost \$30,000. Last Saturday I took a drive with Thomas Murphy and the Young brothers, to Murphy's farm of seven hundred acres, which is but a little more than a mile back from the beach, and which he has just put into a corporation in conjunction with some land between him and the beach. They let the six hundred or seven hundred acres at \$1,000 an acre, and expect to sell it for \$2,000,000 in building lots. They may do it, but not in my time. As we were driving along, General Garfield's case came up, and Mr. Young said, what struck me as rather strong for such a thorough Grant man as he is: "Garfield's popularity is almost phenomenal. It looks as if he were going to be the chief favorite in the country for the next ten years."

I asked Mr. Young if General Grant was well situated? "Yes," said he. "I think Grant's income can not be far from \$50,000 a year. He has an active interest in a New York business house, which has been very successful. He gets, perhaps, \$25,000 a year from the railroad company, and the two funds raised by Jones and the Drexels for him amount to \$330,000. It is not true that he has sold his St. Louis farm." Mr. Young said: "I have never taken much stock in that Grant phalanx, except Grant himself. I think he is a broad-minded, liberal man—sometimes going pretty far for his friends. He may have indulged that good quality too far towards Conkling."

A gentleman who knows General Grant's daughter, Mrs. Sartoris, in England, says that her marriage, though criticised in this country, has turned out a first-rate match. Her husband has a respectable income of probably \$2,000 a year, and with a home many years in his family he lives upon his income easily and has plenty of time for pleasure, for hunting, fishing and boating. Nellie Sartoris has three living children, and likes England and her mode of life. The redeeming thing in all these marriages, even where money was the basis of the match, is the mutual youth of the contracting parties. They can grow to fit each other, especially if they are fruitful of children; but it is very hard for people mismatched in years to adapt themselves to each other fully any more than a pair of shoes of two sizes can ever make agreeable locomotion on the wearer.

CUTTING RAILROAD RATES.

The railway war is still booming, and the voice of the rate-cutter is heard in the land. There was an attempt the other day to patch up the difficulties between the different companies, but it failed through the neglect of Mr. Vanderbilt's representative to meet the agents of the other roads when they came together for the purpose of settling upon some definite course of operations. The remaining representatives were extremely indignant about it, and for a few hours after the New York Central corporation's man failed to put in an appearance they cut things right and left. He subsequently sent an apology, however, saying he had not been apprised of the conference until too late to reach the place of meeting. In this connection it may be as well to state that it was not until Wednesday of this week that Lake Shore, which had suffered heavily on the market through the war, reached a figure which induced Mr. Vanderbilt to bend heavily, just as I told you he would. The explanation of his passenger agent did not come until after this little occurrence. At present the railway king is loaded down to the gunwales with stocks depressed by his precipitate action. Consequently his action, or rather the action of the passenger agent of his road, is regarded by the astute operators as a bid for peace, contingent upon which is the rebounding of stocks to their former level. The Erie and Pennsylvania people, however, have not yet made up their minds that they are through with the western fares remains where it was almost a week ago. It should be remembered that all the roads are making money on their passenger traffic even now. Mr. Gould will clear two dollars for every one made by Mr. Vanderbilt on this deal. If there is a solitary thing which Mr. Gould likes to do better than another it is to take advantage of somebody else's carelessness. He can calculate in a minute on the top and bottom prices to be brought about by a given movement, and he knows better than the schemer himself just when to buy and sell. If anybody thinks the Wall street king was "left" on this deal he is welcome to the den. Mr. Gould will clear a vast amount on the return of these stocks to their normal place in the quotations. James R. Keene, I learn upon good authority, is a big loser in the speculation. They tell me Mr. Vanderbilt has been buying great blocks of Northwestern and Union Pacific with a view to building a new road from Ogden to San Francisco and thus securing a new line to the Pacific.

This is untrue, however, so far as the purpose is concerned. Mr. Vanderbilt is rapidly becoming a speculator, and that is what he is fingering the market for at present. From a position of the most pronounced conservatism, Vanderbilt is rapidly shifting to that of a pathos reckless stock operator. He is feeling the pulse of the market, so to speak, and I shouldn't be surprised if he found it feverish before long.

THE PROPOSED BROADWAY TUNNEL.

The scheme to tunnel Broadway from Park place to Fourteenth street is being actively forwarded. A commission is now hearing arguments for and against the project. The ground beneath Broadway is clay and sand, and the contractor, Joseph Patterson, of Baltimore, has undertaken to pay all damage and to restore the street to its original condition whenever the service is broken. He contends that the sidewalks, curbstones, pavement and foundations of buildings will not be disturbed by the digging of the tunnel, and that buildings will not be jarred near so much by underground as by surface trains. The gas-pipes and water-pipes would be slung upon the roof of the tunnel as the work progressed, and the sewers would be torn up and rebuilt on one side. The obstructions to Broadway would be for one-half of its width in sections of one hundred feet at a time. There are five stations in the plan, which also show that on the western side of the City Hall park the roadway would run under the sidewalk and under the edge of the park, partly to avoid the Beach Pneumonia Transit tunnel. From the park it would swing under the middle of Broadway. The excavations would be worked from shafts sunk in the side streets. The tunnel would be twenty-five feet high, and while it was constructing a wooden trestle-work would hold up the Belgian pavement above. The tunnel would be enclosed in brick walls, and divided between the tracks by a brick wall. It would advance ten feet a day, and reach Fourteenth street in twenty months. J. C. B.

SALT LAKE CITY.

A Sad "Pioneer Day" in the Mormon Mecca.

Rapid Railroading in the Valley of Desert.

In Which Check and Checkmate are Called by Rival Corporations.

Bluffard's Budget of News and Notes.

Special correspondence of The Bee.

SALT LAKE CITY, July 26, 1881.—Yesterday was a sorry attempt at a holiday. It has been customary in Utah to celebrate July 24th as Pioneer Day, it being the date that Brigham Young and the first company of Mormons arrived in Salt Lake Valley, in 1847. This year the twenty-fourth falling on Sunday, Monday was chosen instead. But owing to the news of President Garfield's release and other causes, no general effort was made to celebrate the day. The leading banks, offices and firms closed, and the people straggled out to the Lake, or to the adjacent pleasure gardens, whilst the streets were duller and more deserted than on an ordinary Sabbath, which, as a rule, is very quiet in this city. Perhaps the present high rate of mortality had also something to do with the unusual quietness.

The agony of suspense to those interested in Utah railroad matters is measurably over, as the mystery as to what company is doing much of the grading within the borders of the territory, is solved. The Denver & Rio Grande Western railroad company has lately been incorporated under our local statutes. Its programme is to build 2,370 miles of road, main line and branches, within the territorial limits, at an estimated cost of \$16,000,000 per mile, or \$37,727,000 for the whole. This will carry the branches of this road into almost every corner of the Great Basin, south of Ogden, and to the city of St. George in the south. But in their system is not included the trunk lines under the control of Jay Gould, nor the branch lines built or in process of building, known as the Utah & Nevada, the Utah Southern, the Wasatch & Jordan Valley, the Bingham Canon & Camp Floyd, the Salt Lake & Western, the Pleasant Valley, the Saupete C., &c. Should the present craze for railroad building continue much longer, Utah will be covered with as thick a network of roads as is to be found in the neighborhood of our largest metropolitan centers. But there is a great fear that the thing is being overdone and a crash must follow.

Our biannual election takes place on the first Monday in August. Contrary to the usual custom the non-Mormon citizens have nominated, in very many parts of the territory gentlemen to be voted for as members of the legislature, assembly, etc. The delegate to congress is not elected this year. The Mormon conventions have renominated the same parties as a general thing, that were members of the last assembly. I note, however, two prominent exceptions. Messrs. Orson Pratt and Albert Carrington, of this county, who are members of the quorum of the twelve apostles, have not been renominated. The two tickets for this district are as follows: The non-Mormon ticket (the liberal party)—Conclogers: J. B. Rosborough, H. W. Lawrence, G. A. Lowe, F. H. Auerbach. Representatives: J. G. Sutherland, J. Cunningham, J. M. Williamson, J. Brunton, Hector Haight, L. P. Edholm.

The Mormon ticket. (The People's party).—For legislative conclogers—Joseph F. Smith, Daniel H. Wells, John T. Cairne, Peter Barton. For representatives—John Henry Smith, Hassen Stout, James Sharp, Chas. W. Penrose, Samuel Francis. Of course, nobody expects but that the Mormon ticket will get the most votes. BLUFFARD.

PEPPERMINT DROPS.

Cayenne pepper will drive away ants and mice. The pepper must be thrown in their eyes. Baltimore is feeling pretty well this summer. There is talk of disbanding the only base ball club. There is death in the cup-of-fool tea, when the thermometer is at 110 degrees in the dining room. The New Orleans Pharmacy says patent medicines keep down mortality by preventing consultations of doctors.

Little Johnny—toy pistol—shut beam—doctor look-jaw—under the willows—pistol carefully laid aside for the next.

American horses will never make as much money abroad as American donkeys have spent there.—Boston Commercial Bulletin.

Brookridge county, Kentucky, has a mile with eight legs. We don't seriously please put him in the cell with Guiteau.—Brooklyn Enterprise.

The only Ohio man who died suddenly last week was a chap who was trying to occur twice in a passenger coach while four women were standing up.

It is no use discovering any more liver-aid comets. The country is tired of them. Now let some rock-and-rye man advertise for dollars and cents, and every one will buy.

Professional art catchers in the big cities make more money than any college pays its professors, but college professors don't have to back into sewers or crawl under trees.

Rhode Island has 210 miles of railroad, but when a dead man is hoisted off the track by the cow-catcher, he always finds himself in an adjoining state.—Louisville Courier.

When a five-cent cigar made in New York gets down to Coney Island it is worth eight cents. When it reaches Long Branch it is a ten-center. When it brings up in Saratoga it is a "five for a quarter."

Wonderful indeed are the workings of the cooling apparatus now employed at the White House in Washington. It is stated on good authority that a cow, which pastures the president's window, now gives ice cream.

A Detroit doctor says people with light eyes and hair are those who have warts. Now if some savant will tell us what color eyes and hair denotes sporting many unhappy marriages will be prevented.—Philadelphia Chronicle-Herald.

This notice is found posted up in a Virginia blacksmith shop: "Notice—De carter, if you are not satisfied with the work of me and Moss Skinner is hereby resolved. Dem what o'be de firm will settle wid me, and dem what de firm owe will settle wid Moss."

"If you find a locomotive rushing at you," says a Virginia philosopher, "spring in the air and come down on the cowcatcher." This plan is an excellent one, on Virginian railroads. But if the man on the track is in a hurry, he will not waste time riding on a cowcatcher.—Philadelphia News.

Dr. Weiss has been shooting at dead bodies to find out where the ball lodged in the head, and the method of dealing with it. That shooting at dead bodies to find the effect it would have on live ones is absurd. An opinion is that neither of them know much about it. It is the story of "Where ignorance is bliss, 'tis folly to be Weiss."

Albuquerque, N. M., has a greatly respected just ce of the peace. An illustration of his method of dealing justice is commended to justices in other far west towns. He said to a Mexican, "Ye are charged with stealing canned goods; what have ye to say for ye?" "I have nothing to say," said the man. "Well," said the judge, "I'll thrust the harpoon of justice into ye and send you up for ninety days, till ye maybe can 'sabe.' Nix!"

EDUCATIONAL NOTES.

Moscow has six gymnasia for 60,000 people.

An endeavor to abolish the teaching of Spanish in the San Francisco evening institute, Troy, N. Y. The oldest engineer is found to be useful to business in that region to be given up.

The famous old English schools, Eton and Harrow, Rugby and Winchester, are as constantly increasing, although their cost constantly increases. Oxford and Cambridge were never so crowded with students as now.

Encouraging reports as to the progress of education, especially coming from Georgia. Interest in education is rapidly increasing from year to year and the subject is coming to the front as the first social interest of the state.

The Earl of Carnarvon says that education in all its branches is now thrown open to English women. The archbishop of Canterbury says that the attempt made some time ago to throw a scale on what is called the higher education of women, has failed.

The German newspapers state that the project of establishing a German University in America is actually approaching realization. A law for advancing the matter is to be opened at Frankfurt, and many of the most distinguished professors of the German universities are on the committee.

Women teachers in Germany are far from well paid. Salaries begin at \$200 and never exceed \$450. When they retire, they receive a pension. At the end of one year's service secure one-fourth of the annual salary given; and for every year of service added to the ten one-eighth of the pay is given.

No subject is taught in the French primary schools that is not deemed absolutely necessary for all citizens, and all the subjects which are to be studied by a boy at school are given to him in his first year therein. These are only six: Reading, writing, arithmetic, French grammar, French history and general geography.

The difference between the first and the third year is simply between an elementary and a complete way of treating the same subject. The French way of rewarding a successful teacher is to promote him from a provincial school to a Parisian one, or to make him an inspector.

Bradford, Pa. Thomas Fitch, Bradford, Pa., writes: "I enclose money for SPRING BLOSSOM, as I said I would if it cured me. My dyspepsia has vanished, with all its symptoms. Many thanks; I shall never be without it in the house." Price 50 cents, trial bottles 10 cents. j21-1w

DYING BY INCHES. Very often we find a person suffering from some form of kidney complaint and is gradually dying by inches. This no longer need be so, for Electric Bitters will positively cure Bright's disease, or any disease of the kidneys or urinary organs. They are especially adapted to this class of diseases, acting directly on the Stroud and Liver at the same time, and will speedily cure when every other remedy has failed. Sold at fifty cents a bottle, by Ish & McMahon.

Excursion Tickets to Chicago \$10.00 Round Trip, \$19.00 Via the C. & O. R. R.

First-class and good through the year. Also New York, Boston and all Eastern points, at proportionately low rates. On sale ONLY at "HOBIEE BROTHERS" Railroad Ticket Office, 300 Tenth St., Omaha.

M. R. RISDON, General Insurance Agent.

REPRESENTS: WESTERN ASSURANCE CO., of London, capital \$1,000,000; THE FARMERS' MUTUAL INSURANCE CO., of New York, capital \$1,000,000; THE OCEANIC FIRE INSURANCE CO., of London, capital \$1,000,000; THE AMERICAN ASSURANCE CO., of New York, capital \$1,000,000; THE NEW YORK FIRE INSURANCE CO., of New York, capital \$1,000,000; THE AMERICAN CENTRAL ASSURANCE CO., of New York, capital \$1,000,000.

BROWNELL HALL.

YOUNG LADIES' SEMINARY OMAHA, NEB.

Rev. R. DOHERTY, M. A., Rector.

Assisted by an able corps of teachers in English, Languages, Sciences and Fine Arts.

THE NINETEENTH YEAR WILL BEGIN SEPT 7, 1881.

For particulars apply to THE RECTOR.

CLARK & WISE, Manuf's. 385 Illinois Street, Chicago. SEND FOR PRICES. je 24-6m

WISSE'S Axle Grease NEVER GUMS! Used on Wagons, Buggies, Reamers, Thrashers and Mill Machinery. It is UNPARALLELED in its kind for its purity and its ability to keep wheels and axles cool and free from rust. It is sold in all kinds of sizes and quantities. Send for circular and price list.



SJALOB'S OIL TRADE MARK.

THE GREAT GERMAN REMEDY FOR RHEUMATISM, Neuralgia, Sciatica, Lumbago, Backache, Soreness of the Chest, Gout, Quinsy, Sore Throat, Swellings and Sprains, Burns and Scalds, General Bodily Pains, Tooth, Ear and Headache, Frosted Feet and Ears, and all other Pains and Aches.

Preparation on earth equals St. James Ointment as a safe, simple and cheap External Remedy. A trial entails but the comparatively trifling outlay of 50 Cents, and every one suffering with pain can have cheap and positive relief of his ailment.

Directions in Eleven Languages SOLD BY ALL DRUGGISTS AND DEALERS IN MEDICINE. A. VOGELER & CO., Baltimore.



Burdock Blood Bitters

If you suffer from Dyspepsia, use BURDOCK BLOOD BITTERS.

If you are afflicted with Biliousness, use BURDOCK BLOOD BITTERS.

If you are prostrated with sick Headache, take BURDOCK BLOOD BITTERS.

If your Bowels are disordered, regulate them with BURDOCK BLOOD BITTERS.

If your Blood is impure, purify it with BURDOCK BLOOD BITTERS.

If you have Indigestion, you will find an antidote in BURDOCK BLOOD BITTERS.

If you are troubled with Spring Complaints, eradicate them with BURDOCK BLOOD BITTERS.

If your Liver is torpid, restore it to healthy action with BURDOCK BLOOD BITTERS.

If your Liver is affected, you will find a sure restorative in BURDOCK BLOOD BITTERS.

If you have any species of Humor or Pimple, fail not to take BURDOCK BLOOD BITTERS.

If you have any symptoms of Ulcers or Scrofulous Sores, a curative remedy will be found in BURDOCK BLOOD BITTERS.

For imparting strength and vitality to the system, nothing can equal BURDOCK BLOOD BITTERS.

For Nervous and General Debility, tone up the system with BURDOCK BLOOD BITTERS.

Price, \$1.00 per Bottle; Trial Bottles 10 Cts.

FOSTER, MILBURN, & Co., Props. BUFFALO, N. Y.

Sold at wholesale by Ish & McMahon and C. F. Goodman. je 27-6m

CIVIL MECHANICAL AND MINING ENGINEERING at the Rensselaer Polytechnic Institute, Troy, N. Y. The oldest engineering school in America. Next term begins September 16th. The Register for 1880-81 contains a list of the graduates for the past 54 years, with their positions; also, course of study, requirements, expenses, etc. Address: DAVID M. GREENE, Director.

SEALED PROPOSALS.

For the Construction of Sidewalks.

SEALED proposals will be received by the undersigned until August 1st, at 12 o'clock noon, for the construction of sidewalks in front of and adjoining the following described premises to-wit:

Lots 50, 57 and 58 in block 54 on west side of 17th street.

Lots 1, 4, 5, 20 and 21 in block 8, west side of 17th street.

Lot 1 in block 8, Sweeney's addition.

Lots 1 and 16 in block 7, Reed's 1st addition.

Lots 10 and 11 of lot 1, block 6, Reed's 1st addition.

Lots on the south side of Cass in block 303.

Lots 1, 2, 3 and 4 on south side of Cass in block 7, Sweeney's addition. J. J. L. C. JEWETT, je 22-6m

Excursion Tickets to Chicago \$10.00 Round Trip, \$19.00 Via the C. & O. R. R.

First-class and good through the year. Also New York, Boston and all Eastern points, at proportionately low rates. On sale ONLY at "HOBIEE BROTHERS" Railroad Ticket Office, 300 Tenth St., Omaha.

M. R. RISDON, General Insurance Agent.

REPRESENTS: WESTERN ASSURANCE CO., of London, capital \$1,000,000; THE FARMERS' MUTUAL INSURANCE CO., of New York, capital \$1,000,000; THE OCEANIC FIRE INSURANCE CO., of London, capital \$1,000,000; THE AMERICAN ASSURANCE CO., of New York, capital \$1,000,000; THE NEW YORK FIRE INSURANCE CO., of New York, capital \$1,000,000; THE AMERICAN CENTRAL ASSURANCE CO., of New York, capital \$1,000,000.

BROWNELL HALL.

YOUNG LADIES' SEMINARY OMAHA, NEB.

Rev. R. DOHERTY, M. A., Rector.

Assisted by an able corps of teachers in English, Languages, Sciences and Fine Arts.

THE NINETEENTH YEAR WILL BEGIN SEPT 7, 1881.

For particulars apply to THE RECTOR.

CLARK & WISE, Manuf's. 385 Illinois Street, Chicago. SEND FOR PRICES. je 24-6m

WISSE'S Axle Grease NEVER GUMS! Used on Wagons, Buggies, Reamers, Thrashers and Mill Machinery. It is UNPARALLELED in its kind for its purity and its ability to keep wheels and axles cool and free from rust. It is sold in all kinds of sizes and quantities. Send for circular and price list.

DEWEY & STONE, FURNITURE!



ORCHARD & BEAN, J. B. FRENCH & CO., CARPETS, GROCERS!

THE GREAT WESTERN CLOTHING HOUSE.

M. HELLMAN & CO., Spring Suits! All Styles!

IMMENSE STOCK AT WHOLESALE AND RETAIL.

The Largest Clothing House West of Chicago

A Department for Children's Clothing.

We have now an assortment of Clothing of all kinds, Gent's Furnishing Goods in great variety, and a heavy stock of Trunks, Valises, Hats, Caps, &c. These goods are fresh, purchased from the manufacturers, and will be sold at prices lower than ever before made.

We Sell for Cash and Have but One Price.

A large TAILORING FORCE is employed by us, and we can SUITS TO ORDER on very short notice.

CALL AND SEE US.

1301 and 1303 Farnham St., cor. 13th

J. B. Detwiler's CARPET STORE.

The Largest Stock and Most Complete Assortment in The West.

We Keep Everything in the Line of Carpets, Oil-cloths, Matting, Window-shades, Fixtures and Lace Curtains.

WE HAVE GOODS TO PLEASE EVERYBODY.

REMEMBER THE PLACE.

1313 Farnham St., Omaha.

DOUBLE AND SINGLE ACTING POWER AND HAND PUMPS!

Steam Pumps, Engine Trimmings, MINING MACHINERY, BELTING, HOSE, BRASS AND IRON FITTINGS, PIPE, STEAM PACKING, AT WHOLESALE AND RETAIL.

HALLADAY WIND-MILLS, CHURCH AND SCHOOL BELLS.

A. L. STRANG, 205 Farnham St., Omaha.