

**BLUE SPRINGS.**  
Some Interesting News From That Lively Place.  
How the Crops are Getting Along  
Other Items of Interest.

**Correspondence of The Bee.**  
**BLUE SPRINGS, August 13.**—Between Superior and Odell your correspondent found a section where the crops have suffered severely from drought and hot winds, but from Odell to Beatrice prospects are quite favorable for a fair yield of corn, say about an average of forty bushels to the acre. The heavy rain of Friday night will still further advance the crop, and in fact this section could get along nicely even if there was no more rain, but much of the corn farther west is past all redemption. In the far west, however, late advices are still favorable.

**HORSES.**  
At Chester I saw 158 head of Texas half-bred ponies. They were being peddled out by two be-pioted and bow-knife-decorated fellows, who looked savage enough to do all that Texas desperadoes are in the habit of doing. Prices ranged from \$10 to \$35 each, and I should judge by the appearance of the unbroken, raw-boned, shapeless, diminutive creatures that they were dear horses at any price.

**PERSONALIA.**  
Frank H. Goddard came to Chester while I was in town and took the wrappings off from the prettiest hot-rod stove that ever burned hard coal. That was a new idea to us—traveling with a full-grown base-burner for a sample.

**O. H. Phillips,** a veteran mail agent, is the only man who makes the run on the Republican Valley, eastern division, when there is work enough for three men. He has to get up at 2 o'clock in the morning and cannot get to bed before 11 at night, and yet he manages somehow to do all the handling of the mail for the whole route in such a manner that on his division I have not heard of a single complaint about the delivery of THE BEE. The magnificent salary of \$900 a year is what our government pays this man for his work, and he does not know what it is to visit his wife and babies at Beatrice more than two or three times a year. Reader, don't you want to be a mail agent, right off, quick?

**ODDS AND ENDS.**  
Typhoid fever is quite prevalent now, and in some localities it is almost epidemic.

Appropos of the coming reunion at Lincoln, I wonder if our government has planned a stone to mark the resting-place of 128 brave boys who are buried on the battle-field of Lono Jack, Missouri. The confederates have erected a fine monument to their dead who were killed in that fight, but only a few months ago the long trench in which was placed a solid rank of "boys in blue" was unmarked by stick or stone.

Thirty miles southeast of Kansas City sleep these apparently forgotten heroes of a desperate battle with Quantrell's cut-throats. Some of the enterprising citizens of that region so noted for their damnable deeds, destroy the headstones of the Union boys after they are erected; so at least it was reported to me. It has been suggested that a thousand old veterans could, and it would be a right jolly picnic for them too, go down to Jackson county, Missouri, and convince those grave-desecrating, train-robbing, woman-killing gang of jackals and wolves that the Union soldiers propose to protect the graves of their dead comrades, and that they are not averse to disposing of the robbers that semi-occasionally parade the streets of Kansas City and boast of their partnership with her police.

A nice little piece of creek has recently come to light in a town not far from the Big Blue river. An honest, easy-going miller was being insured by a live fire insurance agent, and after writing him down for all the mill was worth, he tackled him to take out a policy on his mill dam about a foot of which appeared above the water. He succeeded, and that mill-dam is protected from fire by a \$3,000 policy.

**BLUE SPRINGS.**  
I should, to do this town justice, give it a full column or more, but unfortunately I have no time to do so. This is the largest town between Beatrice and Red Cloud by more than two to one, and it is substantial, thrifty and prosperous. It has not a vacant house, and the last store that was built had an average of six applicants a day for it while it was being polished off.

An excellent mill with a magnificent water privilege, a well established trade with all the surrounding country and special freight rates over the St. Joe & Western makes it a trading point of no small importance. There is a lively fight between the B. & M. that runs through the town and the St. Joe branch of the U. P. that terminates here, and, as this is supposed to be a U. P. town, the B. & M. is giving it no favors, but concentrating them on Wymore, an opposition station one and a half miles south. The latter town, it is said, can't get a postoffice and it has not yet got any material encouragement from the farmers, and hence it does not seem to boom with that booming boom with which new towns are wont to boom, and yet Captain Ashley seems to be happy, and he says the city of Wymore is bound to be the great metropolis of Southern Nebraska with machine shops and round houses, big newspapers (a good one is now edited by the Captain), and tremendous hotels; there is a stunner now building. Well it is all right, and Wymore may win in the long run, but I will bet on Blue Springs. I visited the town seven years ago when there was nothing of it but a mill, a country tavern and a store where many tobacco and calico were the principal staples. It has grown

into the regard of the farmers hereabouts while it grew in size, and there is no doubt that it will continue to prosper as it is doing now. Men, not houses, make a town, and Keith Pierce, Davis & Co., Kretzinger & Farley and the business people of the town generally are of the class that are always up and doing when there is anything to be done. For business review, see fifth page of daily.

**Alma Matters.**  
Correspondence of The Bee.  
**ALMA, August 15.**—A large acreage of wheat has just been harvested and has produced an excellent crop. Most of the grain has been stacked. Corn looks well and promises to produce much more than usual. Potatoes are excellent, both in quantity and quality. Every one has a good garden. Because of the good crops, the farmer's countenance beams with a complacent smile. The business men also are confident of a prosperous time, as when the farmer is successful every one else prospers. The bridges at Orleans, Republican City and this place are to be put in very soon. This county has this year secured the teacher's normal institute for this district, including seven counties. The institute begins to-day at this place, and will continue three weeks. A number of new buildings have been erected in Alma during the past year.

**TREBO.**  
**Russian Vastness.**  
St. Petersburg letter to The London Times.  
It would hardly seem possible for a sentimental traveler—supposing a person answering that description to exist in our days—to arrive for the first time at St. Petersburg, at this moment without a mixture of feelings in which sadness predominated. He is aware that he has crossed the frontier of a large state, the largest of all compact states, and, perhaps, only second to that of the United Kingdom of Great Britain and Ireland, with all its colonies and possessions; so big a state that from the frontier station at Vierzbolow, or Wirballen, to the St. Petersburg terminus there is a distance of 560 miles, far exceeding that between London and Edinburgh, and yet this first journey of two nights and two days only brings one to the capital, which lies in a corner of the empire. A glance at the map will satisfy us that the surface of the smaller half of this empire—European Russia—is considerably larger than that of all the other states of Europe put together; while the other half—Siberia, with the rest of the Asiatic provinces—is not far from covering one-third of the Asiatic continent; and that a recent traveler, the Rev. Henry Linsdell, in his five months' journey from London to the mouth of the Amoor, all across the czar's dominions, went over 2,600 miles by rail, 5,700 miles by steam, and 3,000 miles by horse, or, altogether 11,500 miles almost in a straight line.

So far, then, as a man may take pride in the mere bigness of his country, a Russian has ample reason to be proud. But a state, like a man, may be none the happier for all that. A lofty stature, to be sure, enables a man to look over the heads of a crowd, an unquestionable advantage, and mere height imparts a dignity and command which the undersized fully appreciate. But a six foot giant, as I once saw, doubling himself up and drawing in his legs to get into a lady's brougham is a ludicrous sight. Very tall men are seldom well-proportioned or robust, and in war they offer too easy a target to the wicked breech loaders of modern construction. In the same manner Russia is made unwieldy by her very bulk. She has to struggle with her prodigious length and width, and to do it at greater disadvantage than other large states. In the western continent, for instance, in the United States, Brazil and the republics of South America, man was powerfully aided by nature in his fight against enormous distances by the length of navigable water-courses, the Mississippi and Missouri, the St. Lawrence, the Platte, Parana and Uruguay, the Amazon, the San Francisco, etc., even before he could help himself by his railways; whereas in Russia the northern streams both of Europe and Asia, the Nieman, the Dwina, the Obi, the Yenisei, the Lena, etc., empty themselves into the Arctic and Arctic seas, choked with ice for six or eight months in the year, or in the Baltic, also frozen in the winter months, and for a long time placed beyond reach of the czar's sway; and the southern streams, the Volga, the Don etc., ended either in the Caspian or the sea of Azoff and the Euxine, both closed for centuries against Russian enterprise and expansion.

With respect to railways, it was Russia's misfortune to be late to work about their construction, and even what she has achieved between the Crimean and Turkish wars—1854-1876—scarcely amounts now to 14,000 miles, to which, after the peace of Berlin, she is barely adding 700 miles yearly—a striking contrast to other large countries,—as to the United States of North America, for instance, which boasts of a net of railway lines of 95,000 miles, with an average annual addition of 10,000 miles. This backwardness of Russia in her endeavors to annihilate space by rapid and easy means of locomotion cannot be without grave consequences for her commercial and social, as well as financial and political, interests. It is lost ground for her in her battle of life; in the incessant struggle against the geographical position which from the beginning doomed her to seclusion from the civilized world—a struggle the evidence of which may be read in every page of the country's history and may be followed in every shift of its government's policy.

**FARMERS AND MECHANICS.**  
If you wish to avoid great danger and trouble, besides a no small bill of expense, at this season of the year, you should take prompt steps to keep disease from your household. The system should be cleansed, blood purified, stomach and bowels regulated, and prevent and cure diseases arising from spring malaria. We know of nothing that will so perfectly and surely do this as Electric Bitters, and at the trifling cost of fifty cents a bottle.—(Exchange.)  
Sold by Ish & McMahon. (1)

**The Star Route Abuses.**  
Washington Special to St. Paul Pioneer Press.  
The attention of the postoffice department has been turned lately to a peculiar phase in the star route service, which may be said to be responsible for much of the recalcitrancy that has been developed in connection with this service. The many thousand star routes are all held by a few hundred contractors, living in other states, who sub-let at greatly reduced rates. Every day, congressmen, senators and influential partisans are calling upon the postmaster general to inquire why these routes cannot be held by contractors in their own states, and why the sub-contractors themselves cannot have control of the service which they now perform. This question has been put to the department so frequent that Second Assistant Postmaster General Elmer has turned his attention to it, with the hope of forming some plan by which people can be induced to take hold of the routes of their own states. The competition for the star routes has been in the past confined to a certain number of heavy contractors, whose influence has enabled them to get control of thousands of routes and whose carefully matured scheme of straw bidding has "frozen out" men who may at times have made efforts to secure them. The question arises with the postoffice authorities, why cannot the sub-contractors take these contracts at somewhere near the figure he now accepts and save the government from \$200 to \$1,000 per year on each of these routes? Of course the postoffice department cannot invite bids from any particular state or locality. At present the only feasible plan seems to be a more extensive system of advertising. It is suggested that a system of newspaper advertising in all the weeklies and dailies, not only at the termini of the routes, but in every town along the line, would effect much in this way. Many men who can earn a thousand dollars a year at farm labor will gladly take hold of the government mail service for from \$3,000 to \$5,000 a year. It is not claimed that this reasoning is applicable to the great routes of the western and southwestern plains, but to the numerous small one throughout the eastern, western and southern states. The government stand ready to encourage these lettings to small contractors, but it cannot discriminate, and whatever is done must be done by the people of the state themselves.

**A New Ireland in Iowa.**  
An Iowa Independent.  
John Brennan, in admitting that he is "not of the right stuff to make a revolutionist," admits himself to be lacking in the element of bravery that characterizes the men who must and shall bring the Irishman from under the galling yoke of English tyranny. But John mistakes the kind of "revolution" in this case. It is not Cromwell's infernal machines, with ammunition, artillery and blood that will make England relent, but a few more Collins, O'Neills, et al, to induce the depopulation of Ireland and make a new Ireland in Iowa and Nebraska. Bring your countrymen away; let old England have the Green Isle. True, there are many fond recollections clustering around its memory that will cause a pang and tear at separation, but these are naught compared to a little home on the green sod of Nebraska. John Brennan is "composed of the stuff," which is eloquence that cannot fail to do good "revolutionary" service, but to take another retrograding step like that of resigning the presidency of the United Irishmen, simply because the indiscreet remarks of Crowe put an unlawful phase upon their "revolution" or workings of the order for that freedom to which the Irish are so much entitled as any citizens, will place him off among the clowns. We are no Irishmen, but the causes which are fast alienating the Irish and English are the same causes that are now agitating America, and as English tyrants and American monopolists are allied to crush the common people, it is easy to understand that the sympathy of all honest hearts beat in unison with the down-trodden of all nations.

**ORDINANCE NO. 470.**  
An ordinance establishing the grade of Farnham street from a point two hundred and five (205) feet west of Jefferson street west to the city limits. It is ordained by the City Council of the City of Omaha:  
Section 1. The grade of Farnham street, from a point two hundred and five (205) feet west of Jefferson street west to the city limits shall be as follows: Beginning with the established elevation of one hundred and eighty-five (185) feet, at the north curb of Farnham street at a point two hundred and five (205) feet west of the west line of Jefferson street, thence with a uniform ascending grade of three and sixty-one hundredths (3 61/100) per one hundred (100), six hundred and ninety-three (693) feet, to an elevation of two hundred and ten (210) feet at the east curb of 22nd street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 23rd street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 24th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 25th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 26th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 27th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 28th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 29th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 30th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 31st street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 32nd street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 33rd street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 34th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 35th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 36th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 37th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 38th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 39th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 40th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 41st street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 42nd street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 43rd street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 44th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 45th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 46th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 47th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 48th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 49th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 50th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 51st street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 52nd street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 53rd street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 54th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 55th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 56th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 57th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 58th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 59th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 60th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 61st street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 62nd street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 63rd street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 64th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 65th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 66th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 67th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 68th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 69th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 70th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 71st street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 72nd street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 73rd street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 74th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 75th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 76th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 77th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 78th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 79th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 80th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 81st street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 82nd street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 83rd street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 84th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 85th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 86th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 87th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 88th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 89th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 90th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 91st street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 92nd street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 93rd street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 94th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 95th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 96th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 97th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 98th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 99th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 100th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 101st street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 102nd street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 103rd street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 104th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 105th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 106th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 107th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 108th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 109th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 110th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 111th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 112th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 113th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 114th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 115th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 116th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 117th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 118th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 119th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 120th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 121st street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 122nd street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 123rd street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 124th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 125th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 126th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 127th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 128th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 129th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 130th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 131st street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 132nd street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 133rd street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 134th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 135th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred and eighty-one (181) feet at the east curb of 136th street; thence with a descending grade of six and sixty-one hundredths (6 61/100) per one hundred (100), three hundred and two (302) feet, to an elevation of one hundred