CAPE MAY SIGHTS.

A Vertible Leg Show Patronized by the Elite

Cape May Letter to Chicago Times.

Here is where people bathe in style, and here is where you see bathing-dresses that attract attention. There is no such bathing ground in the United States. Boston has beaches, and good ones—Nantucket beach especially—but the water is too cold. People bathe at Newport, but it is too cold there, also, and the fogs are the bane of the place. Atlantic City boasts of a long stretch of sand, but it is full of holes, and drowning accidents are numerous. A man by the name of Congling has donned his bathing suit and deigned to mix with the crowd at Long Branch. Rut there is an undertow which is dangerous. Cape May has the ideal beach on the coast. Safe? Yes, safe as a barn floor and as smooth. Coney Island, covered with dead cats and debries of all sorts, has no surf to compare with the Cape. It rolls in from the broad Atlantic with nothing to hinder, and breaks in sparkling foam upon the hard sand with the roar of a platoon of artillery or a clap of thunder just overhead. Nobody thinks of missing the bathing hour. Not much. He or she may prefer to remain on dry land, but everybody is on the beach at midday, taking it all in. And there is lots to take in, too. A physiologist can study anatomy from the broad walk which skirts the beach without moving ten feet. His subjects will come to him, and he can study the curves of nature to his heart's content. People talk of the ballet and the degeneracy of the stage. Faugh! that is nothing. Right here on Cape May's beach, sanctified by the customs of society, is the greatest 1-1-leg show on earth. There is nothing like it, and it is all free. Suppose a Chicago girl should give a garden party and invite a hundred or two of her acquaintances, male and female. Suppose each girl should get herself up regardless, her only object being to display her form to the best advantage. Suppose a single garment should be her only clothing - a garment fitting closely to her neck, belted at the waist, and buckled at the knees, with a short skirt like a ballet-girl's, falling from the waist to the knee-pans. Then suppose her to saunter out under the trees with her round, plump, dimpled arms bare above the elbows; with her long, golden hair falling loosely down her back, and with beautifully-worked stockings fitting closely to her lower limbs, her only foot covering. In this costume let her lean on her lover's arm and parade around for an hour, talking romance and nonsense. What would Chicago think of it all? And what would society think of the girl who gave the garden party and of the girls who attended it? And yet this is the kind of show you can see on the beach any day at noon. The girls parade about with scant costumes, and the scantier the costumes the more society looks on and applauds. It wouldn't be sanctioned for a moment up the city upon the Deleware, but here—well, it's the thing to do, and that settles it. Let me take you down for an hour or so on the beach. It is 11 o'clock, and already the people are coming down from the hotels and cottages. Most of the cottagers know how to bathe, and enjoy it. Some of the girls dress themselves for the surf at home, and carelessly trip down to the water and plunge in. A residence of a few weeks gives them confidence, and many of them can float on their backs, and even swim a few strokes. But the flitting guests who stop at the Stockton, and Congress Hall, and Columbia, and the Windsor, and the fashionable hotels always go the bath-houses. The bath-houses stretch along the drive, facing the water, for half a mile. By half past 11 most of the girls are ready to undergo the public gaze. By noon all the bathers are on the beach. It is a lively spot. Here comes a perfect beauty tripping down from the bath-house. I saw her only an hour ago on the Stockton piazza, and some one pointed her out as the prettiest girl at the hotel. She is from Baltimore. She is gotten up to kill. Her loose hair is flowing down her back, only caught together slightly with a blue ribbon. A dainty little straw hat covers her head. Her costume is of dark blue flannel, edged with white. Like most of the bathing-suits it falls to her knees only, leaving her limbs entirely free from all encumbrance. The most marked feature of her costume is her beautiful stockings, which must have cost several dollars. They are of a very fine silk, evidently imported, with the most beautiful and dainty tracings upon them. A young man accompanies her, also attired in a neat-fitting suit of blue. She trips over the sand, clutching his arm occasionally as she apparently stumbles a little. Her arms are bare to the elbow. Everybody looks at her. Bare arms and well-turned ankles are so common here that there is no novelty about them, and it is only when they belong to pretty girls that they attract admirers. The plain or medium girl who goes into the water as if she enjoys it could not get a corporal's guard. Indeed, I doubt if anybody would notice her if her entire clothing consisted of a linen sheet, or if she had no clothing on at all. At the water's edge the couple stop and gaze about them. Why don't they plunge in? As I ask myself this question, I hear a voice behind me murmuring: "Pooh! She don't dare to go into the water." I turn to see who is speaking. Near by are two young ladies. They are lookers-on.

"Who is she?" asked one of them.

"I don't know—Miss Somebody-or-other, from Baltimore. I refused to be introduced to her only last night. She's all sham."

"Why, what do you mean, Belle?" asked number one.

Belle smiled significantly and pointed to the bather's bust. "Corsets," she murmured with a slight sneer.

"Oh that's nothing, Belle," protested the other. "Most of the girls wear corsets in the water this year, it's the style."

"Don't care if it is," put in Belle. You mark my words. She won't go into the water, now you see. Why, she would all fall to pieces if she did. She looks very nice and plump and pretty now, but the water would make her a fright. That's her beau with her. Do you suppose she is going to show what an elegant form she hasn't got by going into the water? I tell you she is all sham. The water would pull her dress all down and would show every bit of padding about it." And Belle tosses her head disdainfully, while I wonder, can such things be? Belle is right. The beautiful hair is not wet with salt water. The young girl steps into the foam which rolls upon the beach, and, with an affected little scream, jumps back in an instant. "Oh, it's so cold!" she cries, although her ankle had hardly been wet. Her escort comes to her rescue, and, after a sufficient amount of tugging, the girl allows herself to be dragged in up to the knee. But no further will she go. In a moment she is out. And I see through it all. The beautiful silk stockings cling close to her limbs, and are prettier than ever. It is a very pretty ankle she has, and everybody knows it, and as the girl and her escort parade up and down the beach they are the center of attraction.

A Moral for Railway Kings.

New York Times.

Georgia is one of the States which have attempted to regulate railroads, her constitution expressly conferring the power to regulate rates upon the legislature, "whose duty it shall be to pass laws from time to time to regulate freight and passenger tariffs, to prohibit unjust discriminations," and to enforce the same by adequate penalties. Similarly, the constitution of Illinois declares railroads public highways, and provides that the legislature shall from time to time pass laws establishing reasonable maximum rates, also to correct abuses and prevent unjust discrimination and extortion, enforcing such laws by adequate penalties, to the extent, if need be, of forfeiture of property and franchises. In 1871, Judge Lawrence, Chief Justice of the Illinois Supreme Court—afterward punished by the Grangers by defeat at the polls—overthrew the law of 1871, in the Chicago Alton railroad case, on the ground that, although the power to punish unjust discrimination even by forfeiture of charter, existed the law was unconstitutional in prohibiting any discrimination whatever and attaching this extreme penalty thereto. This was a victory for the Grangers as to the principle involved, but they returned immediately to the attempt, the legislature passing, almost unanimously, the law of May 7, 1873, which substituted for the forfeiture heavy and increasing fines, and directed the railroad commissioners to prepare for each road a schedule of reasonable maximum rates, which should be taken as prima facie reasonable, the companies to show them otherwise if they could. In March of the next year, Minnesota and Wisconsin tried their hands at the subject. The former enacted a law providing for a board of three persons who should make schedules of reasonable maximum rates; the Wisconsin law more nearly resembled the repealed Minnesota law of 1871, for it divided the roads of the state into three classes, prescribing for each its maximum rates, both for passengers and for the several classes of freights. These laws were sustained by the United States Supreme court in 1878, in the "Granger cases."

We have mentioned these earlier incidents in the fight over the railroad question merely to show that the attempt made by Georgia in her present law, not yet two years old, is not unprecedented, although we believe it extends somewhat further than has ever before been known the powers of the commissioners over details. In their third semi-annual report recently issued, after arguing, at great length and with much ability, the right and duty of the state to regulate, they explain that they propose to make rates which will yield to each road what they decide to be its fair actual cost. The law has been tested, in a made-up case into which the companies put the best presentation and the best professional skill to be had; but it was sustained in the United States circuit court by Judge Woods, of the United States supreme court, who held—in opposition to perhaps the strongest point the companies attempted to make—that enacting a law empowering commissioners to make rates was not a delegating of the legislative powers to others by the legislature, and was within the fair construction of the constitutional mandate that the legislature shall "pass laws from time to time to regulate freight and passenger tariffs." It is plain that if the legislature could not empower three men to make rates it could, and undoubtedly would, under the constitutional authority, do the work itself, so that there would be no practical gain to the companies, but exposure to the risk of having the rates fixed with less consideration. It is noteworthy, also, that one of the points of contest between the commissioners and the plaintiff company concerned the value, the operating expenses, and the rightful rate of net earnings, the commissioners putting each of these materially lower than the company did. The three commissioners—one of whom is to be "of experience in the law," and one "of experience in railway bussines"—have divided the roads into three classes, which may charge respectively three, four, and five cents a mile for passengers; as to freights, they publish a schedule of twenty closely printed pages—a curiosity in itself—very minute in specification, providing for articles according to packing, quantity, and the extent of owner's risk or carrier's risk, almost every conceivable case apparently being provided for, with a list of exceptions in the form of percentage which one and another road may add to the schedule rating upon this and that article.

This is the opposite extreme from the mild supervision of Massachusetts. Georgia commits to the power to make all rates for every form of railroad service, all rules and arrangements found needful, and to pass upon all contracts and agreements among the roads as to carrying, rates, or division of earnings. Massachusetts trusts to moral suasion, exercised through argument and publicity, on the theory that a corporation will do the right and abandon the wrong as the collective gaze of the people is turned upon it. Undoubtedly, experience has, in part, justified this; Georgia, on the other hand, leaving the railroads in possession of their officers and directors, makes them only the instruments of three persons in respect to the most important of executive functions. The commissioners say that somebody must make rates, and that "the ultimate decision must be made by the disinterested and not by the interested;" that as to the danger of conferring such great powers, the judiciary exercise powers still greater, and "we cannot have better flour than can be made of wheat;" and that if there is danger of corruption the companies will be more likely than the people to profit by it.

The principle of the inherent right of the State to control monopoly corporations may be taken as fixed; Mr. Curtis is engenious, as attorneys are when they make briefs, and Mr. Stanford is bolder than his Eastern comrades but the right remains, and it is not one of those which non-user will forfeit. That public opinion in this State is not yet ripe for such radical measures may certainly be assumed from the ease with which the railroad choke off, year after year, all attempts to copy even the methods of Massachusetts, but this only proves that the time has not yet come, by no means that it will not come.

POETRY OF THE TIMES.

Beautiful Texas

Beautiful Texas, what do you think?
Plenty of grapes, and no wine to drink;
Plenty of creeks, and no water at hand,
No oats for your horses, but plenty of land;
Plenty of horses, but none fit to ride;
Plenty of poverty, and some little pride;
Plenty of hides, but no leather tanned,
Though scrubby mezquite encumbers the land.
Plenty of cattle, no butter nor milk,
No press for the dairy, but plenty of silk,
Plenty of rain, when it comes down at all,
Enough to spare, would it come at your call.
Plenty of wind, no let-ups on that,
And when talking of stock, there's plenty of chat;
Plenty of rocks the cisterns to wall,
But we can't find time to do it at all;
Plenty of bois'dare, but hardly a hedge;
Plenty of hogs as thin as a wedge;
Plenty of bacon, year before last;
Plenty again, when there comes a good mast;
Plenty of chairs, but all so low,
That to eat you must hang on your elbow;
Plenty of grub, such as poor beef and bacon,
Which reminds us of the home so lately forsaken.
O land of great promise, not yet fulfilled!
What a country you might be, if people so willed;
All teeming with beauty, plenty and wealth.
Every requisite present for comfort and health;
But of corn-bread and bacon
We have quite enough,
And women get happy over a bottle of snuff.

—[Texas Letter Marshall (Tenn.) Gazette.

CONNUBIALITIES.

A gentleman in Selma, Ala., when only 21 years old married a widow of 50. A few days ago, when 65 he married a young lady of 21.

"If Dame Rumor speaks correctly," says the Portland (Me.) Argus, "Miss Cary is the affianced of a wealthy gentleman of New York, who has been in this city within a few days."

Capt. Rufus Thompson and his wife, of West Swanzey, N. H., celebrated their golden wedding Thursday. They are the parents of the comedian Denman Thompson, "Josh Whitcomb."

A big burly negro, employed by a well-to-do German farmer near Inglefield, Vanderburgh county, as a hand, fell in love with his employer's daughter and was discharged, but the infatuated girl followed him to Evansville and married him.

Saturday a bachelor and a widow who were friends atrived at Saratoga and sought for hotel accommodations, but found none. A single room was finally offered at one hotel, and the widow with the ready tact of her sex suggested to the bachelor that a wedding would make the accommodations acceptable to both. They proceeded to a clergyman's house and were married, but on their return the vacant room had alread been engaged. They took a train for Niagara.

Hiram Berry, of Louisville, took a young wife, though he is seventy. His sons and daughters made so much trouble on the subject that he reluctantly obtained a divorce, the character of the bride enabling him to regain his freedom without difficulty. But he could not voluntarily give her up after all, and at the end of a few months he sought to renew his courtship. She threw a can of concentrated lye into his face, burning him so s riously that he may never see again.

Des Moines has a premium marrying woman. The first record of her she was Mrs. Bass. She was divorced from Bass and married one Louis Bitting. In two years he died. She then united her fortunes with Mark Hyland, living with him four months. She was divorced from Hyland and married one Mitchell. In a short time she quit Mitchell, and when the divorce was granted she remarried Hyland. A second suit for divorce from Hyland is pending in the district court, and in the meantime Jennie has conceived a dislike for her attorney and has promised Hyland a restoration to her affections if he will give the attorney a sound flogging. The couple were hunting the attorney at last reports, and having condoned the offense, whatever that may have been, the divorce will not be granted, and new proceedings, in the hereafter, may be anticipated.

No Such Word as Fail

"I have used your SPRING BLOSSOM for dyspepsia, headache and constipation, and find it has done me a great deal of good. I shall recommend it to my friends.

"HENRY BERTOLETUI,
"May 24th. 96 Main St., Buffalo."

Price 50 cents; trial bottle, 10 cents.

eod1w

Bucklin's Arnica Salve.

The best salve in the world for cuts, bruises, sores, ulcers, salt rheum, fever sores, tetter, chapped hands, chillblains, corns and all kinds of skin eruptions. This salve is guaranteed to give perfect satisfaction in every case or money refunded. Price, 25c per box. For sale by

ISH & MCMAHON, Omaha.

TARRANT'S SELTZER APERIENT

There is probably a majority of the human race suffering from kidney complaints. They show themselves in almost protean shapes, but always to the injury of the patient. They cause indescribable agony. The experience of thirty years shows that the best remedy for this class of diseases is

Tarrant's Seltzer Aperient.

Its properties are diuretic, which are specially adapted for such cures.

SOLD BY ALL DRUGGISTS

A. W. NASON, Dentist.

OFFICE—Jacobs' Block, co ner Capitol avenue and Fifteenth trets, Omaha Neb.

Ladies

Do you want a pure, blooming Complexion? If so, a few applications of Hagan's MAGNOLIA BALM will gratify you to your heart's content. It does away with Sallowness, Redness, Pimples, Blotches, and all diseases and imperfections of the skin. It overcomes the flushed appearance of heat, fatigue and excitement. It makes a lady of THIRTY appear but TWENTY; and so natural, gradual, and perfect are its effects, that it is impossible to detect its application.

A MAN

WHO IS DISCOURAGED FROM DOING THE GOODNESS OF THIS COUNTRY, WILL BE AT ALL EVENTS BE DISCOURAGED IN THIS.

"Great Rock Island Route!"

West for being the most direct, quickest, and safest line connecting the great Metropolis, CHICAGO, and the EASTERN, NORTH-EASTERN, SOUTH and SOUTH-EASTERN LINES, which terminate there, with KANSAS CITY, LEAVENWORTH, ATCHISON, COUNCIL BLUFFS and OMAHA, the COMMERCIAL CENTERS from which radiate

EVERY LINE OF ROAD

that penetrates the Continent from the Missouri River to the Pacific Slope. The

CHICAGO ROCK ISLAND & PACIFIC RAILWAY

Is the only line from Chicago owning track into Kansas, or which, by its own road, reaches the points above named. NO TRANSFERS BY CARRIAGE! NO MISSING CONNECTIONS! No huddling in ill-ventilated or unclean cars, as every passenger is carried in roomy, clean and ventilated coaches upon Fast Express Trains.

DAY CARS of unrivaled magnificence, PULLMAN PALACE SLEEPING CARS, and our own world-famous DINING CARS, upon which meals are served of unsurpassed excellence, at the low rate of SEVENTY-FIVE CENTS EACH, with ample time for healthful enjoyment.

Through Cars between Chicago, Peoria, Milwaukee and Missouri River Points; and close connections at all points of intersection with other roads.

We ticket (do not forget this) directly to every place of importance in Kansas, Nebraska, Black Hills, Wyoming, Utah, Idaho, Nevada, California, Oregon, Washington Territory, Colorado, Arizona and New Mexico.

Ash beral arrangements regarding baggage as any other line, and rates of fare always as low as competitors, who furnish but a tithe of the comfort.

Dogs and tackle of sportsmen free.

Tickets, maps and folders at all principal ticket offices in the United States and Canada.

R. R. CABLE, Vice Pres't & Gen. Manager, Chicago
E. ST. JOHN, Gen. Tkt and Pass'r Agt. Chicago.

If you are a man of failing, weakened by the strain of your duties avoid stimulants and use Hop Bitters.

If you are young and discretion or dissipated or single, old or poor health or languishing, rely on Hop Bitters.

Wherever you are, whenever you feel that your system needs cleansing, toning or stimulating, without intoxicating, take Hop Bitters.

Have you dyspepsia, kidney or urinary complaint, disease of the stomach, bowels, blood, liver or nerves? You will be cured if you use Hop Bitters.

If you are simply weak and low spirited, try it! It may save your life. It has saved hundreds.

If you are a man of letters toiling over midnight work, to restore brain nerve and waste, use Hop B.

If suffering from any indiscretion, if you are married or single, suffering from ing on a bed of sick Hop B.

Of manhood die annually from some form of Kidney disease that might have been prevented by a timely use of HopBitters

HOP BITTERS NEVER FAIL

D. I. C. is an absolute and irresistable cure for drunkenness, use of opium, tobacco, or narcotics.

Sold by druggists. Send for Circular.

HOP BITTERS M'F'G CO., Rochester, N. Y. & Toronto, Ont.

KENNEDY'S EAST-INDIA

A FAMILY TONIC AND BEVERAGE.

DYSPEPSIA, RHEUMATISM, FOR Bilious Derangements,

BITTERS

ILER & CO., Sole Manufacturers. OMAHA.

To Nervous Sufferers

THE GREAT EUROPEAN REMEDY.

Dr. J. B. Simpson's Specific MEDICINE.

It is a positive cure for Spermatorrhea, Semina Weakness, Impotancy, and all diseases resulting from Self-Abuse, as Mental Anxiety, Loss Memory, Pains in the Back or Side, and diseases that lead to Consumption Insanity and early grave. The Specific Medicine is being used with wonderful success. Pamphlets sent free to all. Write for them and get full particulars.

Price, Specific, $1.00 per package, or six packages for $5.00. Address all orders to

B. SIMSON MEDICINE CO.
Nos. 104 and 106 Main St. Buffalo, N. Y.

Sold in Omaha by C. F. Goodman, J. W. Bell, J. K Ish, and all druggists everywhere.

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GRAHAM PAPER CO.

217 and 219 North Main St., St. Louis,

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Paper Stock Warehouses 1229 to 1237, North Sixth street.

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No Changing Cars BETWEEN

OMAHA & CHICAGO,

Where direct connections are made with Through SLEEPING CAR LINES for

NEW YORK, BOSTON, PHILADELPHIA, BALTIMORE, WASHINGTON AND ALL EASTERN CITIES.

The Short Line via. Peoria

For INDIANAPOLIS, CINCINNATI, LOUISVILLE, and all points in the

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THE BEST LINE

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Where direct connections are made in the Union Depot with the Through Sleeping Car Lines for ALL POINTS

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NEW LINE FOR DES MOINES

THE FAVORITE ROUTE FOR

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The unequaled inducements offered by this line to travelers and tourists are as follows:

The celebrated PULLMAN (16-wheel) PALACE SLEEPING CARS run only on this line C., B. & Q. PALACE DRAWING ROOM CARS, with Horton's Reclining Chairs. No extra charge for seats in Reclining Chairs. The famous C., B. & Q. Palace Dining Cars. Gorgeous Smoking Cars fitted with elegant high-backed rattan revolving chairs, for the exclusive use of first-class passengers.

Steel Track and superior equipment combined with their great through car arrangement, makes this, above all others, the favorite route to the East, South and Southeast.

Try it, and you will find traveling a luxury instead of a discomfort.

Through tickets via this celebrated line for sale at all offices in the United States and Canada.

All information about rates of fare, Sleeping Car accommodations, Time Tables, etc., will be cheerfully given by applying to

PERCEVAL LOWELL, General Passenger Agent, Chicago.
T. J. POTTER, General Manager Chicago.

Sioux City & Pacific

AND

St. Paul & Sioux City RAILROADS.

THE OLD RELIABLE SIOUX CITY ROUTE

100 MILES SHORTER ROUTE 100

FROM

COUNCIL BLUFFS

TO ST. PAUL, MINNEAPOLIS, DULUTH OR BISMARCK,

and all points in Northern Iowa, Minnesota and Dakota. This line is equipped with the improved Westinghouse Automatic Air-brake and Miller Platform Couplez and Buffer; and for

SPEED, SAFETY AND COMFORT

is unsurpassed. Elegant Drawing Room and Sleeping Cars, owned and controlled by the company, run through WITHOUT CHANGE between Union Pacific Transfer depot at Council Bluffs, and St. Paul.

Trains leave Union Pacific Transfer depot at Council Bluffs at 5:15 p. m., reaching Sioux City at 10:20 . m. and St. Paul at 11:05 a. m. making TEN HOURS IN ADVANCE OF ANY OTHER ROUTE.

Returning, leave St. Paul at 8:30 p. m., arriving Sioux City 4:45 a. m., and Union Pacific Transfer depot, Council Bluffs, at 9:50 a. m. Be sure at your tickets read via "S. C. & P. R. R."

F. C. HILLS, Superintendent,
T. E. ROBINSON, Asst. Gen Pass. Agent. Missouri Valley, Ia.
J. H. O'BRYAN, Passenger Agent, Council Bluffs, Iowa.

1880. SHORT LINE. 1880.

KANSAS CITY, St. Joe & Council Bluffs RAILROAD

IS THE ONLY

Direct Line to ST. LOUIS

AND THE EAST

From Omaha and the West.

No change of cars between Omaha and St. Louis, and but one between OMAHA and NEW YORK.

SIX Daily Passenger Trains

REACHING ALL EASTERN AND WESTERN CITIES with LESS CHARGES and IN ADVANCE of ALL OTHER LINES.

This entire line is equipped with Pullman's Palace Sleeping Cars, Palace Day Coaches, Miller's Safety Platform and Coupler, and the celebrated Westinghouse Air-brake.

See that your ticket reads VIA KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS Railroad, via St. Joseph and St. Louis.

Tickets for sale at all coupon stations in the West.

J. F. BARNARD, Gen. Supt., St. Joseph, Mo.
A. C. DAWES, Gen. Pass. and Ticket Agt., St. Joseph, Mo.
ANDY BORDEN, Ticket Agent, 1020 Farnham street.
A. B. BARNARD General Agent, OMAHA, NE

WISE'S Axle Grease

NEVER GUMS!

Used on Wagons, Buggies, Reapers, Threshers and Mill Machinery. It is INVALUABLE TO FARMERS AND TEAMSTERS. It cures Scratches and all kinds of sores on Horses and Stock, as well as on men.

CLARK & WISE, Manuf's.

385 Illinois Street, Chicago.

SEND FOR PRICES. je 24-6m-bs

PROPOSALS FOR COAL.

OFFICE OF CITY CLERK, OMAHA, Aug. 18, 1881.

Sealed proposals will be received by the undersigned for two weeks from the date hereof, Thursday, September 1st, 1881, 12 o'clock noon, for furnishing hard and soft coal for the use of the city offices and fire department, from this date until August 18, A. D. 1882.

Sealed bids or proposals shall state the price for such coal delivered where ordered, and shall name said price without respect to any definite amount of coal. The right is reserved to reject any and all bids. Envelopes containing said proposals shall be marked "Proposals for Coal," and delivered to the undersigned not later than the time above specified. J. J. L. C. JEWETT, City Clerk.

au18-14pdbal in2w

Notice to Coal Dealers.

Sealed proposals will be received by the undersigned until Saturday, August 27, 1881, at 3 o'clock p. m., for furnishing such an amount of hard and soft coal as will be required for use in the county court house, jail and poor house, and for delivery to such persons as the Commissioners may order, during the ensuing year.

By order of the Board of Commissioners.

JOHN R. MANCHESTER, County Clerk.

au22-5t

THIS NEW AND CORRECT MAP

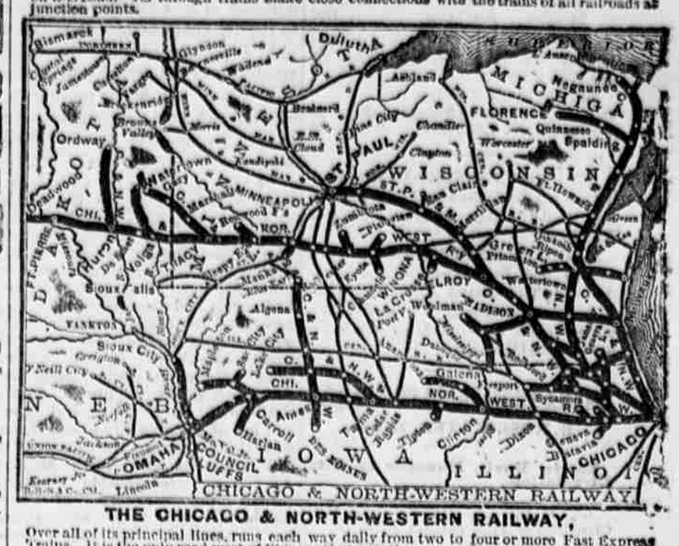
Shows Prove beyond any reasonable question that the

CHICAGO & NORTH-WESTERN R'Y

Is by all odds the best road for you to take when traveling in either direction between

Chicago and all of the Principal Points in the West, North and Northwest.

Carefully examine this Map. The Principal Cities of the West and Northwest are Stations on this road. Its through trains make close connections with the trains of all railroads at junction points.



THE CHICAGO & NORTH-WESTERN RAILWAY,

Over all of its principal lines, runs each way daily from two to four or more Fast Express Trains. It is the only road west of Chicago that uses the

The Imperial Palace Dining Cars.

It is the only road that runs Pullman Sleeping Cars North or Northwest of Chicago. It has nearly 3,000 MILES OF ROAD. It forms the following Trunk Lines: "Council Bluffs, Denver & California Line." "Winona, Minnesota & Central Dakota Line." "Sioux City, Nor. Nebraska & Yankton Line." "Chicago, St. Paul and Minneapolis Line." "Nor. Illinois, Freeport & Dubuque Line." "Milwaukee, Green Bay & Lake Superior Line." Tickets over this road are sold by all Coupon Ticket Agents in the United States and Canadas.

Remember to ask for Tickets via this road, be sure they read over it, and take none other.

MARVIN HUGHITT, Gen'l Manager, Chicago. W. H. STENNETT, Gen'l Pass. Agent, Chicago.

HARRY P. DUEL, Ticket Agent C. & N. W. Railway, 14th and Farnham streets.
D. E. KIMBALL, Assistant Ticket Agent C. & N. W. Railway, 14th and Farnham streets
J. BELL, Ticket Agent C. & N. W. Railway, U. P. R. R. Depot.
SAMES T. CLARK General Agent.

NOT THE LARGEST

—BUT—

THE CHEAPEST

Dry Gooods Store in the West (without exception).

BARGAINS! BARGAINS! BARGAINS!

For the next ten days to close out Summer Goods to make room for Fall Stock.

GUILD & McINNIS,

603 N. 16th St., 2nd door N. of Cal., E. Side,

Choice Cigars!

Can be obtained at KUHN & CO.'S by the box for Less Money than at any wholesale tobacco house, for the reason they sell cigars in connection with their drug business, without any expense to the Cigars. TRY THEM. All Cigars not satisfactory exchanged or money refunded.

OMAHA'S BEST.

A fine 10c Cigar, long Havana filler, 5 for 25c. Never has there been any Cigar in Omaha equal to them for the money.

FINE KEY WEST CIGARS,

From $6.25 per hundred up.

"Atlantic" best 10c Cigar in City

O. H. BALLOU,

—DEALER IN—

LUMBER,

Lath and Shingles,

Yard and Office 15th and Cumings Street, two blocks north of

ST. PAUL. AND OMAHA DEPOT.

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