

money, whereas he was only entitled to \$960.82 county and \$140.50 city, making a difference of \$427.46 county, \$251.85 city.

Our county is actually on the verge of bankruptcy. The general fund on the 7th of this month was overdrawn, that is there was 148.00 left on general fund and W. M. Hinman had a bill of 340.00 allowed. He could get only 148.00 warrant and the balance 192.00 has to go over to next July levy before he can get his warrant. There will not be another warrant drawn on the general fund till next year's levy, which will be July, 1890. Consequently jurymen, election officers and all persons having claims against the county will have to sell them for what they can get, which will not be much, for the buyers will use the uncertainty of getting warrants paid, as our treasurers are above the law, as a club to beat down prices. Two months more than exhausted the general fund now ten months or more without warrants. Next year there will be a rivalry among claim owners to get their claims allowed first to get a warrant and not have to go over another year, for there will be more claims against the county than the levy can satisfy. The consequence will be that claims against the county will not be worth fifty cents on the dollar. Now who are benefitted by such a state of affairs, and who are the losers? All times of depressions are rich harvests for money lenders but death to the poor.

I charge the treasury as the prime cause of our misfortunes; it is not necessary to repeat the reasons.

Now I would ask that a committee of intelligent Republicans and Democrats (who belong to none of the rings) investigate the affairs of the county and report.

I do not wish to exhaust your patience, but I feel that the county is in a terrible condition.

JAMES BELTON.

COMMISSIONERS' PROCEEDINGS.

Sept. 9th, 1889.

Board met pursuant to adjournment. Present, Commissioners Walker, McAllister and Oberst and deputy county clerk Dick.

Bids for building a wagon bridge across the Platte River at Brady Island precinct as follows:

Cox & Elliott of Kearney—Plan No. 1, \$4.49 per lineal foot for 10 foot bridge; plan No. 1, \$6.46 per lineal foot for 16 foot bridge; plan No. 2, \$3.58 per lineal foot.

A. G. Tullock, Leavenworth, Kansas—Plan No. 1, \$3.95 per lineal foot; plan No. 2, \$3.51 per lineal foot.

Geo. E. King Bridge Co. Des Moines,

Iowa—Plan No. 1, \$4.00 per lineal foot; Plan No. 2, \$3.30 per lineal foot.

P. E. Lane, Chicago—Plan No. 1, \$4.87 per lineal foot; plan No. 2, \$4.33 per lineal foot; plan No. 1, 16 foot roadway, \$6.52 per lineal foot; plans No. 2, 16 foot roadway, \$5.67 per lineal foot; turnout No. 1, \$132. extra; turnout No. 2, \$121, extra.

John L. Means, Grand Island—his own plans and specifications—10-foot roadway with 3-inch oak floor with ice break \$3.75 per foot, or with 3-inch pine or 2-inch oak floor, \$3.45; 10-foot roadway, 3-inch oak, no ice break, \$2.95, or with 3-inch pine or 2-inch oak floor, \$2.67; for 16-foot roadway, same as above, \$5.01, \$4.63, \$4.30 and \$3.91.

Lisco & Co. Brady Island—Plan No. 1, \$3.44 per lineal foot; plan No. 2, \$2.65 per lineal foot.

It being considered by the Board that the bid of J. Lisco & Co. is the lowest and best bid, their proposal is accepted, provided that the said J. Lisco & Co. enter into contract and bond in the sum of \$36,000, to be approved by this Board, on or before the expiration of five days from this date.

Bill of W. M. Hinman 327.00 for judgment against him in district court for opening McDonald road and expenses was allowed on general fund.

The Board then adjourned to meet September 10th.

September 10th, 1889.

Board met pursuant to adjournment. Present Commissioners Walker, McAllister and Oberst and deputy county clerk Dick.

The petition of A. D. Orr, G. A. Schrecongast and others, asking that the boundaries of Well precinct be extended so as take in sections 13, 14, 15, 16, 17, 18, town 11, range 29, and sections 13, 14, 15, 16, 21, 28, 23, town 11, range 30, was considered by the board, and the request granted. The said sections also transferred to road district No. 14.

The Board then adjourned to meet Sept. 14, 1889.

September 14th, 1889.

Board met pursuant to adjournment. Present Commissioners Walker, McAllister and Oberst and deputy county clerk Dick.

Bill of Stevens & Bare, printing and publishing, allowed, 13.12.

The time in which J. Lisco & Co. was required to enter into contract and furnish bond for the building of the Brady Island bridge was extended to Monday, Sept. 16, 1889, at 2 o'clock p. m.

The clerk is directed to notify said J. Lisco & Co. of the same and also that the said J. Lisco & Co. must enter into additional bond in the sum of \$10,000 as required by chap. 28 of the session laws of 1889, page 375.

The Board then adjourned to meet Sept. 16, 1889.