

SCHOOL LAND LEASE CONTRACTS

The Conditions Upon which School Land Can be Purchased.

At the recent session of the legislature an act was passed which does away with the sale of educational or school land on and after July 9th, the date it becomes a law.

In an interview with the state treasurer upon this subject, we learn that he has been instructed by Hon. J. V. Wolfe, commissioner of public lands and buildings, that if holders of lease contracts desire to purchase such land or any part of it, complete application to purchase must be filed with the county treasurer not later than the close of the eighth day of July.

By "complete application to purchase" it is understood, in the first place that holders of lease contracts are entitled to purchase such lands. Party desiring to purchase must file his lease contract with the county treasurer and sign application for appraisal and sale of land, and as soon as county commissioners or supervisors (the appraisers) make their return, there should be paid, lease rental to date of application to purchase, at least one-tenth of the principal, interest on the remainder to the end of the year. Give six per cent (6 per cent) notes for unpaid principal.

All must be done within the time above mentioned, in order to constitute a legal filing for purchase.

Some have the impression that lease contracts may be transferred into sale contracts at any time, and that the new law affects vacant land only. But this is not the case. Absolutely no school land shall be sold after the date mentioned except for church, school house, or cemetery purposes. Existing sale contracts are not molested.

It is provided that all appraisements must be reviewed by the board of educational lands and funds, and if found to be out of proportion to the true value of the land, this board must appoint new appraisers and the land may then only be sold on the basis of this new appraisal. Hence commissioners should take care to set the price of such lands at the price for which they would be willing to sell, if they owned the land, and Commissioner Wolfe feels that it is a duty citizens owe, in protection of the school fund to immediately inform him of any errors in the valuation of such land. If desired, such information will be treated as confidential and highly appreciated.

Two years ago the State Journal received the contract for printing the House Journal at \$2.10 per page and the Senate Journal at \$2.40 per page. This year the populist board (Porter, Messerv and Cornell) let the contract at \$1.00 per page for House and Senate Journal. The amount of saving to tax payers is nearly \$5,000. Don't you see? Can't you hear? Does this indicate reform? No wonder the republicans have such a man as J. W. Johnson trying to mislead and prejudice the minds of the people against such men as the above named gentlemen. You see some of these republicans are losing their chances for their large rake offs. Be honest and vote for reform regardless of name or party.—Polk Co. Independent.

SOME APPOINTMENTS.

Officially Announced by Governor Holcomb last Week.

In accordance with the provisions of the new law Governor Holcomb has appointed the officers to take charge of the Industrial Home at Milford and the Home for the Friendless at Lincoln. The appointments made were as follows:

Home for the Friendless, Lincoln—Superintendent, Mrs. C. S. Jones, Lincoln; physician, Dr. Lenore Perky, Lincoln; visiting and advisory board, Mrs. W. M. Morning, three years, Lincoln; Mrs. J. E. Miller, three years, Lincoln; Mrs. A. C. Ricketts, two years, Lincoln; Mrs. A. H. Weir, one year, Lincoln; Mrs. L. W. Pomeroy, one year, Lincoln.

Nebraska Industrial Home, Milford—Superintendent, Mrs. A. M. Edwards, Fremont; physician, Dr. Alma L. Rowe, Beaver Crossing; visiting and advisory board, Mrs. Norris Humphrey, one year, Lincoln; Mrs. F. M. Hall, one year, Lincoln; Mrs. C. W. Bain, two years, Seward; Mrs. E. A. Gilbert, three years, York; Mrs. M. D. Welch, three years, Lincoln.

The superintendent at the Home for the Friendless receives a salary of \$800 per annum and the physician \$700. The superintendent at Milford gets \$1,000 and the physician \$900. The members of the visiting and advisory boards receive only their expenses.

PRACTICE ECONOMY in buying medicines as in other matters. It is economy to get Hood's Sarsaparilla because it contains more medical value than any other—100 doses one dollar.

HOOD'S PILLS are the only pills to take with Hood's Sarsaparilla. Cure all liver ills.

So far McKinley has followed along in Grover Cleveland's financial footsteps, without once stepping out of the beaten path. And yet lots of the fellows who put in their time abusing Cleveland for his course are now just as ardently supporting McKinley. Put a democratic label on a gold standard bank money policy, and it is everything that is vile and abominable; put a republican label on the same policy and it is altogether glorious. What a fool it makes of a man to worship a party.—Star and Kansan.

MILWAUKEE, WIS.

Annual Meeting Educational Association.

Rate, \$18.40 for the round trip from Lincoln via the Burlington. Selling dates, July 3, 4 and 5. Extension of limit to August 31, on application to joint agent at Milwaukee on or before July 12, and in payment of 50 cents deposit fee. Special train from Lincoln July 5. For berths etc., apply at B. & M. depot or city office, corner 10th and O streets. 53t Geo. W. BONNELL, C. P. & T. A.

The INDEPENDENT gives all the news, all the time. Read it.

STARTLING FIGURES.

ENORMOUS OVERCHARGES FOR RAILWAY MAIL SERVICE.

Government Needlessly Pays Millions Every Year—Walter Clark of the Supreme Court of North Carolina on a Defect in Our Postal System.

"Go, my son," said the great Chancellor Oxenstiern to his son, who was setting out on a grand tour of Europe, "go and see with what little wisdom the kingdoms of the world are governed." It is true today, as then, and of republics no less than monarchies, writes Walter Clark, associate justice of the supreme court of North Carolina, in the current number of The Typographical Journal. We need not take time to refer to Carnegie and the iron armor matter in which the government was shown to have paid \$520 per ton for steel armor which the same establishment was furnishing at the same time, laid down in Russia, at \$247 per ton. There are many similar incidents, though smaller perhaps in the amount of the frauds, to be found in other departments of the government. The object of this article, however, is not to expose frauds—it seems an endless and a bootless undertaking—but to point out some of the maladministration of that great department of the government which comes nearest the citizen and visits him more frequently than any other, the tax collector not excepted, and whose agents constantly go in and out among us and whose tolls are a daily tax upon our pockets—the post-office department.

The growth of this department is more phenomenal than that of the public itself. Starting with 75 postmasters and an annual expenditure of \$37,000 under George Washington, it had grown in 1886 so as to report 53,000 postmasters and \$44,000,000 of expenditures, and this with a constantly decreasing rate of charges, which by that date had come down to 3 cents for the carriage of one-half ounce letters anywhere in the republic. The ten years since 1886 have seen postage reduced to 2 cents for one ounce letters and the postoffice department increased to nearly 75,000 postmasters and \$92,000,000 expenditures. What it will be even ten years hence, if the proposed reduction of letter postage to 1 cent shall be made, and especially if telegraph or telephone offices shall be established by the government, with low rates, at every postoffice in the land, in town and country, no man can estimate.

In the main, the subordinates of the postoffice do their work efficiently and honestly. There is no department or organization working a large force of men, scattered widely apart, which can show a smaller percentage of defalcations or fewer derelictions in duty. There is no complaint of the working staff, of the vast mass of men who do the drudgery and the labor of the great machine which is so material to the comfort and convenience of the public. If there had been shortcomings in them, there would have been reform long since. Where the department immediately touches the people it is usually regular and irrefragable. Yet there are vast defects, criminal shortcomings, which, stupendous in amount of losses, prevent betterments and ameliorations in the service rendered the public. It is of these that this article wishes to treat.

The two greatest defects in the administration of the postoffice department are the enormous overcharges paid to the railway service, amounting to fully \$15,000,000 annual loss to the government, and the prevention by corporate influences of the adoption of the telegraph and telephone as a postoffice betterment and facility, although they have been adopted by the postoffice department in 95 per cent of all the post-offices in the other civilized governments of the world.

And first the overcharges paid to the railways for mail service are such as to stagger belief. According to the postmaster general's reports, the government pays 8 cents per pound for the transportation of mail matter, in addition to paying rentals of the postal cars, while the express companies, who make large profits, are charged 1 cent per pound and less for the same service. And not only this, but while the average life of a postal car is 20 years, the government pays on an average 200 per cent on the cost of postal cars as yearly rental in addition to paying eight times the charge per pound paid by express companies for hauling the car.

To get down to details, Postmaster General Bissell's report for 1894, page 53, and Wilson's for 1895, page 31, show that the average price for carrying the mail was 5 cents per pound, and this for an average distance of 448 miles. The Texas and Southern Pacific railroad carries caps, boots, cassimeres and hardware for eight-tenths of a cent per pound from New Orleans to San Francisco, 2,500 miles, five times the average haul of the mail for which 8 cents a pound is paid—i. e., the government pays fifty times as much. On an investigation before the interstate commerce commission George R. Blanchard testified that the express companies carried milk to New York, a distance of 396 miles, at a charge of one-sixth of a cent per pound, returning the cans free, and that the distance could be increased to 1,000 miles, and there would still be a profit of one-sixth of a cent, while the government pays for transportation of mails over the same lines 8 cents for an average of 448 miles, besides paying for the annual rental of the cars largely more than 200 per cent on their cost. Joseph H. Choate, who appeared for the railroads at the same investigation, testified that at the rate of one third of a cent per pound on 40 quart cans of milk there would be a profit of 200 to 300 per cent.

The amount paid the railroads for the rental of the postal cars is \$3,600,000 annually—a sum more than enough to build outright nearly double the number

of postal cars in use, costing \$3,500 to \$4,000 each. These the government could build for less than \$2,000,000, and the average life being 20 years it follows that, at the present rental of \$3,600,000, the government is paying \$72,000,000 for property it could acquire for \$2,000,000. On the Pennsylvania railroad the government pays annually \$7,337 per car for the rent of 69 cars, which could each be bought outright for less than half the money. Thus over 200 per cent is paid by the government as rental of postal cars which it should own.

On the New York Central the government does worse and actually pays \$8,500 each for annual rental of postal cars which can be bought for \$3,500 or less, nearly 250 per cent interest. In this way \$3,600,000 a year is spent for rentals, whereas, if the government would build the 500 cars at, say, \$3,500 each—a full estimate—the outlay would be \$1,750,000, being less than half the annual rental. Three per cent interest on this sum would be only \$52,500 per annum. The life of a car being 20 years, the annual depreciation would be \$87,500, and the repairs added would not make the entire annual cost exceed \$300,000, instead of the present \$3,600,000.

Besides the annual \$3,600,000 for rental of postal cars the sum appropriated to railroads for hauling the mail is \$29,000,000, an amount which many deem fully \$15,000,000 in excess of a fair and moderate charge. Not only this, but it is in evidence that in the month set apart for the quadrennial weighing of the mails, many railroads, if not all, are in the habit of shipping large numbers of sacks of congressional mail, books and pamphlets to points on their lines and then reshipping them again and again to swell the gross weight on which they are to receive pay for the next four years, and so common is the habit that, when some were caught red handed, the excuse of their officers was "They all do it," and the department was not powerful enough to have any punishment meted out to the confessed offenders.

So well known are these abuses that, when Senator Butler offered an amendment to the postal appropriations bill that the government should not pay for the annual rental of any postal car more than 10 per cent of its value (double pay, if the life of a postal car is 20 years), nor more for the transportation of mails than express companies pay per pound for like service, the senators did not dare to go on record upon the motion and protected themselves by refusing an "yea and nay" vote upon it.

In the discussion in the senate in February, 1897, Senator Vilas, formerly postmaster general, concurred in the substance of the above statements and the necessity of greater reductions. He stated that the rate for railway mail had been hurriedly tacked on to an appropriation bill in 1873; that the rate was exorbitant then, and though railroad charges generally had been reduced 40 per cent their charges to the government, which were extravagant even in 1873, had not been reduced at all. Senator Gorman, who has never been suspected of being on unfriendly terms with great corporations, made the following frank statement:

"I do not impute to the men who are in the postoffice department or those who preceded them a want of ability or courage to act, but the fact is, Mr. President, that the great power of those corporations, who control everything, who are powerful enough to dictate policies and make and unmake public men, is so omnipotent that no executive officer has been found in the last 12 years, except in the single instance and to the extent I have indicated, who has attempted to reduce the compensation for mail transportation."

Were the government to build and own its own postal cars and merely pay the railroad companies for hauling them, as the millionaires have their private palaces hauled, over \$15,000,000 a year would be readily saved out of the present yearly expenditures of the postoffice. With this done, not only would there be no annual deficit as now, and not only could letter postage be reduced to 1 cent, but even the postage on books and newspapers and pamphlets could probably be somewhat reduced. There could be no further attempt by a "loud bill" to stop the circulation of free silver and antimoonopoly literature under the pretext of a necessity to increase postal rates to prevent a deficit. The way to prevent a deficit is for the government to own its own postal cars and pay the railroads the same rates only for hauling them that others pay.

Ownership and Control.

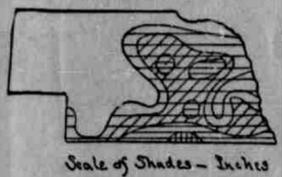
It is now regarded a fixed certainty that the antipooling decision of the Sherman antitrust law is to be evaded. None of the roads has yet been influenced by it, and one railroad man says that there are several ways to get around the law. This shows how much there is in the principle of government "control" rather than government ownership. It will help to show the people that in order to have control we must have ownership. Nevertheless, there should be no blame attached to the railroad managers for ignoring the law if they can. On the basis of our selected programme it's wrong. If the railroads belong to the railroad companies, they ought to be managed by those companies as the companies see fit, without the intervention of those who do not own anything in them. It ought to be one thing or the other—individualism or socialism—for striving to work out an economic problem with a combination of individualistic and socialistic factors can never lead to anything but confusion.—Hartford Examiner.

Just Too Lovely.

Cincinnati Republican officials are accused of stealing \$100,000 of public money. Last fall these same thieves were denouncing the Bryanites as confidence-men, repudiators and "armageddonists" it is just too lovely.—Cleveland Citizen.

WEEKLY CROP BULLETIN.

Furnished by the Government Crop and Weather Bureau.



Scale of Shades - Inches

0 1/4 1/2 3/4 1 1 1/2 2 2 1/2 3

Lincoln, Neb., June 22, 1897.

The past week has been a very warm one; the daily mean temperature has averaged 5° above the normal, the excess varying from 2° in the western sections to 8° in the Missouri valley.

The rainfall has been about normal in the central counties and below the average in the extreme eastern counties and that portion of the state west of the one hundredth meridian.

The past week has been another favorable one for the growth of corn; the crop has pushed forward rapidly but continues small for this season of the year. Much of the corn has been cultivated the second time and the cornfields are generally very free from the weeds.

The week has been rather dry for small grain in most parts of the state. In the greater portions of the eastern sections, except in a few southern counties, the oats have been injured by drought and a full crop will not be harvested. Spring wheat has also been somewhat injured. Oats and spring wheat are heading with very short straw. Rye and winter wheat are nearly ready for the harvest. Rye is generally an excellent crop. Winter wheat is very uneven. The first cutting of alfalfa is nearly completed; an excellent crop and generally harvested in good condition.

REPORT BY COUNTIES

SOUTHEASTERN SECTION.

Butler—Corn has made a rapid gain in condition; rain needed badly for all growing crops; a little rust on winter wheat; spring wheat and oats rather short straw.

Cass—Extremely hot weather has injured wheat and oats to some extent and potatoes cannot make a full crop; corn has made rapid growth but is still quite small for the season.

Clay—Corn mostly plowed for the second time; rye is beginning to ripen; fall wheat good; spring wheat is heading out in good shape.

Filmore—Corn growing finely; fall wheat looks very promising; cherry crop unusually large, other fruit promising a good crop.

Corn growing rapidly and small grain ripening fast; oats, timothy and wheat, all headed out; good corn weather.

Hamilton—Corn has made good growth and is looking reasonably well; some complaint of this stand; rye good; harvest will begin soon.

Jefferson—Most corn plowed twice, generally clean and growing well, oats would be benefited by rain; small grain looking well.

Johnson—Corn has made good growth; some 17 inches high; rye nearly ready to harvest; wheat damaged some by rust and wind.

Lancaster—Corn quite backward; all crops suffering for lack of rain.

Nemaha—Good week for killing weeds; wheat and oats look well but are needing rain; corn growing well.

Nuckolls—Corn growing fast; cultivation of corn delayed by rain; wheat and oats doing well but some complaint of rust.

Otoe—Corn growing rapidly, mostly cultivated second time; oats heading well; potatoes and small grain in west part of county need rain.

Pawnee—Favorable week for all growing crops.

Polk—Corn making rapid growth; rather dry for pastures and meadows; wheat rusting a little; oats heading short; big crop of cherries.

Richardson—Small grain needs rain but is doing well, some fields of wheat ready to cut; very hot week.

Saline—Hot, dry week, potatoes and small grain have been injured somewhat; corn where worked has grown rapidly.

Saunders—Corn growing very fast and is unusually clear of weeds; potatoes rather late; most flax sown; late cherries a good crop; strawberries below average; apples blighting some.

Seward—Winter wheat and rye are suffering very much for want of rain; in fact everything except corn is being damaged by drought.

Thayer—Rye turning some, harvest will commence next week; corn growing fast, oats heading well; plenty of rain.

York—Corn has a good color and is growing fast; oats heading out quite short; small grain needs rain; cherries ripe and abundant.

NORTHEASTERN SECTION.

Antelope—Corn growing fast; small grain looks better, local showers in some parts of county with plenty of rain, other parts none.

Boyd—Dry and warm; good growing weather, but rain needed badly; wheat will head short; corn very small yet.

Burt—Dry week; corn, everything is growing well; early planted corn being cultivated second time; small grain needs rain to joint and head.

Cedar—Wheat and oats never looked better; corn growing fast; rye about full grown and promises full crop; potatoes good.

Cuming—Corn growing fast; small grain doing fairly well; but will be rather short of straw.

Dakota—Very favorable week; slight damage from high winds.

Dixon—Local showers and hot weather have improved corn and all vegetation; cultivation of corn first time well along; apples fair.

Dodge—Dry and warm; oats are suffering most for want of rain and can not be full crop; pastures drying up badly.

Douglas—Hot and dry; rye is needed, the light scattered showers not sufficient for the needs of crops; fruit prospects good.

Holt—Corn growing fast and looking fine; meadows and pastures good; small grain needs rain; some fields good others poor.

Knock—Cats doing well but a little too dry for small grain.

Madison—More rain needed; wheat and oats very short in straw; corn though late is doing well.

Pierce—Hot week; rain needed; corn growing well but late and poor stand; small grain in northern part of county needing rain.

Platte—Rye is beginning to turn and will make about an average crop; some fields of winter wheat heavy, others poor; corn has grown fast, small grain needs more rain.

Sarpy—Spring wheat and oats heading; corn growing well; early potatoes need rain badly; apples blighting; cherries ripe and abundant.

Stanton—The extreme heat of the past week is beginning to show its effects on crops; rain is needed.

Thurston—Good rain on the 18th, some hail but no damage to crops; corn poor stand; small grain looking well.

Washington—Potatoes need rain but everything else seems to be doing nicely; new potatoes are in the market.

CENTRAL SECTION.

Buffalo—Corn is doing nicely; clover and alfalfa good and cutting in progress; small grain is rather short and thin.

Clayton—Rye turning; fall wheat heading; corn looks fine; all crop prospects excellent except in localities in north part where rain is needed.

Dawson—Cultivators all busy and corn growing fast; some alfalfa cut with bulk of crop yet to cut; pastures good.

Hall—Small grain fine and stands up well; most of the beet fields are a splendid stand; everything growing fast.

Howard—Fine growing week; rye ripening; spring wheat heading; corn growing rapidly; fine week for all vegetation.

Loup—Recent rains greatly improved crop prospects; corn late but good color, cultivation begun; rye filling well; potatoes just coming up.

Merrick—Corn doing well; small grain suffering from lack of rain.

Sherman—Wheat and barley heading; corn coming on finely.

Valley—Small grain and corn growing very fast and in the best of condition; alfalfa harvest commenced.

SOUTHWESTERN SECTION.

Chase—Corn is growing very fast and for most part is free of weeds; wheat looks well; first cutting of alfalfa in stack.

Dundy—Wheat and oats heading out and corn growing well; rye good; no rain this week and it is beginning to be needed.

Franklin—In north part of the county corn need rain, plenty of rain in south part; fall wheat ripening in spots; corn small.

Frontier—Corn growing finely; rye ready to cut; first crop of alfalfa cut; wheat doing well; a little rain needed for small grain.

Furnas—Corn growing immensely, generally free from weeds; rye heavy crop and beginning to turn; first crop of alfalfa mostly in stack.

Gosper—Warm weather and good showers have forced all crops ahead; never saw such prospects for crop of small grain before.

Harlan—Rye ripening; alfalfa mostly in stack, fine crop; corn growing nicely; wheat and oats improved; some cultivation of corn second time.

Hitchcock—Wheat, rye and oats fine; corn has made rapid growth; grasshoppers are doing some damage in localities.

Kearney—Winter wheat in most promising condition; spring wheat heading and needs rain to make it; corn growing finely.

Lincoln—Some grain burned; grass good; corn growing well.

Red Willow—Rye and wheat doing well; corn growing rapidly; mulberries and early cherries ripe; potatoes doing well.

Webster—Winter wheat doing nicely; spring wheat coming into full head; rye ripening; corn has grown rapidly; good week for killing weeds.

WESTERN AND NORTHWESTERN SECTIONS.

Banner—Corn growing well, wheat and grass needs rain.

Cherry—Corn small and growing slowly; small grain needs rain.

Cheyenne—Good growing week; corn is doing well but wheat needs rain; alfalfa being harvested and a full crop.

Deuel—Full crop of alfalfa being harvested; wheat needs rain; corn doing well.

Keya Paha—Needing rain badly; corn growing well; wheat and oats good where grasshoppers have not injured the crop.

Kimball—All crops growing rapidly, but rain is needed.

Rock—Corn cultivated for the first time; early potatoes in bloom.

Scotts Bluff—Corn making a fine growth, beans coming up well; alfalfa hay being cut and the crop is a very heavy one.

Thomas—All crops need rain badly.

G. A. LOVELAND,

Section Director, Lincoln, Neb.

EVIL SPIRITS.

Queer Ceremony That Frightened Bavarian Villagers.

In the little village of Egmaning, in Bavaria, a curious nocturnal exhibition has lately taken place. A few minutes after midnight there suddenly appeared in the village a party of 150 armed men, mostly peasant proprietors, driving apparently some imaginary specters before them. Presently every man discharged his firearm. Many of the inhabitants who were indoors, behind strong barriers, trembled at the thought of the carnage that must have ensued.

Then a specially appointed person recited the "Record of Deadly Sins" by way of exorcising the spirits of evil supposed to be hovering about. As a rule, nobody dared venture out; but one more bold than his fellows did open his door and expostulate against such unwarrantable disturbance of the night. But the firing party headed him not. This ceremony of exorcising the evil spirits from the village continued for an hour. And as suddenly as the party had arrived so suddenly did they disappear. There was a strong smell of powder in the air, but not a trace of brimstone.

Floody of Water Yet.

Those who declare that the earth is gradually drying out and that within a few centuries every drop of water will have disappeared from our planet, will find consolation in the announcement that the water here has arisen one foot all around the gulf of Mexico since 1850.



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F. D. SHERWIN

DENTIST.... Consulting Room BURR BLK Second floor LINCOLN - - - NEBRASKA

JNO. S. KIRKPATRICK, Attorney and Solicitor. Room 20 and 21 Richards Block, Lincoln Neb. Counsel for Nebraska Law & Columbia Companies

National Educational Association Meeting. For the meeting of the National Educational Association at Buffalo in 1896 the excellent service given by the Union Pacific was commented on by all those who had the pleasure of using that line. This year our educational friends meet in Milwaukee, Wisconsin, July 6th to 9th, and members of the association and others from points west of the Missouri river, should by all means take the Union Pacific.

The service of the UNION PACIFIC via Omaha or Kansas City is the very best. The equipment consists of handsome day coaches, Chair Cars, Pullman Buffet and Drawing Room Sleepers, Dining Cars and Buffet Smoking and Library Cars. Fewer changes than via any other line. One fare, plus \$2.50 for the round trip will be the rate from all points west of the Missouri River for this meeting.

For illustrated matter, folders, etc., call on or write, E. B. STANSON, agent, Lincoln, Neb.