ebraska Advertiser

J. L. COLHAPP. T. C. HACKER, CHURCH, COLHAPP & CO., PUBLISHERS,

herson's Block, 2d Floor, Hall Entrance. Brownville, Neb.

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one year, in advance, ion, must invariably, be paid in Advance Book Work, and Pisin and Parcy Job Work done est style, and on short notice.

"LIBERTY AND UNION, ONE AND INSEPARABLE, NOW AND FOREVER.

2 60

VOL. XII.

DIRECTORY CONGRESSIONAL DELEGATION. W TIPTON. U. S. Senator, Brownville, er re Omaha. JOHN TAFFE Representative, Dakota City. J.M. THAYER, STATE DIRECTORY. DAVID BUTLER. Governor, Pawnee City. THOS. P. KENNARD, Serretary, Omaha. JOHN GILLESPIE. Auditor, Omaha. AUGUSTUS KOUNTE Treasurer. R. S. ENOX, Librarian, Omaha.

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UNITED STATES DIRECTORY. H. M ATKINSON, Register. | U. S. Land Office, John'L Carson, Receiver. | Brownville. P TUTTLE, U S. As. Assessor, Brownville. D. MARSH, Post Master, Brownville. 5 M. Rich, Register in Sankruptcy. COUNTY DIRECTORY. JAMES M. HACKER, Clerk and Register of Deeds,

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Pirst Presbyter.an -Services every Sunday at \$ 12 A. M and 6 -2 P. M.; Sunday School at 2 1-4 P. M : Prayer meeting every Wednesday at 7 P. M. ev. JOHN T. BAIRD, Pastor. arrival and Departure of Mails. Eastern Mail arrives daily, except Sunday, at 1, p. m. Northern Mail arrives " " neparts st . ar " at 1 1 2 Western Mail arrives every Wednesday at 4, p. m. departs every Monday at S. a. m. Grant Mail arrives every Tuesday at 5, p. m. departs every Wedne-day at 8, a. of.

Rockport Mail arrives every Saturday at 3, p. m. Persons will obline by getting their mall in fully balf an hour byfore the departure of mails.
Office open Suncays from 8 to B, a. m., and from 4 to A. D. MARSH, P. M. LODGE DIRECTORY. KEMAHA VALLEY LODGE No. 4, A P& A M meets

NEMAHA VALLE LOUDING Hall on the let and 3d Satur-ferniarly in the Masonic Hall on the let and 3d Satur-days of each mouth. T W. BEDFORD, W. M. days of each month. T W. BEDFORD, W. M.
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Corner Main and 1st Sts., BROWNVILLE, NEBRASKA.

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Freeh Bread, Cakes, Oystor , Fruit , &c., on hand. Southside Main between 1st and 2d streets, BROWNVILLE, NEBRASKA. J. P. DEUSER, Confectionaries, Toys, Notions, &c.,

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Proprietor of the CITY BAKERY, Fancy Wedding Cake furnished on short notice. Dealer in Confectionaries. Pruits and best Family Flour. Main Street het, 1st and 2d, BROWNVILLE, NEBRASKA.

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Manufacturer and Dealer in HARNESS, BRIDLES, COLLARS Whips and Lashes of every description, Plastering Hair. Cash paid for Rides. Corner Main and 3d Sts., BROWNVILLE, NEBRASKA.

W. D. MAHIN. Menufacturer and Dealer in all kinds of Saddles, Harness, Whips, Collars, &c. Smith's Patent Trace Buckles, Nixon's Patent Trace Buckles. North Side Main Street,

BROWNVILLE, NEBRASKA. MRS. J. M. GRAHAM, TEACHER OF MUSIC LESSONS GIVEN ON THE PIANO, ORGAN, MELODEON, GUITAR AND VOCALIZATION. Having had eight years experience as Teacher of Musicin New York is confident of giving satisfaction. Rooms Main, bet. 4th & 5th sta.

le-ly BROWNVILLE, NEBRASKA.

HOTELS. . STEVENSON, D. O. CROSS STAR HOTEL STEVENSON & CROSS Proprietors, Dry Goods, Groceries moss & Notions. On Levee St., between Main & Atlantic, BROWNVILLE, NEBRASKA. This House is convenient to the Steam Boat 1856. Landing, and the business part of Town. The best accommodations in the City. No pains will be pared in making guests comfortable. Good Stable and Corral convenient

PENNSYLVANIA HOUSE. MICHAEL FINK, Proprietor. Southaide Main between 1st and 2nd streets, BROWNVILLE, NEBRASKA. Meals at all Hours, or for Regular Boarders, at 12-I1-ly the usual rates.

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A. S. HOLLADAY, M. D. (Graduated in 1851 ; Located in Brownville in 1856 ; Physician, Surgeon and Obstetrician, Dr. H. has on hand complete sets of Amputating, Trephining and Obstetrical instruments. Office: Holladay & Co's Drug Store, P. O. BROWNVILLE, NEBRASEA. P. S .- Special attention given to Obstetrics and the diseases of women and children. x-44-ly

C. F. STEWART, M. D. PHYSICIAN AND SURGEON OFFICE: South East corner of Main and First Streets

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J. H. BESON. Will do BLACKSMITHING of all kinds Makes Horse Shoeing. Ironing of Wagons and Sleighs and Machine Work a Specialty. Shop un Main St., west of McPherson's Block, BROWNVILLE, NEBRASKA.

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JOHN FLORA, BLACKSMITH G A R-Post No. 1, Nemaha County, meets every | Shop on Water Street. South of American House BROWNVILLE, NEBRASKA, Custom Work of all kinds solcited. 12-12 and warranted to give satisfaction.

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BROWNVILLE, NIBBASKA. Has on hand a superior stock of Boots and Shoes and the best material and ability for doing Custom Work done with neatness and dispatch.

A. ROBINSON. BOOT AND SHOE MAKER, Main Between 1st & 2d Street BROWNVILLE, NEBRASKA. Takes this method of informing the public that

he has on hand a splendid assortment of Gent's and Ladie's Misses' and Childrens's BOOTS & SHOES. Custon work done with nestness and distatch. Fr 10-30 fnan Bepairing done on short notice.

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GEORGE MARION, Dealer in Foot of Main Street near Levee, BROWNVILLE, NEBRASKA.

Established WM. T. DEN. Wholesale and Retail dealer in GENERAL MERCHANDISE, Corn Planters, Plows, Stoves, Furniture Main street bet. Levee and 1st,

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MISCELLANEOUS.

UNITED STATES EXPRESS COMPANY. J. L CARSON, AGENT. OFFICE CAESON'S BANK, BROWNVII LE, NEERASKA Carries Freight, Money and Small Packages to al parts of the United States.

E. H. BURCHES, LANDSCAPE GARDNER BROWNVILLE, NEBRASKA. Will attend to Pruning and Planting Vinyard and Orchards in any part of the Country, at read onable rates. All orders promptly attended to. October 25th 1867

WORTHING & WILCOX. STORAGE, FORWARDING COMMISSION MERCHANTS,

And dealers in all kinds of Grain for which they pay BROWNVILLE, NEBRASKA. GEO. W. DORSEY, LUTHER HOADLEY, CHAS. G. DORSE

DORSEY HOADLEY & CO. REAL ESTATE AGENTS, AND DEALERS IN LAND WARRANTS AND AG- our organization, county and individual subscrip-Office in Land Office Building BROWNVILLE, NEBRASKA Buy and sell improved and unimproved Lands. Buy, set! and locate Land Watrants and Agricultural Col-

lere Scrip Make careful selections of Government Attend to confected Homesteads and Pre-emption cases in the Laud Office. Letters of inquiry promptly and carefully answered. Correspondence solicited. 25tf FRANZ HELMER, WAGON MAKER

OPPOSITE DEUSER'S TIN-SHOP. BROWNVILLE, NEBRASSA. WAGONS, BUGGIES, PLOWS, CULTIx-13-fn nn

JONAS HACKER, Tax Collector for the City of Brownville, Will attend to the payment of Taxes for non-resident

land owners in Nemaha County, Corres-pondence Solicited. Office on Main bet, 1st and 2d, BROWNVILLE NEBRASKA.

SMITH P. TUTTLE, U.S. Assistant Assesser and Claim Agent. Will attend to the Prosecution of Claims before the Department for Ad Bounty Back Pay and Pensions Also. to the Collection of Semi-Aunual dues on Pensions, Office over Carsons Bank Main street, BROWNVILLE, NEBRASKA.

A. STAFFORD, PHOTOGRAPHIC ARTIST of the Art will please call at my Art Gallery.

Main street bet, 1st and 2d street, BROWNVILLE, NEBRASKA. J. W. SMITH.

BARBER AND HAIR DRESSER Main St., 5th door from S W cor 2nd St. BROWNVILLE NEBRASKA. GATES & BOUSEFIELD,

BRICKLAYERS & PLASTERE BROWNVILLE NEBRASKA. Will take contracts for Bricklaying, Plastering, ed the Missouri river in September. building Cisterns, and do anything in their line in the most satisfactory and workmanlike manner.

Aug. 30, 1866. x-47-1y KEISWETTER & EARSMAN, Butcheres

J. S. CHURCH. J. L. COLHAPP CITY MEAT MARKET Main bet. 1st and 2nd Sts., BROWNVILLE, NEBRASHA. J. V. D. PATCH,

Manufacturer and Dealer in CLOCKS, WATCHES, JEWELRA Silver and Silver-Pisted Ware Constantly on hand varieties of Speciacies. Repairing done in the neatest style, and at short notice. Charges moderate. Werk warranted. City Drug Store,

BROWNVILLE, NEBRASKA. W. H. KIMBERLIN, Will Treat all Diseases of the Eye and Ear.

Rooms at the Star Hotel, BROWNVILLE, NEBRASKA. from the 1st to the 10th of sech month. Also, at the Seymour House, Nebraska City from the 10th ernment lands between Brownville and Fort Kenrto the 20th, and at the Salem House, Salem, Rich- ney. ardson county, from the 20th to the 30th of each 12-11 ly Proposals for inserting the above desired from the papers of Nebraska. Addres to Salem.

Has just received and will constantly keep on hand Flarge and well selected stock of genuine arville. Nebraska.

Of Clocks; Watches and Jewelry done on the short-WORK WARRANTED.

Joseph S. Smith, Chief Engineer,

H. Davis, President.

PRESIDENT'S REPORT. OFFICE M. & M. R. A. L. RAILROAD Co. J. Canton, Mo., Jan. 20, 1868. GENTS: Herewith I hand you the report of Joseph S. Smith, Esq., chief engineer, of a preliminary survey of the above road, from the railroad bridge across the Mississippi river at Quincy, Ill., via. Canton, Lewis county, Missouri, and thence COMMISSION AND FORWARDING MERCHANT | through the northern tier of counties of Missouri to | Value of real and personal estate in Mis-Brownville, Ne'sraska; also, profile and map, as required by our charter.

Highest market price paid for Hides, Pells, Furs and This report has been delayed, owing to sickness Produce, by WM. T. DEN. in the family of the chief engineer, and pressing in the family of the chief engineer, and pressing business engagements. Mr. Smith was a stranger to me, but was recommended by Mr. Colburn, V. P. of the Toledo, Wabash & Western Railroad ; and it affords me much pleasure to say that I found him a reliable, courteous and energetic gentleman, and his report will, I think, attest his ability. His associates were Professor Grant, of Canton, and Mr. Brown, of Dubuque-able and efficient engi-

> of you (especially those of you whose connection with this enterprise has been but recent) to have

a brief history of it. In March, 1860, a contract was made by the Board of Directors with Henry P. Adams & Co., to grade, bridge and tie the road. That amount ture day. of the State of New York, to build and equip this | we must raise. road from Canton, on the Mississippi river, to Brownville, on the Missouri river. On the 6th day of April, 1850, the work began, and by the 4th of July of the same year we had five miles of iron on the ground, a part of it laid, and a locomotive on the track. During the years 1860 and 1861 we had fifteen miles of iron laid, twenty-five miles of and localities. The country demands it, We iron on the ground, twenty-five miles of grading must not imitate the dog in the manger. We and bridging done, twenty-three more partially must build it, or let some one else do it. graded, and much valuable machinary for making cars, etc. The war came on, and, being in a State greatly disturbed by the condition of the country, we were forced to quit work. Our financial schemes becoming disarranged, our paper was allowed to go to protest. The courts of the State were in an equally disturbed condition, hence a suit at law for foreelosure of mortgage was impossible, and the venders of the iron transferred their claim to the War Department, and the iron was removed from the road by military order. Owing to a great advance in the price of iron, and liberal deductions made by our contractors, we were enabled to take in our paper, etc., thus leaving us the road-bed,

We kept up our organization; but the prostrated condition of the country, the change of population and general depression of business, deterred us from moving in the matter until the following meeting of the Board of Discrete took place at Canton, Mo., February 21st, 1867 :-

PROCEEDINGS OF THE BOARD OF DIRECTORS. At a meeting of the Board of Directors of the & M. R. A. L. R. R. Co., held at the office of the President of the company, at Canton, on the 21st of February, 1867, the following, among other proceeding, were had, to-wit: On motion of Mr. Forrest, the following preamble and resolutions were unanimously adopted : WHEREAS, The time has come when the people of Lewis, Clark, Scotland and other counties demand that the work on the M, & M, A, L, R. R. from Cauton, Missouri, to the Missouri river, and thence to its intersection with the Pacific Railroad. shall be commenced and finished; therefore,

of the people along the line of said road, we have unbounded confidence that the same can and will be built, and that we are determined to prosecute the enterprise to its early completion. Resolved. That the thanks of this Board are due to Henderson Davis, Esq., President of this Board. for the watchful care and fidelity with which he has conducted and guarded the interests of said tracted and winding, caused by the numerous Also, road through the perils of a devastating war. Resolved, That it is the unanimous wish of this Board that Mr. Davis continue to act as President of the road, and push on the work, and as compensation for his services we vote him - dollars

Resolved, That in harmony with the enthusiasm

Resolved, That Nat. Rollins be, and is hereby Persons wishing Pictures executed in the latest style | Mississippi and Missouri River Air Line Railroad NAT. ROLLINS. Company. Secretary and Superintendent.

In pursuance of these resolutions, I visited some had favor with those who wished an extension of ness;" and the northern counties of Missouri may their reads westward, and the location in our midst | well boast of their immense riches and halden

Our chartered privileges begin at Canton, which ation have been drawn up and steps taken to organ ize a company, under the railroad law of Missouri,

few days be before our legislature, for an act au- year will more than double that of any preceding thorizing the con olidation of the two; also, giv-Pacific connection.

Brownville, Nebraska, our terminus, is the counone hundred and seventy-five miles. That county Brownville agrees to raise \$200,000, and the counties along the line will do correspondingly well. That company has a delegation now in Washing-Tenders his services to the citizens of this City ton, aiding their Senators and Representative in and vicinity. May be consulted at the above place obtaining a land grant from the fine body of Gov-

I here make a brief summary from the Engineer's table of statistics, which shows conclusively cessity have an outlot in some direction, and that

Hannibal & St. Joseph and the Iowa roads. The be replaced with stone and permanent structures dix feet, and one of forty feet, brace bridge, on pile From 10s to 100-76 do do0.00 0.74 Brownville, Neb. March 18th, 1866. 10-28-ly - distance from the rallroad bridge crossing the Mis- at a future day.

Report of the Preliminary Survey sissippi river at Quincy to the Missouri river, is of the M. & M. R. A. L. R. R. | 278 miles, and thence to Fort Kearney, say 175- for manufacturing purposes, exist in these and the making the total distance from Quincy to Fort bids a more extended report. Kearney about 450 miles,

> Population of Missouri counties through which the survey passes 116,695 One half of Missouri counties adjoining 35,975 One half of Iowa counties adjoining .. Total 181,126 Acres of land in cultivation on the line 1,137,970

Total ----- 1,854,592 souri counties 332,547,201 Value of real and personal estate in Iowa countil 10,415,079

Total \$43,962,280 The counties through which the survey passes feel great interest in the matter. Some have vo ted on the proposition to subscribe stock, and in every instance the result has been favorable, even u nder the late laws requiring a two-thirds majority. The remaining counties will do all they are able to do. The vote in some counties has been kept back, for several reasons. I have not urged neers, the latter of whom we lost before the work them, because our charter only requires a majority was completed, owing to a call to meet a previous of the votes to authorize a court to subscribe stock feet. to a railroad. A case was pending in our Supremo It may be of interest to the public and to some Court, and has just been decided, that a general law cannot destroy or interfere with chartered privileges. This decision secures to us a triumph in all the counties. You will see from the Engineer's report that \$10,000 per mile will be required

> For further particulars I refer you to the Engi-Gentlemen, we are now in shape to go before the country and railroad men, and a united and vigorous effort must be made to begin work on this road

at once, or abandon the enterprise to other parties Respectfully, H. DAVIS, President.

ENGINEER'S REPORT. ENGINEER'S OFFICE, M. & M. R. A. L. R. R.

Canton, Mo., January, 1868. H. DAVIS, Esq., PRESIDENT - Dear Sir : 1 respectfully submit, in the following report, the resuit of a preliminary survey and examination of cy, on the Mississippi river, to Brownville, Neb., on tier of counties in Missouri.

Having organized a party, I commenced the survey at West Quincy, on the 15th of May, 1867, and reached Scott City, opposite Brownville, on crossings and cattle guards. The crossings of the the 16th of September, 1867. Total distance by preliminary survey, 279 2-100

CHARACTER OF THE COUNTRY. the country through which the first fifteen miles of the proposed route runs, is level, being bottom land, contiguous to the Mississippi river. This bottom land is, however, subject to no overflow in miles distant at Quincy, approach the river at La Grange nearly to the water's edge.

Proceeding westward from the Mississippi, the country is somewhat broken, until the divide is renched, and continues rising in elevation until the water-shed between the two rivers is reached; and as we recede into the Valley of the Missouri we find the surface of the country still at a beight above our starting point, which will be greater in proportion as the line approaches the northern portion of the State. Each successive crossing of the streams as we proceed westward is higher than the

In the counties of Lewis, Clark and Scotland i is a high, rolling prairie table land, interspersed with numerous streams emptying into the Missis-sippl river, in a southeasterly direction. In Edhuyler county, the divides, or table lands, become constreams succeeding each other at short distances. In the counties of Putnam, Mercer, Harrison, Gentry, Nodaway and Atchison, the table lands almost entirely disappear, becoming narrow ridges of great elevation, running parallel with the courses of the rivers and streams. The short distance between many of the streams, and the great elevaappointed, Secretary and Superintendent of the tion of the ridges, render necessary summit outtings of great depth, with heavy but short ascending and descending grades. Four of the streams have a rock bottom, but generally they consist of quicksand or gravel, with steep, and in most cases

high banks. 2D. Agricultural, "A good soil is a great source railroad companies, and finding the projected road of natural power, individual wealth and happiwealth. The almost numberless acres comprised From 30 to 40 of a bridge spanning the Mississippi river, and in the bottom lands of its rivers are very producwhich is now being built, a preliminary survey was tive, and inexhaustible, avaraging in depth from From 50 to 60 determined upon. You will see by the Engineer's | ten to thirty feet of a rich, light, silicious soil, report that he commenced the survey at the Quincy corn and other grains. The soil of the prairie is railroad bridge, on the 16th day of May, and reach- rich and of great depth, well adapted to agricultaral pursuits, and is capable of supporting a very From 100 to 111-20 do large population. The greater portion of the northere counties are already well settled, and the and Canton without a charter. Articles of associ- which are under fence. For agricultural statistics Close chopping and grabbing - 60,17 square o ains. grades, to the Weldin Fork of Grand river, passining counties, I Embankment

refer to the annexed tables. The immense crops of corn and other grains, besides hemp and t bacco, testify amply its qualities We have also a bill prepared, which will in a and capabilities. The ercp of wheat raised this Piling 10,674 linear feet. The country is particularly well adapted to stock

ty seat of Nemaha county. It is a fine, thriving tion of a portion of Nodaway and Atchison, are young city, and has raised the money to continue | well timbered. The principal part of the timber the survey to Fort Kearney, a distance of about It is of good quality, and contains every variety miles, over the divide route. Leaving the Fablus, has voted to subscribe \$350,000 to the Brownville, Among the principal kinds I may mantion the different Kearney & Pacific Railroad. The city of ferent varieties of the cak—white, burr, Spanish, elms, maple, bickery, etc. All the timber required for bridge purposes, and also all ties can be procored at much cheaper rates and to better advantage than on most western railroads. 4vn. Coal. Coal is found in large quantities in

schuyler and Putunm counties, on the Chariton river, and its many tributaries; also, on Trail creek, in Harrison county, and in the counties of Nodeway and A tebiton. These mines can be easily worked, and their development will afford employ ment to a large population. The demand for the that the resources of the country contiguous to an I | coal is already large, but few of the mines, howgeographically belonging to this road, will of ne- ever, are worked to any extent, on account of the cost of transportation. Were the means of transa railroad is not only needed for a rapid development of the eguntry, but is now necessary to con- ply the local demand for fuel and manufacturing vey to the great marts of the country the valuable purposes, but more especially for transportation, From 20 to 38 and as a rate of freight on trains is an element From 30 to 40 products with which these thousands of acres which will enter largely into the business of the From 40 to 50

Our line passed through the county seats of the 5rm. Stone. Good stone for building purposes northern tier of counties in Missourt. We claim, is not found in many of the counties convenient to One Door west of Grant's Store, Brown- for local trade, the north half of the adjoining the counties on Rock and Maddy creeks, in Marcor tier, and the south half of the southern tier of county, and on Trail and Fanther creeks, in Har rilows counties, thus making a strip or belt of some | son county; also, on Big Creek, near Bethany.

BROWNVILLE, NEBRASKA, THURSDAY, FEBRUARY 13, 1868. Many other metals, minerals and valuable clays

> CHARACTER OF THE BOUTS. First Division-(West Quincy to Canton, con- teen feet. neeting with the old grade of the Canton & Memphis road, 15 53-100 miles.) The first fifteen miles 28,456 of the route being slong the bank of the Missisippi river, but little grading is required, unless it is proposed to place the track above the extreme high water of \$851. The present estimates are, however, for a grade above the ordinary high water One half of adjoining Missourl courdes 518,175 level. By carrying the line further to the west-One half of adjoining lows counties 198,446 ward, to a high sand ridge known as Hickory Ridge, a greater elevation of surface can be ob. One span Howe truss 125 lineal feet. tained entirely above high water. The Wyaconda river, north of Latirange, is crossed on a Howe

> > Canton and LaGrange. SUMMARY OF GRADING ON FIRST DIVISION, (15 23-100 miles.)

Ascending. MILES. From ten to fifteen fest per mile --- 0.00 From fifteen to twenty feet per mile-0.94 0.00 Level, 12.88 miles.

The estimates are made on the following basis, Close chopping and grubbing square chain of 100

For embankmentas distance of read bed of 14 feet and in cuts 20 feet, with suitable ditches. Masonry, where stone sullable for bridge abut summit cuttings, with ascending and descending ments can be found; otherwise abutments of timber resting on piles, treatle and pile bridges and wooden culverts, to be replaced with stone at a fu-

. Quantities on First Division. Embankment 222.224 cubic yards. Excavation in foundations -- 378 do Masonry in bridge abutments, 587 do second class Masoury in culverts, etc., thigd

Rip Rup-serverses 230 do

C.ASS xxxx xxxx xxxx

Piling 2048 1, m. feet. Timber in structures 37,194 b. m. feet. from in structures 433 lbs. Howe truss bridge, one span .. 200 feet. Second Division-(Canton to Koyser Branch, via, old grade of Canton & Memphis Hailroad ; distance 51,33 miles-total d's'ance, 68,86 miles, From Canton the old grading of the Memphis & Canton Railroad is followed, with one exceptionat Fairmont, Clark county, to within 33/ miles of Memphis, Scotland county. The present line has been surveyed through Fairmont, instead of following the old location, on which no grading was ever the proposed route for a railroad from West Quin- old grade, made with a very narrow road bed, on embankments about eight feet, and in cuts from swelve to fourteen feet wile, has badly washed in the Missouri river, passing through the northern many places, leaving the banks seast six feet wide. A great pertion can, however, be rendered available without heavy outlay, except on the first nine miles. This portion will require considerable outlay to reduce grades, replace water-ways, road

manner, have mostly all fallen in or been washed The summit between the Mississippi and the Wy aconda rivers, distant 1/2 mile from Unaton, attains an elevation of 143 feet above the level of the river. The Wyaconda is drossed on a trestle bridge. resting on pile foundations, with four spans of 30 feet, at an elevation of twenty-four test above the hed of the river, and twelve spans of cintoen feet time of extreme high water. The bluffs, several at an average height of twelve feet, leaving a water way of 314 feet. Sugar Creek has a water-way of 280 feet, a testle bridge on piles, four spans of thirty feet, at an elevation of thirty-two feet above the bed of the river, and ten spans of sixteen feet, at an average height of 22% fest. Firman's Branch, near Memphis, Scotland county, will require 400 feet of trestle bridge on pile foundations at an average height of thirty feet. For both prossings of the east and west fork of the North Fabius I have allowed a water-way of 280 feet, crossing the main body of each of the streams with one span of fifty-six feet of brace, bridge resting n piles. The waters of the Fablus often overflow is banks, covering the bottom to a depth of three foot, but subsides in a few hours within the banks. I would advise a change of route to Canton, viz : to abandon that portion leading to the river, and by carrying the line along the foot of the bluffs a better ascent can be obtained to the summit. would also advise a change of line west of Etna, Scotland county, to obtain an easier descending grade to the Fabius river, and to avoid the heavy work and trestle crossing at Firman's Branch, now secessary to approach within balf a mile of the courthouse at Memphis, as is now required by the conditions upon which their bonds were voted to

the Canton & Memphis railroad. SUMMARY OF GRADES ON SECOND DIVISION.

Ascending. West, East. five feet per mile ... 0.50 From S to 10 do3.54 ---5.00 **** 3.34 do - --- 0.80 From 40 to 50 **** 0.80 ****0.50 From 63 to 85 0.33 From 70 to 80 From 80 to 90 do ----1,30 From . 90 to100 **** 0.55

Quantities on Second Division. do hard panned, as'md, 20,710 Loose rock Timber in structures 573,878 b. m. feet.

on 19,905 lbs.

Level, 14,83 miles.

Third Division-(Keyser Branch to Divide west ing the consolidated road the right to consolidate raising, being well watered and affording vast ranof Chariton river. Length of Third Rivision, ed at its narrowest point subject to overflow. with any road starting from our terminus for a ges of rich prairie and bottom lands for grazing 28.78 miles—Total distance, 05.64 miles.) Leaving Crossing Panther creek near its mouth, one salts purposes. This business alone will furnish a large the west fork of the North Pablus, by the Keyser north of Mt. Meriah, the South Fork was assented to cross over to the Queen's Branch of Trail creek, is made to the Middle Pabigariver. It was followa found on the banks of the rivers and streams, ed with a saving in distance of two and a half Big creek, three-quarters of a mile west of Bethsuitable for building and manufacturing purposes. by one of its Branches, the main divide between ferent varieties of the cak-white, burr, Spanish, Lancaster, in Schuyler county. This water-shed, etc.; black and white walnut, ash, red and white at the junction with the North Missouri railroad, between the Franklin and Coal Bank branches. Summary of Grades on Third Division.

Ascending. West, East, feet per mile 4.45 1.46 rially the quantity of the work, bee avoiding the From 10 to 20 From 20 to 30 do do ...0.42 From 50 to 60 do 9.56 From 78 to 80 From 80 to 90 do ---- 0.00 From 90 to 108 do do 0,54 From 100 to 108-24 do

Level, 6.52 miles. The bridging on this division is light, with the From 50 to 60 fown counties, thus making a strip or belt of some for the present timber must supply our wants for exception of the crossing of the Chariton river.

From 70 to 80 most of the bridge abutments and water ways, to The Middle Fabins will require one span of fifty.

From 99 to 100

part of the bottom subject to overflow. I have adjoining counties, but the limit of this report for- allowed nine hundred feet of waterway, viz: one span of 125 feet, Howe trass, with timber abutments resting on piles, and forty-two spans of 20 feet, of pile bridging, at an average height of four-

ocal Notices Charged as Translent Advertisements,

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Quantities. Clearing 147.70 seres Grubbing, close chopping ... 216.92 square chains. Excavation 58,327 do hard pan, as m'd. 14,470 Piles 15,834 lineal feet, Timber in structures 338,418 feet b. m.

Iron ---- 9,590 lbs. Fourth Division-(Chariton Summit to Ravanna, Mercer county: Length of division, 47.91 trues, of two hundred feet span. Suitable stone nz. Mercer county: Length of division, 47.91 for bridge abutments, can be obtained close at miles—total distance, 143.56 miles.) Having hand; cleo all culverts and water-ways, between reached the division from Chariton river, the line ollows a narrow ridge, heading the waters of the Brush creek, to the Burton Branch, a tributary of Sheal creek. Sheal creek is crossed above Petty's Mill, at the mouth of the McCiure Branch, by which the best route was found to reach the divide between the Sandy and Blackbird creeks. Crossing the head waters of Big Sandy, the line bears south-

westerly towards Unionville, in Patoum Co. Hav-

ing descended to the Blackbird creek, by one of its

tributaries, the line bears west, reaching the table

land at Unionville, by its south branch. A further survey, between Memphis, in Scotland county, and this point, by a more southern route, For clearing full width of right of way, 100 then running some three or four miles to the south of Lancaster, in Schuyler county, and descending to the Chariton by some one of the fortage of the Elms Narrows-then to follow the divide between the Biackbird creeks to this point, would materially shorten the route and avoid several

Descending to the East Locust by the Tanner Branch, the line curves southwesterly to the Buckmaster branch. Ascending its south fork the ummit between the east and west Locusts is crossed, thirty-nine fast, Crossing Wost ocust creek, the line follows the Quinn branch to Close chopping and grubbing - 31.82 square chains. Terro Haute, and bearing southwesterly, a natural pass in the divide is reached, by which a very good route is found to East Medicine creek. The short istance and great elevation of the ridges intervening between the East Medicine, Backer creek, West Medicine, and its western fork, near Ravan-ua, render necessary a succession of according and descending grades, with summit outlings of great

> Summary of Grades on Fourth Division. Ascending. MILTIS. feet per mile --- 1.40 From 6 to 18 From 10 to 20 do 3.20 From 20 to 30 do1.72 From 30 to 40 From 40 to 50 From 50 to 601.35 A. .. D.94 From 60 to 76 ---- 1.50 2,16 From 70 to 800 From 80 to 90 ---- 1.40 From 90 to 100 do0.10 00 ---- 1.30 0.29 From 100 to 110 From 110 to 116-60 do ****1.23 122,49 do **** 0.53 0.00 Level, 10.90.

Wyaconda river and Sugar creek will require renewing. The culverts, built in the most temporary Average height, fest. 1 . | Width of Span, 22 Length, feet. 2000000 Width of span. 中に四三の四 No. of spans Abutments, length of 8 span in feet. 560 50 Brace Bridge-length 00 00 of span. Width of Proposed Waterway feet.

Quantities. Clearing 199,59 seres. Grubbling and close chopping 227.17 square chains. Execution, hard panned, acsamed 52 237 Piles 38,00 t b. feet.

Timber in structures 783,742 feet b. m.

Howe Truss bridge, one span of 100 feet, one of 90

rousers 27,354 lbs.

Fifth Division-(Ravauna, Mercer county, to Albany, Grundy county. Longth of division 57.20 Total distance 200.77 miles,) From 1.34 Rayanna the line bears west to Booky B anch, a 0.00 tributary of Muddycreek. According from Maddy 0.42 creek, by the south fork of Connell's Branch, the summit is reached at a low point, near the head waters of Wild Cat crook, which is followed in a southerly direction about six miles, with light rubbing -- bu, it square o mins. ing about helf a mile east of Princeton, county seat of Mercer. The assent westward from Grand River is short and heavy, to crass the ridge to Goose creek. A west fork of Goose creek was followed to the summit, one half a unite corth of Gosion City, then crossing the hard waters of Mantin's Branch to Quicksand creek, Pollowing the Quicksand for a mile, a natural gap is found by Cherry Grove. A tangent of nearly two miles by which Sugar Crock Prairie was reached. A brings us to the Dean Branch, by which a descent tangent of 214 miles brings us to the Pelcent ereck; erossing thouse to Buck's Renach, by which any, Harrison county, is reached. It may be bund accessary to cross about a mile lower down the Mississippi and Missouri rivers is reached, near to avoid the rock cutting necessary to make but one crossing below all the forks and avoid heavy survature, but the bottom lands will be found attains un el vation of 325 feet above the level of | wider and lower at any other point. Henry asthe Mississippi. The line now bears northwest-erry to the head waters of the Elms Narrows, (a and Brooks' Branches, with heaty work, brings us stream flowing southwesterly to the Chariton rive to White Oak creek. Ascending by Con's Branch, er.) following the North Missouri milroad 1.64 the line crosses over to Sampson's greak, From miles, then bears westerly to the Watkin Branch, the line crosses over to Sampson's greak, From by which a descent of two hundred feet in 3.86 bere to the hand raters of Catput Branch, by miles, is made to the Chariton river. The ascent east fork of West Grand river, near Albany, Genwhich the most practicable route is found to the from the Chariten is not made without heavy work try county, heavy work with a great deal of high on a heavy grade, by following a spur of the d vide trestle work is occurry, to cross Sampson crock, also the Maredith and Chip Branches. By descending Sampson creek to the mouth of Chip Branch , two miles, then a condieg by that branch to cross

> Summary of Grading on Fifth Division. Ascending. West, East, Under ten feet per mile -- - 4.43 3.83 From 10 to 20 do ----0.61 From 18 to 30 From 30 to 40 do ---- 2.18 0.72 From 40 to 58 2.25 5.84

over to Culps' Branch, the distance will be in-

greater portion of the high treatin work.

Level, 17.17 miles.

0.52

0,55

cruressed about four miles, without refusing mate-