Nebraska Advertiser.

J. S. CHURCH, Editor.

THURSDAY MORNING, JUNE 10, 1869.

There will be a public sale of Government land at Beatrice, commencing July 8.

The Iron Foundry at Nebraska City has suspended operations, and the property has been sold to satisfy mortgage liens.

Hon. J. E. Lamasters, collector of Internal Revenue, gave us a call this week. He was in this city attending to his official business.

The Plattsmouth Ferryboat passed up on Tuesday of this week. It is said to be a very staunch boat, and well fitted for the purpose intended.

The telegrams inform us that O. H. Irish, of Nebraska City, has been appointed a Consul to Dresden. We shall be pleased to hear that this is true. The Colonel is a man of marked ability; of unquestionable morals; a firm friend and supporter of our State enterprises, and will reflect honor upon himself and the State in his official duties at the commercial port of Dresden.

Col. Majors has removed the office of Assessor of Internal Revenue to Brownville. He will hereafter be found over the Postoffice, on Main street, where all who have business in his line will find him or his clerk, ready to transact the same to the satisfaction of all concerned. S. P. Tuttle, Assessor for this division, also holds his office in the same building. Wills Majors, with his gentelmanly manners and bearing, is with the Colonel, and altogether, they are heartily welcomed by the business men of Brownville.

We learn from A. W. Frank, of Ohio precinct, near Elmore, that Richardson county had voted 44 majority in favor of giving aid to the Trunk and Nemaha Valley Railroads.

Since the above was in type we have seen dispatches from parties in Nebraska City, to Col. R. W. Furnas, of this place, which indicate that the above information is substantially correct. Col. Furnas has gone to Rulo to attend a meeting of the Trunk R. R. Co., and it is expected that arrangements will be there made to enter upon the work of building the road immediately.

In traveling from Brownville to Lincoln, one is never out of sight of the three-horse-abrest breaking teams. Every hill, valley and hillside is dotted with them. The roads are being ploughed across, and the traveler is vexed that new roads are forming, winding to the north or west long distances out of the way, only to be again interefered with by the "coming man" with his plough and team. All this reminded us that provision was made for a State road from Long's Bridge, in Nemaha county, up the Little Nemaha to Lincoln. This should be surveyed and established soon, so that when a road is once made it will be permanent. Who are the Commissioners? and when will they commence?

We accompanied Judge Adams and Col. King, of Quincy, to Rockport, Mo., on their Railroad mission. The people at and near Phelps City, are all alive to the importance of immediate and direct railroad connection with Quincy.

George Harmon, one of the ablest and oldest farmers in Atchison county, informed us that it would be easier to carry a vote for $500,000 to the railroad now, than it was a hundred thousand a year ago. Since that time, the St. Joe & C. B. Road has been built through the county, and has demonstrated practically the correctness of the figures made during the campaign, which secured a favorable vote one year ago in that county.

A meeting was held in Rockport on Monday evening of this week. Dr. Dunn was called to the Chair. The meeting was addressed by the gentlemen from Quincy, and we are satisfied that those present look upon the enterprise in a favorable light. Resolutions were passed to this effect, and the meeting adjourned until Saturday of this week, to further consider the matter.

Brownville is now offered an Eastern Railroad connection by men earnest in their efforts and untiring in their zeal to build a road from Quincy, in Illinois, to some point near Ft. Kearney, in Nebraska. The business men of Quincy see that such a road is an absolute necessity to supply her growing wants, and *must* be built, not some time hence, but now. It is well for Brownville and the intermediate points between it and Quincy, that they have an ally of so large a monied influence, and one so deeply impressed with the absolute necessity that such a road should be built as they have in the municipality of Quincy. If the energy, character and public spirit of the business men of Quincy are to be measured by what we see in Judge Adams and Col. King, then are we assured that the road will be speedily constructed. However much the wants of the settlements this side of the Mississippi River may demand Railroad outlets. Still the road could not be built immediately. We have hoped much from the M. & M. R. A. L. R. R., but from the very fact of its circuitous route, and its heavy grades, it deprives itself of that assistance east of the river which any road West must have to secure success. So we grasp at once hold of the straighter line which secures the influence we most need and must have to build the road. Now we really hope the people of Nemaha county will not be backward. The Trunk road is offered us and a road East and West is offered us. Let there be no dividing counsel. We are as confident as we live that the defeat of the one is the defeat of the other, both must go along together. Nemaha county can at least tender $100,000 to each and be the richer for it when both are finished. These are splendid opportunities and let us avail ourselves of all the benefits they tender us.

It will be seen by reference to one of the tables in the present issue, that the Railroads running through counties in the State, are assessed for taxation at the rate of $17,000 per mile. Now we will suppose that the Trunk Road was completed through Nemaha county, the estimated length of which is thirty-three miles, and the east and west road, the length of which is estimated at twenty-five miles. We will then have 58 miles of road at $17,000 per mile, making in all $986,000, which if taxed, as it will be, as other property is taxed, will yield to the county, revenue for all purposes the sum of $20,580. If we give to both roads what is now contemplated, the sum of $250,000, drawing eight per cent. interest, the county will be required to pay annually, to meet the interest, to the bond holders, the sum of $20,000. That is, the roads themselves would pay $9,840 more into the County Treasury annually than the county would be required to pay out, which said last sum, if applied annualy in liquidation of the bonds, the county would, in twenty years, pay off the principal and interest of the bonds by the ordinary taxes received upon the property of the road. So that the project of giving $250,000 to two roads amounts to nothing more than to agree not to tax the two roads for twenty years.

We believe this to be perfectly true, that the county could give these two roads $250,000 now, and pay the same in twenty years, without its even increasing the tax of a single resident by a single mile.

These facts are plain, and you have but to refer to the assessments of Douglas, Sarpy, Buffalo, Colfax, &c., to be convinced. No man would oppose these appropriations if he believed the above facts, because every object inducing oposition would be removed, and men at this enlightened age are not agoing to be controled by envy, or prejudice as against the public good.

Rockport is still progressing. We noticed in our recent visit there, many new houses; among the more noteworthy is the M. E. Church, which is nearly finished, and the German Luthern Church which is well under way. The contract has been recently let for building, in Rockport, a Union School building for the accommodation of the advanced scholars in the township. The cost of this building, when finished, is estimated at $10,000.

The Rockport House, by D. Snyder, is one of the best kept houses in the west. Guests who stop there are well cared for at a reasonable charge, and leave the house with a happy remembrance of Rockport. A well conducted hotel does more to favorably impress the traveler with the village and surrounding country where he temporarily stops, than most people imagine.

Although trade is somewhat dull at this season of the year, yet we found Messrs. Hunter & Hurst, Messrs. Buckham, Shelters & Co., Messrs. Deuser Bros. and Messrs L. & J. Saunders doing a good business.

Mr. McCreery has full swing in the *Journal* office, as Mr. Dopf has full outside business. Mr. McCreery was busy setting up the delinquent tax list.

We found Durfee & McKillop busy in their Land Office, but not so much so but that they could find time to devote to Railroad matters.

We attended the great sale of lots in the City of Lincoln on last Thursday and Friday. There were present about three hundred persons to invest in lands and town property. These persons represented capital at their immediate disposal estimated at about $1,000,000. The sales commenced brisk and continued active and upward for the two days named, in which time $78,000 worth of lots were disposed of. The range being from two to seven hundred dollars per lot, some business lots selling by private parties at $1000 each. The vast crowd of men and boys, horses and carriages, followed the auctioneer from lot to lot as the sale progressed, and the bidding was very spirited, and as the Reverend Professor Miller, of Cass County, would cry "I'll see the amount five better," or, "I'll go five better," those present reconed the Elder held a good hand.

The monies arising from these sales are to be used to build the University building and the Insane Asylum at Lincoln, for which provision was made last winter.

The improvements in and around Lincoln made since last winter are not extensive. A few buildings have been commenced, and those on which work was suspended by the cold weather last fall and winter are now completed.

At the invitation of the Auditor and Secretary quite a number were provided with livery teams and drove to the Salt Works of Messrs. Tichenor & Griffin, a distance of near two miles from the town. The basin has the appearance at a distance of being covered with water but on a nearer approach it is found to be nothing but black mud for the breadth and length of over a section of land. At nine o'clock at night the brine flows over this mud to the depth of from two to ten inches, and during the day it settles away out of sight. The proprietors of the Salt Works by a system of ditches and dams succeed in confining several acres of brine during the day time above the ground in a prepared basin, which, being not over three or four inches deep, is subject to evaporation by the sun. When first run into this prepared basin the brine contains only about thirty per cent. of salt, by night the evaporation has been so strong that Salt is deposited at the bottom. The brine being then more than twice as strong as at first is pumped up into a large tank and from thence to the large boilers where, by a few hours it is manufactured into the finest Salt we ever saw. The want of railroad transportation alone prevents the Lincoln Salt Works from supplying the entire west with Salt. The B. & M. R. railroad, by agreement, will be in Lincoln by the fall of 1870 ready for the business, and the M. & P. railroad are certain (they think) to reach there by July 1870. We hope they may. Lincoln has a future before her which looms up grand and magnificent. The Capitol, and other State buildings, the Salt works, her rich surrounding country, and above all her prospective railroads are bound to build up, in the near future, a thriving city.

Judge Adams and Col. King, of Quincy, visited our city on last Saturday as a committee appointed by the business men of that city, charged with the important duties of discussing with our people the feasibility of organizing a company to build a road from Quincy to some point on the Missouri river in a direct line with Ft. Kearney. A meeting was called and was addressed in a very earnest manner by both the gentlemen, the minutes of which we print elsewhere. The meeting was large and enthusiastic, and responded to the gentlemen in a very cordial spirit. Committees have been appointed which are now earnestly at work to advance the objects and aims which these gentlemen said were necessary to put the ball in motion. We hope that great good may be the result. A good east and west road through our county has been a scheme for which we have worked hard and late and are willing and anxious to work more earnestly than ever, convinced as we are that it is so immensely for the public good. And in this grond project we trust that we will have the cooperation and undivided assistance of every earnest man in our county.

Railroad Meeting.

BROWNVILLE, NEB., June 4, 1869.

It having been published during the day that Messrs. Geo. Adams and Geo. S. King, of Quincy, were in the city to confer with our citizens upon the subject of practical co-operation in constructing the Quincy and Nebraska Railroad.

Early in the evening our citizens commenced assembling in the Court Room, and continued pouring in until all seats were filled, and spaces elsewhere jammed with standing men.

Meeting called to order by Judge A. W. Morgan, on whose motion Hon. E. W. Thomas was chosen Chairman. Mr. Thomas not being present, on motion of Dr. McPherson, Hon. J. S. Church was called to the Chair, and on motion of Col. S. M. Rich, J. H. Broady was elected Secretary.

Col. Adams, of Quincy, was introduced by the Chairman, and proceeded in a business like manner to illustrate their mission here—the inestimable value of the proposed railway, and the general result of determined efforts which Brownville and vicinity may realize.

The speaker's zeal, and the repeated hints of applause from his audience, created a reciprocal injection of enthusiasm from the one to the other, culminating in a glorious narrative of Quincy's proud experience in railroads, and a grand picture of the future of the country and the river cities along the line of the road, destined to be part and parcel of the Air Line Railway across the continent; the direct highway from ocean to ocean.

Col. King, then being introduced by the Chairman, began with a motive zeal that formed affinity in every mind, to explain just what they wanted and expected from Brownville and vicinity. Said it was not a Nebraska City road. No city in Nebraska could as yet claim it. Read the proceedings already had in Quincy. Showed by the names connected with the movement, that Quincy is invincibly on the move—that her brainsand her wealth are enlisted in the cause; and through continuous applause, pledged to the work the energies and the capital of Quincy, whose hands are extended to clasp Brownville, the young river city on the direct route from Quincy to the junction of the Pacific Road and Rocky Mountains.

Dr. McPherson being called, even surpassed himself in the animation with which he urged the necessity of vigorous prosecution of the work.

Col. R. W. Furnas being called, very deliberately, but with full animation, sanctioned the movement and favored the appointment of delegates to Kirksville.

Sen. T. W. Tipton being called, briefly addressed the meeting in full sympathy with the enterprise, and closed by moving that when this meeting shall adjourn, it adjourn to meet in the Court Room next Monday, June 7th, at 2 o'clock P. M., which motion was carried.

Pursuant to motion carried, Chairman appointed as committee on resolutions to be reported at next session of the meeting, Messrs. J. L. Colhapp, H. C. Lett, J. W. Blackburn and T. W. Bedford.

Pursuant to motion carried, Chairman appointed as committee to select thirteen delegates to the Kirksville Convention and to report same at next seession of this meeting, Messrs. S. M. Rich, A. P. Cogswell and Jonas Crane.

Taken all in all, the meeting for interest, enthusiasm and determination to work outstripped all other similar efforts ever had in Brownville.

On motion meeting adjourned, all ablaze for the Quincy and Nebraska Rail Road from Quincy to Brownville.

J. S. CHURCH, Ch'n.
J. H. BROADY, Sec.

Pursuant to adjournment, meeting convened with the Court house full to overflowing, and presently the Quincy and Brownville road had its King. It being announced that the chairman was at work along the line over the river, Judge A. W. Morgan was called to the chair, J. H. Broady, Secretary.

Committee on resolutions, through J. L. Colhapp, chairman, reported the following:

WHEREAS, It has been made manifest to us that the citizens of Quincy, Ill., and intermediate counties in Missouri, are making an effort to organize a company for the construction of a railroad from Quincy west to some point on the Missouri; and

WHEREAS, It is also contemplated to continue said line from the west bank of the Missouri river to a connection with the Union Pacific Rail Road at or near Ft. Kearney; and

WHEREAS, Brownville is on an exact air line from Quincy, Ill. to Ft. Kearney, Neb., and

WHEREAS, A delegation consisting of Geo. Adams and Geo. S. King, of Quincy, has been sent out to lay the facts before those counties and towns interested, and to enlist their co-operation in the enterprise, and

WHEREAS, A railroad convention has been called, of those interested, to meet at Kirksville, Mo., then form a company and set the project in practical operation; and

WHEREAS, We deeply feel the immense benefits which will result to Nemaha county by being upon a railroad, which, when completed, will be the great continental central railway of the United States; therefore

Resolved, That we, as citizens of Brownville and Nemaha county, do pledge to the above named enterprise our heartiest support, both in our individual and corporate capacities, or any other enterprise assuring us of an eastern connection with some point on the Mississippi river, and

Resolved, That a delegation be appointed by this meeting to meet with the Convention at Kirksville, Mo., on the 24th, to there assist in the organization of a company, and do such other acts as may, in their judgment, seem best for the interest of this people.

Resolved, That the commissioners of Nemaha county be requested to submit a proposition to the voters of said county to donate $250,000 to aid in the construction of railroads in and through said Nemaha county; $132,000 for a road running through said county, north and south, and $118,000 for a railroad running west of the Missouri river through said Nemaha county.

Resolved, That we urge upon the Convention which is to meet at Kirksville, Mo., to consider at their meeting the organization of a company for the immediate construction of a through railroad from Quincy, Ill., to a junction with the Union Pacific Railroad, or a continuation with the road already formed in this county.

J. L. COLHAPP.
T. W. BEDFORD.
J. W. BLACKBURN.
H. C. LETT.

On motion report received and committee discharged.

Motion to adopt discussed by Messrs. Bedford, Rich, Colhapp, McPherson, Tipton, Holladay, Blackburn Stevenson, Lett, Porter, Crane and Cogswell, while intense enthusiasm prevailed. On general call for question, Chairman arose and announced that the vote would then be taken and that all favor of the resolution would express the same by saying yea, when the whole room resounded with yea, yea, yea, in a whirlwind of excitement, while the din of shouts, stamping and clapping of hands shook the Court House from pillar to dome. When order was restored, the Chairman announced that all opposed to the resolutions would express the same by saying yea, followed by a curious stillness that seemed to have launched all into the tombs, or even in shades beyond them. At length silence was broken by the Chairman's announcement that the resolutions were unanimously adopted, and a railroad hurrah succeeded by quickening smiles, leaving of seats, mingling of congratulations all in one conglomerated confusion beyond the control of the presiding officer. The grayest headed, were aroused with the prospect of yet living here at the intersection of the "Nebraska Trunk" with the shortest railway from ocean to ocean.

Committee to appoint delegates to the Kirksville Convention, through S. M. Rich, chairman, reported as follows:

John S. McPherson, F. A. Tisdel, A. S. Holladay, Dr. J. W. Blackburn, T. W. Tipton, H. C. Lett, J. L. Carson, T. W. Bedford, A. W. Morgan, Jarvis S. Church, Wm. H. Hoover, R. W. Furnas, A. J. Ritter, J. R. Larkin, John Barnes, Andy Tynan, Captain R. V. Black, John Crow, Robert Dillon, John C Deuser, Henry Steinman, H. O. Minick.

All of which is most respectfully submitted.

S. M. RICH.
JONAS CRANE.
A. P. COGSWELL.

On motion report received and adopted, and A. P. Cogswell and S. M. Rich added to the list of delegates.

Pursuant to motion carried, Chairman appointed, as conimittee to present these proceedings to the people of every portion of the County and secure their ratification, Messrs. J. L. Colhapp, T. W. Bedford, A. P. Cogswell, J. Hacker, A. S. Holladay, J. W. Blackburn and Theo. Hill.

On motion each delegate to Kirksville was instructed to procure a substitute in case he was prevented from attendance; and in case the full number was not present at Kirksville, those present were instructed to cast the full vote for all.

On motion the meeting adjourned, and each one went home believing himself to be a happier and a better man.

A. W. MORGAN, Ch'n.
J. H. BROADY, Sec.

Home Industry.

Some of the business men of this State are in the habit of ordering their printing by *large* quantities in the East and small quantities at home, and then seem astonished because they have to pay more proportionately for the *small* orders at home than they do for the large ones East. Thousands of dollars per year sent East for printing that might just as well be executed here. We have just as good printers in Omaha as can be found East and can do work just as cheap provided the work is given to us in as *large* orders.

For instance: one of our merchants or Bankers will require say $500 worth of printing per year—he visits the East twice a year and between each visit he notes down the number of cards, letter heads, bill heads, &c., &c., he will need during each coming six months, *being very careful to send no work to the office of his own city that he can do without.*

Upon his arrival in some Eastern city he gives a *large* and for the very reason that the order was a *large* one and the order at home was very *small* he is able to show a little difference in favor of the eastern work in price and *nothing else.*

Had he taken *all* of his work in *large* quantities to any office in this city he could have had it at just as low prices and the money would return to him in the way of trade.—*Republican.*

U. S. APPOINTENTS.—A dispatch to Hon. John Taffe from Washington, received yesterday, announces the appointment of Mr. J. T. Holle, of Richardson county, as U. S. Marshal, vice C. E. Yost removed. Mr. Holle is a member of the present State Legislature. The despatch also announces that Mr John B. Furay, of this city has been appointed as Mail Superintendent of Omaha.—*Omaha Republican.*

Through the kindness of the Hon. John Gillespie, Auditor of State, and his gentlemanly clerk, we were permitted to compile the following table from the reports of the various County Clerks in the State, of the assessment rolls of their several counties, made for the year 1869.

Last year the total valuation of the Real and Personal property of the State was $32,000,000. This year it will exceed $40,000,000.

	No. Acres Land.	Val. per Acre	Total Value.	Value Town Lots.	Value Personalty	Total Amount.
Butler County	284,933	$2,86	815,959		51,963	863,996
Burt	179,555	3,26	595,946	42,475	210,367	838,788
Buffalo	89,261	2,50	223,154		685,485	908,639
Cedar	27,077	4,05	109,843	2,870	70,932	183,645
Cumming	119,892	2,42	409,964	6,096	71,849	487,909
Cass	218,541	4,73	1,035,251	331,485	770,102	2,136,838
Colfax	96,674	3,04	293,909		317,706	613,615
Dixon	45,328	2,44	110,435	4,579	43,195	168,209
Dakota	79,555	2,64	209,922	3,453	175,070	393,445
Douglass	176,598	12,13	2,143,639	4,837,839	2,708,019	9,339,488
Dodge	114,132	7,51	859,600	281,750	462,313	1,601,663
Gage	250,425	2,39	599,750	51,542	210,916	861,208
Hall	123,404	2,54	318,708	56,330	532,460	902,498
Johnson	154,638	3,48	539,155	26,972	172,848	738,975
Jefferson	40,562	1,87	75,850	1,000	58,063	134,913
Leau qui Court	7,834	4,87	38,128	1,454	22,333	62,915
Lancaster	68,665	7,40	507,979	197,654	257,375	973,309
Madison	5,854	2,73	16,008		24,810	48,818
Nemaha	220,120	6,62	1,458,680	385,025	794,192	2,637,904
Otoe	294,202	7,50	2,208,014	1,116,905	936,165	4,261,084
Platte	95,725	3,67	351,784	105,543	457,248	914,575
Pawnee	175,371	3,47	610,032	32,490	175,110	817,632
Richardson	275,047	5,16	1,420,298	141,761	633,066	2,195,125
Sarpy	125,523	7,23	906,752	92,575	445,768	1,445,095
Seward	23,047	2,63	67,602	6,610	112,784	197,005
Saunders	108,550	4,33	470,317	17,455	116,151	603,913
Stanton	58,826	3,98	234,258		17,815	252,073
Saline	53,016	2,64	140,333	262	91,219	231,814
Washington	135,483	7,43	1,007,141	240,011	346,316	1,593,568
York	577	2,50	1,480		10,644	12,124
Hamilton	70,923	2,50	177,358			177,308
Adams	340	2,50	850			850

We give below the number and valuation of the stock assessed for taxation in the year 1869, in a few of the leading counties of the State; also the valuation of the Rail Road improvements in those counties so fortunate as to have a Railroad running within their boundaries:

	No. Horses	Value	No. Cattle	Value	Miles of Asses.	Value	No. Sheep	Value	No. Swine	Value	Value of R. Road
Buffalo											672,800
Cass	3,517	288,755	7,919	134,931	238	18,950	2,200	4,268	4,255	15,211	
Colfax											288,000
Douglass	1,849	159,500	3,552	68,801	218	21,060	256	2,995	1,402	6,379	214,204
Dodge											240,000
Hall											411,200
Nemaha	2,984	203,415	7,201	112,061	255	19,730	2,371	2,494	4,696	14,417	
Otoe	2,686	197,900	6,761	113,351	383	31,985	2,066	2,789	2,770	10,187	
Platte											308,800
Sarpy											225,000
Richardson	3,559	220,517	9,301	147,815	320	24,715	5,175	6,299	7,838	18,368	

The Eight-Hour Law.

The following is the proclamation of President Grant in reference to the Eight-Hour Law and the official construction put upon it, already refered to in our dispatches:

By the President of the United States of America:

A PROCLAMATION.

WHEREAS, The act of Congress, approved June 25, 1868, constituted on and after that day eight hours a day's work for all laborers, workmen and mechanics employed by or on behalf the Government of the United States, and repealed all acts and parts of acts inconsistent therewith;

Now, therefore, I, U. S. Grant, President of the United States, do hereby direct that from and after this date no deduction shall be made in the wages paid by the Government by the day to such laborers, workmen and mechanics on account of such reduction of the hours of labor.

In testimony whereof, I have hereto set my hand and caused the seal of the United States to be fixed.

Done at the city of Washington, the 19th day of May, in the year of our Lord, one thousand eight hundred and sixty-nine, and of the independence of the United States, the ninety-third.

(Signed) U. S. GRANT.

By the President:
HAMILTON FISH, Secretary of State.

Editorial Change.

We have associated with us in the publication of the *Morning Chronicle*, Messrs. S. D. Porter, and J. A. Stevenson. These gentlemen are men of long experience in the newspaper business, and bring with them the best recommendations as men of capacity, and solid business reputation. They become part owners of the office, under this arrangement. and cast their lot with us citizens of Nebraska City, and propose to lend their talents and energy in building up our city, county and State.—*Chronicle.*

A family by the name of Turnbull have filled the position of clerk of Brunswick County, Virginia, for 133 years. Gen. Stoneman removed the last of them from office.

NEW ADVERTISEMENTS.

SIDNEY FRENCH, W. T. ROGERS.
FRENCH & ROGERS,
ATTORNEYS & COUNSELORS AT LAW.
Office in Court House Building.
Will give diligent attention to any legal business entrusted to their care. [35-3m]

UNITED STATES
INTERNAL REVENUE

TAX NOTICE.

OFFICE OF THE COLLECTOR OF INTERNAL REVENUE,
DISTRICT OF THE STATE OF NEBRASKA,
NEBRASKA CITY, June 10, 1869.

ANNUAL TAX LIST FOR 1869.—Notice is hereby given that the annual list of taxes assessed in accordance with the provisions of the act of Congress, to provide Internal Revenue to support the Government, to pay interest on the public debt, and for other purposes, approved June 30th, 1864, and the amendments thereto, has been returned to me by the Assessor of this District, and that said taxes are now due, and payment thereof is hereby demanded; and that I will in person or by deputy, attend at

Brownville, Nemaha Co.,

ON JUNE 21st, 1869,

for the purpose of receiving said taxes.

All persons who shall neglect to pay the amount of their taxes, hereby demanded, on or before the day last above named, will be obliged to pay in addition thereto a *penalty of five per centum* and a fee of twenty cents for service of a special demand and notice, together with four cents a mile traveling fees, actually and necessarily traveled to make the service thereof.

Office hours from 9 a. m. to 5 p. m.

J. E. LAMASTER,
[35-2w] Collector.

DISSOLUTION.

NOTICE is hereby given that the Co-partnership heretofore existing between the undersigned, viz: A. C. Easley and B. L. Easley, under the firm name of A. C. Easley & Co., terminated by limitation of the original articles of agreement on the first day of June, 1869, and that B. L. Easley has purchased all the interest in the said firm, and hereby assumes all reliability heretofore incurred by said firm.

A. C. EASLEY.
B. L. EASLEY.
Peru, Neb., June 1st, 1869. [35-3t]

LIST OF LETTERS

REMAINING in the Post Office at Brownville, Neb., June 1st, 1869, which, if not called for in one month will be sent to the Dead Letter Office.

Bolken Henry C	Penny Abraham
Bayer Sidney	Partridge Amos
Beardlet D J	Piper Bradford
Baniett C M	Quick Simon
Crowell Ezra	Richeson Louis
Craymer M	Rislon M K
Carter Emma	Root B J
Calsford Annie E	Ritter Charley
Cooper Greb T.	Rice G H
Drew W T	Rowe Martha
Felch William	Robinson G
Foss Summer W	Ray Gacif
Fields C B	Roberts Joseph W
Fox Herman E	Margaret Stevens
Fleming Robert B	Sandley J
Gooseman Mary E	Switzer S
Gebers Chris.	Storm Malissa
Gerhart Ed	Schneiter Heinrich
Giln Burnet	Smith John
Gorman W J	Sanders John
Garrison Hannah 2	Staley PC2
Huff George	Staley Preston
Howell W	Turner Charles, or John A Scott
Hurd Curtis	Urwin Minnie
Heller Henri	Williams Barton
Hesser Charlotte	Winslow J H
Bazer William	White Marion D
Jones Henry	Wheeler Bescum
Jones John	WillBitchard
Lyon George & Co	Wade Benjamin
Kalfers Catharine	Weaver George
Johnson J L	
Michaelis Gustavus	GERMAN LIST.
Merrit Harriet	Christoyshersen Henrietta, or A Anderson
Moote W N	Fabel Michael
Morehead Geo T	Johnson William
Northent J R	Schwan C Frederick
Odams Mariah E	
Oldfield Adaline	

☞ Persons calling for any of the above letters, will please say "advertised."

W. A. POLOCK, P. M.

A. W. MORGAN,
Probate Judge and Justice of the Peace
Office in Court House Building.

THE MARKETS.

BROWNVILLE GROCERY AND PRODUCE MARKET.

FLOUR—Winter ⅌ sack	$7 50
" Spring	4 00
CORN—⅌ bushel	45@50
MEAL—⅌ bushel	75@80
BACON—Hams ⅌ lb	16@18
" Shoulders ⅌ lb	12@14
" Sides ⅌ lb	15
LARD—Canned ⅌ lb	16
SYRUP—Golden ⅌ gal	1 50
" Sugar House ⅌ gal	1 20
COFFEE—Java ⅌ lb	40
" Rio ⅌ lb	25@31
CHEESE—New York Factory ⅌ lb	20
" Country ⅌ lb	20
TEA—Imperial ⅌ lb	2 25
" Black ⅌ lb	1 75
" Young Hyson ⅌ lb	2 00
CANDLES—Star ⅌ lb	25
" Tallow ⅌ lb	15
APPLES—Dried ⅌ lb	18@20
PEACHES—Dried ⅌ lb	20@25
POTATOES—⅌ bushel	1 00
COAL OIL—⅌ gallon	65@70
EGGS—⅌ doz	12
BUTTER—⅌ lb	25
HONEY—⅌ lb	25
ONION—⅌ bushel	1 25
SALT—per barrel	4.00
LUMBER—Cottonwood per 100	2 00 2 25
" Oak	5 00
" Walnut	5 00
" Pine	7 00
SHINGLES—Cottonwood per 1000	2 50@3 00
" Pine	5 00@7 50
LATH—Cottonwood per 1000	7 00
" Pine	7 50
WOOD—Dry Hard per cord	6 00
HIDES—Dry per lb	18
" Green	6
WHEAT—Fall per bushel	1 50
" Spring	80@1 00
WOOL—per lb	20@30

CLOTHING MARKET.

Corrected weekly for the Advertiser by
MAY'S DRY GOODS & CLOTHING REGULATOR

Business Coats from $16@22.
Business Suits, 28.
Overcoats, $8 50@20.
Cassimere Pants, $2 50@5.
Cassinet Pants, $2@3 50.
Vests from 75 cts. to $1 25.
Overshirts, best, $3.
Overshirts, second best, $2.
Overshirts, from 75 cts. to $1 25.
Undershirts, from 50 cts. to $2.
Drawers, from 50 cts. to $2.
Buckskin Gloves, best, $1 25.
Sheepskin Gloves, 50 cts.
Sheepskin Mitts, 50 cts.

DRY GOODS MARKET.

Corrected weekly for the Advertiser by
MAY'S DRY GOODS & CLOTHING REGULATOR

Calico, 11@12c.
Heavy Yard wide Muslins, 18c.
Muslin, second, 12@16.
Bleached Muslins, yard wide, 16@20.
Cotton Delaine, 22c.
All Wool Delaine, 40c.
Shawls, 67-4@, $5.
Plaid Flannels, 45c.
Plaid Flannels, 35@50c.
Balmoral Skirts, $1 50.

THE REASON WHY

13,347

CHARTER OAK STOVES

Were Sold in the Year 1868
IS BECAUSE
NOT ONE HAS EVER FAILED
TO GIVE
Entire Satisfaction
THE PERFECT OPERATION OF EVERY
CHARTER OAK STOVE
IS
FULLY GUARANTEED,
AND WHEREVER KNOWN
THEY STAND UNRIVALLED
FOR ECONOMY,
FOR DURABILITY,
And CONVENIENCE.
For simplicity of Management
And for Cleanliness in Cooking,
They are Home Institutions
Manufactured in the West, and adapted to the wants of
Western & Southern People
Surely no good housekeeper can afford to be without one.
FOR PRICE LIST, ADDRESS
Excelsior Manufacturing CO.
612 & 614 N. MAIN STEET,
ST. LOUIS, MO.
SOLD BY
SHELLENBERGER BROS.,
[35-6m] BROWNNILLE, NEB.

GILLESPIE'S
GREAT WESTERN

Livery, Feed, Sale and Exchange
STABLES.
Corner Main and Levee St.....BROWNVILLE.
HAVING purchased this Stable of A. P. Cogswell, I am prepared to furnish the best TEAMS, BUGGIES and CARRIAGES in Southern Nebraska, at LOWEST CASH RATES. Room for Fifty Horses. Corral for Stock. Particular attention paid to Feeding or Boarding Horses.
[34-1y] H. M. GILLESPIE.

JOB WORK, Neatly and Plainly Executed, at the Advertiser Job Rooms.

COUNTY NOTICES.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS of Nemaha County, Nebraska:

Having received a petition from many of the citizens of this county, asking for a special meeting of the County Commissioners, and the interests of the county seeming to require that they should so meet:

You are respectfully requested to meet in special session at the County Clerk's office, in Brownville, on Saturday the 12th day of June, 1869, for the purpose of considering the propriety of submitting to a vote of the people of said county, a proposition to levy a Tax and issue County Bonds to aid in the construction of the St. Louis and Nebraska Trunk Rail Road through this county, as in your wisdom may seem best for the general interest of said County.

J. M. HACKER, County Clerk.
[35-3]

SCHOOL LAND SALE.

NOTICE is hereby given that by virtue of an order made by the Board of County Commissioners of Nemaha County, Nebraska, and in pursuance of the Statute of said State, entitled "An Act to amend an act to provide for the Registry of School Lands, for the control and disposition thereof, and for the safe keeping of the funds derived from the sale and lease of said land," Approved February 15th, 1867, I, JAMES M. HACKER, County Clerk of the County of Nemaha, will

On the Twenty-Eight Day of June next,

at 10 o'clock in the forenoon, and continue until 12 o'clock, noon, of that day, offer for sale at my office, in the County House in Brownville, in said county, in the order advertised, at public auction, and sell to the highest bidder, but at **not less than the appraised value**, nor in any case, for less than the minimum price of **Seven Dollars per Acre**, in addition to the appraised value of the improvements on the land, the following described pieces or parcels of land, situated in the County of Nemaha, and State of Nebraska, known as "Common School Lands," belonging to the said State of Nebraska, in parcels of not exceeding Forty Acres of Prairie or Ten Acres of Timber Lands, for the use and benefit of the "School Funds" of said State of Nebraska; and that such sale will be continued from day to day from the hours of ten o'clock in the forenoon to five o'clock noon (Sundays excepted), until all such lands shall be offered, to-wit:

DESCRIPTION.	SECTION.	TOWNSHIP.	RANGE.	ACRES.
North east quarter of north east qr	36	4	12	40.00
South east quarter of north east qr	36	4	12	40.00
North west quarter of north east qr	36	4	12	40.00
South west quarter of north east qr	36	4	12	40.00
North east quarter of south east qr	36	4	12	40.00
North east qr south east qr south east	36	4	12	10.00
South east qr south east qr south east	36	4	12	10.00
N half 36 W qrs S qr S E qr	36	4	12	5.00
South west qr south east qr south east	36	4	12	10.00
South east qr north west qr south east	36	4	12	10.00
South west qr north west qr south east	36	4	12	10.00
South west qr south east qr	36	4	12	40.00
Lot 1 in south east qr north west qr	36	4	12	5.00
Lot 4 in south east qr north west qr	36	4	12	5.00
South half n w qr n w qr n w qr	36	4	12	5.00
North half n w qr n w qr n w qr	36	4	12	5.00
South half s w qr n w qr n w qr	36	4	12	5.00
Lot 5 in s w qr n w qr	36	4	12	5.00
North half n w qr s w qr n w qr	36	4	12	5.00
South half n w qr s w qr n w qr	36	4	12	5.00
South west quarter	36	4	12	160.00
North east quarter	36	4	12	160.00
East half west half s e qr n e qr	36	5	12	10.00
West half s e qr n e qr	36	5	12	10.00
East half s e qr s e qr	36	5	12	5.00
West half