Nebraska Advertiser.

J. S. CHURCH, Editor.

THURSDAY MORNING, JULY 22, 1869.

Bring your friends to vote for the Bonds, if they are voters!

The Editor left last Monday morning to attend the U. S. District Court at Omaha.

A Railroad Company has been organized in Nebraska City to build a railroad from Nebraska City to Ft. Riley, Kansas.

Vote next Saturday. No odds how you vote—vote! Let us have a full vote; and no matter how it goes, let it be a full decision, either for or against; and let that vote decide the question forever.

Miss Mary Conner, living in Omaha with her parents, between Capitol Avenue and Davenport street, was killed on the night of the 14th, by the caving in of a bank of dirt on the house. Two other children of the family were slightly injured.

The Oats of fabulous length spoken of last week, not fabulous. Mr. Dundas produced the specimen heads, fully eighteen inches long and well filled with oats. Mr. Barrett of Brownville brings in a few heads of oats not so long, but fully as heavy as the others. If the weather permits the farmers to secure their small grain, there will be more bushels than was ever produced in Southern Nebraska in any former year, notwithstanding the scab on the wheat.

The Brownville *Democrat* for the past two issues has thrown off its Chicago pantletts and has wholly dressed itself at home and alone. We are heartily glad to see this improvement. It is now one of the best Democratic papers in the State, and we sincerely hope that it may prosper. If there are any, as mentioned by the *Democrat*, who hoped that its existance would be short lived, we were not of that number. We have too much at heart for the welfare and prosperity of Brownville and Nemaha county to wish to blight any of her cherished enterprises, and especially one so promising as a newspaper publication honorably conducted must ever be.

Dr. Renner, of Nebraska City, has been appointed Assistant Assessor for the Fourth Division, on the recommendation of Col. Majors, the Assessor for Nebraska. The Doctor is an intelligent and accomplished gentlemen, and a true representative of the German element in this State; and as such, it is right and proper that he receive due consideration at the hands of those who have the control of the Federal patronage. The German population in this county, nearly all republican in their politics, are among our most thriving farmers, and among all their acquaintanees there is none they so much delight to honor as Dr. Renner; and we are heartily glad that the appointment has been made, if there was to be any change in the office.

The Right Worthy Grand Lodge of the U. S. of the I. O. O. F. meets in San Francisco, California, on the 20th of September next. Arrangements have been made for the Grand Officers and Right Worthy Grand Representatives to arrive in Omaha on the 10th of September, when they will soon leave in a special train across the continent. This will be the grand trip of the season. Jonas Hacker of Brownville is the Right Worthy Grand Representative from this State jurisdiction in that body. Mr. Hacker became a member of the Brownville Lodge in the first year of its existence, and has since passed all the important chairs, not only in this but in the Right Worthy Grand Lodge of the State. He makes a faithful, honest, and efficient officer in the Society, Church, and State, of which he is an honorable member.

The Brownville Lodge was installed in January 1858, and now has a large membership, among whom are to be found our best business men. Jacob Marohn is the Noble Grand, and D. O. Cross, of the Star Hotel, Secretary. It has now under way one of the best halls in the State. Its finances are well managed, and the Society is in a flourishing condition, and works harmoniously.

From the Quincy *Whig* we learn that the city of Quincy is now considering the proposition to vote $500,000 to the Quincy, Missouri & Pacific Railroad. The *Whig* considers this the important road from Quincy, and well it may. The city of Quincy, although enterprising, does not begin to realize the magnitude of this railroad enterprise, so far as the same will effect the future growth and prosperity of the city, when it should be fully completed and equiped for busines. Hundreds of thousands, yea millions of dollars of trade that now goes to St. Joe, St. Louis and Chicago, would then find as good and more direct accommodations at Quincy. The $500,000 which she now contemplates giving to the road, will be but a drop in the bucket to the immense revenue which will annually pour into Quincy when the road is completed. Her people would not believe—they can not believe what amount of trade and traffic there is to the west of here anxiously awaiting the completion of this road. Those of her people who have been here may have a correct idea of the business of this road when completed, and they are thoroughly in earnest and fast friends of the road, and are looked upon by the good people of that city who know but little of the great resources of the great belt of country through which the road will pass as over-zealous for the completion of the road, so much so as to effect their judgment, which, upon other business transactions, is taken with the utmost reliance. Let these travel over the country as they did and see what they saw, and then they all will be equally as zealous; and then the road will be sure of an earlier completion.

QUINCY DELEGATES ARRIVED

SURVEY TO COMMENCE TOMORROW.

SERENADE AND SPEECHES!!

Subscription to the Survey to be Paid in Immediately.

MEETING OF THE STOCKHOLDERS OF B. Pt. K. & P. R. R. TO-NIGHT.

Hon. Geo. Adams, of the Q. M. R. & P. R. R., accompanied by Peter Smith, Esq., Engineer of the road, arrived in our city last Tuesday noon.

Their business here is to make arrangements to commence work on the Railroad west from this city as soon as possible, in order that ten miles of the road may be built yet this year. They held an extensive consultation with our citizens through the day, which seemed perfectly satisfactory to Mr. Adams, who represents the Quincy interest in the road, and who informs us that Quincy is fully aware of the great interest she has at stake in its early completion, and will undoubtedly vote $500,000 to aid the road from that place to Ft. Kearney.

In the evening they were serenaded at the Star Hotel by the Metropolitan Silver Coronet Band of this city, attended by a large concourse of our citizens, when speeches were made by Messrs. Tipton, Adams, McPherson, Porter and others. The speeches were enthusiastic and received with much cheering. Mr. Adams pledged Quincy to the completion of the road, if this end of the road only did its portion—which all present agreed should be done. The meeting dispersed at a late hour with three cheers for Quincy and her representatives.

We can but wish every voter of Nemaha county could have been present at this meeting, to have seen and felt the enthusiasm pervading the crowd, and realize the prospects that are dawning upon the county, and the in fact that work, actual work, will begin in our midst within a few weeks. All other matters sink into petty insignificance, in comparison to this great work, which will make this one of the richest counties in the Missouri Valley for all time to come. Much of our destiny hangs in the balance; and a strong, persistent, united effort, should be made to decide it in our favor next Saturday. Work at the polls, friends; and if successful, the coming month will see work commenced on the road. Work!

Those who have subscribed to the survey of the Brownville, Ft. Kearney & Pacific Railroad must pay in their subscriptions immediately to J. H. Broady, Esq. The amount must be made up this week, as the work will commence to-morrow.

There will be a meeting of the Directors of the Brownville, Ft. Kearney & Pacific Railroad at McPherson Hall this evening. It is necessary that all come prepared for business, as it is "now or never" that actual operations must begin. Turn out, all interested!

General Rosecrans of the Union army, as paradoxical as it may appear, is the nominee of the Ohio Democracy for Governor of the State. This was not accomplished without a determined opposition. Pendleton was evidently the choice of the convention. Not careing to encounter an ignominious defeat, he took good the precaution to provide a leading man in the convention with a telegram, peremptorily refusing to stand the canvass for Governor in any event. So his name was withdrawn by the chair, under protest of many of the members, who declared that Pendleton had no option in the matter, but that he must be nominated and make the canvass, if it did carry the party to destruction. but the policy system prevailed, and General Rosecrans is now before the Democracy of Ohio for their suffrages.

As to how his nomination was received we clip the following from the St. Louis *Republican*:

"The vote was finally announced:

Rosecrans	302
White	37
Cary	20
Richardson	39
Sayler	25½
Ranney	189½

An immense round of Cheers greeted this announcement of Rosecrans nomination. However a vigorous *no* came up from about a hundred delegates at the proposition to make it unanimous, and Billy Glass jumped up and said: 'In the name of the working men of Ohio, I congratulate this Convention upon having nominated a man who placed in irons the mechanics of St. Louis; and, sir—Billy was collared here and pulled down to his chair.'"

Awaiting the arrival of the mail on Monday morning of this week, we dropped into the U. S. Assessor's office over the post office, and found Col. Majors busy with his papers and lists. On looking over the annual list which was made as the law requires in March last, we noticed the footings of each division was as follows:

1st Division—North and West of Washington County	$487 30
2d Division—Washington, Dodge, and counties west	2,154 16
3d Division—Douglas and Sarpy counties	26,829 26
4th Division—Cass and Otoe counties	7,527 86
5th Division—Nemaha, Richardson, Pawnee and Johnson	2,793 27
6th Division—All west of 4 and 5 in South Platte	1,061 03
Total	37,853 91

The above is the amount of taxes due the United States from the State of Nebraska, as appears from the annual list. Since which time additional assessments have been made of persons who had not then been found, or of parties who have since entered into business, as follows:

April Assessment	$6,014 26
May "	21,365 39
June "	16,069 00

The total list of last year amounted to about $140,000. This year the estimate is at about $300,000. The gross receipts of the U. P. Rail Road for May was $277,954, of which the Government claims 2½ per cent, amounting to $6,948 84.

An accident occurred on the U. P. R. R. six miles east of Big Spring, on the 14th, by which one man was killed, twenty-five injured, one locomotive and four cars badly smashed up. The wreck was considerable. It was occasioned by the heavy rains washing away an embankment.

Vote for the Bonds next Saturday.

Letter from Glen Rock.

GLEN ROCK, July 14, 1869.

Editor of the Nebraska Advertiser:

DEAR SIR: With your kind permission I would like to say a few words regarding Railroads; and particularly the Nebraska Trunk R. R., as applied to Glen Rock precinct.

The farming community cannot see that a road running through every town along the river, will, or can, benefit Glen Rock, as the *distance* of hauling grain will not be lessened, whether it goes on cars or boat, so long as both have to be at the river. Neither will it enhance our farms in value, as the distance from the road will not admit that any benefit from this source can be derived. I admit fully that railroads are a benefit to a county, when they are within a reasonable distance of the farmers; but to build a road on one side of the county, and want the other portion of the county to help build it, that does not reap corresponding benefits, is neither just nor honorable.

Glen Rock is not represented in Railroads, or it would never have given its consent for the Trunk road to be built along the river. And, so far as Glen Rock is concerned, the people are just as liberal in their views, and not more selfish than the rest of mankind; and we hold that if Railroads are for the benefit of the farmer, why not build the roads for the farmer and not the city merchant.

I would like to ask one question. It is provided that no *bonds* shall be issued to the St. Louis and Nebraska Trunk R. R., unless the road should run through or near St. Deroin, Aspinwall, Nemaha City, Brownville, and Peru, compeling the company to build the road through these towns, and leaving the country out in the cold. Now a question arises—does the town build the country, or *vice versa?* It was not fair to the people of Glen Rock! The company ought not to have been restricted to any particular route, as we hold there is a natural route from Nemaha City to Nebraska City up the Nemaha valley to Glen Rock, thence up Rock Creek to Nebraska City. Should this route have been taken, the people of Glen Rock would have not opposed the aid, and the county at large would have received the benefit.

How will you reconcile the fact that you are in favor of the road running anywhere through the county, and working so hard for the cities and against the county? Please be honest. Did you, or did you not, draw up the article restricting the company to take the river route, or no aid to be given.

I think it would have been fair, just and proper, that each precinct should have decided the question of aid or no aid, the majority to rule in each case, for bond or no bonds to be issued, and if the majority of Glen Rock say no, it would not be right to compel them to pay the aid tendered the railroads.

I am, dear sir,

Respectfully yours,

ROCK CREEK.

REMARKS BY THE THE EDITOR.

The farmers, says "Rock Creek," cannot see that a railroad running through the towns on the river will benefit Glen Rock; and asks if "we did not draw up the article restricting the company to take the river route or no aid." While we are in favor of any and all roads running through the county, we are nevertheless more interested in the shortest and most direct lines to the eastern market. Not considering the Trunk road one of the most direct, we have not considered it so important to the interests of the county as some others. Still we have and do favor any reasonable means which will secure its early completion through the county. In accordance with this feeling very extensively entertained by our citizens, a railroad convention was called to meet at Brownville. "Rock Creek" will recolect that the call was published in the *Advertiser* two weeks, inviting a delegation from each precinct in the county. That convention was held, as previously advertised. We were not a delegate, nor had we anything to do with its deliberations. That convention decided to ask aid for the river route, mentioning each town on the river. So "Rock Creek" will see that the convention, and not the Editor, fixed the route.

That convention appointed a committee to present the matter before the County Commissioners, and made us chairman of said committee. Now, whatever article we wrote, was pursuant to the action of that convention, and not dictated by our own convictions. We were then, and are now, willing that those points be left out; but we would be just as certain that the route then would be up the river, as we are now.

"Rock Creek" must understand one thing, that it is money and not natural routes that secure the location of railroads. And he, and all others, must understand another thing, that $132,000 will not build the road in either place; that the locality that secures the road will have to pay at least another $100,000 before it is built through the county.

"The majority in Glen Rock say it would not be right to compel them to pay for building a road through other portions of the county, of which they receive no corresponding benefit." Just so. We grant it. But have the other portions of the county which must pay to get the road, no defence for such a course. Let us see. They say that when the road is completed the county will assess the road as other roads are assessed in the State, at $17,000 per mile, and thirty miles would make $510,000. Then they would levy a county tax, a school tax, a State tax, school house and district taxes, poor house taxes, university taxes, &c., all for your benefit as much as theirs, and they would reply that it is not just and proper that they should be compelled to pay $300,000 to build the road to be taxed as much for your benefit as theirs.

Finally, we say that we do not expect the people of Glen Rock, or those of any other precinct, to pay this tax, either justly or unjustly; but we do confidently believe that the railroad property itself will not only pay the most of the tax, but for a long time after such indebtedness shall be paid off, principal and interest, we expect such railroad property to continue to assist you and all of us, in paying what shall then be found necessary to run our county—the schools, the State and the poor farm.

If this position be true, as the practical operations of rail roads in other counties in the State abundantly demonstrate, then where is the injustice complained of by "Rock Creek?" We can't see it!

Written for the Advertiser.

RAILROADS.

Mr. Editor:—There has been much said against our county voting bonds to the two Railroads; "that it is against the interests of the farmers, and will only benefit the towns, &c." I have no property in the towns, but am engaged in farming, and believe the farming class will be more benefited by these roads than the towns, and will briefly give some of my reasons for entertaining that opinion:

1st. That after one or two years the Railroad property in the county, at the present rate of taxes on other property, will pay the interest on the bonds and part of the sinking fund to redeem the bonds within the twenty years.

2d. That as the river now has the monopoly of the carrying trade, by putting two Railroads in competition with each other as well as competition with the river, will so reduce the price of freights on what the farmer exports and imports indirectly, from say eighty acres of cultivated land, as to save him about fifty dollars yearly.

3d. The farmer is now idle with his team during the winter, because the river is closed and he cannot ship his corn until the roads become settled in the spring, when he is rushed with his spring work of fencing, ploughing, &c., at a time when he can ill afford to spare his team to haul his corn to market. If we get the railroads he can haul his corn during the dull season to the Railroad, and have it at once in the Eastern and Southern markets. This would save at least fifty dollars more.

4th. The farmer can ship his grain direct to the Commission Merchant in St. Louis to be sold on his own account, whereby he will save on eighty acres of crop, in the heavy insurance on the river, and the commission of the Nebraska grain dealer, at least another fifty dollars.

5th. These railroads will increase the value of our lands, induce a large emigration of a more wealthy class of farmers, who will rapidly improve and develop the country, increase its wealth in the agriculture, mechanical and manufacturing interests, whereby a much less rate of taxation will meet our school, county and State burdens; it will also cause our towns and cities to rapidly increase in proportion and wealth, which will give the farmer a good market for his fruit, butter, poultry and garden products, which is more profitable according to the capital and labor invested than wheat and corn. This will increase his income several hundred dollars yearly if he chooses to put forth some effort in that direction.

Now, with all these advantages, and other incidental advantages too numerous to mention in detail in a short communication, I ask my brother farmers are you willing to throw away so brilliant a prospect for Nemaha County by your own indifference to your own interests, and let Nebraska City and other points get what is now within our own grasp, for fear you may have to pay five to ten dollars per quarter section additional tax, for one or two years, until the roads are built and taxed?

Some say, what do I care whether my land is worth ten or fifty dollars per acre? You may not now wish to sell, but may at some future time. But suppose you never sell. Yet at your death your children will do so, if you have but one piece of land. And think you it will make no difference in their pecuniary welfare, whether the land is worth ten or seventy-five dollars per acre, when they come to divide the money and start in business for themselves?

Again. Look at the results of the enterprise of people in other States, in building railroads. What has developed Illinois, and made her one of the most wealthy and prosperous States of the Union? and still pushing her onward and upward in the magnificent and proud career of wealth, learning and refinement? Her public spirit in railroads and other kindred enterprises. Nebraska has an equal chance with soil, climate and health, for a glorious and magnificent career, if we will shake off our stinginess and old fogyism, and be up and doing, and show some public spirit, instead of holding on to every dollar that gets in our clutches as though it was the last we ever expected to get. You may call it economy; but the man who will hold on, miser-like, to a few dollars, and thereby miss making hundreds, is not a wise man, to say the least.

Again I ask, are you not willing to contribute something, of your own free will and accord, to the general prosperity of your county and State; especially when your children are to be beneficiaries and participants in the general good of society? Let us as farmers, then, no longer lie supinely on our backs, and hug the delusive phantom of hope that Railroad prosperity and wealth will come to us without our raising a finger. The experience of other communities, in other States, prove to the contrary.

Your truly,

E. BURNET STEPHENS.

The *Jornelero*, of Algeciras, announces in large type, that the abdication of Dona Isabel in favor of the Prince of Asturias is a settled thing, and that the Prince is to marry a daughter of Queen Victoria, who will, in consequence, cede Gibriter to Spain. As His Royal Highness is only twelve years of age. it is presumed that the Princess Beatrice, aged eleven, is the bride hinted at.

PERU, July 17, 1868.

We left Peru Thursday afternoon *en route* for Tecumseh to attend the Teacher's Association of that county. The roads were pretty good considering the frequent rains, but one feature in our Nebraska roads is exceedingly annoying and ought to be remedied.

After crossing the Nemaha at Fisher's Bridge we drove apparently into the barn-yard of some farmer, and after opening two gates and going about a quarter of a mile, we were again the open country. Four or five miles further west we had another episode, having crossed quite a branch we wandered about in the brush on the other side, following what appeared to be a road, until we found ourselves again in some man's front yard. About eight miles above Tecumseh we had to open another gate and go through another yard in order to cross Spring creek. We had two or three other similar adventures before reaching home, and we thought we would ask our friends of the *Advertiser* if they could suggest any remedy for this evil in traveling, for it certainly is a great source of annoyance to travelers.

It looks strange that the county should build a bridge like that called Fisher's bridge, and leave a man in a barn-yard when he has crossed it, with no egress except through two or three gates.

But we had a very pleasant time at Tecumseh; found the people fully alive in every respect.

A large appreciative audience on Friday evening, at the Court House, gave token of their lively interest in the cause of education; and the manner in which the Association was conducted on Saturday, showed that Johnson county has a No. 1 man, in the person of Mr. Phillips, their earnest and energetic County Superintendent.

J. M. MCKENZIE.

NEMAHA CITY, July 13, 1869.

Dear Editor:—As every little town in our county has a representative who takes great interest in puffing through papers, excepting the little city of Nemaha, let us have room for a few remarks for this little village, which has the most natural beauty as a town sight of any on the Missouri river, and the country for miles back of like beauty; being the garden spot of the State.

Nemaha, as a business point, can not be surpassed by any town in the county, and all it wants to give it a start is a few more live men in it with a little money and energy to keep it in motion.

There has never been any inducements offered to any person to come here, from the simple reason that those doing business have never advertised in our county papers to let it be known abroad that there was any business done here.

We have direct river communication with one of the best markets in the United States, (St. Louis,) and on the line of the St. Louis and Nebraska Trunk Railroad.

Any parties wishing to seek a good place for business, Nemaha City is the place, as the surrounding country will prove this to their satisfaction at once.

As an outlet for grain and produce, it is among the best points in the State.

Please give this opinion vent in the columns of your next issue and oblige a hearty supporter of the *Advertiser*.

Facing Both Ways.

The Sham Democracy of Ohio have just concocted a Copperhead platform and nominated thereon a loyal Union soldier, Gen. Rosecrans, for Governor. *The World* thinks this a remarkably nice arrangement, and eulogizes it in the following terms:

"The Democracy of Ohio have opened their campaign by a stroke so bold as to be almost startling; but it is as judicious as it is daring. It requires none effort to adjust the immagination to the fact that the Democrats of Ohio have decided to run Gen. Rosecrans as their candidate for Governor. It is a remarkable sacrifice of prejudice and resentment in the pursuit of a desirable end. It shows that the politics of the State are passing into an era. Gen. Rosecrans is a Bridge on which tens of thousands of Ohio citizens can easily pass over into the Democratic party; and the platform just adopted is well calculated to keep the party steady and unanimous in the support of so bold a ticket. Those who feel most hesitation about the ticket find a compensation in the platform, and *vice versa*. The platform and ticket taken together, form a combination which will bring more voters to the poll, on the Democratic side, than any other that is possible under the circumstances. It is a very dextrious instance of adapting the plan of battle to the nature of the ground on which it is to be fought.

COMMENTS BY THE TRIBUNE.

The World speaks of this as if it were a new dodge, when it is a fact worn threadbare. It was tried at Chicago in 1864, when Gen McClellan was nominated for President on a platform so copperhead that even *he* protested it. It was tried again in 1865, when the Democratic ticket was headed by Slocum—"one of the four great Generals of the War," as The *World* assured its readers. It was tried again Last Fall with Frank Blair and again resulted disastrously. The Mosaic veto on yoking together animals of diverse kinds our Shams seem to delight in defying on a calculation that those who can't stomache their platform will yet swallow it for the sake of one of their candidates. The *World* ought to instruct and edify its readers with Sterne's story of the two nuns who undertook to make their sulky mule get on by halving the naughty words by which the muleteers were accustomed to incite him to locomotion. The experiment proved a melancholy failure, as in the case of the Democracy. They tried it thoroughly, each in turn pronouncing a syllable of the bad words but to no purpose at last.

"The mule does no understand us," said the novice.

"No but the devil does," responded the abbess.

The *Papeucher* said yesterday morning: "The nomination of Gen. Rosecrans by the Democrats for governor of Ohio, gives much satisfaction to the members of the party."

This kind of talk contrasts strangely with that used a few years ago by sheets at the North. Then no epithet was too severe to apply to such men as Rosecrans. They were called "satraps," "Lincoln hirelings," "butchers," "bummers," thelves," etc., etc. Now, however, forsooth, because they accept a copperhead nomination, for an office, they "give much satisfaction to the members of the party." Bah!—*Republican.*

In a trotting match on the 17th on the Fashion Course, between the Goldsmith Maid and George Palmer for $1000, the Maid won in three straight heats. The Maid trotted the first half mile in one minute seven and a half seconds, the fastest time on record; it excels Dexter.

From the Cairo Bulletin.

A Rescue—True Heroism.

Three thousand people stood upon our wharf yesterday evening, looking at what they considered to be the death struggle of Mr. Hiram Hill, and Mr. Holms, they had been driven from the burning steamer Underwriter to coal flat alongside, and then, far out in the stream, unable to swim they clung to the flat, the flames fairly kissing their faces. The heat was to great for the approach of a skiff or tug, and it was expected that it would prove unbearable to the two sufferers, and that they would release their hold and accept the quicker death by drowning. But at the most hopeless minute the head lines of the burning boat burned in two and the boat commenced swinging toward the shore.

Nearer and nearer it came, until within fifteen or twenty feet of the shore, where it stopped. From this point, Hill, aided by poles and lines. reached the shore; but his companion Holms now nearly exhausted, sank into the water. The heat was too intense to approach, without incurring great danger, and for a moment it was thought that after all, Holms would perish. But a young man in the crowd, whose name we could not learn more self sacrificing than the rest, plunged into the river, and in the very face of the roaring flames, rescued the struggling man from what promised to be his watery grave. A great shout arose over this heroic achievment, and many sought the young man to thank him for his heroism, but feeling that his success amply rewarded him he left the ground, as if averse to the shower of compliments that on all sides awaited him.

Fearful Deluge in Kansas—Great Loss of Life.

The accounts from Kansas of the tremendous rains and floods in that State, on Thursday of last week, are of a most sad and terrible character. In the neighborhood of Junction City there was a perfect deluge, the country being literally drowned out. At Marshall, thirteen persons, men, women and children were caught in the terrible flood and drowned. All the the creeks in that region were overflowed. Bridges, crops, houses, railroads, and much other property, were destroyed. The flood was extensive and very damaging all over that State.

Kansas papers, in reference to the storms and freshits in that State, says a colony of Sweeds, were encamped on the Kaw river in temporary shanties, they being *en route* for the back settlements, were suddenly engulfed by the late rising of the Kaw. The party endeavored to escape, but only thirteen succeeded in doing so, the remainder, twenty in all, being carried away and submerged in water.

Capt. Bartie, of the steamer Mountaineer, reports that in a creek below Council Bluffs, he saw seventeen dead bodies taken out—the bodies of men, women, and children, who were drowned by the sudden rise of the river, and overflow of the flat prairie lands.

From every quarter below Kansas City, the report comes of loss of life and property.

Terrible Accident.

A terrible and perhaps fatal accident happened to Joseph Brusha, a resident of Fancy Bottom, on Saturday last at Corning. Mr. B. had purchased a mowing machine and was preparing to start home, when his mules took fright at a passing locomotive and started to run away. In his efforts to stop them Mr. Brusha was thrown with great violence against the cutter bar of the machine, the teeth striking his back in the region of the neck and shoulders, inflicting several very ugly gashes. Held in this precarious situation, he was dragged a distance of perhaps fifty yards by the frightened mules, resulting in very severe injury to his spinal column. Drs. Tracy, of this place, and Crane, of Brownville, were called to administer to the wants of the unfortunate man, and an examination by the latter, (he having arrived at hand first,) satisfied him that the spinal cord was badly injured if not entirely severed. The only wonder is that he was not killed outright. Instant death was probably averted by the cutter bar having been thrown out of gear.

P. S. Since the above was put in type we learn that Mr. Brusha is gaining somewhat, and that his symptoms are more favorable.—*Atchison County Journal.*

The business men of Brownville and the Commissioners of Nemaha county should see that the bridges are immediately repaired on the road leading to Pawnee, on that part of it which is in Nemaha county. If it is not done it will materially interfere with their trade from this county.—*Pawnee Tribune.*

OMAHA HIGH SCHOOL.—An alternative writ of mandamus has been granted by the Supreme Court of Nebraska, on the application of the board of regents of the Omaha High School, against the trustees of Omaha School District No. 1., requiring said board to show cause why they do not pay over to said regents the $25,000, as required by the act of the Legislature of last winter. We rejoice that this action has been taken.—*Omaha Republican.*

WASHINGTON, July 14.—Advices from Cuba to the 2nd inst. have been received by friends of the Cubans in this city, announcing that the reported rising in Porto Rico has caused great rejoicing in the camp of General Quesada. Spanish deserters to the Cubans report the disaffection in the Spanish army as increasing every day, and an open revolt was threatened. The officers keep their commands together with great difficulty. Volunteers are said to have formed secret organizations to overthrow the government of the Island. With Juntas in every district, they now virtually control the Government, and the Captain General can carry out no policy not dictated by them. The Spanish troops are said to prefer the process of the Cubans to that of the volunteers. An important engagement was expected in a few days, which may, in a measure, decide the result of the contest.

The War Department to-day received a letter from Gen. Canby giving the official returns of the late Virginia election for the cities of Richmond and Norfolk, and 41 counties. They foot up for Walker 58,662, Wells 54,406; Walker's majority, so far, is 4,256. The vote for the Constitution was; For, 186,919, and against it, 3,487. The majority thus far against the test oath is about 11,000; against the disfranchisement clause about 12,175.

MEMPHIS, July 15.—The Mississippi Valley Emigration Company organized in the Labor Convention to-day. Forty thousand dollars was subscribed on the spot. The capital stock is to be $1,000,000, with the privilege to double the amount; shares $100 each. Committies were appointed to open subscription books in Louisiana, Kentucky, Mississippi and Arkansas.

The Convention ordered 20,000 copies of their proceedings printed. After a vote of thanks to Hon. J. C. Harris, the Convention adjourned sine die.

NEW YORK, July 13.—The Evening Post publishes the names of votes on bills passed in the Legislature by bribery, and promises to give a list of those who entered the Legislature poor and are now rich. The affair creates much excitement among politicians.

WASHINGTON, July 12.—Senator Sumner writes a letter here in which he takes decided ground with the administration on the Cuban question, holding that the neutrality laws must be inforced at all hazards and that the insurgents have not done what entitled them to recognition and the people up in New England are with him on the English question—viz: In the conviction that we had better let the Alabama claims matter rest awhile before trying to make a new treaty.

The State department has issued a circular advising citizens having claims against the Mexican Republic, to forward them promptly to that Department for the consideration of the commissioner appointed to examine them. The claim will be argued before Commissioner J. H. Ashton, at the expense of the Government.

Application has been made to Chief Justice Chase for a writ of habeas corpus to take Yerger, the murderer of Colonel Crane of Mississippi, from the custody of military commission. The petition will be heard Wednesday. The point to be determined is whether that part of the reconstruction acts which permits trial by military commission is constitutional. Attorney General Hoar will represent the Government.

LOUISVILLE, July 14.—The Colored State Educational Convention met this afternoon. Nearly every county in the State was represented. The delegates numbered about two hundred. The Convention was permanently organized by the election of the Rev. H. J. Young, as Chairman. The Convention then adjourned until 8 p. m., when a series of speeches were delivered, denouncing in very serious terms the attitude of Kentucky towards the colored people.

NEW ADVERTISEMENTS.

CITY BAKERY AND CONFECTIONERY.
NACE & HANSEN, PROPRIETORS.
No. 2 Main street, opposite City Drug Store.
Pies, Cakes, Fresh Bread, Confectionery, Light and Fancy Groceries, constantly on hand.

NEBRASKA COLLEGE.
NEBRASKA CITY, NEB.
THE Fourth Annual Term of this Institution will commence on Thursday, 2nd September next. The College is a BOARDING SCHOOL for boys and young men, under the direct care and supervision of BISHOP CLARKSON. The Students are fitted for College or Business. The location is beautiful and very healthy; the buildings ample and comfortable; and the means of instruction thorough. Great pains are taken for the physical, mental, and religious culture of the students.
TERMS—$280.00 a School Year of 10 months, with $10 Entrance fee for new students. The terms are payable half yearly in advance.
For application and catalogue, address
REV. JAMES PATERSON,
Secy. of the College,
[40-2m] Nebraska City, Neb.

LANNON & HENTON,
BLACKSMITHS,
Foot of Main St.,
BROWNVILLE, NEBRASKA.
WOULD inform the public that they are prepared to do all kinds of Custom Work. For Shoeing Horses and Ironing of Buggies, they have the latest improved machinery. TERMS CASH. Give them a call when you want prompt and durable work done. [40-y]

LOOK HERE!
You Carpenter, Farmer,
MERCHANT,
and everybody else that want to buy
SHINGLES!
WM. W. RANDOL, at Peru, will keep on hand a full supply of No. 1 Cottonwood Shingles, which he will sell cheap for cash, or will trade for young stock or grain. All Shingles Warranted. Don't forget the place.
WM. W. RANDOL,
[40-3m] Peru, Nebraska.

BIDS FOR BUILDING.
SEALED PROPOSALS will be received at this office till Saturday, the 31st day of July, 1869, for building two Privies, on the School House premises, in the city of Brownville. Material to be of Brick and Stone, and furnished by the contractor. Buildings to be not less than six feet by ten feet each, of suitable hights, with sufficient vaults, and of style to correspond with School House.
Plans and specifications to accompany bids. The right to reject all bids is retained.
For order of the District Board of Brownville City School District.
July 19th, 1869. O. R. HEWITT,
[40-2t] Director.

TREASURERS OF SCHOOL DISTRICTS.
THE SCHOOL FUNDS have now been apportioned and collected, and by calling on County Clerk, James Hacker, you can obtain a warrant on County Treasurer for the amount due your District. It will be necessary for you to have an order to the County Clerk from the School District, signed by the Moderator, for the same.
A. W. NICKELL,
[40-tf] Co. Superintendent.

SALE OF
STATE LOTS AND LANDS
AT
LINCOLN,
THE
Capitol of Nebraska,
ON
Thursday, September 23, 1869,
At Ten O'clock, A. M.
THE Undersigned Commissioners, appointed by An Act of the Legislature of the State of Nebraska, entitled An Act "To Provide for the sale of Unsold Lots and Blocks, on the Town Site of Lincoln, and for the Location and Erection of a
State University, Agricultural College, and State Lunatic Asylum,"
Approved February 15th, 1869, will on that day, offer for Sale at Auction,
TWELVE HUNDRED LOTS,
in the Town Site of Lincoln, said Lots being the odd numbered Block (the even numbered having previously been sold) of the Town, and comprising the most eligible lots in the place. The said lots will be appraised by the Commissioners, and sold to the highest bidder over the appraisement.
TERMS CASH.
There will also be offered for Sale at the same time, about
30,000 Acres of State Lands,
known as Saline Lands, situated within an area of ten miles of the Capital, said lands being the most valuable remaining of the State.
TERMS CASH.
The object in offering the above named State property at that time, is to enable the Commissioners to complete the State University, Agricultural College and Lunatic Asylum at Lincoln. The Capitol Building having been erected from the proceeds of the previous sale of lots. This sale of State property offers to the Farmers, Mechanics and Laborers, a chance for a cheap home in the Capital, situated in the richest Agricultural district of the State, and at the
GREAT SALT BASINS,
where Salt is being manufactured from the surface Water.
Lincoln, being the Capital of the State, and the objective point of some five different Railroads, reaching out into the interior, and tapping the Salt Deposits at this place, will soon make it the interior town of the State.
The Capital was located at Lincoln in September 1867, by an act of the Legislature, and contains sixteen hundred inhabitants, with good Hotels, Stores, Churches and Schools. The Legislature held its first Session in the New Capitol the past winter.
The Burlington & Missouri River Railroad is being rapidly pushed forward to Lincoln, and will by contract be completed early next season. This line will give direct communication with Chicago, and will be pushed out to Ft. Kearney, uniting with and becoming a branch of the Union Pacific R. R.
The Midland Pacific Rail Road has also the whole of its line under contract from Nebraska City to Lincoln, and will be according to the terms of its contract, fully equipped and in running order by the 15th of May next. This line is one of the links by which the Pennsylvania Central R. R. will reach across the continent, completing as it will in a short time its connection with Nebraska City, and from Lincoln west to the Union Pacific. This Lincoln will be for a time the terminal point of two great thoroughfares, and eventually occupying a central position upon two trans continental routes, shorter, by from one to two hundred miles, than any other yet constructed.
The work upon the State University, Agricultural College and Lunatic Asylum is now being rapidly pushed forward.
DAVID BUTLER, Governor,
THOS. P. KENNARD, Sec. of State, } Commissioners.
JOHN GILLESPIE, Auditor.
[40-10]

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COUNTY NOTICES.

SPECIAL ELECTION
PROCLAMATION

NOTICE is hereby given that by virtue of the following Order of the County Commissioners of Nemaha County, Nebraska, an election will be held in the manner, for the purposes, and at the time and place specified in said Order, which is as follows, to-wit:

In the matter of the Submission to a vote of the voters of this County, of the question whether County shall issue its Bonds to aid in the construction of Rail Roads in said County.

SEVERAL PETITIONS, Signed by many of the legal voters of this county, having been filed this day presented to and examined by this Board, and this Board being satisfied upon said petitions and otherwise, that it is the wish of a large portion of the voters of this County, and that it is expedient and proper that the question herein mentioned be submitted to the vote of the voters of this County;

Now, therefore, by virtue of the authority vested by law, we, the County Commissioners of Nemaha County, in the State of Nebraska, do order that a special election be held in and for the said County of Nemaha, on the

24th day of July, A.D. 1869

at the several places of voting in the several election Precincts in said County, for the purpose of voting on the following question, that is to say:

Shall the County Commissioners of the said County of Nemaha, issue the Bonds of said County to the amount of $250,000 00 to aid by donation to the construction of rail roads in said County to the County's extent, and shall the said County Court levy a tax sufficient to pay annually the interest on said bonds, and after the expiration of ten years from the time of issuing the said bonds, shall they cause to be levied annually, until said bonds are paid, an additional tax sufficient to pay one-tenth part of the principal of said bonds, and to apply the same to the payment thereof—said Bonds to be made payable in twenty years from date of issue, and to bear interest at the rate of eight per cent per annum, the interest payable annually at the office of the County Treasurer of said County.

The said Bonds to be used only to aid in the construction of railroads in this County. The sum or sums of money to be used to aid in the construction of the St. Louis and Nebraska Trunk Rail Road, and the balance of said bonds to be used in the construction of the Brownville, Ft. Kearney and Pacific Rail Road. Said Bonds to be issued only as follows, to-wit:

Bonds to the amount of $[illegible] per mile, for each and every mile graded, shall be issued when five miles or more are graded in continuous sections, in conformity