HURSDAY, AUG. 19, 1869. The Republican majority in Alabama, at the election for Congressmen and Legislature, foots up more than 10,000. that for low, Mr. Chronicle? Last fall the State only gave 4,000 for

AN INJUNCTION

Was granted by Judge Gage last Tuesrather think "that hosses eyes is sot."

in Virginia show that the registered vote gro deck hands, killing and heaving over-production of which 144 545 were the first production of the Burlington & Missouri railroad is a Only 9,189 votes were cast against the on deck. An attempt was made to pass and tap the Union Pacific railroad some adoption of the Constitution.

MONOPOLY.

ocean. The "monopoly," will consist in others released. the fact that they will have the shortest and best route, which insures the trade. We are in favor of the kind of monopolies that do all the business of the public simply because they can do it cheaper than any one else. We welcome the Vanderbilt & Joy monopoly, on the basis of short route, easy grades and cheap rates.

The "grammatical" attorney of the City Council admitted before the Council

DIDN'T MEAN IT.

wanted to keep the Railroad Company she will have railroads; but such good. from getting them. Such talk, in the "first rate chaps" as Stevenson, Waters face of the action of the Council, is too & Co. are not a success as Railreadmuch like childs play to deserve a candid ists. thought; but when the commercial interests of the city are in the keeping of such men, it becomes a necessity to treat their actions and sayings as having some | building and operating of railroads in a "meant" to let the Dock & Levee Com- was situated at the point of crossing on was to prove a success. Hence Mr Sny pany have these grounds or not. The Ordinance says "the same are hereby granted and leased for the ordinance says and leased for the ordinance says and leased for the ordinance says are hereby granted and leased for the ordinance sare hereby granted and leased for the ordinance says are hereby gr granted, quit-claimed and leased for the term ofninety-nine years from the date hereof to the corporation known as the Plattsmouth Dock & Levee Company." Now, if any man, after voting for that Ordinance, can stand up and say he "did not intend and does not intend" that the said Dock & Levee Company shall

BOGUS RAILBOADS. will not pay, or at least not for many years, do not depend on it, for it does not matter how much meney the projectnot matter how much meney the project
will not pay, or at least not for many years, do not depend on it, for it does not matter how much meney the project
not matter how much meney the project
will not pay, or at least not for many years, do not depend on it, for it does not matter how much meney the project
not matter how much meney the project
second as a consequence, and as a consequence, is and as a consequence, and as short as possible, and as a consequence, and a cheap means of transportation. Admitting it to be true that the threatened combination would be a monopoly, which it cannot be unless with the consent and so consequence.

Senator Thayer paid our town a visit of those who control the extension of those who control the consent and a cheap means of transportation. Admitting it to be true that the threatened mitting it to be true that the threatened second and sufficient deed in fee simple to said real estate.

WM. L. Wells, John Snyder, and deliver to plaintiff a good and sufficient deed in fee simple to said real estate.

WM. STADELMANN R. R. Livingston, it cannot be unless with that kind of a crew.

Senator Thayer paid our town a visit of those who control the care.

Note that the devices of man cannot prevent it cannot be unless with the consent and a cheap means of transportation. Admitting it to be true that the threatened mitting it to be true that the threatened and the consent and a cheap means of transportation.

Note that the consent and the consent and a cheap means of transportation.

Note that the consent and the consent and a cheap means of transportation.

Note that the consent and the consent and a cheap means of transportation.

Note that the consent and ors have, they are not going to put it into a road that will not pay. We have invariably expressed our belief that Nebraska would soon be well supplied with Railroads, but we think she is having a surfeit of bogus organizations just now that never expect to build a mile of road.

becoming such.

We learn from Mr. Mallory, who has it cannot be unless with the consent and agreement of those who control the existing connections east of the one hundred at less that its greed would be satisfied at less cost to the public than at present, by the C. R. I. & P. Road, and track laying will be commenced here immediately that never expect to build a mile of road.

Senator Thayer paid our town a visit agreement of those who control the existing connections east of the one hundred at less to the public than at present, by the cost to the public than at present, by the cost to the public than at present, by the cost to the public than at present, by the cost to the public than at present, by the cost of the connections east of the one hundred at less to the public than at present, by the cost to the public than at present, by the cost to the public than at present, by the cost of the last Wednesday, and remained a few hours. He notes a marked improvement in our town. The Gen. was much surprised at the failure of the mail contractor from Fremont to Lincoln (as the route was established and service let through his efforts) and immediately volunteered his further efforts to have the service was established and service let through his efforts) and immediately volunteered his further efforts to have the service was established and service let through his efforts) and immediately volunteered his further efforts to have the service was established and service let through his efforts to have the service was established and service let through his efforts) and immediately volunteered his further efforts to have the service was established and service let through his efforts to have the service was established and service let through that never expect to build a mile of road.

—probably before you read thes item. only to manufacture a little capital of Mr. M. promises that the cars will be will probably be benefitted by at least the been sub-let to one of our own citizens, some kind. We say again, when you hear of a new line of road about to be built in the west, look over the names in connection with it, examine the line, its connections, etc., and then apply the test connections, etc., and then apply the test connections, etc., and then apply the test connections with its connection with its connections, etc., and then apply the test connections again, when you hear of a new line of road about to be will probably be benefitted by at least the difference in distance.

Notre say again, when you difference in distance.

But from some little personal knowledge of these routes, I think there is another decided advantage of the route by this city. The distance is not only less, but the grades are also better. Across but the cars will be difference in distance.

Notice is hereby given that on Friday. The 24th difference in distance.

Notice is hereby given that on Friday. The 24th difference in distance.

Notice is hereby given that on Friday. The 24th difference in distance.

Notice is hereby given that on Friday. The 24th difference in distance.

Notice is hereby given that on Friday. The 24th difference in distance.

Some sub-let to one of our own citizens, will be difference in distance.

Notice is hereby given that on Friday. The 24th difference in distance.

Some sub-let to one of our own citizens, with probably be benefitted by at least the difference in distance.

Notice is hereby given that on Friday. The 24th distance is not only less, other decided advantage of the route by this city. The distance is not only less, but the grades are also better. Across but the probably given that on Friday. The 24th difference in distance.

Notice is hereby given that on Friday. The 24th difference in distance.

Notice is hereby given that on Friday. The 24th difference in distance.

Notice is hereby given that on Friday the 24th differ connection with it, examine the file, its corrections, etc., and then apply the test of sound business principles. If they do not harmonize, remember that theory and good will never built a mile of Railroad. It takes muscle and money.

ed her mud-valve about hiten times this city. The distance is not only less, but the grades are also better. Across hope since he has succeeded so well that but the grades are also better. Across hope since he has succeeded so well that above this point and had to "lay to" for repairs which were speedily made. On yesterday moraing she arrived at our wharf.—Chronicle, 11th.

Col. Ruggles, agent of the Council from Plattsmouth west to the point of junction with the Union Pacific there is Plattsmouth and State of Nebraska. Finite of the will now secure daily service on the purpose of electing seven Directors of said Comrepants which were speedily made. On the will now secure daily service on the purpose of electing seven Directors of said Comrepants which were speedily made. On the will now secure daily service on the route to West Point.

Col. Ruggles, agent of the Council from Plattsmouth was in the city Tuesday. Plattsmouth and State of Nebraska, for the but the grades are also better. Across he will now secure daily service on the route to West Point.

Col. Ruggles, agent of the Council Bluffs Nonpareil was in the city Tuesday. Plattsmouth and State of Nebraska, for the above this city. The distance is not only less, thus the grades are also better. Across he will now secure daily service on the repairs which were speedily made. On the will now secure daily service on the repairs which were speedily made. On the will now secure daily service on the route to West Point.

Col. Ruggles, agent of the Council from Plattsmouth and State of Nebraska. For the transaction of other basis of the will now secure daily service on the repairs which were speedily made. On the will now secure daily service on the repairs which were speedily made. On the will now secure daily service on the repa

one M. P. Railroad contract in the space of three miles. How is that for high,

Mr. Plattsmouth Herald ?- Chronicle. Chronicle that those five hundred men have been at work on those same three miles for more than a year past. How is

RIOT ON A STEAMBOAT.

Five Men Killed. From the Davenport Gazette we learn day against the so-called "Plattsmouth | that a most fearful riot occurred on the | Cornelius Vanderbilt and James F Joy. Dock and Levee Company," and suit Steamer Davenport, at Hampton land- The former, having secured the consoli commenced in the District Court. We ing, on the Mississippi river, a short time ago. A large number of raftsmen The exact figures of the late election | made a deliberate onslaught on the ne- | Western, and New York Central railwas 263.313, of which 144,545 were board five of them, and seriously woundwhites and 118,768 negroes. The vote ing several. The apparent excuse was The road is being rapidly built, and in a cast was: For Walker, 119,492; for that a negro had been placed at the foot short time will reach the Missouri river Wells, 101,291; aggregate, 220,683, be- of the stairs with orders to allow none at Plattsmouth, Nebraska. After bridging 32,530 less than the registered vote. to go up while fare was being collected line a ong the river, it is designed to extend the line a ong the south valley of the Platte, The cry of "monopoly" will be heard by a posse of some sixty armed men, road 140 miles shorter between the East upon every side because Vanderbilt and under the Sheriff, and lodged in jail. - and the West than via any other road. Joy are about to form a combination of Upon a preliminary examination ten of This is the present programme marked interests which will extend from ocean to the rioters were held for trial and the out by Mr. Vanderbilt, and to which the

Some of our Nebraska City friends have inaugurated a little Railroad pany, because the road will be the shortscheme up the Weeping Water, to Ashland and the Platte Valley, etc., which up against the manner in which the consolidation has been beauty at all the consolidation has been been been been been all the consolidations are consolidation by the consolidation has been been been all the consolidations and the consolidation between the consolidations are consolidated as the consolidation of the consolidation and the consolidation we fear is only done for the purpose of solidation has been brought about. That portion of the people of the great west trying to embitter the people of the who reside along the line of the Chicago. Southern and South-western portion of Rock Island & Pacific road, and who enthe county against the city of Platts- dorsed the action of Congress in giving mouth, knowing that many of them already feel somewhat agrieved over the understanding that it was to be an outlet last week that the Railroad Co. could turn Railroad matters have taken. We to the Pacific for them. Indirectly, they last week that the Railroad Co. could condemn the use of necessary levee grounds, even in the hands of the Dock lieve the facts will bear us out in the as-& Levee Company; but claimed that sertion. We know (as is suggested by a route. Now comes a point very well put they could condemn the title to these grounds in the hands of the city. We know nothing of law, and very little of ter, and while they are very fine men, Mr. Vanderbilt a monopoly of a trunk road said Attorney's kind of "grammar," but and some of them may do very well to from the Atlantic to the Pacific? And I it requires neither of these, and only a small quantity of common sense to understand that the city can delegate no toric demand in certain cases, yet we do derbilt's schemes would have upon the rights or powers to the Dock & Levee not exactly see how these things qualify interest of the Northwestern and Rock Company that she does not possess her- them for building long lines of Railroad. Island roads? If the Union Pacific dicompany that she does not possess her-self. If her title to these grounds is not It is probably thought that Plattsmouth Vanderbilt to the injury of the Northsufficient to keep the Railroad Company | might be injured by the agitation of this | western and Rock Island, is it not posfrom taking them, then because she scheme, but that the projectors sible that the friends of these latter roads from taking them, then because she quit-claimed her title to the Dock & have a serious thought that such a road director Union Pacific—we owe you \$20,-Levee Company, does that argue that will be built by them we do not for a 000,000; your road is no longer a Nathe Dock & Levee Company possess any moment believe, and the time will come tional highway but a private coporation; better title than the city did. It may when the people who would be benefited Mr Vanderbilt can take and run your be so, but we think nothing short of a by the building of such road will censure road and we will withhold the payment "grammatical" mind can comprehend the projectors for the false hopes and the reasoning which shows it.

"the projectors for the false hopes and the address at the forthcoming State false statements which induced them to that if Mr Vanderbilt got possession of the address at the forthcoming State false statements which induced them to that if Mr Vanderbilt got possession of the address at the forthcoming State false statements which induced them to that if Mr Vanderbilt got possession of the address at the forthcoming State false statements which induced them to the substance of the substance of the address at the forthcoming state false statements which induced them to the substance of the substance of the substance of the address at the forthcoming state. have confidence in the building of the Union Pacific company that they turists in the world and will interest our companies, in the same proportion as the road. The men who are engaged in this would urge and vote for repudiation of farmers in his address. Let every body increase of \$1,000 at interest, at twelve We have heard the assertion made wild scheme are men who all shook up several times by an eminent Councilman | together could not furnish enough loose | zens why MrWebster Snyder was removed of this city that it never was the inten-tion of the Council or any body else to road. Whenever some reliable Railroad the Union Pacific road. I can only by the city authorities. He is now con-Money eventually Paid, this Company tion of the Council or any body else to road. Whenever some reliable Railroad let the so-called Dock & Levee Company Company takes hold of a line of road Mr Snyder has the reputation of being condition nothing can be obtained rel- than any other Company doing business. have the Levee Grounds; that they only from Nebraska City, we will then believe the ablest executive railroad man in the ative to his name or antecedents,

THE GREAT THROUGH LINE.

cific. The course of reasoning which caused this conviction was simple. We see that by this route the shortest line and the easiest grades can be had, and with the C. B. & Q. and the B. & M. those are the great objects sought by all roads. through lines. Local roads may be well sustained without these requisites; but | From the Burlington Hawkeye. | Messes, Editors :- The communicano railroad can become a great thoroughhave this ground unless he was induced fare unless it possesses these two essential tion to the Davenport Journal, copied in cess. by false representations to vote for the tials. These the line via Plattsmouth writer lints pretty plainly that Commoordinance, then we think he should has. Connecting with the U. P. at the dore Vanderbilt is about extending his employ an attorney to "correct his gram- hundreth meridian, as one of the legal railroad connections somewhat to the detbranches of the Pacific, entitled to the same facilities of connection as the road the general public, and particularly the A great damage is being done the to Omaha, having a maximum grade of people of Burlington. Our citizens will country by the organization of bogus Railroad Companies, designed only to attract the attention of the people for a being very much shorter than any other of the people for a being very much shorter than any other of the people for a being very much shorter than any other of the people for a being very much shorter than any other of the people for a being very much shorter than any other organization of bogus twenty feet to the mile—a thing almost selves on the main trunk line between the new Occcident and the Atlantic coast. They will be sure that this "new deal," short time from some legitimate and feas- route, and running through the richest if it turns out that it is a reality, cannot ible improvement. There is just one portion of the State; these things give do harm, but must certainly prove adinfallible rule by which any sagacious business mind may tell whether a combusiness mind may tell whet pany is bogus, or whether there is a prob- trade that cannot fail of having a power- ple east of us. The shortest route ought same. We hope by next week to be able we cannot see how any one can be inability that it may carry out what it pro- ful influence. Then, when we go east of to do, and most undoubtedly would do, to inform our readers more definitely as duced to insure in a Note Company, or poses, and people will consult their own the Missouri river, we find very nearly operation the major part of the through interests if they throw aside all organizathe same state of affairs. The B. & M. | business; and if, as the communication | expected tions that will not stand the test. First, has by far the shortest route, and has to the Journal intimates, the route via look the company over that proposes to build you a Railroad, and see whether state of Iowa. From Burlington east to the shortest route, on what sort of mothe men composing it have the money to the Atlantic this line is still favored in tives could any man be induced to ship carry out that which they propose; for the same way. Her connections are freight by a longer, and therefore, of ne it matters not how much you want a such, under the old rule, that little doubt cessity, a more expensive line, both in road on a certain line, or how much you was entertained of this being the great time and money? In the statement of this simple fact, the writer makes it evthink it will pay when built, it takes lots through route; but the present indica- ident that it is not Vanderbilt who is striof money to build it, and it is of no earth- tions are that Vanderbilt is about to join ving to worry the public, but those who ly account until it is built. If the men | with this line, and secure it as the great | would interfere with and obstruct the | sold in the Omaha office since the books ly account until it is built. If the men with this line, and secure it as the great would interier with and obstruct the word and obstruct the word opened, two weeks ago. The gross through route, beyond all question. It is built. If the men with this line, and secure it as the great completion of a shorter and cheaper route. It is built. If the men word this writer, who exclaims so the best Companies doing business. If have not the money, it is no use to look is well known among railroad men that loudly against monopoly is plainly in reported as being lively. longer in that direction, for they will fail, influences in this direction have been at favor of perpetuating an existing monopno matter how good their intentions are. | work for some time, but their consum | oly. He is outraged and excessively ag-Next, use your own judgment based on | mation have only lately been affected so | greived, and wants the people of Davensound business principles, as to whether as to attract public attention. We say, distress of mind because there is appa- two months, started down Platte river in the road would be a paying one to the let the work go on. The people of Ne- rent danger to his particular "ring." company, after it was built, taking into consideration its connections, other lines of reads the extent of country it would a small of the people of Davenport will do steamboat landing two of the party ensure that the great public will rejoice to gaged in a row in which one of the men of roads, the extent of country it would said upon many occasions, nature has find that the "through line" will be made drain, etc. If your judgment tells you it marked this out as the great highway for as short as possible, and as a consequence, but not quite deep enough to end his ex- J. W. BARNES.

To the Editor of the Davenport Daily Journal. It is a question to be solved by time alone, whether Davenport will have a con-And we can prove by the files of the nection with the Pacific railroads. To day your people understand themselves as having, via the Rock Island road, a thro route to the Pacific; two months hence the Rock Island may be cut off, and they have to rely upon the management of

other roads for even the slightest favor. It has been intimated in railroad circles, by those who are supposed to know, that the management of the Burlington & Mis souri Railroad has passed out of the original corporators, and is now vested in dation of the Lake Shore roads, has a trunk from New York to Chicago: the latter gentleman has also a trunk road were aboard as deck passengers, who via Michigan Central, Canada Great short cut from Chicago to the Missouri. the guard, and he refused to allow any where between Columbus and Kearny. one to pass. The rioters were arrested When completed, the Burlington & Mis managers of the Union and Central Pacific railroads have ignorantly let their

sanction. Objection is not, nor will it be made against the Burlington & Missouri comof the remainder of the subsidy. I have

the \$20,000,000 still owing. I have been asked by some of your citi-Since we first began to study the railroad system of the west, and look at the road system of western. As a capable and far seeing meaning, whether they have or not. - business point of view, it has been a con- connection; the Union Pacific road had Let us see whether the City Council viction in our mind that Plattsmouth with the older States the more liable it

> The True Route at Last. your paper this morning, in which the riment of Davenport, will not much surprise acute observers, nor greatly shock

Five hundred hands are now engaged on | Vanderbilt out West-What the Future | an unbroken natural grade on an almost | From the Fort Madison Democrat. absolutely straight line, that cannot be surpassed on any part of the route between the Atlantic and Pacific. This also will tend to make the Burlington route preferable and cheaper, even in the hands of a "monopoly.

But there is and can be no monopoly. which choose to extend their roads to the line. that point. If those who control the C. B. & Q. and B. & M. R. railroads think junction with the Pacific as fixed by law, as contemplated by the law and Frost, for the T. P. & W. R., and the hoped for by all sensible persons, it seems | Pennsylvania Central interests, by which to me, and it must seem the same to the Blandinsville, Illinois, and Burling everybody, that, instead of creating a ton, Iowa, should be filled up immedi monopoly they only destroy an existing ately. This combination secures to Burone over so much of the route. They lington the picot point of railroads on the create a competition which now does not Upper Mississippi, diverging northeast exist, and it does not seem to me that by the C. B. & Q., to Chicago, east by there is any hideous wrong in the fact the T. P. & W. Railroad to New York that nature has made it practicable for and Baltimore; southeast to Cincinnati the road that runs through Burlington to Charleston, Savanna and Mobile, by the money and in shorter time than any other. | the Rockford, R. I. & St. Louis road .-If there be any wrong, the Journal's cor- On the west there is the Burlington & neither to Vanderbilt or Joy, who, like & M. R. R. to Nebraska, and the Pacific men of sound discretion, merely see their Road. South, K. & St. Paul, to Kesinners we all must be!

quite equal to this of the B. & M. R., South Nebraska, at Rulo. and I shall like it all the more if it be true that Vanderbilt is the father of it THE MISSOURI VALLEY LIFE INand intends to "push things" as Grant told Sheridan. The interests he represents assure us that when "pushing things' is the order of the day, the work will surely be done, and done quickly city of Plattsmouth and vicinity, and That is just what is needed. The farther Policy Holders in the Missouri Valley west we have competing lines, and the more they are of them, the better it will said Company to all persons desiring asbe for the public. And I feel very much as if it were my duty to congratulate the ublic, and particularly the citizens of Burlington, that the Northwester and Rock Island "monopoly" is sure to be broken up, and that fair and legitimate competition from the eastern terminus of the Pacific road is likely in a short time | Company insures upon Lower Rates. to produce its proper and salutary results | Interest being higher in the West than for the benefit of all, and in strict accord in the East, it can give larger diviwith the purpose of the law which made | dends. the construction of the line across the continent feasible, and now a realized fact. Accumulations of Interests upon Perhaps Burlington may in time find a PREMIUMS PAID.—Hence the Company pecuniary benefit from its location on the that loans its assets at the highest rate does not, there are a goodly number of idends. Eastern companies invest their old residents who, like myself, will find a money at six per cent., while this makes what we have held for year, to be true- more. The advantages of Western inrailroad from Atlantic cities to the Pacific | in the following startling figures. coast, must be found by passing through our city. This is now asserted by our competitors. It may be bad for them, but is no fault of ours-in solemn truth, we cannot help it, whether we would or would not, if we could.

Burlington, August 6, 1869. STATE NEWS.

From the Chronicle : "Long John Wentworth" will deliver divide among its Policy Holders.

turn out to the next State Fair. Douglas House in this city on last per cent., as shown in the preceeding answer that it was from no fault of his. fined in the county jail. Owing to his pays a Larger Amount of Insurance

United States. His management of that | Some days ago a little child of James immense road will form one of the brigtest | Wade, residing on the Weeping Water, pages in history of the Great West. And was severely hurt and rendered senseless orm the very fact that he was an able, for a short time, from being run over by conscientious and upright man, was he a cow. The cow came into the yard removed. He stood in the way of the and Mr. Wade's daughter, with the lit-Vanderbilt monopoly; he refused to lend | the child in her arms, attempted to drive

The officers of the State Agricultural Society are manifesting considerable energy and enterprise in making the necessary arrangements for a successful exhibition at the coming State Fair. Letters have been written to prominent and able speakers to be present and deliver addresses upon various subjects conected with agriculture. Stock-raising is an important matter to our farmers and any information they can get as to breeds and characteristics will be duly appreciated. All the people are interested in having an exhibition that will be pleasant and profitable. A united effort on the part ficient board of Directors, will secure suc- Massachusetts.

From the Nebraska Advertiser. been surveyed from Brownville running thirty-five years. Premium, \$643,40, nance west-one via. of Nemaha City; the in ten payments. The amount payable other north around the bluffs to the bot- to the insured, when he shall have tom north of Brownville, thence via. of reached the age of sixty, will be, \$60,the Distillery and London, to the Ne 211 22. maha River near Long's Bridge. Either In an Eastern Company for \$10,000, route is practicable and the grades do at the age of thirty-five, premium \$691,not exceed forty feet to the mile. The 30 in ten payments. The amount paya-Nemaha City route, though three miles | ble to the insured, when he shall have farther, can be built for about the same reached the age of sixty will be only figures as the other, as there are no cuts \$23,062 11; and this is an all cash comor fills. The cost of the first ten miles pany. In a Note Company the policy operation, the major part of the through expected so far as work thereon is con- than the Missouri Valley. Why will you

I & P. R. R. and the Missouri River cent Transportation Co. was taken before the Thus the Missouri Valley Life In United States Court at Des Moines, Iowa. SURANCE COMPANY offers you as good The judge refused to gent the injunction. thus allowing the Rock Island boat a "free swing" of the Big Muddy.

Twenty thousand six hundred and ninety-six acres of U. P. land has been

From the Fremont Tribune. Tuesday evening a party of men who port to sympathize with his disinterested opposite the Valley House, for the last a small boat intending to make the trip received a severe cut across the throat

Railroads—A New and Important Combination. Indianapolis, July 26.—The Indi anapolis, Crawfordsville and Danville railroad has been consolidated with the Danville, Urbana, Bloomington and Pekin railroad under the name of the Indianapolis, Bloomington and Western rail-The Union Pacific railroad is bound to road. The road will be over 300 miles make connections at the one hundredth long, 43 of which, from this city, is built, meridian with any and all companies Grading has been done on other parts of

The above secures a direct Cincinnati connection from Pekin, Illinois. A few proper to extend their line to the point days ago, there was made in New York city, a combination between Charles do the work of transportation for less combination above quoted; and south by respondent must ascribe it to nature, and | Cedar Rapids road to Minnesota, the B. opportunity and wisely improve it. If okuk and East Missouri; and south-west that outrages our Davenport writer, what by the Burlington & Southwest Railway, to Southern Iowa, North and West Mis-For my part, I must be permitted to souri, at Macon City, Cameron, Kansas say, that no railroad extention pleases me City, Leavenworth, and St. Jo, and

Plattsmonth Branch.

We the undersigned citizens of the Life Insurance Company, recommend surance upon their lives for the following reasons:

Life Insurance being based upon two principles, Law of Mortality and Rate of Interest, and mortality being less in the West where climate is more conducive to longevity than in the East, this

DIVIDENDS ARE CHIEFLY FROM THE shortest route. But whether it does or of interest, can give you the largest divsatisfaction in the practical affirmance of its investments at twelve per cent., or that the shortest and best route for a vestments to the Policy Holder appear The amount of \$1,000 invested for fifty years

> 6 per cent. Compound Interest is \$ 18,420 15 Thus when an Eastern Company will have realized \$18,420 15 from a given sum as a surplus to divide among its Policy Holders. The Missouri Valley Life Insurance Company will have realized \$318,068 05 from the same sum to

> THE MISSOURI VALLEY LIFE INSUR-ANCE COMPANY is a young and vigorous Company, without any impaired risks on its hands. Older companies may have larger assets, they also have larger liabilities. Their liabilities are in proportion to their assetts, besides having among their Policy Holders many imexpired, and are daily dying. Thus here is a constant draft upon an Old Company that, according to the Law of Mortality is not experienced by a Young Company for at least twenty-five years after its organization. Hence, the Mis-

Plan' than any Old Company. ILLUSTRATION .- As an illustration of the benefits received by the Policy Holder in the MISSOURI NALLEY LIFE INSURANCE COMPANY over other companies, we call attention to the following examples calculated by the Hon. Elizur of all, together with the efforts of the ef- Wright, ex-Insurance Commissioner of

An endowment policy entered in the MISSOURI VALLEY LIFE INSURANCE Q. M. & P. R. R.—The routes have Company for \$10,000, at the age of

insure in an Eastern Company, and have From the Republican.

The injunction suit between the C., R. it can be invested in the West at 12 per

security as any other Company. That you can secure your policy at Lower Rates, on Better terms, and receive Larger Dividends, than in any other Company, is admitted by the best insurance Actuaries in the United States .-Company, you are a member of one of you are not, and desire to secure a fortune for yourself or family, the only sure way is to insure your life in the Missouri Valley Life Insurance Company.

OFFICERS. R. R. LIVINGSTON-President and Medical Adviser. J. M. HINCHMAN-Vice President. H. D. HATHAWAY-Secretary. J. W. Marshall-Dist. Agent.

in Nebraska:

MARRIED At the Platte Valley House, by Judge W. D. Gage, on August 17th. Mr. GEORGE N. LA RUE

Nebraska. MITCHELL & WOLFE, CARPENTERS AND JOINERS-Will do all ed. #5 Shop on Main street, opposite M. E. Church.

and Miss ISABSLA FOLDEN all of Cass county,

\$20,000 Worth of Property

FOR SALE Consisting of farms, with timber adjoining, near Plattsmouth, property in Plattsmouth City, horses, cattle, wagons, etc. For further particular enquire of or addre GEO. W. COLVIN augl9tomar.1,70.

Aministrator's Sale. I will sell at public anction to the best and lighest bidder, for cash, on Tuesday, 31st day of ngust, 1869, at 12 o'clock m., at my residence t. Pleasant precinct,one dark bay two year olt, and one three year old Colt, dark bay, be onging to the estate of F. Wenes, late of Ca-bunty, Neb. EDWARD HEEBNER, aug19w2. Administrate

REAL ESTATI FOR SALE. UNIMPROVED PROPERTY IN CASS CO Southwest & of Sec. 8, Town, 11, Range 12 Northeast "

LOTS IN PLATTSMOUTH CITY. Lots 5 and 6 in block 41-improved, 2 story frame residence.
Lot 12 in block 30-City Hotel, Main street.
Lot 3 in block 33-Hyatt's Livery Stable, Main St.
South half of lot 7 in block 32-Fronting on 24
street, MAXWELL & CHAPMAN.

Probate Notice

OFFICE OF PROBATE COURT, OFFICE OF PROBATE COURT.? PLATISMOUTH, August 16th, 1869. 1
On this day comes A. Carmichael and makes application for an Administrator to be appointed on the estate of Samuel J. Ross, deceased, late of Weeping Water precinct, Cass county, Nebraska: the Court orders that on the 10th day September, 1869, at 12 o'clock, m. of that day, in the city of Plattsmouth, at his office, he will hear and determine the same, and all persons interested may appear and file their objections, if any; and it is further order that this notice be published three weeks in the Nebraska Hebrald. In testimany whereof I have set my hand this 16th August, 1869. WILLIAM D. GAGE, augl9w3, Probate Judge

Probate Notice

OFFICE OF PROBATE COURT, OFFICE OF PROBATE COURT.!

PLATTSMOUTH. NEW. August 17th, 1869.]

Notice is hereby given in the matter of the estate of Alexander Livingston, late of Cass county, deceased, that A. L. Childs, administrator of said estate, has made application to the Probate Court to make his final settlement of said estate. It is ordered by the Court that this notice be published for three weeks in the Nebrassa Heralds; and that on Tuesday, the 7th day of September, 1869, at 12 o'clock m. of that day, the Court will hear said settlement; all persons interested will appear at his office in the city of Plattsmouth. city of Plattsmouth,
Given under my hand this 17th day of August,
1869. WILLIAM D. GAGE,
Probate Judge.

Ordinance.

An Order ance granting certain privileges, and leasing the Levee Grounds of the City to the Plattsmouth Dock and Levee Company. Secretor 1. Be it ordained by the Mayor and City Council of the City of Plattsmouth, That the My touncit of the tity known as the levee ands of this city known as the levee rounds, lying on the east side of this city and on the western bank of the Missouri raver, and extending along the bank of the Missouri Fair. He is one of the ablest Agriculturists in the world and will interest our farmers in his address. Let every body turn out to the next State Fair.

A deranged stranger was found at the Douglas House in this city on last Wednesday night, and taken charge of by the city authorities. He is now confined in the county fail. Owing to his pays a Larger Amount of Insurance of the right to erect and all ageretiens thereto; the right to erect and all agereties the fair. Il accretions thereto; the right to erect am-mintain docks, piers, wharves, store and ware dock, warehouse, elevator and levee busines and the right to charge such rates of wharfig drayage, and dockage, landing fees, dry-lock age and rents and charges for use of clevator, he Directors of the said corporation may deem ensonable: Provided always. That the rates charged by the said corporation shall be reasonacharged by the said corporation shall be reasonarlog rates, and, as far as applicable, the average
and general rates charged at the levees of the
cities on the Missouri river between the city of
St. Joseph and Sioux City: And provided
brither. That the said corporation shall pay into
he City Treasury annually, between the first
and third Wednesdays of the month of August
in each year, the sum of fifty dollars.
Sec. 2. The Mayor, and E. B. Murphy and F.
S. White, members of the City Council, or any
was of them, are hereby authorized to exceute
and deliver to the Plattsmouth Dock and hevee
Commany a lease of the said levee after its organization. Hence, the Missouri Valley Life Insurance Company offers better security, and can declare of the said level grounds, and all the alluvial formations accretions sand-bars and islands, which have been now are, or may be formed on the larger dividends under the "Contribution Plan" than any Old Company.

Missouri river apposite the city of Platty mouth, in accordance with the provisions of the first section of this ordinance; an said lease shall be sealed with the of the Recorder's Court of the city of the mouth couch seal now being used as the orate seal of said city by the Mayor, who is corporate seal of said city by the Mayor, who is authorized here specially to seal said lease; and the Mayor and F. S. White and E. B. Murphy, members of the City Conneil, or any two of them, are authorized to deliver the possession of the said levee grounds and the accretions hereinbefore specified to the Plattsmouth Dock and Levee Company: Provided, The majority of the Directors of said Company shall within ten days after the passage of this ordinance accept in writing under their hands the provisions of this ordinance.

Approved August 3d, 1869. D. H. WHEELER, Mayor. Attest: WM. L. WELLS, Recorder. augl9w2

NOTICE

Charles Hendrie, a non-resident of the State of Nebraska: Nebraska:
Will take notice that the Burlington & Misouri River Railroad Company in Nebraska has
eated its road through and upon the following
all estate owned by him, situate in Casscounty, real estate owned by him, situate in Casscounty, State of Nebraska, and city of Plattsmouth, to-wit: Lot four (4) in block fifteen (15), and lot three (3) in block one hundred and seventy-one (172), as is designated upon the recorded and published plats of the city of Plattsmouth; and the said Charles Hendrie is further notified that said Railroad Cempany desires to take, hold and appropriate said real estate for the hold and appropriate said real estate for the Hendrie shall not within thirty days after the publication of this notice for four weeks, to-wit; on or before the 11th day of October.

a. b. 1869, apply to the Probate Judge of said county to have the damages assessed by six disinterested freeholders, selected by said Probate Judge, as provided in chapter twenty-five (25) of the Revised Statutes of the State of Nebraska, and amendments thereto, said Company will proceed to have the damages assessed as therein provided by law.

all proceed to have the tasks of the cerein provided by law. Dated 11th day of August, a. p. 1869. Burlington & Missouri River Railroad Company in Nebraska. By T. M. MARQUETT. Its Attorney

LEGAL NOTICE

Samuel Riggs, of the State of Illinois, will take notice that Abel B. Fuller, of Saunders county, in the State of Nebraska, did on the 4th day of August. A. D. 1869, file his petition in the District Court of the Second Judicial District of the State of Nebraska, within and for Saunders county, against the said Samuel Riggs, defendant, setting forth that on the 20th day of March. A. D. 1869, the said defendant sold to plaintiff the following described real estate, situate in Saunders county, State of Nebraska, to wit: Lots ton (19), eleven (11) and twelve (12), in block No. twenty-eight (28), as designated upon the recorded plat of the town of Ashland (formerly Flora City), and that in pursuance of said contract of sale defendant did, on the 15th day of April, 1869, execute and deliver to plaintiff a good and sufficient deed for said real estate: good and sufficient deed for said real estate that afterward the said deed was handed or given to defendant, and that defendant, shough often requested so to do, refuses to deliver said deed to plaintiff, and now conceals the same deed to plaintiff, and now conceals the same from plaintiff; and praying that the said Samuel Riggs may be ordered by the Court to execute and deliver to plaintiff a good and sufficient

decree rendered accordingly.

ABEL B. FULLER. By T. M. MARQUETT, his attorney. aug12w4 J. W. SHANNON'S

FEED, SALE AND LIVERY STABLE,

MAIN STREET, PLATTSMOUTH, NEB.

NOTICE.

John J. Hammond, a non-resident of the State To the unknown heirs of Emot-John J. Hammond, a bod-resident of the color of Nebraska;
Willtake notice that the Burlington & Missouri Liver Railroad Company in Nebraska has located its road through and apon the following real esate owned by him, situate in Cass county, State of Nebraska, and city of Plattsmouth, towit: lot four (4), in block ninety-two 920, as is designated upon the recorded and published plats of the city of Plattsmouth; and the said John C. Hammond is further notified that said Tailroad Company desires to take, hold John C. Hammond is turther hothled that said Railroad Company desires to take, hold and appropriate said real estate for the use of its road; and if the said John C. Hammond shall not within thirty days after the publication of this notice for four weeks, to-wit: on or before the lith day of October, A. D. 1860, apply to the Pobate Judge of said county to have the damages assessed by six disinterested freehold ers, selected by said Probate Judge, as provided in chapter twenty-five (25) of the Revised Stat-utes of the State of Nebraska, and amendments thereb, said Company will proceed to have the damages assessed as therein provided by law.

Datal 11th day of August, A. D. 1869.
Barlington & Missouri River Railroad Company
in N-braska.

By T. M. MARQUETT,
Aug2wł.

Its Attorney.

NOTICE.

JAMES O'NEILL is my authorized Agent for the colection of all accounts due the undersigned for nedical services; his receipt will be valid for the payment of any moneys on said accounts.

Augist 14.67.] R. R. LIVINGSTON, M. D.

Fairlie & Monell, (Successors to Kiter, Fairlie & Monell.) JOBBING STATIONERS.

Engravers & Lithographers. AND GENERAL Booksellers and Publishers. COUNCIL BLUFFS, IOWA.

Blank Book Manufacturers,

FOR SALE.

J. F. FAIRLIE.

Rare Chance for Investment

PUBLIC SALE

-O F-

CITY LOTS

IN THE TOWN OF

Ashland, Nebraska, COMMENCING AT I O'CLOCK,

Monday, September 27th, 1869, and Continuing from day to day until every Alternate Block is Sold.

Terms Cash; or Half Cash, Balance in Six Months, with Interest at 10 per cent.

Ashland is the County Seat of Saunders county, and its situation is unequalled by any other inland town in this State. The Burlington & Missouri River Railroad, the Omaha, Bellevue & Lincoln Railroad, the Fremont, Ashland & Lincoln Railroad, all centre at this favored locality, and every one of them will be speedily built—two of these roads (the B. & M. R. R. and the O., B. & L. R. R.) being now under construction; the first is nearly all graded, and the contract for its completion by first June No other point in the State hasso fine and ex-

BU A TENED BE BEED BY BURE,

and it is undoubtedly destined to be the princ pal manufacturing point in the State. Situated at the outlet of the richest valleys, and furnished

UNSURPASSED RAILROAD FACILITIES.

this young and prosperous town is destined to

Remember the Time, 27th September, 1869

For further particulars, address

A. B. FULLER, ASHLAND, NEB.: or, MILLER & CLARK,

REAL ESTATE!!

3,000 Acres

OF CHOICE LANDS, Improved and Unimproved,

For sale on reasonable terms; also, City property, consisting of Respiences and Unimproved Lots. Those desiring to invest capital will find it to their interest to call and examine our list before purchasing elsewhere, augotta SPURLOCK & WINDHAM.

LOOK HERE!

All Real Estate pinced in our bands for sale will be thoroughly advertised without extra cost to the owner. We guaranty to advertise every piece of property placed on our sale books, giv-ing full description of same when desired. This gives parties desiring to sell the full advantage of advertising their property for sale, without having a dellar of the expense to pay, augstf.] SPURLOCK & WINDHAM.

For sale. The farm is situated 2% miles west of Plattsmouth; 230 acres under cultivation, and 0 acres of timber; also, a story and a half For terms see SPURLOCK & WINDHAM. Improved Farm for Sale.

Improved Farm and Timber

mouth. Apply to SPURLOCK & WINDHAM.

A Great Bargain. We have for sale an 80 acre tract of land lying ten miles southwest from Plattsmouth, which ean be had at a bargain if application is mad soon. SPURLOCK & WINDHAM.

situated four miles from Plattsmouth, al ced, and 200 acres under cultivation, ugl2if SPURLOCK & WINDHAM. FOR SALE,—A Farm containing 160 acres, situated 5½ miles from Plattsmouth, and 130 acres broken, fenced, and a story-and-a-half SPURLOCK & WINDHAM. FOR SALE, A Farm of four hundred acres, well watered, and situated 252 miles from

SPURLOCK & WINDHAM. FOR SALE.—A Farm situated 8 miles from th, containing 160 acres, a ceal, with pine house. Apply t SPURLOCK & WINDHAM. FOR SALE.—An improved Farm, situated 454 miles from the city of Plattsmouth. For iculars apply to SPURLOCK & WINDHAM.

FOR SALE-100 acres of Land, lying in two miles of a Railroad Station: well watered; settlements all around, and can be bought for \$\$ per acre. Time given on \$1.000. Apply to aug12if SPURLOCK & WINDHAM.

WANTED-A purchaser for a quarter section of Land, lying within ten miles of Ashland. This land is well watered, lays nice, and is within five miles of a depot. Can be burnly the section of the section

bought cheap if application is made soon, augl2tf SPURLOCK & WINDHAM. FARM FOR SALE.

This farm is situated one and a half miles below Reed's Mill, on Weeping Water, and contains 160 acres, 60 acres timber. The entire tract is under fence, and 75 acres in cultivation. Weeping Water runs through one corner of the farm. Two dwelling houses on the premises.

I will also sell the growing erop—50 acres wheat and fafteen acres corn. together with all my farming ntensils.

I will run to the steamboat landing and to all parts of the city when desired.

This farm is situated one and a half miles below Rock BLUFFS GRIST AND SAW Mild SAW Mild Rock BLUFFS GRIST AND SAW Mild SAW Mild

Notice.

Will take notice that the Burlin souri River Railroad Company in located its road through and un of the said town of Oreapolis: take, hold and appropriate s publication of this notice for to-wit on or before the 4th day A. D. 1869, apply to the Pro of said county to have damages ass disinterested freeholders, selected bate Judge, as provided in chapter and amendments thereto, said Cor-proceed to have the damages assesse-Dated 4th day of August, A. D. 1869 Burlington & Missouri River Railroad Compa-in Nebraska. By T. M. MARQUETT

Notice. Martin B, Cutler, a non-resident of the State

Nebraska. Will take notice that the Burlington & youri River Railroad Company in Nebraska scated its road through and upon the follow real estate owned by him, situate in State of Nebraska, and city of Platt wit: Lot seven in Block sixty-five, as desires to take, hold, and appropriate said tate for the use of its road, and if the said B. Cutter shall not within thirty days publication of this notice for four weeks on or before the 4th day of October, A. apply to the Probate Judge of said or have the dispurse assessed by any disc have the damage assessed by six don-freeholders, selected by said Probate -provided in chapter twenty-five of the Statutes of the State of Nebraska, and ments thereto, said Company will pr have the damages assessed as therein by law.
Dated 4th day of August, A. D. 1869.
Burlington & Missouri River Railroad Comin Nebraska.
By T. M. MARQUE, augowi.
Its Atta-

Notice. Charles Pennewell, a non-resident of the State

Charles Pennewell, a non-resident of the Nebraska:
Will take notice that the Burlington & M. souri River Railroad Company in Nebraska i located its read through and upon the followed estate owned by him, situate in tase coursel estate owned by him, situate in tase coursel estate of Nebraska, and city of Plattemanh, wit: Lot one (I) in block one (I) as is design upon the recorded and published plate of upon the recorded and published plate of eity of Plattsmouth; and the said Charles be well is further notified that said Railroad Computers to take, hold and appropriate an estate for the use of its road; and if the said: Pennewell shall not within thirty days all publication of this notice for four weeks. I on or before the 4th day of October, a. b. Is ply to the Probate Judge of said county to he damages assessed by six disinterested from the said of the said of the said of the probate Judge of said county to he damages assessed by six disinterested from the said of the said o damages assessed by six disinterested for ers, selected by said Probate Judge, as in chapter twenty-five of the Revised of the State of Nebraska, and amendmen to, said Company will proceed to have t ages assessed as therein provided by law.
Dated 4th day of August, A. p. 1860.
Burlington & Missouri River Railroud C
in Nebraska, By T. M. MARQU

Notice.

I. E. Johnson, a non-resident of the State Nebraska.
Will take notice that the Burlington & souri River Railroad Company in Nebrasi located its road through and upon the fell real estate owned by him, situate in Ca-State of Nebraska, and city of Plattsto wit: Lot eleven in Block ninety-two four in block one hundred seventy-one. of the city of Plattsmouth; and the Johnson is further notified that said Company desires to take, hold, and approximately and approximately said the said company desires to take, hold, and approximately said the said company desires to take, hold, and approximately said the said to take the said the said to take the said to take the said to take the said to ta provided in chapter twenty-five of il-Statutes of the State of Nebraska, a-ments thereto, said Company will i have the damages assessed as thereis by law.

Dated 28th day of July, A. D. 1889.
Burlington & Missouri River Railroad in Nebraska.

By T. M. MARG.
Lie

NOTICE. To unknown owners supposed to be Wm. F.

this young and prosperous fown is destined to take a prominent stand among the most important cities of the State.

Parties seeking investments in town property in Nebruska will find it to their interest to examine the peculiar astvantages of this city. A look at the map will convince any man that nature has designed this locality for a prosperous and extensive city. Lincola, the Capital of this State, is 27 miles up Salt Creek, southwest. Plattsmouth is 30 miles cast, on Missouri river, at nouse of Platts every: Fremon is 30 miles northwest, on the U. P. R. R. and Omaha is 35 miles northeast from Ashland.

The control of the Burlington a souri Ever Railroad Company in Nebruska: Will take notice that the Burlington a souri Ever Railroad Company in Nebruska: Will take notice that the Burlington a souri Ever Railroad Company in Nebruska: Will take notice that the Burlington a souri Ever Railroad Company in Nebruska: Will take notice that the Burlington a souri Ever Railroad Company in Nebruska: Will take notice that the Burlington a souri Ever Railroad Company in Nebruska: Will take notice that the Burlington a souri Ever Railroad Company in Nebruska: Will take notice that the Burlington a souri Ever Railroad Company in Nebruska: Will take notice that the Burlington a souri Ever Railroad Company in Nebruska: Will take notice that the Burlington a souri Ever Railroad Company in Nebruska: Will take notice that the Burlington a souri Ever Railroad Company in Nebruska: Will take notice that the Burlington a souri Ever Railroad Company in Nebruska: Will take notice that the Burlington a souri Ever Railroad Company in Nebruska: Will take notice that the Burlington a souri Ever Railroad Company in Nebruska: Will take notice that the Burlington a souri Ever Railroad Company in Nebruska: Will take notice that the Burlington a souri Ever Railroad Company in Nebruska: Will take notice that the Burlington a souri Ever Railroad Company in Nebruska: Will take notice that the Ever Railroad Company in Nebruska: Will take notice

H. C. Allen, a non-resident of the State of N

Will take notice that the Burlington a ouri River Railroad Company in New ceated its road through and upon the real estate owned by them, situate in Ca State of Nobraska, and city of Platter Judge of said county to have the damage a sessed by six disinterested frecholders, selectly said Probate Judge, as provided in chart twenty-five (25) of the Revised State of Nebraska, and amendments there said Company will proceed to have the damages assessed as therein provided by law.

Dated Ilth day of August, A. D. 15th, Burlington & Missouri River Railroad Companin Nebraska.

By T. M. MARQUETT, anglew T. T. Attorney

NOTICE. Thomas E. Tootle, a non-resident of the bil

of Nebraska:

Will take netice that the Buslington a Mesouri River Railroad Company in Nebraska located its road through and upon the following the state of Nebraska, and city of Plattamental wit: Lot six (6) in block sixty-five to as designated upon the recorded and plate of the city of Plattamental plate of the city of Plattamental and the Railroad Company desires to take, hold and propriate said real estate for the use of its and if the said Thomas E. Toulleshall not within the days after the publication of this said. ve (25) of the Revised Statutes of the f Nebraska, and amendments thereto ompany will proceed to have the damas essed as therein provided by law.

Dated 11th day of August, a. p. 1802. Burlington & Missouri River Railroad Coin Nebraska.

By T. M. MARQI

NOTICE.

lip Nodurft, a non-resident of the Sale

State of Nebraska, and city of Plat FOR SALE—A half section of Land, lying in six miles of Plattsmouth. Two years time given on half the purchase money. Apply to augl2tf SPURLOCK & WINDHAM. ments thereto, said Company will pro-have the damages assessed as therein pr by law. Dated 11th day of August, s. p. 1869.

FOR SALE OR RENT. The undivided half-or the whole if deal