

This is our first number. We come before the public and make our editorial bow. It is our wish to please and to be useful. We know that a newspaper is needed in this place, and we have undertaken to supply this want. We are fully identified with the people of the Southern District of Douglas county, and hope to represent their wishes and provide mental aliment suitable to their tastes. We are fully identified with the people of Nebraska Territory, and we wish to live with them as a brother partaking of the sorrows of our glorious climate, and enjoying the rich fruits of our fertile soil. We are Nebraska men. We believe that Nebraska is a better land than any other in the world. It is a land of industry, enterprise and prosperity abound on every side, and we hope to float with the generous current. We promise to do our best to merit support, and shall endeavor to cater for the wants of our readers—to disseminate useful information—to inculcate good morals—to encourage enterprise and industry—and to advocate the rights of man at all times and everywhere.

We believe in the constitution of the United States, and in the equality of the States. We believe in the equality of the people of each and every State and Territory, and that the people of a Territory are just as good, and just as competent to govern themselves as the people of the States.

We shall have a hand in encouraging Agriculture, and invite farmers to write out their experience for the *Gazette*. There is a noble calling, and lies at the formation of every other pursuit. With such a soil as we have in Nebraska, the farmers must indeed become the "lords of the land."

To our brethren of the Press, we extend our right hand, diffidently, it is true, and ask to be admitted into fellowship. We will labor with you, brothers, in the dissemination of useful knowledge, the support of truth, and in the advocacy of equal and exact justice to all men.

We have but a word more to say, and that is to the ladies. We admire the ladies, and they know it. We shall not forget them nor their cause in our paper, and so long as they remain the friends of union, we shall be with them.

**District Court.**

OMAHA, Tuesday, Oct. 21, 1856.

There was a large attendance at the District Court convened here to-day. His Honor, Judge Ferguson, presided, and the Court being duly opened and organized, Messrs. Estabrook, Strickland and Grant were appointed a Committee to examine candidates desiring admission to the bar. The following named gentlemen were found to be duly qualified, and were sworn in, as competent to do duty at all the bars of Nebraska: J. N. H. Patrick, G. L. Hallbach, J. L. Stewart, Albert G. Clarke, John C. Turk, John H. Lahler, Jesse Love and Lyman G. Wilcox. The counsel, for the most part, were unprepared to go to trial on account of the absence of witnesses, and the Court adjourned until 9 o'clock to-morrow, with the understanding that it would then adjourn until the first Monday in November.

**Schools.**

At the regular semi-annual meeting of the Bellevue school district, it was determined that the great want of a Public School should no longer be felt here, and such measures have been taken as to insure to our citizens a good, comfortable School House for the coming winter. The superintendance of the work has been entrusted to H. T. Clarke, W. H. Cook and S. A. Strickland, who are go-ahead men, and will likely have it completed during the month of November. It is hoped every citizen of our district is ready to hand out the shiners for such a desirable work.

**Election Returns.**

The reports of the Elections in Pennsylvania, Ohio and Indiana, are so conflicting, that we do not deem them worthy of publication, but shall endeavor to have the reliable returns from those States, in our next.

Our Merchants and Business men have been exceedingly busy for the last few days, on account of the large number of Steamboats that are daily crowding our levee, freighted mostly for this point.

**Bellevue.**

About six-and-a-half miles north of the mouth of the Platte river, the Papillion creek empties its waters into the Missouri. This creek rises near the Elkhorn river, and runs through as fine a locality as the sun ever shone upon. It is here that the timber, which, in many places, extends a considerable distance back, and forms beautiful groves of from one to three hundred acres. On either side, the broad and beautiful bottoms and prairie lands, needing only the hand of industry to turn them into sources of wealth and comfort. The Platte river, from its mouth, takes a north-westerly direction for a considerable distance, and the Papillion creek runs to the north and north-westerly for some six or seven miles, when it forks, one branch coming in from the north, called the north Papillion, and the other coming in from the west, called the west Papillion. The confluence of the two branches of the Papillion is nearly west from Bellevue, and the creek continues in nearly a north-west direction to its source. The distance lying between the Platte river and the west Papillion is, without doubt, the garden spot of the Territory. The prairies are well watered with numerous springs, gushing up from the fountains beneath. Timber, such as oak, black walnut, red cedar and cotton wood, with various other kinds, abounds in far greater plenty than in any other part of the Territory at present open to settlement; and several beds of limestone, of superior quality, are already opened and worked. Coal, too, has been discovered, and there can be no doubt of its existence in great abundance on the north side of the Platte. The inviting character of the region spoken of has already covered it with an enterprising and prosperous population, and all the way from Bellevue to the Elkhorn, the hand of industry is at work. We venture to say that no part of the Territory is better settled, or settled with a better class of inhabitants, than the country back, or west, of Bellevue. To all this region of country, as well as to a vast region farther inland, Bellevue is the natural outlet. It will be the market place for the produce of the soil. It will be the storehouse of merchandise, whence the agricultural population will derive its supplies.

On the north and east bank of the Papillion, about a mile and a-half from its mouth, commences a plateau unqualified in beauty, and extending easterly and northerly for two or three miles, and until its northern part is washed by the turbid waters of the Missouri. On the eastern part of the plateau, fronting on the river, our city, Bellevue, is situated, and from the southernmost to the northernmost point, we look down upon its waters. The river bank for one-half a mile, in front of the northern part of the town, is one solid body of limestone, extending under the bed of the stream, and rising on shore from ten to fifteen feet. This rock is easily quarried, and will furnish sufficient material for the building of a large city. At this point the Missouri is very narrow, and the bed of the stream unchangeable; and here is, undoubtedly, the best crossing, for boat or bridge, to be found along its entire length. Our town is as yet in its infancy. No extraordinary efforts have been made to build it up. The city lots were divided but a few weeks ago, until which no sales could be made, and hence building was retarded. Several large and substantial dwellings have been built, however, and many more are in course of construction. The demand for lumber and mechanics is far beyond the supply. Ninety thousand feet of pine lumber landed at our levee last week, was disposed of almost as soon as landed. The machinery for a powerful saw-mill has just arrived, and is to be put in operation as soon as possible, and this will aid our citizens in obtaining lumber; but we have no idea it will half supply the demand.

We have now two large hotels, which will compare favorably with any in the western country. We have four stores, but from present indications we fear our merchants under-estimated the demand for goods, and that before mid-winter their stocks will be exhausted. The "Fonteuille Bank of Bellevue," lately established, is doing a flourishing business. The farmers are bringing the fruits of their industry to market, and every pursuit seems to be flourishing. Lots are cheap compared with other places, and a liberal disposition manifested by holders to encourage settlers.

Bellevue evidently has a bright future before her. She can stand, and she is willing to stand, upon her own merits. She descends to no unfair rivalry with any place. With all her local advantages, and with enterprise and industry, she can take care of herself, and at the same time rejoice in the prosperity of her sister cities in the Territory.

**Pacific Railroads.**

A few days before the adjournment of Congress, Mr. Denver reported a bill which had been prepared by a committee of thirteen members of the House of Representatives, providing for the construction of several railroads to the Pacific coast. It was made the special order for an early day in December. A bill previously the Home Committee of the House reported this same bill, giving thus the endorsement of two committees, it is presumed that a strong effort will be made to pass it. It provides for an extension of the Pacific, Hamilton to St. Joseph Railroad, of Missouri; six Iowa railroads, from the West line of the States of Missouri and Iowa Westwardly to Fort Kearney, on the Platte river; and grants to each company six sections of land per mile, to enable them to build the railroads. From Fort Kearney it follows these companies jointly to build a road to California, and give them six sections of land per mile, part of the way, and forty sections per mile to California, as material aid to the construction. These companies are to receive \$500 per mile for carrying the mails. The bill provides that when the joint railway reaches the Western base of the Sierra Nevada, it shall divide there, and one branch proceed directly to San Francisco, while the other goes to the left along the base of the mountains, through the cities of Marysville, Sacramento, and Stockton, to San Jose. A grant of land is also provided to secure the construction of a railroad from Benicia to Sacramento. For the Northern route from Lake Superior to Pagan's Sound, the grant of land embraces twenty sections per mile. West of the Rocky Mountains, a branch is indicated, to run to a point on the Columbia river, at or near the mouth of the Willamette, to which a grant of forty sections per mile is made. The Southern railroad to the Pacific, Congress can only aid partially, as all the lands in Texas not owned by private hands, belong to the State of Texas. The latter has long been vainly endeavoring to build a railway from the Louisiana line, near Shreveport, to a point in New Mexico, near El Paso. The bill before Congress grants land to aid in building roads to connect with the East end of this road, and leading to New Orleans, Springfield, Mo., Memphis, St. Louis, etc., and with the west end in New Mexico. From the latter point, the road goes to San Francisco and San Jose. Forty sections of land per mile are granted in aid of this Western division, and the whole of the roads are to receive the same price for carrying the mail as the Northern roads.

The provisions of this bill seem to be sufficient for the purpose designed, and should it become a law, it will, no doubt, greatly expedite the settlement of the Western wilderness. It looks to the construction of three trunk roads only, the Northern, the middle, and the Southern. The trunk of the middle route lies entirely in Nebraska Territory, and in a straight line with the railways leading from Philadelphia and New York to and through Iowa, crossing the Missouri river at or near Bellevue, Nebraska Territory. It is the one which appeals most directly to the interests of these two great Eastern cities, and should receive all the aid which their capital and energy can give it.

**To the Public.**

We, the Committee appointed at a Peoples' Convention (held at Bellevue on the 11th inst.,) for the purpose of nominating a person to be supported at the ensuing election for the office of Joint Councilman (said Council District including the counties of Burt, Washington and Southern Douglas) leave to report that they have unanimously nominated WILLIAM HAMILTON, of Bellevue, and recommend him to the people of said District as a suitable person, and in every way qualified to represent the best interests of the people.

- A. LOCKWOOD,
- H. T. CLARKE,
- R. MC CARTER,
- H. A. LONGMORT,
- B. P. RANKS.

BELLEVUE, Oct. 21, 1856.

**Our Nominee for Commissioner.** In PHILANDER COOK, we repose confidence, he being one of the first settlers in this vicinity, and being a man of honor and ability, we earnestly desire his election, hoping that he will be supported by the squatters of Omaha District, as they will readily discover that we claim but one of the three Commissioners.

Nebraska and Democracy please copy.

We see by the Chicago papers, that the "Pioneer" and "Wenona" boat clubs have entered their boats for the regatta, to take place at Milwaukee (Wis.) on Wednesday, the 31st inst.

**To our Readers.**

In presenting this, our first number, to the public, we think it proper to follow an old established rule, and to state to you of our proposed manner of conducting the *Gazette*. As will be seen on our first page, the paper will be INDEPENDENT in everything. NEUTRAL in nothing, so far as the public good is concerned. In local politics we are in favor of no party, and shall always use our abilities and influence for the promotion of harmony among our citizens. Having the interests of Bellevue always at heart, we shall uphold all UNTOX movements, and shall condemn all party action when we think that the prospects of our town will be put in danger thereby. Our best endeavors will be used to make our paper welcome to all our citizens at all times, and we aim to present them with a paper that they will welcome to their homes and firesides, and that old and young will find something to amuse and instruct in our columns. To the mechanic we would say we shall at all times endeavor to publish a description of all the latest inventions and improvements in the Mechanic arts, and shall take pleasure at any time in publishing articles from the pens of our own mechanics on anything pertaining to that subject. The Agriculturists will always find a portion devoted to their particular use, in which they will find such articles as we think would be of interest to Farmers of our vicinity. To them, too, we extend an invitation to contribute to our columns and make it a medium of communication and instruction to all. The Housekeeper will also find a corner occupied by stray receipts, which may prove useful to them at times, and in which we shall be pleased to insert any receipts that might make that department more useful. We have also a corner devoted to "varieties," which we know will please some of our readers, if not all, and in which we shall endeavor always to have some laughter-provoking jokes, &c. Indeed, we have made up our minds to make, as far as our abilities will allow, a paper for the million, and shall endeavor to have every department represented weekly.

We acknowledge ourselves indebted to our friend H. T. Clarke, Esq., for copies of St. Louis papers.

**The Inauguration of the Franklin Statue in Boston.**

The inauguration of the statue of Friday of last week. It was a grand affair, surpassing in some of its more imposing details, the great civic event of introducing Corinthian water. The procession, embracing nine divisions, was escorted by the first Brigade of Massachusetts Militia, including the Boston Light Artillery, the National Lancers, and Light Dragoons. The procession was over two hours in passing a given point, and represented nearly every mechanical trade and manufacture. Among the special attractions was a new and beautiful locomotive and tender, named Benjamin Franklin, mounted on trucks and drawn by eighteen horses; a sugar-grinding mill, for Cuba, drawn by twelve horses; the House and Morse telegraph instruments; the electric fire alarm; Franklin's old printing press, on which was being struck off and scattered to the crowd a fac simile of his newspaper, dated 1733; immense structures on wheels representing school rooms filled with scholars at the desks; and a vast number of other novel and interesting features made up one of the grandest displays ever witnessed. The Masonic fraternity, the Firemen and Mechanics' Charitable Association, and numerous other charitable Societies of Boston, and Mechanic and other Societies from the adjoining cities and towns, were out in full force. Also, the Franklin Medal Scholars, children of the Public Schools, and others. The procession reached the site of the Statue at the west front of the City Hall soon after 3 o'clock. Here several thousand took possession of the temporary seats and platform, while other thousands filled every standing-place in the vicinity. The drapery which had hitherto concealed the Statue was then raised, when it was greeted with thunders of applause. The exercises consisted of music by the band, singing by the pupils of the Public Schools, prayer by the Rev. Mr. Blagden, addresses by Mayor Rice, Masonic ceremonies of inauguration, &c. The oration was then pronounced by the Hon. Robert C. Winthrop, and occupied an hour and a quarter in its delivery. It was listened to with close attention, broken only by repeated outbursts of applause. The hymn of Old Hundred was sung by the vast audience, and a benediction by Bishop Eastburn closed the inauguration. The number of strangers and citizens that thronged to witness the pageant was greater than ever before seen in that city. The sidewalks, balconies, and the entire route of the procession were crowded. Many buildings and streets were handsomely decorated. During the oration and the other exercises, telegraph messages were transmitted to and answers received and read from the Mayors of Portland, New York, Philadelphia, Halifax, Troy, Albany, Springfield, Dover, Pittsfield and other cities.

**Burning of the Steamer Niagara on Lake Michigan.**

The steamer Niagara, of the Collingwood line, was destroyed by fire near Port Washington, on Lake Michigan, at 4 o'clock, P. M., on Wednesday, Sept. 24th. The particulars are as follows:

The Niagara left Collingwood on Monday afternoon at 2 o'clock, in place of the Keystone State, the regular steamer for that day. She started with from one hundred and fifty to one hundred and seventy-five passengers, twenty-five or thirty of whom she landed at Sheboygan, the greater portion of whom were steerage passengers. At about 2 o'clock, P. M., of Wednesday, the Niagara left Sheboygan, and about two hours afterwards was discovered to be on fire. When the fire was first discovered there was but little sea on, and the wind was about south-east, and light. At this time the Niagara was from three to four miles off North Point Washington, and some ten miles or more this side of Sheboygan. As soon as the fire was discovered, Capt. Miller, who was asleep, was called, and the steam-pumps set to work. A few moments after this, the passengers became aware that the boat was on fire, and a scene ensued, which, said a passenger, "beggars all description—consternation seized upon almost every one, and men, women and children rushed to and fro about the boat, shouting and crying. Not half-a-dozen passengers gave any aid to the crew, and but few attempted to make provision for their own or friends' escape. It was but a short time from the first discovery of the fire until the whole upper cabin was in flames. During this time a large number of passengers had jumped overboard without anything to support them in the water, and in a few moments sank. Mothers threw their children into the lake and wildly sprang after them. The water was intensely cold, and none but the hardest persons could live in it more than a few moments. A large number of passengers, before the steamer stopped, in spite of the appeals of the mate, got into the stern boat and lowered it, when it instantly swamped, and all in it were drowned. Another portion of the passengers filled the starboard quarter boat, and lowered that also, and all found a watery grave.

Before the upper cabin was in flames, a portion of the more self-possessed of the passengers wrenched the state-room doors off and threw them into the water, together with tables, chairs, stools, &c., and upon these many of those in the water saved themselves. After it had become useless to remain on board any longer, the second engineer, carpenter, and a portion of the crew, together with a number of passengers—twenty-two persons in all—lowered away the larboard quarter boat and pulled to the shore, where the passengers were landed, and the crew returned with the boat to render any assistance they might be able. Capt. Miller, with a number of others, saved themselves by clinging to the wheel, and were picked up by the boats.

The steamer Traveler, propeller Illinois, schooner Dan Marble, and two small schooners and the life-boat at Port Washington, came to the assistance of the Niagara, and made every possible exertion to save life. Their boats were all manned and lowered as soon as they came near enough the burning wreck to be of any service, and kept at work until nearly 9 o'clock at night, when all the persons who could be found in the water, after thorough searching for a considerable distance round the wreck, were carried into Port Washington.

The propeller Illinois picked up some thirty persons, and landed them at Port Washington, but when the Traveler left it was impossible to obtain their names. It is supposed that but two women were saved, though there were some twenty on board. There is little doubt but that nearly all the crew were saved. All the baggage of the passengers was lost. There is a rumor that the boat was set on fire, and that soon after the fire was discovered, a keg of powder exploded, blowing the flames in every direction. The latest accounts state the number of the lost at sixty-six.

**Terrible Railroad Accident.**

On Saturday evening, Sept. 27, the construction train of the Southern Michigan and Northern Indiana Railroad Co., had a collision with a freight train on that road, which resulted in the death of seven of the laboring hands of the road and the wounding of some twenty others. The blame of the accident is laid to the men having charge of the construction train.

Mr. Collins, the celebrated Irish comedian and vocalist has commenced an engagement at the "National" theatre, Chicago.

**BELLEVUE MARKETS.**

CORRECTED WEEKLY FOR THE GAZETTE.

Flour, per sack	\$3 50	Butter, per lb.	35
Wheat, per bush.	1 00	Shoulders, do	12
Corn, do	50	Hams, do	15
Oats, do	30	Lard, do	25
Potatoes, do	75	per doz.	35
Dried Peaches, do	3 25	per sack	5 00
Apples, do	2 75	per ton	3 20

**OBITUARY.**

DIED—In this City, on Wednesday night last, Mr. JOHN PETERS, in the 54th year of his age.  
It is with much regret, that we are called on in our first issue, to record the death of one of our citizens. Mr. PETERS, was born in the State of Virginia, but left the place of his birth many years since, and removed to Bristol, Trumbull county, Ohio, where he resided till last Spring, when he came to our City. He was much respected by all who knew him, for his many virtues, and has left a large family, who, with his many friends, will long continue to mourn his loss.—Eds.

**BELLEVUE ADVERTISEMENTS.**

H. H. Cook,  
GENERAL LAND AGENT, Bellevue City,  
Nebraska. 1-1f

H. T. Clarke,  
FORWARDING & COMMISSION MERCHANT,  
Bellevue, Nebraska. Dealer  
in PINE LUMBER SHINGLES, LATH, &c.  
Bellevue, Neb.: G. W. Fisher and Edward  
Hopwood, Water street, Chicago; J. W.  
Hankus, Milwaukee, Wis.; R. M. Norton,  
Pres. Racine co. Bank, Racine, Wis.; C.  
Barrett, River street, Cleveland, O.; Fenton  
& Brother, Cincinnati, O.; Tibble & Hays,  
Erie, Pa.; C. B. Wright & Co., Bankers, Erie  
Pa.; C. B. Wright, Banker, Philadelphia, Pa.;  
Darling, Albertson & Rose, Front street, N.  
Y.; W. J. Willis, Water street, N. Y.; R.  
Ball, Troy, N. Y.; Mr. Hangerford, President  
Bank of Westfield, Westfield, N. Y.; Hon. S.  
Morton, Nebraska City. 1-1f

**A VALUABLE CLAIM FOR SALE.**

The undersigned offers for sale his claim of 100 acres, situated four miles West of Bellevue, in Township 15, Range 12.  
This claim is well situated, has several FINE SPRINGS, a  
Never Failing Stream of Water,  
About EIGHT ACRES of FINE TIMBER,  
Four acres of land broke, and a good LOG  
CABIN on the place. Title undisputed. Possession given immediately.  
D. A. LOGAN.  
Bellevue, Oct. 23, 1856.—1-1f

**NEW STORE.**  
SEATON & ROWLES.  
Bellevue, N. T.

HAVING removed into our large new store, on Main street, we are now enabled to offer to the Citizens of Douglas county, one of the Largest, Cheapest and best Selected Stock of Goods, ever opened in this city, consisting in part of  
Dry Goods,  
Groceries,  
Queensware,  
Stoveware,  
Hardware,  
Clothing,  
Boots,  
Shoes,  
Hats & Caps,  
Woodenware,  
Provisions, &c.,

Thankful for the liberal patronage heretofore extended to us, we earnestly solicit its continuance, feeling confident that the quality and price of our goods, cannot fail to please. SEATON & ROWLES.  
Bellevue, Oct. 23, 1856.—1-1f

**I CAME TO STAY.**

The undersigned would respectfully announce to the citizens of Bellevue and vicinity, that he is prepared to do

HOUSE, SIGN AND  
ORNAMENTAL PAINTING,  
GRAINING, MARBLEING, &c., in all its various branches.

**PAPER HANGING**

Executed in the neatest style.  
Paints mixed to order, and for sale.  
Oct. 14, 1 J. L. WHITE.

**Ho! For Fresh Water.**

THE undersigned respectfully informs the inhabitants of Bellevue that he has returned to his country, that he is prepared to dig and finish,  
WELLS AND CISTERNS,  
At the shortest notice, and on the most reasonable terms.  
D. A. LOGAN.  
Bellevue, Oct. 23, 1856.—1-1f

**WHOLESALE & RETAIL STORE IN BELLEVUE.**

WE would respectfully invite the citizens of Bellevue, and Douglas Co., to examine our large and well selected assortment of  
DRY GOODS, GROCERIES,  
CROCKERY, HARDWARE,  
BOOTS, SHOES,  
DRUGS, MEDICINES,  
HATS & CAPS, DOORS,  
SASH, &c., &c.,  
And in fact every variety usually called for in the West. We are confident that any one wishing to purchase goods will be entirely satisfied, and that we will be their interest to call and examine our large and well selected assortment of goods.  
SARPY & KINNEY.  
Bellevue, Oct. 23, 1856.—1-1f

**NEW ARRIVALS AT THE CHEAP CASH STORE.**

THE Subscriber respectfully invites the attention of purchasers, to his large and splendid stock of Goods, consisting of  
DRY GOODS, GROCERIES,  
HARDWARE, HATS,  
BOOTS, CAPS,  
SHOES, TOBACCO,  
PATENT MEDICINES, &c., &c.,  
All of which he warrants of the best description, and bought expressly for this market. He has also a well selected stock of  
READY-MADE CLOTHING,  
Made after the LATEST FASHIONS, of the BEST MATERIALS, and by EXPERIENCED WORKMEN, all of which he will CHEAP FOR CASH.  
JOHN CHASE.  
Bellevue, Oct. 23, 1856.—1-1f

**FAMILY FLOUR.**

THE Subscriber has on hand a fine lot of EXTRA FAMILY FLOUR, from Waverly Mills, Mo. H. T. CLARKE,  
Forwarding & Commission Merchant,  
Bellevue, Oct. 23, 1856.—1-1f