# NEWS OF NEBRASKA

THE FENCED RANGES.—The proclamation of the president, says the Omaha Herald, ordering the removal of all fences enclosing portions of the public domain, elicited no though it was not unexpected. A reporter called on J. A. McShane, general superintendent of the Bay State Cattle company, to learn his opinion as to how the proclamation would affect stock men in Nebraska. Mr. McShane said that he thought there was very little of the public domain fenced in in this state that was fit for cultivation. There is a great deal that is fit only for grazing. The parties and corporations that have fenced in public lands are fewthe Brighton Ranch company and five or six others. He believed that there was no land fenced in Nebraska to the detriment

"It has been claimed that the settlers were excluded by the Brighton ranch fences," suggested the reporter.

Mr. McShane replied that the Brighton ranch case was a very peculiar one. They own a very large amount of the land in their enclosure, but, as he understands, they are taking steps to move their cattle further west. Mr. McShane added that parties occupying government land for ranges occupy it not altogether in violation of law, neither are they the lawful possessors of the land. They are merely occu-pying the land by the will of the government, and it is presumed that the lands are being held by the government for actual settlers. There is not a cattleman in the country who does not expect that he will have to move as fast as the land becomes fit for settlement.

A railroad man who is a large stockholder in a cattle company in Wyoming said that his company held every alternate section, and that they had no idea of fencing in the government sections, but he did not see how the inside sections would be available to the government.

Another Omaha man who is largely interested in West Nebraska ranges said that the cattlemen would not advertise the bounds or location of any government lands which they had enclosed; they would let the special agents of the land department have the fun of hunting out these lands for themselves; and he would not say where his range or the ranges of other Omaha men fenced in the public domain.

A RIDE TO DEATH.-Last Friday morning about 10 o'clock, as Miss Jessie Wishart was returning to her home across the state line the team ran away, throwing her violently from the buggy, and caused injuries from which she died an hour later. She had accompanied her brother John to Mr. R. Lepley's, just across the state line, where she had gone with him on an errand. As they were returning a chicken flew out of the team which began to run at a frightful rate. The boy, in trying to check the team, broke one of the lines, which left the occupants of the buggy at the mercy of the team. They turned the corner on the right, turning the buggy completely over and throwing Miss Jessie and her brother underneath. The front wheels of the buggy followed the horses while the remainder was left with Miss Jessie fatally hurt underneath. Mr. Lepley's family viewed the whole scene from their door and soon came to the young lady's rescue and took her from her perilous situation to their residence where all was done for her that could possibly bedone; she died about an hour later. She never spoke from the time she was hurt till she died.

Dr. Collins, of this city, was sent for but did not arrive till after death had occurred. On examination of the body it was found that the left shoulder blade and clavicle were broken. Evidences of concussion of the brain and dislocation of the spine were plainly apparent. John, the brother to the deceased, was severely but not fatally hurt and is in a fair way to recovery. The remains of Jessie were taken to her home in the afternoon, where they were prepared

On last Saturday, at 2 o'clock p. m., funeral services were conducted by Rev. C. O. Robb at the U. B. church, six miles south of town, after which a large concourse of sorrowing relatives and friends followed the remains to this city, where they were deposited to await the call of the angel of

for interment.

resurrection. Miss Jessie Wishart was a bright young lady in the twenty-third year of her life, loved and respected by a large circle of friends in this and Nemaha county, Kan., where at present her parents reside. She will be sadly missed in the social as well as the home circle. Her sudden death, just in the prime of her youth, was a sad blow to all who knew her, yet it appeared to be the result of a distressing accident which could not be prevented .- [Pewnee City Press.

## MISCELLANEOUS STATE MATTERS.

THE Hastings base ball club is making a tour of Colorado.

THE sub-committee appointed by the Grant Monument committee to select seven names to propose as members of the board of directors of the Monument association have decided to recommend the following names: Gen. Amasa Cobb, Gen. Victor Vifquain, Gen. J. C. McBride and Hon. A. J. Sawyer of Lincoln; Hon. A. V. Cole, of Juniata, Maj. T. S. Clarkson of Schuyler,

and Judge James W. Savage of Omaha. THE Burnett Blade says the required number of signatures to the petition for a called school meeting to act on the proposition to issue \$2,500 bonds (\$1,700 for building and lot and \$800 to take up the old bonds) have been secured and Mr. Comb had just drawn a long breath of relief when a new difficulty comes to the front. The Hastings Loan and Trust company decline to fund the old bonds though willing

to buy the new issue at 07%. OMAHA claims to be the finest paved city

A. M. NEVE, of Blair, was badly wounded a few days ago by the accidental discharge of his own gun, caused by the usual hunter's carelessness.

JACK HILLIER, a B. & B. brakemrn, met with quite a severe accident at Lincoln, from which he will be laid up for some time. He was making a coupling onto the front end of the engine, and in some manner got his arm caught between the coupling rod and the bumpers. Fortunately he was near the engine and his perilous position being made known the engine was reversed with Mexican Frank, who has been there and Hillier released. No bones were broken several days with a herd of ponies. Gatbut the arm was badly crushed.

hose of Lincoln are in lively practice for the l and escaped.

Grand Island firemen's tournament. Some of the runners just for fun cover 100 yards in 111 seconds.

THE Norfolk district camp meeting will be held six miles north of Concord, Nixon county, commencing August 18.

THE number of gallons of water pumped into the stand pipe of the Lincoln well during the month of July was 3,226,000, an average of 107,533 per day. The amount of coal consumed was thirty-five tons.

NEAR Waterloo two men quarreled about little comment among the cattle men a dog which one of them had killed. Words came to the use of shotguns, which were used with bad effect, one of the belligerents being seriously wounded.

> Postoffice changes in Nebraska during the week ending August 8: Postmasters appointed-Burr Oak, Otoe county, Mrs. A. H. Plympton; Belvidere, Thayer county, David Ross; Nelson, Nuckolls county, Jacob Galley; Sacramento, Phelps county, H. Thos. Wilson; Scotia, Greeley county, L. J. Traynor; Vickory, Antelope county, Wm. E. Vickory.

> A MAN at Randolph, Iowa, has chartered a train of seven coaches with which to run an excursion train to the Nebraska state

A MAN named Henry Michael, working in Douglas precinct, Saunders county, was overcome with heat, from the effects of which he died.

At Hastings while L. Attawley and Frank Dawson were unloading a threshing machine from the platform cars, the six-byeight sheds upon which the machines were being unloaded gave way, precipitating one of the machines to the ground and burying the men, who happened to be under the supports of the machines. Hawley is in a precarious condition, his jaws being crushed in a frightful manner. Little hope is entertained for his recovery. Dawson escaped with but a few bruises.

A NEW militia company has been formed at Lincoln with Harry Hotebkiss as cap-

THE mayor of Omaha has issued a proclamation that the saloons must promptly close at midnight. The new order of arrangements, if we are to judge by the past, will last about a week.

WORK on the Black Hills extension of the Sioux City and Pacific is being pushed rapidly forward.

DAVID CITY has completed a fine bell tower for her fire alarm, and an adequate fire apparatus is en route.

THE Schyler Sun mentions a eurious case for the doctors. A boy, Michael Fienny, living near Olean, was brought to that place and examined by Drs. Wood and Miles. The boy's stomach is swollen so the grass by the roadside and frightened large and tight that it can no more be dented with the hand than can a board, while the flesh on the limbs and other parts is shriveling. The boy does not suffer any pain, but, of course, don't feel real robust The doctors never saw anything just like it Fremont and there the theory of a tumor respect. was discarded.

> SECRETARY OF STATE ROGGEN desires it understood that all inquiries as to when chief clerk of the house and the secretary of the senate. The secretary of state has nothing to do with them until after they are printed and delivered to him.

THE two-year-old son of W. Gardner, of Hastings, was shockingly gored by a vicious cow, recciving a dangerous wound over the left nipple and one on the head. One horn penetrateed a lung. The child is in a critical condition, but may live.

TRE Hastings base ball club defeated the

Denvers on the 12th by a score of 9 to 3. of the 11th. He received a severe gash Sorensen & Williams, \$350, from a sharp instrument, over the forehead in the hand of his associate, rendering him

THE board of appraisers of the saline tholomew Cox, will finish their work this month and report to the board of public lands and buildings on the first Monday in September, at which time the board will probably order the land put upon the mar-

CENTRAL CITY is discussing the erection of a \$5,000 Grant monument.

THE state is rivaling Iowa in the number of its mushroom insurance companies. Town-Lot property in Chadron is on the

THE roster of Ohio soldiers and sailors in Nebraska for 1885 is in press and will be ready for distribution about Sept. 1.

A SERVANT GIRL at Beatrice is said to have fallen heir to a snug fortune of \$10,000. THE prohibition state convention is called for Lincoln, Tuesday, Sept. 15.

An excursion train is to be run from Sidney, Iowa, to Lincoln during the state fair. THE town of Blair complains of an influx of bummers, drunkards and prostitutes in

A CAPITALIST offers to put up an \$8,000 mill at Kenesaw provided the citizens raise

Owing to the railroad extension four ad ditional mail clerks will be required between Missouri Valley and Long Pine.

A ONE THOUSAND DOLLAR race is on the tapis between two Lincoln horses.

A NEW steamer has been procured for pleasure trips on the Blue. Its home port will be Milford. The boat cost \$1,000 and will carry twenty-five persons.

A DOMESTIC in a Beatrice family who has hitherto been in very poor circumstances has fallen heir to \$10,000 by the death of

AT Elkhorn station, in Douglas county, Henry Gathardt engaged in an altercation hardt shot at Frank, but missed him. The Both the Merchants' and the Fitzgerald Mexican then stabbed Gathardt fatally

AT the official request of Col. L. W. Colby, commanding First regiment Nebraska National Guards, Adjutant-General Bonnell has designated Lincoln as the place and September 11-14 as the time for the annual encampment of the regiment.

THE increase of business on the Fremont Elkhorn & Missouri Valley railroad has demanded the addition of two freight trains from Fremont up the "valley."

THE Beatrice canning factory is "putting away corn" day and night. The company established a good reputation last year, and will readily find sale for its goods.

Lincoln's stock-yards are commodious enough to accommodate 6,000 head of cattle and 15,000 hogs.

GEN. GEORGE B. McCLELLAN has been in-

vited to attend the soldiers' reunion at Beatrice, and will come if he can find time. ARTICLES of incorporation of the Beatrice Street Railway company have been filed. The incorporators are prominent citizens

of good financial ability, and will push the

work. The capital stock is \$50,000.

THE Neligh Leader says that what came near being a fatal accident happened to the oldest son of Jesse Chappel, a youth about 18 years of age, several days ago. In company with several companions he was bathing in a lake near his home on the Willow. He is a good swimmer and no danger was apprehended, but getting beyond his depth he was suddenly taken with class road. a cramp in the arms. and with a cry of distress sank beneath the water. A younger brother went to the rescue and came near being drowned in his efforts to save his brother. Twice he was drawn under by the desperate struggles of the drowning man, but finally caught him under the arms from behind and brought him ashore. The effects of the bath wore off in the course of time, but not until he had been swallowed, and which he vomited up in arge quantities.

Iowa roads have made reduced rates to the Omaha fair, and a large attendance from that state is looked for.

At Omaha, the other day, a laborer jumped from a swiftly moving train, and was so badly injured that it is feared he

DAVID BRADLEY & Co., of Council Bluffs, will exhibit largely at the Nebraska state lair. They will erect a large building on the

A LARGE number of hogs are dying of cholera near Schuyler.

In the examination at Frement last week of applicants for appointment as cadet at West Point, Alvin Henry Sydenham, of Kearney, was the successful gentleman. Fifteen boys were examined. It is said Congressman Dorsey is well pleased by the high order of excellence manifested by Mr. Sydenham, in his examination papers, and is confident he will take high rank at the military academy.

Valparaiso's new elevator is about combefore. The patient has been examined at pleted and is said to be a daisy in every

THE following statement from the Ord Quiz estimates the individual damage by the storm in that place: Cleveland Bros.' the senate and house journals are to be stre, \$350; F. A. Witte, \$250; Wolf & completed, should be addressed to the Ehlebe, \$200; Miss Day, millinery. \$100; F. W. Weaver, \$200; Quiz office, \$50; Perry & Stover, \$300; Dr. Bickford, residence and store, \$500; A. S. Martin, residence and store, \$250; C. C. Wolf, \$50; D. O. Way, \$150; G. W. Milford, \$250; Woodoury & Mortensen block, \$400; Mortensen & Babcock, \$50; First National bank, \$100; Coffin & Clemets' office, \$50; B. C. White, store and residence, \$400; W. J. Lloyd, stock, \$40; J. S. Bussell, bank building, \$100; W. H. Barlow, building, \$75; H. A. Walker, \$75; A. M. Robbins, \$75; Linton Bros., livery, \$200; Hotel John G. Burkhardt, a German printer America, \$500; D. C. Bell, yard and dwellfrom Atchinson, Kas., was held up by a mg, \$200; Frank Misko, shop, \$100; D. J. German associate at Hastings on the night Martz, \$75; Odd Fellows building, \$100;

No active work is being done by the live stock commission just now, pending the delivery of an opinion asked of the attorney-general as to whether certain funds in lands, Geo. P. Tucker, S. S. Chase and Bar the treasury are available for purposes of investigation of diseased animals.

## THE LAS VEGAS FIRE.

#### Loss Three Hundred Thousand Dollars, But all the Guests Saved.

The fire at Montezuma Hotel at Hot Springs on the night of the 8th, originated about 11:30 in the lobby on the fourth floor at an attic near the stairway leading to the top of the grand tower. The mercurial alarm was sounded in the office and the guests were immediately warned of danger by electric gongs in all apartments of the house. There were about seventy-five rooms occupied by guests and everybody escaped, and nearly all

the personal effects of the guests were saved Immediately after the general alarm had been sounded, the chief clerk and three others of the house rushed to the fourth story and unreeled the fire hose and attached them to various hydrants. Some delay was occasioned by inexperienced hands in laying lines and in most instances the hose was too short to reach the flames. In a very few minutes the flames had burst through the roof in various places and all hope of saving the mag-nificent building was abandoned. The volunteer department of Las Vagas, six miles distant, was called by telephone and a special train took Hose Company No. 1, and in twelve minutes another train brought No. 2 later and some eight or ten lines put to work. The pressure was low and the streams barely

reached the roof where the flames by this time were raging. For four hours, the fire gradually worked making its way to the ground floor, making a complete loss to the hotel. The furniture on the ground floor only was saved. The house less guests were compelled to improvise lodgings on the ground, and went into camp for the night, while the firemen worked with relief force until long after daylight. The stone walls on the third story were saved from utter destruction, and remain standing. and may possibly be utilized. The loss is \$300,-000, insurance \$250,000, distributed among a large number of com anies. The origin of the fire is attributed to the wires of the electric lighting system becoming overheated and igniting the wood work. It is believed the company will rebuild.

Moleveteen is a new fabric. It is of their testtimony, to be uniformally \$9 per cotton, closely woven. It has a velvety surface, and is said to wash well. It that the B. & M. railroad owns the mines is made in colors and black and white and makes the rate irrespective of the dis-

### THE RAILROAD PROBLEM.

Official Report of the Nebraska State Board of Commissioners-The Result of Recent Exhaustive Examinations of Towns Along the Line of the Burlington & Missouri.

Following is a full and authentic report of the state railway commission on their recent investigations, as furnished by them: G. W. Holdrege, Esq., general manager B. & M. R. R., Omaha, Nebraska: Dean Sm-In compliance with section 2 of an act to provide a board of railroad commissioners, etc., approved March 5, 1885, the board made an examination and inspection of the B. & M. railroad in Nebraska, it branches and leased lines in this state and their equipments and manner of

conducting and managing with reference to

the public safety, interest and convenience. The commissioners congratulate the management upon the general excellence of the road bed and track, culverts, bridges. rolling stock and equipments on its several lines, and the apparent good will toward the road cherished by business men and shippers at a majority of the stations visited. We find that the management is rapidly substituting steel rails for iron throughout the state, and with the exception of the temporary switch to the Omaha stock yards, and parts of the track on the Nemaha branch along the river subject to damage from the high water, the roads are smooth and the bed is in good condition. The board also finds that your company is further perfecting its road bed by ballast ing with broken stone and sand, and in every respect it appears to be the intention of the management to maintain a first-

The exceding rapidity of the growth of the towns and cities on the lines of your company, especially in the western part of the state, has doubtless made it difficult for the company to keep the facilities and conveniences in the matter of depots, side tracks, platforms, crossings, stockyards, etc., on a level with the business needs of its patrons. In making this inspection the rule of the board was to notify the city authorities and principal business men at each station by telegraph of the hour of the arrival of the commission, so that if there made deathly sick by the water he had should be any suggestions to be made or complaints to be filed in the matter of depot accommodations, shipping facilities, crossings, etc., the same could be received and acted upon at once. The complaints that were made and the improvements asked for by city and village authorities and shippers, we have reported very fully for the information of the company, as well as the recommendations of the board in the cases, that upon personal inspection the complaints seemed well founded, and where the matter was of sufficient public importance to warrant the immediate attention

of the authorities. The board take pleasure in acknowledging the courtesies extended it by the company and its officers in connection with the inspection, and in attesting to the faithfulness of the superintendent and his associates in securing an attendance of the principal citizens, at each point, so that a full

hearing of grievances might be had. At Crete, the mayor and other citizens complained of the smallness of the depot building and expressed their desire that the train from the south should enter on the south side of the depot. These changes would doubtless be a convenience to the

people. There should also be a crossing on Rhode Island avenue, east of the occupied portion of the city for the accommodation of farmers entering from the north and of the owners of an addition on the north side of the track. The board is of the opinion that the crossing is needed and that the company should join with the city in bear-

ing the expense of the approaches. At DeWitt the citizens called attention to the need of a crossing south of town. Upon examination the board recommends the building of the crossing by the company. At Wilber citizens complained of the absence of water in the stock yards. Upon

examination the board recommends that the company put in a well. At Syracuse citizens complained of the depot and stock yards as inadequate. In the opinion of the board they need enlarg-

At Dunbar shippers pointed out the rough condition of ground approaching the side track; making it almost impossible for wagons to get near enough to unload cars. The board recommends the grading of the

west side of the side track. At Riverton complaint was made by shippers of the stock yards pump which is out of repair. The board recommends that

it be put in running order. At Franklin the citizens petition for a new depot and ask that a new one be built at the foot of Main street, two blocks west of the site of the present depot. The board is of the opinion that the depot is imperatively needed and that it will greatly accommodate the citizens if it is located in accordance with their suggestion.

At Riverton, Franklin and other stations west shippers complained that they could not meet the prices paid for grain and hogs at Gaylord, Marion, Kirwin and other points on the Kansas Pacific railroad and they lose their share of the business in the territory between the B. &. M. and K. P. R. R. They are of the opinion that the rates are from 5 to 10 cents better on these

Kansas points. At Bloomington the shippers complained of the smallness of the stock yards and the water facilities. The board recommends that the pump be put in running

order. At Alma the citizens complained of the smallness of the depot and of the water facilities and stock yards. The board recommends that the pump be repaired in the

stock yards. At Arapahoe the same complaints were made as at Alma. The board recommends the enlargement of the depot as soon as practicable especially the baggage room, and the repairing of the stock yards and pump, and the extension of the platform. At Cambridge the citizens complained of the smallness of the stock yards and the absence of the water, and the lack of sufficient crossings. The board recommended that the stock yards be enlarged or partitioned and the water supplied, and that a crossing be made on Fourth street, west

of the depot. At Indianola owners of flouring mill ask for side track. The mill is about 200 yards from the depot, and can be accommodated by 150 yards of siding. Much money is invested and the mill is now running. The board recommends that the side track be constructed as soon as possible. At Axtel compfaint was made of want of

water in stock yards. The board recommends that water be supplied. At Hartwell shippers complained that rates were cut at Kenesaw to the extent of 5 or 10 cents on grain and they could not compete. Also that crossing on section ine east of town is out of repair. The

board recommends the repair of the cross-At Minden the shippers complained that

they had to pay \$90.00 on hogs to Denver, while at Axtell the rate is \$75.00. At Kenesaw the citizens asked for the videning of the crossing east of the depot, and the repair of the culvert under the rossing. Also for a pump in the stockards. The board recommends that their

rayer begranted. At nearly every station in the Republican valley and on the Kenesaw cut-off the citizens complained of the price of Canon City

tance hauled, falling to \$7 or \$7.50 at points where the line is intersected by the U. P. railroad or its branches, and Wyoming coal competes with that hauled over your line. This grievance is most bitterly complained of, and the board respectfully requests the B. & M. railroad managemen to give it a careful and early consideration. The lowering of the price of coal in western Nebraska to figures that will enable it to compete with corn in the ear for fuel on the

state and a great relief eventually to the railroads. At Newark a lumber firm, the only one in town, complained that he was about to close out his yard because he could not get rates given Kearney-34 cents per hundred

weight. At Kearney the shippers asked for the re-pairs of stock yards and well. The board

recommends the repairs asked for. At Juniata, on complaint of the city officers, the board recommends the repair of the stock yards and the removal of the water closet on the platform of the depot to a less conspicuous place.

At Hastings complaint was made by the mayor and council and citizens generally of the inadequacy of the depot accommodations. It appears to the board that the city is outgrowing the depot accommodations, and that some relief should be granted as soon as practicable, especially in the addition of a ladies' waiting room. The same parties ask for additional

street crossings. After a full conference and careful inspection, the board recommends that the crossings on the two main business streets be continued, the crossing now existing on the street at the east end of the depot, be closed and the platform be extended for the convenience of the railroad traffic, that each alternate street east of the depot, with the exceptions named, be supplied with crossings and that arrangements be entered into between the city and the company for a crossing west of the city, about a mile from the depot, with a wagon road opened along the south side of the track into the city. This arrangement we believe will prove entirely satisfactory. At Cowles on complaint of shippers the

board recommend a well in the stock yards. At Blue Hill complaint was made of the size of the stock yards and the absence of water therein. The board recommends the enlargement of the stock yards and need for the same. Complaint was also made as to shipping facilities, the town having growing very rapidly. The board recommends the extension of the side track to the south, and grading on the east side of said track for convenience in unloading

At Harvard compiaint was made by the chairman and board of trustees that in laying out the town by a town site company, no streets or alleys were platted acoss the railroad right of way; that some of the streets have crossings by consent of the company, but these are often blocked by standing cars for lonr periods, and when complaint has been made to officers of the road, they have replied that there are no legal streets across the railroad in Harvard; also that trains often run at a high rate of speed through the town, endangering the life and limb of citizens; also, that the right of way blocks the courses of waters so that parts of the town north of track are frequently flooded; also, that an excavation made by the company west of the depot has become a water-hole and a nuisance. The board recommends that the streets provided with crossings be respected and treated as legal crossings, and be kept open by an order of the general manager or general superintendent, and that the water-hole men oned he fill and if, on survey, a culvert will relieve the north side of the track of back-water. that such culvert be built. Also that an additional crossing be provided at the end of the switch east of the depot.

At Sutton complaint is made of the smallness of the depot building. The board finds it behind the growth of the town, and suggests that better facilities be furnished as soon as practicable. Several shippers at Sutton complain of discriminations in favor of Saronville and Grafton in grain rates, and that Hastings has a rate of 45 cents per 100 from Kansas City while 55 cents is charged to Sutton, to which we call the attention of the company for investiga-

At Dorchester complaint is made of water hole on the north side of the depot. The board recommends that it be filled. At Germantown many citizens petitioned the board to recommend the removal of the stock yards further from town. The board, upon inspection of the same, believe if it is kept in good order, the grounds would not be a nuisance.

At Seward complaints were made that the freight trains on the Grand Island run, carrying passengers, have no regular plac to stop, thus putting passengers to much inconvenience in getting on and off such trains. The board recommends that some regular place be provided for these trains to stop, and that means be taken to notify passengers when the trains arrive at such

Shippers and business men complain of the way in which goods are handled at the depot, claiming that goods are roughly handled by trainmen. It is also charged that rebates are given to grain dealers at Utica. Also that the rate for fourth-class freight from Chicago to Seward is \$74 per car more than to Lincoln, that the rate from Omaha to Seward is 40 cents per 100 and from Lincoln to Seward 22 cents pe 100, and that shippers can make money by billing goods from Chicago or St. Louis to Lincoln, and reshipping from there to Seward. They also complain of the lack of facilities for wetting stock at stock-yards after loading in the cars, the company

tank being over half a mile from the yards. At York complaints were made of the in adequacy of the depot facilities, the short ness of the platform, the smallness of the stock-yards, the lack of water for the stock yards and the lack of sufficient side-track accommodations. The board finds that these complaints are well founded, and recommends that the road improve the general facilities at York and that the company erect a new depot at York as soon as practicable. A flour shipper complained that the rates from Greeley, Colorado, to York have been 85 cents a hundred on flour, thus discriminating against Nebraska in favor of Colorado. Attention was also called to the rate on stock from York to Chicago being \$85 a car, while from Grand island to Chicago, 40 miles further, the rate was only \$65.

At Bradshaw complaints were made of the lack of shipping facilities in the way of cers and side track. The board recommends that the track be extended as soon s practicable. At Aurora, shippers complain of the grain

rates and merchants of the rate on lumber and coal and think that Central City is given an advantage. At Bellwood shippers ask for an extension of sidetrack north. In the opinion of the board the petition should be granted.

At Staplehurst the stock yards were found to be miry, rather small, and the well out of repair. The board recommends the repair and enlargement of the same. At Waverly the board recommends the establishment of a crossing on the side-

track on the west side of the depot and the removal of the water-closet from the platform on petition of shippers and citizens. At South Bend shippers complained that a discrimination was made in rates in favor of Omaha and against Lincoln on ship-

ments to that place-At Plattsmouth there was a general complaint of rates of shippers in merchandise and lumber from Omaha, together with a formal complaint signed by a large number of dealers that has been forwarded to the general manager of the company.

Quite a large number of complaints were made to the board during its tour of inspection, of the practice of trains standing over main and side tracks. The board recommends a stringent enforcement of the

rules of the company in this regard. E. P. ROGGEN, H. A. BABCOCK,

WM. LEESE. Board of Railroad Com. of Neb. We hereby certify that the above and foregoing is a true, full and correct copy of the recommendations this day made by the board of railroad commissioners of the s'ate of Nebraska, to the Burlington & Missouri river railroad company in Nehomestead, will be a great blessing to the CHAS. BUSCHOW,

B. R. Cowdry, Secretaries Board Railroad Com. of Net-

### DISTRIBUTION OF MEMENTOES.

Near and Dear Friends of the Grant Family-Expenses of the Funeral-Lagerness of Speculators.

New York dispatch: After the body of Gen. Grant was removed from the funeral car on Saturday at the tomb the car was taken back to the iron yard of J. B. and J. Connel, where it has since remained. It has now been determined, in order to prevent the car from utimately falling into the hands of unfeeling speculators to break it up. The funeral bill will be very heavy. The undertaker was employed jointly by the family of Gen. Grant and the city of New York, but it is said that the entire bill will be very heavy. The undertaker's bill alone will not be less than \$20,000. Five hundred carriages were at the funeral. These were engaged for the day, and this part of the bill will be \$5,000. The black horses that were attached to the funeral car were all carefully selected. There were twenty-four of them and their draping cost

The disposition of some of the most valuable mementoes of the funeral has already been decided upon. The large American flag that was laid on the ice casket at Mt. McGregor has been retained by Col. Grant. One of the flags that was on the funeral car will be given to U.S. Grant Post G. A. R .; one to the Seventh regiment in New York, and one to Mrs. Dr. Newman. There were four flags on the car, but the manner in which the other one is to be disposed of

has not yet been decided upon. It was found necessary to keep a dozen policemen on duty at the city hall to-day owing to the large number of persons who crowded into the building to view the catafalque and floral pieces which stood in the vestibule. The officers had all they could do to prevent visitors from plucking either flowers or leaves from the floral tributes, which they wanted as mementoes. At 10 o'clock Undertaker Merritt and his assistants arrived with two covered wagons and began the work of removing the plumes to the tomb at Riverside Park. smaller pieces were removed first and placed in one wagon and then the larger and grander ones were taken apart and packed carefully in the other wagon. Any floral pieces whose size prevents their being placed inside the tomb will be placed outside at the entrance to the tomb. A photograph was taken of the catafalque and flowers, copies of which will be given to the Grant family. Every little leaf or flower or twig that fell as the floral pieces were being taken from the city hall was engerly snatched up by the spectators, the majority of whom were women and girls. Even the moss on which the pieces rested was in lemand, and before a half hour after the last piece had been taken away the floor looked as if it had been swept. The catafalque and canopy were taken apart and carried to Merritt establishment on Eighth avenue, where they will be placed on exhi-

bition for some time to com The Commercial Advertiser yesterday says: "The financial resources available to Mrs. Grant are at present not exactly ascertainable, since they are dependent somewhat on the action of congress as to the balance of the general's relief pay for the current year. The receipts from the general's book will be hers. Estimating these receipts at 75 cents per volume for an edition of 300,000 copies, she will receive \$225,000, or an annual income of \$9,000 at 4 per cent. To this will probably be added \$5,000 a year as widow of an expresident, and the net rental of the Sixtysixth street house, which outside of interest and taxes, may amount to \$2,000. So that, in all probability, if, as is reported, Mrs. Grant has a full life interest in her husband's property, she will in the course of a twelve month or so enjoy an income of \$15,000 or \$16,000. This is all independent of the income arising from the trust fund of \$250,000. In that sum of money the general possessed the right of disposition, and, until his will is made public it will be impossible to say whether he has given his wife a life interest or whether he

THE SPECIAL DELIVERY SYSTEM.

has distributed this money among his heirs.

Arrangements for Putting it in Operation on October 1. A circular relating to the immediate de-

ivery system, which is to be put in operation on October 1, has been prepared and will be sent to postoffices at once. After quoting section 3 of the postoffice appropriation bill, which provides the terms under which immediate deliveries to be made, the circular says: It has accordingly been decided to introduce a special delivery system on the 1st of October, 1885, at all postoffices at which it is permitted by law, viz.: Those at which the free delivery system is in operation, and those in cities and towns having a population of 4,000 or over, as shown by the last federal census. Suitable suppiles of these special delivery stamps will be sent to any postoffice in the country which may make a requisition for them and when received they are to be taken up by the postmaster in his account current and accounted for quarterly in the same manner as ordinary postage stamps. They are to be sold by postmasters in required amount and to any person who may apply for them, but they can be used only for the purpose of securing the immediate delivery of letters addressed to and received in the mails at any of the offices designated as special delivery offices. Under no circumstances are they to be used in the payment of postage of any description or of registry fee, nor can any other stamps be employed to secure special delivery, except the special delivery stamp. The special delivery stamp must be in addition to the lawful postage, and letters not prepared with at least one full rate of postage in accordance with the laws and regulations must be treated as held for postage, even though bearing a special delivery stamp in addition to the full postage and registry fee required by the law and regulations. Special delivery letters will be delivered by messenger within the carrier limits of a free delivery office and within a radius of one mile from the postoffice and at all other special delivery offices. Postmasters at fourth-class offices are not entitled to commissions on special delivery stamps in any case. No effort will he spared to expedite the mailing of letters bearing special delivery stamps addressed to special delivery offices. Special delivery stamps must be effectually cancelled at the office of mailing in the same way as ordinary postage stamps. Letters bearing a special delivery stamp in addition to the lawful postage may be mailed at an office in the country, but it will not be entitled to an immediate delivery by messenger when addressed to a postoffice to which the special delivery system has not been extended.