THE DAILY BEE.

E. ROSEWATER, EDITOR

TO CORRESPONDENTS.

OUR COUNTRY FRIENDS we will always be pleased to hear from, on all matters connected with crops, country politics, and on any subject whatever, of general interest to the people of our State. ANY information connected with the elections, and relating to floods, accidents, will be gladly received. All such communications however, must be as brief as possible; and they must in all cases be written on one side of the sheet only.

THE NAME OF WRITER, in full, must in each and every case accompany any communication of what nature soever. This is not intended for publication, but for our own satisfaction and as proof o good faith.

POLITICAL.

ANNOUNCEMENTS of candidates for Office—whether made by self or friends, and whether as notices or communications to the Editor, are until nominations are made) simply personal, and will be charged for as advertisements.

DO NOT desire contributions of a library or poetical character; and we will not undertake to preserve or reserve the same in any case whatever. Our staff is sufficiently large to more than supply our limited space.

All communications should be addressed to

E. ROSEWATER, Editor.

NATIONAL REPUBLICAN TICKET.

FOR PRESIDENT:
JAMES A. GARFIELD,
of Ohio.

FOR VICE-PRESIDENT,
CHESTER A. ARTHUR,
of New York,

DOES the *Republican* think that the Nebraska delegation put their votes where they would do the most good?

DR. MILLER has gone to Cincinnati to superintend the tapping of Tilden's "bar'l."

THE Ohio idea seems to have an annex—it is now the Ohio and New York idea.

PHIL. SHERIDAN got one vote at the convention. It was more than "twenty miles away."

TAMMANY Hall's representatives will go to Cincinnati with great hurrah, and they will come back equally jubilant having defeated Tilden and his plans.

THE democratic agony is commencing, and will come to a focus in Cincinnati on the 22d. Sarcastic republican news editors will then have an opportunity to display their talents in the direction of head-lines.

THE *Herald* promises disclosures of General Garfield's record which will be interesting reading. If association with bribers and defence of disreputable democratic transactions give any peculiar fitness for political investigations, then Dr. Miller ought to make a good inquisitor on the ground that it takes a thief to catch a thief.

CALIFORNIA LAND TROUBLES.

A few weeks ago we gave a history of the land troubles in Tulare county, California, and our dispatches have from time to time given accounts of the conflicts between officers of the Southern Pacific railroad and the hardy settlers who were fighting for their homes.

The equity and justice are all on the side of the settlers, but these men who lived scantily on bacon and beans while transforming the desert land into wheat fields, were anxious to have peace and quiet. Their offer to pay the company 75 per cent of the schedule price of the lands was rejected. It is a characteristic trait of all wielders of monopolies that the company should insist on the arbitrary enforcement of the technical rights, and in this case under the acts of the assembly packed in the interest of corporations millionaire, Charles Crocker was firm. The farmers were for conciliation, but the railway company had no soul and the price they finally demanded was only a reduction of 12½ per cent.

As good land as the settlers took up can now be purchased in their immediate vicinity for 50 cents per acre, under the desert land act, with $1 additional per acre after the land is improved.

The settlers upon the railroad lands have spent from $5 to $10 per acre in the work of irrigation. They have given five years hard work to this and other improvements. They found the lands parched by drought, a howling wilderness. This they have transformed into fertile wheat fields, and where before white beans would not grow, many of them are this season raising their first successful wheat crop. Now the railroad company grade the land at an average price of $15 or $17 per acre, and will listen to nothing except a reduction of one-eighth from this price. This is only for ordinary farming lands. All the choice property near Hanford is rated at much higher figures. When one considers the rough pioneer work these settlers have done, and sees how much they have added to the wealth of the country, he is forced to admit that they are entitled not to 25 per cent off the railroad rates, but to a reduction of one-half.

There is another phase of the affair which, however, serves in no sense as a palliation for the crime of oppression on the part of the railway authorities. It is said that the refusal of these officials to effect a compromise is due to the efforts of several settlers on railroad lands in the vicinity of Hanford, who paid the graded rates at the time they took possession of their land. These men, it is asserted, have done all in their power to inflame the quarrel between the railroad and the settlers. It is hard enough to be ground down by a monopoly, but to have one's own neighbor turn upon you from miserly motives is still worse to be borne. But this instance in California is no great exception, for there have been few difficulties where the rights of hard working people were at stake, when a few would not turn against their fellows and take advantage of their plight to manufacture capital for themselves. Still all justice loving people will surely hope to see the Tulare settlers well treated, and their dearly bought homes secured to them at reasonable sums.

AFTER THE SKIRMISH.

The comments of the republican and independent press upon the Chicago nominations are universally favorable. There has been no crow eating. Mr. Garfield was not a candidate for the nomination prior to the convention, and therefore, provoked no opposition, made no political enemies in his party and created no antagonisms. The nomination of General Garfield was a surprise as much to himself as to his party. But it was in every respect a pleasant and agreeable surprise, which has united the party ranks and given them new confidence for the impending struggle. The campaign will be an aggressive one. General Garfield is a representative republican, a man of the people who has fought his way to his present position by sheer force of indomitable energy and brilliant talents. His record as a scholar, soldier and statesman, is open for inspection, and he challenges the strictest scrutiny of his record.

The choice of General Chester A. Arthur, was no less fortunate, and was a happy concession to the stalwart strength of New York. It ensures the polling of the entire republican vote of the Empire state and the hearty cooperation of its leaders. Whatever may have been the theoretical grounds of objection to General Arthur among certain members of the party, his personal and political integrity is unquestioned. His administration of the New York custom house was able, energetic, and scrupulously honest. Any difference between himself and the present national administration arose simply from divergent views on matters of party expediency; not on questions of failure in official duty.

It is pleasing to note that abroad as well as at home the Chicago nominations meet with the unqualified approval of the best and most thoughtful minds, and it is still more gratifying to know that after the bitter and uncompromising conflict of candidates at the recent convention all cheerfully and earnestly unite in praise of the choice of the party standard bearers. Such unity of sentiment bespeaks a shoulder-to-shoulder campaign, in which all formerly discordant elements will join in supporting and carrying to victory in November the names of Garfield and Arthur.

THE war between the railroads for passenger traffic shows no signs of abatement. There seems to be difficulties in the way of forming the proposed passenger pool which the trunk line managers will find it hard to overcome. In the meantime the public is clamoring for increased speed between the east and west seaboard, and the gauntlet has been thrown down and taken up by several of the prominent eastern lines. The Baltimore & Ohio and Pittsburg & Fort Wayne have added fast trains to their time table, and the Lake Shore and Erie will be compelled to follow suit. The great objection made by the railroad corporations to such increase of speed is the consequent wear and tear upon the road bed and rolling stock. The fact of the matter is that no road could maintain itself on the Atlantic seaboard which carried its passengers on the slow-coach plan of the western trunk lines. The public demand better accommodations, and if they fail in obtaining them from one road they will give their patronage to that line which is most fully abreast with the railroad progress of the age.

THE selection of an Ohio man to be the democratic standard bearer already seems inevitable. The democracy are to well aware of the strong personal following of Gen Garfield in his own state to neglect the claims of the several prominent buckeyes within its party lines. The belief is strong and still growing that Ex Congressman Payne, of Cleveland, is to be the man, since he is stated to "stand in" with Tilden and is regarded as Uncle Sammy's heir apparent. Grosbeck, of Cincinnati, also is named, but Payne with a bigger "bar'l" and Tilden's support is looked upon as the coming man at Cincinnati. The Illinois democrats in expressing a preference for Clarkson N. Potter manifest a desire to wage war on the second man in the ticket and make him fight Arthur in New York as Payne will Garfield in Ohio. But with such a ticket the republicans have nothing to fear, but in any event with good men and noble principles the republicans are sure of winning against such a ticket.

THE echoes of the British press on the result at Chicago are generally favorable. The two ablest and most cautious of London newspapers, the *Pall Mall Gazette* and the new *St. James Gazette* each predict that Gen. Garfield will be the successor of President Hayes. As the editor of the latter journal has said, Englishmen are disposed to view our political questions in a conscientious way after careful study. These comments of the victory achieved at Chicago, coming from such able editors as John Morley and Frederick Greenwood, must not be overlooked, for they are the judgment of men with more than national fame as careful and trained political writers.

THE republican press is for the nominees of the Chicago convention.

BLACK HILLS NUGGETS.

More acreage of plowing this season by one-half, about Hill City than usual.

The Sturgis city town site is still occupying the attention of the land office.

Deadwood streets look much livelier than usual, and much freight is coming in.

Some of the finest gardens in the west are to be seen between Custer and Rochford.

The corner on hay has been broken in Deadwood, and is a drug on the market at $40.

Notwithstanding the heavy roads the Bismarck coaches are making remarkably good time.

Very little grain has been irrigated this year in the Rapid valley, but the crops are looking well.

Another ditch company has been organized in Rapid valley, with a capital stock of $15,000.

Freight from the East to Custer City, Rochford and other intermediate points are now marked and shipped via Rapid City.

There is a large force of men at work on the road grade between Lead and Pennington, and the work is being pushed vigorously.

Owners of the Champion mine ten-stamp mill, Spruce gulch, have bought a twenty stamp mill in Lead City and will unite the two.

The stockholders of the Deadwood Driving Park association have contracted for the grading of the track and fencing of the park all to be completed June 18, and to cost $2500.

Along Horse creek great masses of slate are tilted up on all sides, threaded frequently with quartz veins, while quartz "float" is strewn over the ground profusely. It is a promising field for prospecting.

The Homestake clean up for May was a little over $126,000. The Deadwood will reach over $47,000 and the Golden Terra $05,000. The DeSmet will go over $75,000 and the Caledonia is over $50,000.

The Episcopal ladies of Deadwood have worked hard for a year to obtain a little money to build a church, and now they don't know where to build, and are waiting the advent of Bishop Hare, in order to obtain his advice.

Everything in Strawberry gulch is reported as looking most encouraging, large bodies of ore in several different mines being uncovered that prospect splendidly, and only require mills to build up a camp second to none in the Hills.

The two-Bit placer mines are still making good clean ups. The claim is yielding from six to ten dollars to the hand; one nugget they got out weighed between two and three pennyweights; several smaller ones from twenty-five cents to one dollar each.

An old Castle creek miner reports that he has wheeled dirt from one of the Canyon City bars and averaged twelve dollars a day for six weeks. Those bars will yield enormously when worked by the hydraulic method. They are of great extent—embrace ten acres. The gravel is deep, and prospects from the grass roots down.

The Spearfish academy is now assured of success. The lumber is all paid for and nearly all on the ground. One thousand dollars in good subscriptions are promised for the building. The first building will be 30x40, two stories high, with an assembly room 30x30. It is hoped to make this only a wing of a more pretentious building as the needs increase.

There is now a good road from Sheridan to the new camp of Queen Bee, only seven miles long, built by an enterprising merchant of the latter place at his own expense. It is now a good wagon road all the way, there being no difficulty in moving heavily loaded wagons over it. Before this road was made passable the only way to reach Queen Bee City from Sheridan was to go around by Hill City and Tigerville, the distance by that roundabout way being fifteen miles.

Rapid City will soon have a good system of water works in operation to be built by private capital. The water will be brought four miles from Ulammoth spring and is ice cold and almost as soft as rain water. An engineer is now at work surveying out the line for the laying of iron water-pipes, which will be buried so deeply that it will never be possible for the flow to be interrupted by extreme cold weather. The volume, the year round, will not fall short of eight hundred miners' inches. A cemented reservoir is to be constructed on Cemetery hill in the bluffs south of the town, which will have a sufficient elevation to throw the water by hydraulic pressure 100 feet above the highest building in town.

The Battle Creek Hydraulic company's ground in the Southern Hills, recently sold, has been put in shape for business. The flume, some seven miles in length, to bring the waters of Battle and Iron creeks into the placers, together with a system of reservoirs, five in number, has been contracted to Mr. Wheelock, the architect of the Calendonia mill, and the builder of the Stand-By mill at Rochford. The job will be completed and the water running through the pipes within the next forty days. These is now, and it is one of the dryest seasons ever known in the Hills, 500 miners inches of water, that will be carried through their flume. The well-known richness of the hills and bars to which this water will be taken, are a guarantee of the success of the enterprise.

Queen Bee City is located on an eligible flat just below the junction of Spruce and Skull gulches. The first house was erected six months ago. There are now twenty-five or thirty occupied log cabins. It is estimated that there are now about one hundred men in and around the camp. The placer mines are among the richest ever discovered in the Hills, and they are of great extent—over seventeen miles of rich gulch placer deposits—about the extent of the producing portions of the famous old Alder gulch in Montana. Besides, there are many rich and extensive bar deposits. The placer fields are extensive enough to give employment to over a thousand miners, with a sufficiency of water to work them. The principal gulches are Queen Bee, Spruce, California, Friday and Marshall. Three hundred placer claims have so far been recorded in the district, the claims being 300 feet up and down the gulch, and extending from rim to rim. It has been demonstrated from actual surveys that water could be brought into this immensely rich placer district from Castle creek at reasonable figures; but the difficulty seems to be to get legal control of the current of Castle creek for this purpose.

A Trunk Line Passenger Pool Formed.

American Exchange, June 4.

An important meeting of the presidents of the trunk lines was held in this city yesterday, Trunk line commissioner Fink, Mr. Hugh J. Jewett, president of the New York, Lake Erie and western railroad company; Mr, George D. Roberts, president of the Pennsylvania Railroad company; Mr. John W. Garrett, president of the Baltimore and Ohio railroad company, and Mr. W. K. Vanderbilt, representing the New York Central and Hudson River Railroad company, present. After the consideration and settlement of some minor questions, the meeting decided to "pool" the receipts of the trunk lines from competitive passenger business, east-bound and west-bound. The details of the pooling agreement were left to be arranged by subordinate officials, but it was agreed to accept the business of 1878 as the basis for the settlement of the percentages of the different roads. The pool is to take effect from June 1. 1880.

The action of the railroad presidents was commented upon last night by railroad men as being very important. There has never been a pool of the passenger business heretofore on account of the many difficulties and complications which would attend it, and also because of the lack of harmony between the rival lines. For more than the last year, however, the question has been under discussion before the railroad managers, but apparently little progress was made toward its settlement. The attempt to interest the west railroads in the matter was finally abandoned, as their representatives urged that the trunk lines should first successfully establish a pool among themselves before striving to extend its operations to all their connections. If the present scheme is carried out it is believed that it will ultimately lead to the adoption of a general passenger pool as comprehensive in its extent as the freight pool. Railroad men admit, however, that there are almost innumerable obstacles in the way of a satisfactory passenger pool, by reason of the difference in the character of the passenger business from that of the freight traffic. It is, of course, intended that the trunk lines shall abolish the payment of commissions for securing business under the operations of the new pool, and the thoroughness of organization and the wide influence of the passenger ticket "scalpers" are acknowledged to be another great difficulty necessary to be overcome before such a pool can be sudcessful. The "scalpers" and ticket brokers will contest to the utmost the carrying out in good faith of the pooling scheme, and it has been proven in the past that their operations were connived at by some prominent railroad managers for the sake of sharing in the profits obtained in their business at the expense of the roads It was impossible last night to obtain information regarding the exact percentage of each road under the new pool, qut it is said the percentages will be more nearly equal than those in the freight pool.

The River and Harbor Bill.

Globe-Democrat.

The average congressman always endeavors to do something for his constituents, for the reason that whatever labor he expends in that behalf is really work for himself. He is always under the impression that his constituents need something from the government, and he is always ready to accommodate other congressmen whose constituents are equally necessitous. The most ready means by which congressmen have been able to magnify their importance at home, has hitherto been a liberal clamor for an expenditure of public money for the ostensible benefit of their own particular districts. There is a certain bill which comes before congress at every session, which, by common consent, has been interpreted to mean a combined appeal on the part of individual gentlemen holding seats in congress to themselves in the aggregate, to appropriate a certain amount of money from the national treasury in order to give them the standing at home which they crave. Every congressmen feels himself bound to do something for his constituents—that is to say for himself—by getting an appropriation of public money to be expended in his district. Hence it is that while there is a fierce fight over certain small economies of the government, when it comes to a big steal in which every individual congressmen is about equally concerned, there is no difficulty in passing it.

There two methods of bleeding the national treasury upon which congressmen are generally united, for the reason that both of them, if successful, are a cheap purchase of personal popularity. Probably the chief measure which the average congressman has at heart is to get the United States to start a building somewhere in his district. That venture, however, generally fails. He generally succeeds in having his bill referred to the proper committee, and his constituents are left to blame congress, instead of himself, for the cruel manner in which the committee sits down upon it. But there is a regular appropriation bill which congress is always called upon to consider, and in this the average congressman has another chance of benefiting his constituents—that is, to say himself. Having made his preliminary effort to secure a public building in his district, the average congressman falls back on the river and harbor bill as a dernier resort to give himself standing with his constituents. This year he has plied his vocation with remarkable success The river and harbor appropriation bill as it passed the house appropriated about $8,000,000, which is a larger sum by $2,000,000 than was ever appropriated before for a similar purpose. It is not a very large appropriation for the purpose of river and harbor improvements. It would not be difficult to designate several points where the government could profitably expend that amount in the interest of commerce. But the increased appropriation is not founded on the wants of commerce. It has grown solely from the mutual attempts of Congressmen to make political capital among their constituents. The great Mississippi River has received no more consideration, than say forty creeks which water the ravines of the eastern and western slopes of the Alleghanies. For instance, there is $15,000 appropritated for the improvement of the Shenandoah—a river which can not be made navigable by an expenditure of $15 000,000. The river and harbor bill, however, went to the Senate, and its appropriations were increased by $2,000,000

The Republican Platform.

New York Tribune.

It is a significant circumstance that in the midst of the excitement over the proceedings of the Chicago convention, so little has been heard of conjecture or discussion as to the character of the platform. The convention had first to settle a question—we do not say of greater importance but of more immediate importance—than the formal declaration of the party policy. The real point at issue in the preliminary trials of strength was whether the convention should be an assemblage of the authorized representatives of the republican masses, or a packed body composed of the agents of a few republican "bosses," notoriously not in harmony with the voters. Until this was settled it could not be affirmed that the convention had any title to speak for the republican party.

Now that the true representative character of the convention has been happily established, we turn to the platform with the knowledge that it is the authoritative expression of the sentiments of the great body of republican voters. Fortunately there has been no great doubt as to what it would contain. The party is substantially united on all the principal issues of the time. Its purposes are well defined. It has no blunders to apologize for, no heresies to recant, no schisms to dread, no difficulties to evade by a farrago of words meant to darken counsel. It can turn back to its declarations published four years ago, with the proud consciousness that it has been faithful to the pledges then made, that events have vindicated its wisdom, and that the vast gain which the country has made in prosperity since President Hayes came into office is traced directly to the financial policy of the republican party. In most respects the platform of 1880 is a close copy of that of 1876, save that much of what we promised four years ago to undertake we can refer to now as already accomplished. The convention which nominated President Hayes pronounced it the duty of the national government to discharge its obligations to its creditors, build up the national credit, and restore prosperity by a speedy return to specie payment. The convention which nominates President Hayes' successor congratulates us upon a currency redeemed, credit strengthened, agriculture, commerce, and manufactures flourishing, and general prosperity re-established. All this has been effected by republican legislation and the firm and prudent management of the finances by a republican administration.

The praise of President Hayes is well bestowed. It is long since the atmosphere of the White House has been so pure and the general tone of the executive branch of the government so dignified as during his term of office. Able, honest, high-minded, patriotic, sincere, he has kept not only himself but those around him free from the breath of scandal. He has administered his trust with an evident regard for the rights and the welfare of all sections of the country alike; and whenever the occasion has arisen, he has proved himself a sturdy defender of the principles of his party.

A forcible arraignment is made of the democratic party for his habitual sacrifice of patriotism and justice to its insatiable lust for office and patronage. The specifications under this general charge are severe, but no candid man can say they are not warranted by the conduct of that party during very recent years Its efforts to destroy the freedom and purity of the ballot, to seat congressmen whom the people have refused to elect, to steal the entire state government in Maine, to block the wheels of the national government, to nullify national laws and to cultivate the spirit of the rebellion in order to solidify the south, make this plank in the platform as just and appropriate as it is scathing.

The clauses respecting education, polygamy, Chinese immigration, etc., repeated from the platform of 1876, give fresh emphasis to the views which are well known to prevail among republicans. Upon no part of the platform has there been any dissension among the delegates, or any occasion for compromise and shifty phrases. The republicans know just where they stand. Happy is the party which has so little to explain in its past, and so little need to promise new things for the future. Its acts have spoken for it.

RAILWAY NOTES.

The Utah and Northern railroad line is to be finished by the 1st of September.

The Canada Southern railway earnings for the month of May incressed $60,000.

The Wabash, St. Louis and Pacific railway earnings for May increased $381,000.

Sixty-six passenger trains arrive and depart daily from the union depot, Columbus, O.

One hundred and twenty-five passenger trains daily arrive at and depart from the union depot in St, Louis.

Earnings of the Mobile and Ohio railroad for the month of May were $130,148; an increase of $12,556.

The earnings of the St. Louis and San Francisco road for the fourth week of May show an increase of $27,000.

Gross earnings of the Minneapolis and St. Louis railway for the week ending May 21 were $12,565.34; an increase of $4,892.39.

The Chicago & Northwestern railroad reports an increase in gross earnings of $117,400 for fourth week and of $361,300 for month of May.

A private dispatch from Baltimore states that the Baltimore & Ohio railroad company have been offered all the pig iron they want at $17.00 per ton.

The Chicago, Milwaukee & St. Paul railway reports an increase in gross earnings of $100,914 for the fourth week in May, and an increase of $277,677 for the month.

The engineer reports that the grading, ironing and bridging of the Austin & Mankato railroad will not exceed $11,000 per mile. The work of obtaining the right of way will soon commence, which places the question of building in the way of success.

A dispatch from Montreal says: The Grand Trunk railway traffic receipts for the week ending May 29, show an increase of $33,583 over the corresponding week last year. The aggregate increase for the twenty-two weeks of this year is $662,081. Railway traffic is increasing here so fast that the Grand Trunk and Quebec, Montreal and Occidental railroads are obliged to lay down additional tracks along the wharves.

Fifteen miles of the Busselton branch of the Northern Pacific have been graded so far this season, and the iron is going down on the balance as fast as possible. It is the intention to grade 50 miles more this year, which will make a total 75 miles graded since operations were commenced last year. Meantime, wheat of last year's growth is being hauled out over the new line, and construction trains are kept busy upon it forwarding the materials for the line.

The estimated gross earnings of the consolidated Union Pacific railway company show an increase of $844,000 for the month of May, over the earnings of the three individual roads (now forming the consolidated line) during the same time last year, a gain of 35 per cent. The officers of the company make an estimate of the increase brought by new branches, and deducting this, the roads show an increase of $327,000 for the month, or a gain of 21 per cent.

BABY PRIZES, $600.

An eminent banker's wife of ——— N. Y., has induced the proprietors of that great medicine, Hop Bitters, to offer $600 in prizes to the youngest child that says Hop Bitters plainly in any language, between May 1, 1880, and July 4, 1881. This is a liberal and interesting offer, and everybody and his wife should send two cent stamp to the Hop Bitters Mfg. Co., Rochester, N. Y., U. S. A., for circular, giving full particulars, and begin at once to teach the children to say Hop Bitters and secure the prize. d&w2w

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Engines, Pumps and every class o machinery made to order.
Special attention given to
Well Augurs, Pulleys, Hangers, Shafting, Bridge Irons, Gear Cutting, etc.
Plans for new Machinery, Mechanical Draughting, Models, etc., neatly executed.
256 Barney St., Bet. 14th and 15th

UPTON HOUSE,
Schuyler, Neb.
First-class House, Good Meals, Good Beds Airy Rooms, and kind and accommodating treatment. Two good sample rooms. Special attention paid to commercial travelers.
S. MILLER, Prop.,
a15-tf Schuyler, Neb.

MEAT MARKET,
U. P. Block, 16th St.
Fresh and Salt Meats of all kinds constant on hand, prices reasonable. Vegetables in season. Food delivered to any part of the city.
WM AUST,
22-tf 621 North 16th St

ESTIMATE OF ANNUAL EXPENSES OF DOUGLAS CO., FOR THE YEAR 1880.

Court's, Jurors' and Court expenses	$ 20,000
Poor and Poor House and fuel for same	16,000
Jail and Jailors, board for prisoners and fuel	12,000
Miscellaneous expenses, Stationery special City Tax and Gas	16,000
Railroad Bond Sinking Fund	44,000
County Road and Bridges	12,000
County Office, Office Rent, Elections and Assessors	6,000
Total	$128,000

By Order of County Commissioners.
JOHN R. MANCHESTER,
County Clerk.
By H. T. LEAVITT, Deputy.
m12-4w

$66 a week in your own town. Terms and $5 outfit free. Address H. Hallett & Co. Portland, Me

BUSINESS!
SUITS for - - $20.00
PANTS for - - - 5.00
J. C. VAPOR.

INTER-OCEAN HOTEL,
Cheyenne, Wyoming.
First-class, Fine large Sample Rooms, one block from depot. Trains stop from 20 minutes to 2 hours for dinner. Free Bus to and from Depot. Rates $2.00, $2.50 and $3.00, according to room; single meal 75 cents.
A. D. BALCOM, Proprietor.
ANDREW BORDEN, Chief Clerk, m10-t

NEW TIME TABLE
OF THE
OMAHA AND FORT OMAHA
OMNIBUS LINE.

LEAVES OMAHA.	LEAVES FT. OMAHA.
7:30 o'clock.....A. M.	10:00 o'clock.....A.M.
3:00 o'clock.....P. M.	6:30 o'clock.....P.M.
8:00 o'clock.....P. M.	10:00 o'clock.....P.M

SUNDAYS EVERY TWO HOURS.
Fare - - - - - - 25 Cents.

M. R. RISDON,
General Insurance Agent,
REPRESENTS:

PHŒNIX ASSURANCE CO., of London, Cash Assets	$5,107,127
WESTCHESTER, N. Y., Capital	1,000,000
THE MERCHANTS, of Newark, N. J.	1,000,000
GIRARD FIRE, Philadelphia, Capital	1,000,000
NORTHWESTERN NATIONAL, Capital	900,000
FIREMEN'S FUND, California	500,000
BRITISH AMERICA ASSURANCE Co.	1,200,000
NEWARK FIRE INS. CO., Arsets	500,000
AMERICAN CENTRAL, Assets	500,000

Southeast Cor. of Fifteenth & Douglas St., OMAHA, NEB.
may8-d&w

BANKING HOUSES.

THE OLDEST ESTABLISHED
BANKING HOUSE
IN NEBRASKA.
CALDWELL, HAMILTON & CO.
BANKERS.
Business transacted same as that of an Incorporated Bank.
Accounts kept in Currency or gold subject to sight check without notice.
Certificates of deposit issued payable in three, six and twelve months, bearing interest, or on demand without interest.
Advances made to customers on approved securities at market rates of interest.
Buy and sell gold, bills of exchange Government, State, County and City Bonds.
Draw Sight Drafts on England, Ireland, Scotland, and all parts of Europe
Sell European Passage Tickets.
COLLECTIONS PROMPTLY MADE.
aug1dtf

U. S. DEPOSITORY.
FIRST NATIONAL BANK
OF OMAHA,
Cor. Farnham and Thirteenth Sts.
OLDEST BANKING ESTABLISHMENT
IN OMAHA.
(SUCCESSORS TO KOUNTZE BROS.,
ESTABLISHED IN 1856
Organized as a National Bank August 20, 1868.
Capital and Profits Over $300,000
Specially authorized by the Secretary of Treasury to receive Subscriptions to the
U. S. 4 PER CENT. FUNDED LOAN.
OFFICERS AND DIRECTORS
HERMAN KOUNTZE, President.
AUGUSTUS KOUNTZE, Vice President.
H. W. YATES, Cashier.
A. J. POPPLETON, Attorney
JOHN A. CREIGHTON.
F. H. DAVIS, Ass't Cashier
This bank receives deposits without regard to amounts.
Issues time certificates bearing interest.
Draws drafts on San Francisco and principal cities of the United States, also London, Dublin Edinburgh and the principal cities of the continent of Europe.
Sells passage tickets for emigrants in the Inman line. may1dtf

REAL ESTATE BROKER

Geo. P. Bemis'
REAL ESTATE AGENCY.
15th & Douglas Sts., Omaha, Neb.
This agency does STRICTLY a brokerage business. Does not speculate, and therefore any bargains on its books are insured to its patrons, instead of being gobbled up by the agent

Boggs and Hill,
REAL ESTATE BROKERS
No. 250 Farnham Street
OMAHA, - NEBRASKA.
Or :—North Side, opp. Grand Central Hotel

Nebraska Land Agency
DAVIS & SNYDER,
1505 Farnham St. Omaha, Nebr.
400,000 ACRES carefully selected land Eastern Nebraska for sale.
Great Bargains in improved farms, and Omaha city property
O. F. DAVIS, WEBSTER SNYDER,
Late Land Com'r U. P. R. R. 4p-feb7t

BYRON REED. LEWIS S. REED
Byron Reed & Co.,
OLDEST ESTABLISHED
REAL ESTATE AGENCY
IN NEBRASKA.
Keep a complete abstract of title to all Real Estate in Omaha and Douglas County. may1tf

THE ORIGINAL
BRIGGS HOUSE!
Cor. Randolph St. & 5th Ave.,
CHICAGO, ILL.

PRICES REDUCED TO
$2.00 AND $2.50 PER DAY
Located in the business centre, convenient places of amusement. Elegantly furnished, containing all modern improvements, passenger elevator, &c. J. H. CUMMINGS, Proprietor.
oct6tf

OGDEN HOUSE,
Cor. MARKET ST. & BROADWAY
Council Bluffs, Iowa
On line of Street Railway. Omnibuses to and from all trains. RATES—Parlor floor, $3.00 per day; second floor, $2.50 per day; third floor The best-furnished and most commodious house in the city. GEO. T. PHELPS, Prop.

METROPOLITAN
OMAHA, NEB.
IRA WILSON, - PROPRIETOR.
The Metropolitan is centrally located, and first-class in every respect, having recently been entirely renovated. The public will find it comfortable and homelike house. mar8t

NEW GROCERY!
16th and Cuming Sts.
We propose supplying the people of North Omaha with CHOICE GROCERIES at moderate prices. Give us a call.
J. E. BERGEN.
Cash paid for Country Produce. Goods delivered free to any part of the city. ap17-1m

SANTA CLAUS FOUND.
Greatest Discovery of the Age.
Wonderful discovery is the world have been made
Among other things where Santa Claus stayed,
Children oft ask if he makes goods or not,
It really he lives in a mountain of snow.
Last year an excursion sailed clear to the Pole
And suddenly dropped into what seemed like a hole
Where wonder of wonders they found a new land,
While fairy-like beings scared on each hand.
There were mountains like ours, with more beautiful green,
And far brighter skies than ever were seen,
Birds with the hues of a rainbow were found,
While flowers of exquisite fragrance were growing around.
Not long were they left to wonder in doubt,
A being soon came the, had heard much about,
Twas Santa Claus' self and this they all say,
He looked like the pictures we see every day.
He drove up a team that looked very queer,
Twas a team of grasshoppers instead of reindeer,
He rode in a shell instead of a sleigh,
But he took them on board and drove them away.
He showed them all over his wonderful realm,
And factories making goods for women and men,
Furriers were working on hats great and small,
To Bunce's they said they were sending them all.
Kris Kingle, the Glove Maker, told them at once,
All our Gloves we are sending to Bunce,
Santa showed them suspenders and many things more.
Saying I also took these to friend Bunce's store.
Santa Claus then whispered a secret he'd tell,
As in Omaha every one knew Bunce well,
He therefore should send his goods to his care,
Knowing his friends will get their full share.
Now remember ye dwellers in Omaha town,
All who want presents to Bunce's go round,
For shirts, collars, or gloves great and small,
Send your sister or aunt one and all.
Bunce, Champion Hatter of the West, Douglas street, Omaha

D. B. BEEMER,
COMMISSION MERCHANT
OMAHA.
Wholesale Dealer in Foreign and Domestic Fruit, Butter, Eggs, Poultry, Game, Ham, Bacon, Lard, Fresh Oysters, and Agent for SOUTH'N OYSTERS. nov1-1m

1856. 1880.
WHOLESALE AND RETAIL.
A COMPLETE STOCK FOR
SPRING AND SUMMER
STYLISH AND GOOD, NOBBY AND CHEAP.
We have all the Latest Styles of Spring Suitings, an Elegant Stock of Ready-Made Clothing in Latest Styles. Gent's Furnishing Goods Stock Compl