THE DAILY BEE.

E. ROSEWATER: EDITOR

NATIONAL REPUBLICAN TICKET.

FOR PRESIDENT:
JAMES A. GARFIELD,
of Ohio.

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

PRESIDENTIAL ELECTORS.

GEORGE W. COLLINS,
of Pawnee County.
JAMES LAIRD,
of Adams County.
JOHN M. THURSTON,
of Douglas County.

REPUBLICAN STATE TICKET.

For Member of Congress,
EDWARD K. VALENTINE.

For member of Congress (Contingent),
THOMAS J. MAJORS.

For Governor,
ALBINUS NANCE.

For Lieutenant-Governor,
E. C. CARNS.

For Secretary of State,
S. J. ALEXANDER.

For Auditor,
JOHN WALLICHS.

For Treasurer,
G. M. BARTLETT.

For Attorney-General,
C. J. DILLWORTH.

For Commissioner of Public Lands and Buildings,
A. G. KENDALL.

For Superintendent of Public Instruct on,
W. W. JONES.

DISTRICT TICKET.

For Attorney—Third Judicial District.
N. J. BURNHAM.

THE *Herald's* roosters are again flung to the breeze. Their voices are rather cracked from crowing over a bogus 5000 majority in Maine.

RED-EYED JONICK at Glenwood proved Garfield was dishonest from the republican record. And not three months ago Red-eyed Jonick in the Academy of Music delivered a nice little eulogium on the republican candidate.

THE predictions of southern republicans that with "a fair count" republican success in Louisiana and Florida is a certainty, awakens no response from the national committee. They, with all republicans north and south, know too well that "a fair count" in the gulf state is a sheer impossibility. Republicans make no calculations on electoral votes from the "solid south."

THE Louisville *Courier-Journal* appeals to Kentucky to "do her duty and there is no danger about the result in Indiana." "This," says the *Inter-Ocean*, "is about the broadest and most significant suggestion that has yet been made by a democratic leader. Kentucky usually does 'her duty' when elections are held in Indiana. She always sends thousands of voters into the border counties to swell the democratic majority."

ON Monday General Garfield will extend the hospitalities of his home, at Mentor, to Gen Grant, Senator Conkling and Gen. Arthur, together with a few prominent members of the republican national committee who will be in attendance at the great mass meeting to be held in Warren, Ohio, on the 25th inst. It is understood that the meeting of many of so many distinguished men at Mentor is both out of courtesy to the participants and also to hold a consultation relative to to the campaign. The great meeting at Warren will excel any yet seen in northern Ohio, one wigwam alone seating twenty thousand people.

THE FRENCH CRISIS

The recent crisis in the French cabinet which has just culminated in the dissolution of the De Freycinet ministry had its origin in the defeat of the famous Article No. 7 of the educational bill, Jules Ferry. This article it will be remembered for bade unauthorized congregations from engaging in teaching and on its rejection by the senate the government proceeded to revive against the religious orders the decree directed against the Jesuits forty years ago and Constans the minister, of the Interior and of Public Worship was directed to enforce them.

On the 30th day of June the Jesuits were expelled from their establishments in France. The other religious orders, the Capuchins, Dominicans, Franciscans and others were allowed two months in which to obtain from the government authorization to engage in educational work and to comply with the laws regulating education by the religious orders. As a whole, the French people approved of the enforcement of the law against the religious orders, but a bitter opposition manifested itself among the legitimists, imperialists and aristocracy. The influence of the clergy made itself strongly felt and Premier De Freycinet began to waver, and came to the conclusion that some compromise between the government and clergy was possible. The proposition of the ministry to delay final proceedings in the case of the other religious orders until the courts would pass on the legality of the decrees, the congregations meantime complying with the requirements of the law, was courteously but firmly declined by the Catholic nuncio and the French archbishops. Gambetta now interposed, and peremptorily ordered the premier to enforce the decrees against the religious orders. Fearing to risk an adverse vote De Freycinet has resingned and a new ministry, under the leadership of Ferry, the author of the famous Article No. 7, has been formed. The formation of the new cabinet is a victory for the radical branch of the French government but more than all, is a personal victory for Gambetta himself. The conservatism of the ex premier has been an obstacle to the advancement of the man who is now the "overshadowing genius" of France. Ferry is a republican of deepest dye, more congenial to Gambetta and ready to carry out his plans to the letter. Whether the present radical ministry will be sustained by the popular vote, remains to be seen.

LOOK TO YOUR SENATORS.

The Nebraska State Senate is made up of thirty members. Sixteen members are a majority. Fifteen members can block any legislation beneficial to the people. With a known monopoly capper like E. C. Carns presiding over the senate, it is all-important to the tax-payers and producers of Nebraska to have, at least, sixteen reliable men in the state senate who can neither be bought nor bulldozed. Under our system of government, no law can be enacted or can any be repealed without the concurrence of a majority of the state senate. It is, therefore, self-evident that the jobbers who have schemes for robbing the tax-payers, to pull through the legislature, will center all their efforts on the senate. Monopolies whose interest it is to prevent any legislation that would limit their power to discriminate against one class of patrons and favor those who help them in keeping up extortionate tolls, will seek to control fifteen members of the senate to block all railway legislation. Look to your senators, therefore, farmers and tax payers of Nebraska. Support no man, republican or democrat, for senator who is known to be in active sympathy with corporate monopolies. Support no man who is vulnerable to bribes of any kind. Support no man who has ever as member of any legislative body betrayed his trust. If you have to choose between a dishonest republican and an honest democrat, vote for the honest democrat every time. The people of Nebraska are in no danger of a democratic legislature. In the five years since the adoption of our constitution the largest number of democrats that has ever been in any one legislature was twenty-five out of one hundred and fourteen members. If the democrats should actually succeed in electing thirty out of one hundred and fourteen no great calamity can happen, providing that those who are elected are known to be men of integrity and above the temptation of a bribe. If you have to choose between a dishonest republican and a dishonest democrat, induce some honest man to be an independent candidate and elect him.

The people of this state have millions at stake in the next legislature and they can better afford to abandon their partisan preferences than to allow jobbers and monopolies to rule Nebraska. We are gratified to note that in some localities where primaries and conventions have been run by corrupt monopolies, the tax payers are taking the bits in their own mouths by calling mass conventions and putting independent tickets in the field in opposition to monopoly cappers and ringsters. Saline county is the first to strike the blow against misrepresentation in the legislature. The republican convention of that county having been manipulated in the interest of corporation tools and men who go to the legislature to barter their votes for office or money, the best elements of all parties propose now to support an independent ticket made up of men of known probity. In other counties where a similar state of affairs exists, the revolt against misrule is bursting forth, and the hucksters in legislative votes will have a harder time to pack the elections than they had in packing the conventions.

There is another class of candidates for the senate against whom we would warn the patrons of THE BEE. They are the trimmers and fence riders who decline to define their position on the living issues of the day. They are men who want to slide into the office without any pledges to their constituents. They want the support of the monopolies, and they want the support of the farmers, and they ask the voters to go it blind and take their chances in their good intentions. Now a man who goes to the legislature goes there to represent the wish and will of his constituents. It is not only proper that they shall know whether he is in accord with their wishes before they vote for him, but it is imperatively necessary that he shall publicly define himself on all important questions, especially on the duty of the legislature to protect the people against monopoly abuses. No honorable man will shirk these issues. If he is trying to carry water on both shoulders you may depend on it that he means to sell you out on the first opportunity. We have watched the legislatures of Nebraska for ten years, and we assert beyond the possibility of contradiction, that nine out of every ten of the unpledged fell into the ranks of the jobbers and monopoly tools. Take Church Howe for example: He has always been elected as unpledged, and a bigger rogue never served in any legislature. He always pulled the wool over the eyes of the farmers by pretending to be a granger while he was in reality a hireling of the Union Pacific, and their most active worker in the legislature. If sixteen such men get into the next state senate all hope of redressing the grievances of the producers and compelling corporate monopolies to bear their just share of the burdens of taxation is lost. Look well to your senatorial candidates, we say then, voters of Nebraska.

THE latest reports from the English grain market announce that the results of threshings in the midland and southern counties continue to be far from satisfactory to the farmers. The quality of the wheat is poor and the quantity is far below expectation. Prices in London and in some of the provincial markets have risen in consequence. Heavy rains and floods have done much damage to standing crops in the north of Scotland. Like reports come from Silesia and other parts of the continent, all indicating a heavy foreign demand for American wheat during the coming winter, and good prices for our farmers.

The stamps to be used by the Grand Junction mine are said to be the largest and heaviest in the whole mining region of the Black Hills.

OHIO SOLDIERS IN NEBRASKA.

At a meeting of Ohio soldiers held September 16th, 1880, at the annual reunion at Central City, Neb., the following proceedings were had.

On motion of J. N. Cassell, of the 20th O. V.'s, a committee of five comrades were appointed on organization, as follows:

Comrades Kimmel, of Polk county, Cassell of Hamilton, Kyne of Douglas, Brooks of York, and Early of Platte, with instructions to report at the next meeting.

The committee appointed at previous meeting made report as follows:

I. This organization shall be known as the Ohio Soldiers Association in Nebraska.

II. The objects of this association shall be, first, to perfect an organization of all Ohio soldiers in the state of Nebraska, that we may be able to know the address of all our old comrades, and render each other such assistance, and to give each other such information as may be necessary and useful; second, to establish Ohio headquarters at each future reunion.

III The meetings of this organization shall be held annually on the third day of the reunion of the Grand Army of the Republic in Nebraska.

IV President and one vice president from each county in the state represented, a secretary and treasurer who shall be eleted annualiy.

V The duties of said officers shall be the same as those presented for the same officers in similar organizations. Respectfully submitted.

J. A. CASSELL, W. F. KIMMEL,
Secretary. Chm., Com.

On motion, the above report was adopted and the committee was discharged, after which the meeting proceeded to elect officers for the ensuing year.

Comrade Charles F. Manderson, of Omaha, was elected president of the association.

The following comrades were elected as vice presidents by the different counties represented:

Douglas county, H. Kyner, Omaha.
Howard county, B F. Adams, St. Paul.
Fillmore county, W. T. Strother, Fairmount.
Hall county, G. W. Miller, Wood River.
Lancaster county, R. S. Cooley, Waverly.
Colfax county, N. B. Woods, Schuyler.
Buffalo county, S. F. Walker, Gibbon.
Clay county, Martin Clark, Sutton.
Saunders county, J. P. Brooks, Ashland.
Merrick county, D. L. Greiner, Chapman.
York county, J. W. Donovan, Seeley.
Boone county, V. F. Barnhart, Myra.
Nuckol's county, Enoch Owens, Fairfield.
Sherman county, Fred. Stine, Hayestown.
Butler county, David Slayter, David City.
Hamilton county, John Morrow, Harvard.
Polk county, W. F. Kimmel, Osceola.
Platte county, John W. Earley, Columbus.
Adams county, Judson Burwell; Juniata.
Jefferson county, Sandford Slater, Western.
Saline county, C. C. Gingery, Dorchester.
Nance county, H. Wirick, Fullerton.

Comrade W. F Kimmel, of Osceola, was elected secretary, Comrade P. Hurst, of St. Paul, was elected treasurer. On motion, the secretary was instructed to procure badges of red and blue ribbon, and have them inscribed "Ohio Brigade," for the use of the comrades at the next reunion.

On motion the president was requested to procure as a headquarters flag a banner of white silk, inscribed with the shield of the state of Ohio. After which the meeting adjourned to meet on the the third day of the next annual session.

P. HURST, Chairman.
W. F. KIMMEL, Secretary.

OMAHA, Neb., September 22.

Every Ohio soldier now living in the state of Nebraska is urgently requested to forward his name, address and statement of military service to the undersigned. This should be done without delay that a full roster may be made.

Papers throughout the state are requested to copy this notice.

CHAS. F. MANDERSON,
President Ohio Soldiers' Association in Nebraska.

BLACK HILLS NUGGETS.

Greenville is a new town east of Lead.

Rapid City voted on the question of incorporation on the 22.

Hay is now a drug in the Deadwood market, where recently there was a good demand.

The Cross mill, near Harney's Peak, has been enclosed, and the machinery is daily expected.

Strawberry gulch, with eight good mines, could support a 60 stamp mill, but yet none has been erected.

It has been proposed that Deadwood celebrate on the 26th, the anniversary of its destruction by fire.

By pumping water from shafts near their mill the De Smet company is able to keep their stamps dropping.

Some Central men are figuring on the feasability of bringing in the water from Sawpit for the use of the city.

Lead City's building and improvement boom does not wane and is taken as an index of great business prosperity.

A firm at Robtail have just finished a contract for 75,000 brick, to be used in building the ore rooster on Bald Mountain.

Central City's Catholic church recently caught fire during the prevalence of a high wind, but was quite miraculously saved.

The post at Fort Meade is being fitted up in an attractive way. New buildings are being erected, old ones refitted and the streets graded.

A bunch of oats is on exhibition at the Pioneer office at Deadwood, consisting of fifty stalks, each heavily headed and the whole the product of one seed.

It is compained that Lawrence county officials still retain the barbarous custom of keeping prisoners chained and manacled while confined in jail.

The Deadwood Methodist Episcopal people have raised enough cash to purchase a lot for a church and the extension fund of the general church will be brought into requisition to assist in putting up the edifice.

There is talk of having a grand democratic barecue some time during the fall, a short distance outside of Deadwood. Stock men have come forward with offers of oxen, sheep, etc.

The Northwestern Stage company have nearly completed all their ranches necessary on the Pierre route on to which they will shortly remove their stock. The buildings so far completed are as good and commodious as any that exist on the oldest line in the west.

Considerable standing timber has been burned north west of Deadwood on the Centennial and Spearfish road. The fire was undoubtedly set by some malicious person and much damage was done.

The Battle Creek Gravel Mining company has finished the ditch and flume near Hayward and are just now beginning the work of unearthing the big gold deposits they claim for the region.

The Boulder park cut-off, the best route to the Hills from the southwest, is kept in admirable condition by a force of men whose duty it is to keep the way clear of obstructions and repair all breaks.

The order of Foresters is growing in the Hills, although it was the last to be introduced. Courts are now established at Deadwood and Central City, and one will soon be established at Lead City, and officers installed.

The great Rockerville flume and ditch will be completed and ready for work by the first of the month at least. Floating lumber, instead of hauling it where it is needed, expedites matters greatly, and saves no little item of expense for man hire.

Deer Creek gulch, it is thought, will pay when water can be secured from the Spearfish ditch. Eight or ten men now working there take out $4 or $5 per day each, with water only for four houses out of the 24. There are already eight or nine good claims located. On Potato creek there are 15 or 20 claims being worked.

Great preparations were made for attaining the success of the first district fair at Deadwood, which opened on the 20th. Spacious buildings were put up for the exhibition of grain, vegetables of all kinds, flowers, etc., and large sheds and stables, corrals and pens for stock. Over 200,000 feet of lumber was used in this work alone.

The Hills press generally gives gratifying reports of the crops, both as to quality and quantity. It is asserted by many that by another harvest the price of breadstuffs will be no higher in that section than in eastern agricultural regions. Last year very little wheat was raised, while this season the ranchers have so much in store that they are puzzled how to dispose of it.

Information has reached the Hills, that on account of the unusual dryness on the ranges of Wyoming and Montana, which will make the winter feed scarce in a great extent of grazing country, 200,000 head of stock is being moved toward the unparalleled grass lands of the Black Hills, where, though the season has elsewhere been an exceptionally dry one, no drouth has been felt and grass is still growing.

Black Hills man are nothing if not obliging and equal to any emergency. A Custer man exemplified this last week. Billy Olds had only known Miss Pauline Pettijohn a short while; but the pater familias had decided to leave the hills and remove his family to foreign climes. The young lady didn't want to go, and Mr. Olds was equally grieved at the proposed departure, and summoned up courage to assure the girl if she would stay he would be hers to command. The village 'squire was despatched for and before the next door neighbors could discuss the engagement they were congratulating the newly married couple.

Constitutional Change.

Leavenworth Times.

Constitutional questions will be voted upon in quite a number of states at the coming elections. In Florida, Kansas and Iowa the people will decide whether a general revision of the constitution is needed. Such revisions has been recommended by the legislatures in the two stated first named. In Iowa the condition requires the question of revision to be submitted to a popular vote every ten years. The people of Illinois will pass upon an amendment extending the official terms of county treasurers, sheriffs and coroners from two to four years, and making the two former ineligible for re-election for two consecutive terms. In Kansas it is proposed to abolish the present constitutional provision exempting from taxation personal property to the amount of two hundred dollars for each family and to prohibit the manufacture and sale of intoxicating liquors, except for medical, scientific, and mechanical purposes. An amendment to be voted upon in Michigan empowers the legislature to authorize the city of Detroit to aid in the construction and maintenance of a railroad bridge or tunnel across the Detroit river to an amount not exceeding one per cent of the taxable property of the city. The legislature of North Carolina submits to popular vote on amendment that certain state bonds of 1868, 1869 and 1870 be not paid unless the proposition to pay them be submitted to and ratified by the people. Another amendment to be voted upon in that state empowers the legislature to provide for the support at the public expense of only indigent deaf mutes, blind and insane, instead of all persons of these classes, as is now authorized by the constitution In West Virginia the people will be called upon to ratify or reject a revised judiciary article of the constitution, and also on amendment which provides for trial by a jury of six persons in cases before justices involving not less than twenty dollars. The amendment submitted to the people in Maine, and which was carried at the election on the 13th, has attracted wide attention, owing to the fact that it is designed to avoid a repetition of some of the political complications that have recently arisen in that state. It provides that the governor be elected by a plurality instead of a majority of votes. A very noticeable feature of the amendment was that in case of its ratification the new rule applied to the same election at which the amendment is voted upon—that is, the election of this year. The proposed amendment to the New York constitution is for the benefit of old judges of the higher courts. Judges in that state are now forced to retire from the bench at seventy years of age, without pension or compensation. The amendment, if ratified, will secure to judges of the court of appeals and the supreme court thus retired their salaries during the rest of the term for which they were elected, provided they have served ten years on the bench.

Reduction of Passenger Rates.

Chicago Tribune.

It is a general rule of all monopolies to demand the greatest possible compensation for the least possible service or consideration. The purpose of benefiting or gratifying the public is always the last thought. This, as a rule, has been the practice of the railroad managers in this country, and any yielding or concession in this particular has always been made under protest.

It required years to induce the railroad managers to tolerate even the idea that it was profitable to reduce the rates of transportation 20 per cent, and thereby increase the volume of business 50 per cent; that theory was rejected as opposed to all the past history and practices of railroadism in this country. The granger agitation and legislation, as well as the prostration resulting from the pruic, broke down the old theory, and the aggregate of business performed since then compared with previous years, attests the wisdom of the ehange. A great aid in accomplishing this change has been the adoption of steel rail; it has enabled railroads to duplicate, over and over, the amount of their transportation at less cost than when the iron rail permitted a limited tonnage. The railways have discovered that by a reduction of the cost of transportation they can make greater profits at less rates on an immensely increased business than was ever possible, or even to be hoped for, under the old system.

It has at last occurred to the management of western railways that the passenger traffic is equally subject to the rule that a slight reduction of the rates is certain to swell the profits of the company because of the great increase of business which inevitably follows. In fact, though the discovery by the railroads that this rule applies to passenger traffic even more certainly than to the freight business is patent, the principle has only just been put in operation. It has been but a few months since the Illinois Central and the Alton and St. Louis railways reduced their regular rates on passenger transportation to three cent per mile, and agreed to issue 1000 mile tickets for $25, or two and a half cents per mile. The Rock Island company promptly followed suit, and now the Burlington & Quincy and the Northwestern announce that after October 1 the regular local rates for passengers on those roads will be reduced to three cents per mile, with 1000-mile tickets at the rate of two and a half cents per mile.

These rates are a large concession to the traveling public. They offer an inducement for travel which far exceeds the seeming reduction in the price of fares. The fares hitherto have been from three and a half to four cents per mile, and in some cases in excess of those rates. That the reduction will lead to a great increase in the number of persons traveled is sustained by all precedent. No stronger illustration is required than in the case of our city railways.

There can be no question that the sale of 1,000-mile tickets at two and a half cents per mile will lead thousands to use the railways where hundreds used them before. Men will ride three times as often at that rate as they rode before, and whole families will take trips and make journeys where one member at the old rate would do the travelling for all. While the public will thank the wisdom which has suggested this change, and while stock-holders will be gratified by the increase of travel and of net earnings resulting from this rule, it will be found that the railways may go much farther and may improve on the good policy they have adopted.

There are those who can remember when the rates for the transportation of merchandise by rail were equal to one-half a cent per 100 pounds per mile. Things have changed greatly since then. Now, it is ascertained that merchandise can be transported by rail 1000 miles at a cost to the railway company not exceeding 15 cents per 100 pounds.

The cost of transporting passengers may exceed that of transporting merchandise to some extent, but not in any approximate ratio to the present difference between passengers and merchandise fares. We do not suggest that passengers and merchandise be carried at the same rate per 100 pounds, but we do suggest that the rates of passengers can be reduced to a uniform sum of two cents cents per mile for regular rates, and leave the company an immense profit. Such a rate would make local travel on all the roads leading to Chicago immense; it would necessitate larger trains and more of them, and fill them all. It would make travel between the city and all points within an area of 300 miles a regular and constant affair,—something that would be a matter of course to every man and family in all the region traversed by the railways. Great as will be the benefit to the public and the railways from the reduction of passenger fares to two and a half cents per mile, these benefits would be increased in a far greater ratio if the fare should be reduced to a uniform rate of two cents per mile. To this the railways must eventually come, when they have practically experienced the profits resulting from the reduction already made.

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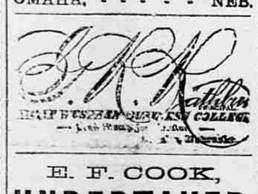

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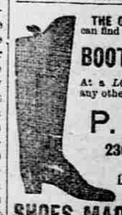

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ELECTION PROCLAMATION.

On Court House Bonds.

At a session of the Board of County Commissioners of the County of Douglas, in the State of Nebraska, holden on the 11th day of September, A. D., 1880, it was by said board

Resolved, That the following question be and the same is hereby submitted as a proposition to the qualified electors of the County of Douglas, Nebraska, to-wit:

To the electors of the County of Douglas in the State of Nebraska:

The Board of County Commissioners of said county hereby submit the following proposition: Shall the County of Douglas, State of Nebraska, by its County Commissioners issue its coupon bonds in the amount of one hundred and twenty-five thousand dollars for the purpose of aiding in the construction, erection and completion and the construction, erection and completion of a court house building in the city of Omaha, County of Douglas, in the State of Nebraska, for county purposes and all the purposes for which such court house may be legally used and appropriate the money raised thereby for aid in such construction, or for such construction and completion of said building, all the costs and expense of said building not to exceed the sum of one hundred and fifty thousand dollars, said bonds to be one thousand dollars each and dated January 1st, 1881, payable at the office of the county treasurer of said county, and to run twenty years, with interest at a rate not exceeding six (6) per cent. per annum, payable semi-annually.

The said bonds shall not be sold less than par. In addition to the levy for ordinary taxes there shall be levied and collected a tax annually as provided by law, for the payment of the interest on said bonds as it becomes due, and an additional amount shall be levied and collected as provided by law, sufficient to pay the principal of such bonds at maturity, and provided that not more than fifteen per cent. of the principal of said bonds shall be levied in any one year, and provided always that in no event shall bonds be issued to a greater amount than ten per cent. of the assessed valuation of all the taxable property in said county. Interest shall be paid on said bonds only from and after the date of the sale of said bonds or any part thereof and the receipt of the money therefor.

The said bonds shall be redeemable at the option of the Board of County Commissioners of said county at the expiration of ten years from the date of said bonds.

Work on said court house shall be commenced immediately after the adoption of said proposition, if adopted, and said building to be completed on or before January 1, 1882.

No levy shall be made to pay any part of the principal of said bonds until after the expiration of ten years from the date of said bonds.

The form in which the above proposition shall be submitted shall be by ballot, upon which ballot shall be printed or written or partly printed or written the words: "For Court House Bonds," or "Against Court House Bonds," and all ballots cast having thereon the words "For Court House Bonds" shall be deemed and taken to be in favor of said proposition, and all ballots cast having thereon the words "Against Court House Bonds" shall be deemed and taken to be against said proposition, and if two-thirds of the votes cast at the election hereinafter provided in this behalf be in favor of the above proposition, it shall be deemed and taken to be carried.

The said proposition shall be voted upon at the general election to be held in the County of Douglas, State of Nebraska, on the 2d day of November, A. D. 1880, at the following named places:

Omaha Precinct No. one (1)—Turner Hall.
Omaha Precinct No. two (2)—No. 3 engine house, Sixteenth St.
Omaha Precinct No. three (3)—Carpenter shop, 10th St., 2 doors south of engine house lot No. 2.
Omaha Precinct No. four (4)—Sheriff's office, court house.
Omaha Precinct No. five (5)—Ed. Leeder's house, southeast corner 15th and Chicago Sts.
Omaha Precinct No. six (6)—No. 1 engine house, 20th and Izard streets.
Saratoga Precinct—School house, near Grunnigs.
Florence Precinct—Florence Hotel.
Union Precinct—Irvington school house.
Jefferson Precinct—School house in District No. 41.
Elkhorn Precinct—Elkhorn school house.
Platte Valley Precinct—School house at Waterloo.
Chicago Precinct—School house at Elkhorn Station.
Millard Precinct—Millard school house.
McCardle Precinct—McCardle school house.
Douglas Precinct—House of J. C. Wilcox.
West Omaha Precinct—School house in District No. 46.

And which election will be opened at 8 o'clock in the morning and will continue open until 6 o'clock in the afternoon of the same day.

F. W. CONRAD,
(Seal) H. P. KNIGHT,
FRED. DEGEE,
County Commissioners,
JOHN R. MANCHESTER,
County Clerk. s14-30t

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	800,000
BRITISH AMERICA ASSURANCE Co	1,200,000
NEWARK FIRE INS. CO., Assets	800,000
AMERICAF CENTRAL, Assets	800,000

Southeast Cor. of Fifteenth & Douglas St., men8-d1y OMAHA, NEB.

JNO. G. JACOBS,
(Formerly of Gish & Jacobs)
UNDERTAKER
No. 1417 Farnham St., Old Stand of Jacob Gis
ORDERS BY TELEGRAPH SOLICITE
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PASSENGER ACCOMMODATION LINE
—BETWEEN—
OMAHA AND FORT OMAHA
Connects With Street Cars
Corner of SAUNDERS and HAMILTON STREETS. (End of Red Line as follows:

LEAVE OMAHA:
6:30, *8:17 and 11:19 a m, 3:03, 5:37 and 7:29 p.m.
LEAVE FORT OMAHA:
7:15 a m., 9:45 a. m., and 12:45 p. m.
*4:00, 6:15 and 8:15 p. m

*The 8:17 a. m run, leaving Omaha, and the 4:00 p. m. run, leaving Fort Omaha, are usually loaded to full capacity with regular passengers.

The 6:17 a. m. run will be made from the post-office, corner of Dodge and 15th sts.

Tickets can be procured from street carriers, or from drivers of hack.

FARE, 25 CENTS, INCLUDING STREET CAR. 26-tf

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(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 or Treasury to receive Subscription 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. CR IGHTON.
F. H. DAVIS, Ass't Cashier.

This bank receives deposit 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

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IRA WILSON - PROPRIETOR.
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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.

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Laramie, Wyoming.
The miner's resort, good accommodations, large sample room, charges reasonable. Special attention given to traveling men.
11-tf H. C. HILLIARD, Proprietor.

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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. m10-1

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