THE DAILY BEE

E. ROSEWATER: EDITOR

When that new bridge across the Missouri is finished, Omaha and Council Bluffs won't have to wait for a bridge of ice to join in neighborly intercourse.

President Hayes has been bitten by the expiring Ponca flea. The president should ask for an introduction to Tibbles. This remedy would either kill or cure.

Some reckless correspondent has been endeavoring to tell the junior editor of the *Republican* something he didn't know before, and gets his reward in a half a column of very thin mush and glue. Experience is the best teacher on such matters.

An exchange says "one of the most senseless and vicious fashions now popular is 'the French heel,' located along toward the center of the female foot. It is particularly injurious to the eyes." The editor fails to explain whether the wearer or watchful beholder suffers the injury complained of.

The contest over the speakership of the next house is growing lively. Five candidates are in the field, Frank Hiscock of New York, John A. Kasson of Iowa, Thomas B. Reed of Maine, Julius C. Burrows of Michigan, and J. Warren Keifer of Ohio. The friends of Mr. Hiscock claim that he leads the field with 71 votes already promised and nearly enough in sight to secure a clear majority. Mr. Conkling's support, it is understood, will be given to Hiscock's candidacy.

That prince of extortioners, the Pullman Palace Car company, should not be permitted to escape when the people take in hand the regulation of the railroads. Illinois is just now investigating the matter and the senate committee on corporations has recommended, the passage of a bill regulating sleeping cars. When it is understood that a Pullman car pays for the cost of construction in a year and earns ten per cent a month on the investment ever afterwards, it looks as if sleeping car fares might bear a little reduction.

Kansas legislators are determined to do something with the railroad question at the present session of the legislature. The anti-monopolists demand the appointment of a railroad committee whose duty it shall be to investigate the condition of all the railroads in the state; the cost of construction, the rolling stock, the cost per mile of carrying passengers and freight, and all the running expenses of each road. They will have the power to send for persons and papers, and be fully accredited and equipped so as to make all possible discoveries as to the transportation business of the state. On the report of this commission, it is proposed to base a railway bill.

Ireland is gaining for her cause strong sympathy among the English masses and even bolder advocates among the English statesmen. One of the most remarkable speaches of the session was that delivered last week by the Rt. Hon. Mr. Cowen, the liberal member of parliament for New Castle. Mr. Cowen is reputed to be, after Gladsone and Bright, the most finished orator of England. In a scathing speech of two hours length, he took issue with the ministry on their coercion bill, denounced in bitter terms English methods of dealing with Ireland and told the house of commons that in all Irish history and all her efforts to obtain a fair share of rights as English subjects that nothing has ever been granted by England from a sense of justice, but that every measure of relief has been extorted by agitation. This charge as coming from one of liberal leaders shows the effect of the Irish agitation on English society. Mr. Cowen is one of the rising statesmen of the nation, a man whose soundness of judgment and clearness of perception, commands an audience wherever his voice is heard. In making this grave charge against England's Irish policy he only affirms the judgment of history, but his mere affirmation will carry weight throughout the ranks of his party, and in the heart of every just and justice-loving Englishman.

Strong efforts will be made in congress by the democrats to rush through an apportionment bill before the session closes. The bill now under consideration by the committee fixes the number of members under the new appointments at 311. A substitute will be tried, making the number 319, which, it is claimed, will largely benefit the south. A correspondent of the *Pioneer Press* says that it is not certain, however, that either of these ratios will be accepted; but that finally the number will be fixed at 307, which will be an increase of fourteen over the present number. This will deal fairly with the south and the north and also give the three leading states—New York, Pennsylvania and Ohio—an increase of one member each. It is well to bear in mind that these three states represent nearly one-third (15,000,000) of the population of the country, and they can not afford to be deprived of their due proportion of representatives. There is also another very important fact in their favor, that nearly three-fourths of the public revenue are collected and paid in these three great states, and when it is considered that before the next decade such questions as the tariff, finance and commerce will enter largely into legislation, every one of which is closely identified with the interests of these states, it is not likely that they will submit to any curtailment of power in the legislative branch of the government [illegible] they be prepared [illegible]

STATE MEDICAL REGULATION.

The medical bill, introduced by Mr. R. W. Montgomery, is a step in the right direction. While in several particulars it fails in our opinion to meet the requirements of the case, yet on the whole it is a commendable effort to remedy a crying evil with which our people must deal for their own protection.

The state has made other laws for the protection of the public, but none are more important than the subject now before the legislature. Nebraska is flooded with charlatans and imposters who are trifling with the health of her citizens and peopling her cemeteries with their victims. Massachusetts and Illinois have enacted rigid laws regulating the practice of medicine within their borders, and a brood of quacks, driven from the shelter of Boston and Chicago, have spread their wings westward and are now preparing to swoop down upon our people. Over a year ago The Bee fought a single-handed battle against the quacks of Omaha, and succeeded in ridding the city of four of her most successful and notorious butchers. The exposure by The Bee of the readiness with which ignorant impostors could trifle with the lives and pocket-books of our people has done much to create a strong sentiment throughout the state in favor of a rigid and uncompromising restriction of the practice of medicine to such professional men as are entitled by study and experience to the title of doctor.

Mr. Montgomery's bill like the laws of Illinois and Massachusetts, compels registration of physicians under oath as to graduation and time of practice, making false statements, in this particular, felony, and punishable in the same manner as perjury. This is an important and commendable feature in the bill. The mere fact that registration is necessary that and answers to certain ugly questions will be required, will turn away from our state to more congenial locations the worst class of medical pretenders.

Those sections of the bill which relate to the qualifications of physicians and surgeons have been framed as a compromise between the three leading schools and a class of doctors who, although non-graduates, have practiced medicine for years in the state and are thus presumed to have acquired the necessary experience in their profession. We are pleased to note, however, that from the time the act takes effect no person not a resident of Nebraska who has not received the degree of Doctor of Medicine from some legally chartered college will be allowed to practice medicine in the state. There is no doubt that the authorization of a diploma from a responsible institution is the only safeguard against quackery. It is unfortunately true that a number of diploma mills exist in the United States whose mission seems to be to turn ignorant charlatans out upon the public, but the majority of our medical colleges are much better schools for laying the foundations of medical knowledge than five or ten years spent in experimenting upon patients, without any preliminary training. Ultimately, Nebraska, like Massachusetts and Illinois, will find herself called upon to decide what schools are legally chartered and what are frauds on the public. For the present however the qualifications required by the bill introduced by Mr. Montgomery will suffice.

The principal defect in the medical bill now under consideration lies in the inadequate penalties provided for its infraction. Practice by an unregistered physician should be a penitentiary offense. A swindler who robs a man of property valued at $35, when convicted under our laws is sent to Lincoln. What then should be the penalty for a charlatan, who robs his helpless patient of health, perhaps of life, and extorts heavy fees by imposing upon the credulity of the ignorant.

The growth of cities and towns at the expense of the country is clearly shown by the last census. In 1870 we had 184 cities with a population of 10,000 and over; their aggregate population was 7,672,233; in 1880 we had 242, with a total population of 11,100 201. During the decade the gain in the country's population was 11,594,188, showing that nearly a third of the increase of the cities at the expense of the country is constantly becoming more marked. Thus in 1880 our urban population was about one-sixteenth of the whole; in 1850 it had grown to be one-eighth; in 1870 it was one-fifth; in 1880, one-fourth. This increase of city population is in the face of the rush of immigration to the country, and of the fact that monetary convulsions have the effect of forcing the city population into the country.

Taking the census is no cheap job. The aggregate monthly expenditure of the bureau is reported to be $74,123.12.

What VanWyck's Election Means.

Pawnee Enterprise.

It means that Nebraska has in the senate of the United States two anti-Union Pacific, and two anti-monopoly senators. Saunders was elected on that issue, and VanWyck, in the face of money and influence and power, has declared for the people throughout this campaign.

It means that we have two senators unfettered by combinations and free to act for the good of their constituents without regard to political obligations, because it required no such obligations to secure their election. VanWyck was the second choice of the anti-Paddock men, and when the field found that it was a necessity to go to some one man, favorites were dropped and VanWyck was taken up. Thus unframmelled he can select for offices of trust the best men rather than the best politicians.

It means that throughout the state the selection will give general satisfaction. The Paddock supporters, it must be admitted a large element, will be sore for a time, but three-fourths of the republicans of the state will be gratified. If any of the other candidates in the field had been selected there would have been more or less bitterness. There can't be bitterness against VanWyck; he is likable and a favorite, whatever men may think of his suitability. The farmers particularly will be pleased, feeling, as they will, that they have a representative.

It means that we have two senators who, whatever their abilities (no doubt but ordinary), have unimpeachable records. For all Van Wyck's prominence in state politics, we have never yet heard a word whispered against him as a man of principle, and we know nothing in his public life worthy of criticism.

These are points which should certainly afford gratification to the citizens of this young and growing commonwealth. Senator Van Wyck does not possess that marked ability which will enable him to cope with Blaine or Conkling, Sherman or Logan, but he does now what Nebraska wants, and he does know how to secure for his state every needed aid. Nebraska may congratulate herself on the result.

BLACK HILLS NUGGETS.

Lead City has but two stamp mills left.

The Caledonia mill is running forty stamps.

Lawrence county has a bonded indebtedness of $365,000.

Deadwood boasts of an icicle sixteen feet long and two feet thick.

There is considerable activity in the building line at Spearfish.

Extensive discoveries of soft coal have been made on Battle creek.

The Salmon mine at Custer is showing up large quantities of free gold.

The new bell for the Episcopal church at Deadwood will weigh 1300 pounds.

An immense amount of land has been recently located on Battle Creek for ranches.

Grocery stocks are running low, owing to the snow blockade on the Sidney road.

Outside of the foot hills the snow is unusually deep, laying about one foot on the level.

The fire companies of Lead, Central and Deadwood have organized a protective organization.

The Deadwood postoffice did a money order business of $279,243.62 during the yast year.

It takes forty days for a bull team to reach the Hills from Sidney in the present state of the roads.

A placer miner on French creek has panned out twenty pans of dirt, averaging five cents to the pan.

In mortgaging the line of the C. C. D. & E. railroad, the toll road belonging to Fyler was put in at $400,000.

The Washington Consolidated company, at Galena, is sinking an incline shaft, and meeting with remarkably rich ore.

The Rochford Miner says that valuable coal discoveries have been made in the southern Hills by Daniel Millard and his partners.

The miners on French creek report good prospects and feel confident of doing well when water washes the placers in the spring.

The number of deeds, &c., filed for record in the register of deeds office of Lawrence for the fifteen months preceding the 7th inst. was 8229.

Reports from the cattle ranges announce that all the native cattle are doing well, the principal suffering being among the Texans.

The completion of the Black Hills lines of railroad to the Missouri river has had the effect of already stiffening the price of town property here.

A citizen of Deadwood, who was reported to have acted improperly towards a Lead City maiden, was recently treated to a coat of tar and feathers.

Considerable excitement over the recent discovery of mica mines prevails in Custer and vicinity. About ten good discoveries have thus far been made.

The Masonic fraternity of Rapid City propose the erection of a building 100 feet long, two stories high, the upper story to be used for a lodge room.

The DeSmet and Deadwood mines, under the new management, will in a few days be united by a tunnel that is being driven through the intervening space.

The DeSmet mine last year yielded $600,011.97 in gold, the expenses for the same period being $313,108.62, leaving a profit of $286,893 35. The average yield of the ore was $7.17½ per ton.

The county commissioners of Custer county have just completed the survey of a road from Custer City to intercept the Pierre road near the crossing of the Cheyenne river. It is a cut-off of about sixty miles.

The citizens of Custer county are circulating a petition to the legislature praying for a bill to bond that county so as to enable them to construct a road to the Cheyenne river, to build a court-house, a jail and to fund the outstanding indebtedness of Custer county.

New placer mines have been discovered up Susan gulch, a short distance from Custer, and although bedrock has not yet been reached, great results are anticipated as soon as the ground can be worked in the spring. All the ground has been located, and the owners consider their property quite valuable.

Connection of the Mississippi and Illinois.

Davenport Gazette.

The Mississippi river has a clear navigable line of 1,944 miles from its mouth to St. Paul. The Illinois river is navagable from its confluence with the Mississippi to La Salle, a distance of 220 miles. The long route to the seaboard by which alone freights can be directly carried from the Upper Mississippi valley, requires far too much time to invite extensive shipments thereon of grain and produce. An indirect route, down to the mouth of the Illinois and thence up that stream to LaSalle, thence by canal boat to the lakes, is, indeed, not of impossible use, but it is wholly impracticable. Were there no other difficulties to be overcome in the use of such a route the long towage against the stream, required in the case of grain barges attempted to be taken up the Illinois, would be really insurmountable. Or, if barges, such as could pass through the present Illinois and Michigan canal were not used, the transfer of grain from the ordinai river steamboat to canal boats, at LaSalle for floating to Chicago, would be equally fatal to attempts to move extensive quantities of grain, etc. These insuperable obstacles to the moving of produce down the Mississippi to the Illinois, and through the Illinois to the Michigan canal, will ever be operative to prevent any practical use of such a channel of communication between the eastern halves of the states of Minnesota and Iowa and the western portions of Wisconsin and Illinois and the Lakes. No extent of improvement on the Mississippi and Illinois rivers, respectively, will render the use of these streams, and connecting lines between the Upper Mississippi Valley and the Lakes, of any avail. These are the foundamental facts to be kept in mind by whoever is in the least degree inclined to regard the improvement of the Illinois river and the enlargement of the Illinois and Michigan canal, as affording promise of meeting the demand for better communication with the eastern Atlantic ports via Chicago and the lakes. Those facts are unalterably established. The detour required by a descent of the Mississippi almost to St. Louis, and thence up the Illinois river to LaSalle and Chicago, cannot be made. It never will be made; no matter how great the extent of enlargement secured in the Illinois and Michigan canal by Chicago, or for Chicago at the expense of the general government. Nothing can be more certainly true than this.

What then is needed? Manifestly, a more direct connection between the waters of the Mississippi and the Illinois. For this, as may be seen by anyone who will take the trouble to consult a map of the state of Illinois, a route has been clearly marked out by nature. By cutting the narrow neck of land which separates the two rivers along or adjacent to a line running east from Rock Island, that desired short connection between the two rivers is secured. Surveys made by authority, and estimates prepared under the direction of the most competent engineers in the service of the United States, have shown that the construction of a canal along the route thus indicated is at once practicable, of comparatively inexpensive construction and readily to be established. Why, then, has not congress been induced to appropriate the funds necessary for the completion of the needed work? Particularly, why is this so, when a committee of that body has reported in favor of such completion? The answer can be given in two words—popular apathy. If, now, under the influence of the revived interest in the question of cheap transportation, those of the western people who are really concerned in a satisfactory disposal of that question will but arise to an earnest and continuously determined effort, the much needed direct communication between the Mississippi and the lakes will certainly be secured.

The People and the Railroads.

Carson (Nev.) Appeal.

The Enterprise in its role of a regularly retained counsel for the defence in the case of the people vs. the railroads, says:

Senator McConnel, of Humboldt, has introduced a bill to regulate passenger rates on railroads in this state, but the Silver State thinks it doubtful if the bill will accomplish anything in that direction, so far as the Central Pacific railroad is concerned. That company was organized under an act of the United States congress when Nevada was a territory. That act authorizes the company to charge passenger rates not exceeding ten cents a mile. It is not probable that a state legislature can nullify or amend this clause in the charter of the Central Pacific railroad company. It is generally conceded that congress alone has power to regulate fares on the Pacific railroads between California and the Missouri river, and as that body authorizes the Union and Central Pacific companies to charge one-third more for carrying passengers than they do charge, it is not probable that the legislature of Nevada can reduce the rates. However that may be, the bill has been referred to the senate committee on railroads, whose report will probably determine the question of authority and decide its fate.

The only defense offered by the railroad monopolies now engaged in the task of grinding and crushing the people of Nevada consists in arguing the subject from a purely technical basis. The question of right or wrong, hard times and extortion, is never for a moment, considered by the monopoly or its agents. The only proposition which seems to senate the corporation is the utter ruining and impoverishing of Nevada by a system of extortionate freight and passenger tariffs unknown to any portion of the civilized world. When any effort is made to remedy these evils, they only reply to any and all arguments advanced that any such attempt is unconstitutional and a violation of this or that right which the corporation claims to possess. The people who are plundered year after year by a rascally system of discriminations and high tariff will no longer tolerate this exasperating argument, while all about them they see a monopoly burdened state sinking into decay. The laws of right and justice have still some claims, and must be respected. Men cannot slave away their lives, giving seventy-five dollars to the Central Pocific of every hundred they earn. If the people do not get justice from the present legislature, they will cease to look for it in that quarter, and take upon themselves the task of "regulation."

United States Senators.

San Francisco Call.

When the United States senate is full, it is composed of seventy-six senators. Of these, sixty-six have already been chosen, including those who hold over. Senators are still to be elected in Pennsylvania, Florida, Texas, West Virginia, and Missouri. In the latter state, as in New Jersey, caucus nominations have been made, which will, without doubt, be confirmed by the legislatures of the respective stases. Taking the senators already elected, we find that three states furnish eighteen senators, as follows: New York is the native state of Conkling and Platt, her own senators, of Teller and Hill of Colorado, Conger of Michigan, Van Wyck of Nebraska, and McPherson of New Jersey. Ohio is the birthplace of Pendleton and Sherman home senators, Voorhees, of Indiana, Allison, of Iowa, Plumb, of Kansas, and Windom, of Minnesota. Kentucky gives the country Williams, home senator, Walker, of Arkansas, Call, of Florida, Jones, of Indiana, Vest, of Missouri, and Saunders, of Nebraska. Two states furnish four each—Vermont and Maryland. The former supplies her home senators—Edmunds and Morrell—Carpenter, of Wisconsin, and Sawyer, just nominated from Wisconsin. Maryland is the birthplace of Groome, home senator, David Davis, of Illinois, Kirkwood, of Iowa, and Davis, of West Virginia. The states which furnish three senators are seven in number—Georgia, Indiana, Massachusetts, North Carolina, South Carolina, Tennessee, and Virginia. Georgia is the home of Hill, her own senator, Pugh of Alabama, and Lamar of Mississippi. Indiana, of Harrison, home senator, Burnside of Rhode Island, and Miller of California. Massachusetts, of Hoar and Dawes, home senators, and Ingalls of Kansas. North Carolina, of Ransom and Vance, home senators, and Hawley, recently elected from Connecticut. South Carolina, of Hampton and Butler, home senators, and Brown of Georgia. Tennessee, of Harris, home senator, Morgan of Alabama, and Garland of Arkansas. Virginia, of Johnston, home senator, Farley of California, and Coke of Texas. Five states are the birthplace of two senators: Delaware, Bayard and Saulsbury, home senators; Illinois, Logan, home senator, and Slater of Oregon; Maine, of Hale, home senator, and Grover of Oregon; New Hamepshire, Rollins and Blair, home senators; and Pennsylvania, Cameron, home senator, and McMillan of Minnesota. Michigan and Rhode Island have one senator each—Ferre and Anthony. Scotland is the birthplace of Beck of Kentucky; England, of Jones of Nevada; and Ireland, of Fair of Nevada. The oldest senator is Kirkwood of Iowa, 68; the youngest is Groome of Maryland, 43. Sawyer of Wisconsin and David Davis are 65. Harris, Conger, Wade Hampton, and Johnson of Virginia are 63 Saulsbury of Delaware is 64 Pugh and Williams are 66. Burnside, Farley and Rollins are 57; Grover of Oregon, 58; Ransom and Fair are 55; Pendleton and Sherman, 60; Conkling, 52; Mill r, 59; Bayard, 53; Edmunds, 53; Lamar, 56. The senators under 50 are Groome, Platt, McPherson, Garland, Blair Plumb and Cameron. The greater number are between the ages of 50 and 60.

The American and European "Peasant."

Irish World.

Secretary Evarts, who set American consuls in Europe to find out how far American workingmen would have to come down before they reached the level of the European laborer, has just announced to the world the discovery of a great truth. Lest we detract in any way from this great discovery, we give Secretary Evarts' own words: "The peasant of Ireland or Germany," says our wise secretary, "carrying a soldier on his back, cannot compete with the American peasant who has no soldier to carry." The "American peasant" is a new character in this country. We never heard of him before. Perhaps, however, Evarts is anticipating that time when American labor will have been carried down to the European level, and the western farmer will be converted into this "peasant" that Evarts speaks of.

But passing by the phraseology let us come to the fact. The inference that Evarts wants to be drawn is that our farmers have no right to complain when they compare their condition with that of the tillers of the soil on the other side of the Atlantic. But let us see if in the way of a tax burden our farmers are much better off than the farmers of the old country. If they have no soldier strapped on their backs, have they not an incubus just as great in the shape of the bondholder and the railroad king?

According to the report of the secretary of the treasury the interest on the public debt for the last year was $95,757,595.11. The cost of supporting the English army is, according to the Statesman Year Book, about $75 000,000 per annum—that is about $20,000,000 less than we pay for our army of bondholders. But that is not all. Our favored "American peasant" has other burdens to bear. Judge Black, in his recent letter on railroads, makes this statement: "Just now it is said that the railway companies have agreed among themselves to raise the freight five cents per hundred weight, which is equal to an export tax upon the whole crop of probably $75,000,000." And this little sum to the amount handed over to the bondholders every year, and we have about $170,000,000 that the highly-favored "American peasant" has to pay to a class that give nothing in return. The soldier that the European "peasant" carries does some fighting for him now and then; can any one tell what the bondholder and the railroad king do for the American farmer except rob him?

If Secretary Evarts is anxious to know why his "American peasant," handicapped though he be, by having the bondholder and the railroad king on his shoulder, can outstrip the "European peasant" in the race of competition, we can inform him that land monopoly, owing to the vast extent of this country, has not yet brought upon us all the evils that it has inflicted upon Europe. Let Mr. Evarts and the class he represents have their way, and long before the second centenary of the republic the "American peasant" will have no reason to think himself so much better off than his European brother.

Spending Money in Vain.

M. V. B. Hersom, Esq., of Pinkham & Hersom, Boston, Mass., reports: After vainly spending five hundred dollars for other remedies to relieve my wife, I have no hesitation in declaring St. Jacobs Oil will cure Neuralgia.

MORE POPULAR THAN EVER.

The Genuine

SINGER NEW FAMILY SEWING MACHINE.

The popular demand for the GENUINE SINGER in 1879 exceeded that of any previous year during the Quarter of a Century in which this "Old Reliable" Machine has been before the public.

In 1878 we sold 356,422 Machines. In 1879 we sold 431,167 Machines. Excess over any previous year 74,735 Machines.

Our sales last year were at the rate of over

1400 Sewing Machines a Day!

For every business day in the year,

REMEMBER That Every REAL Singer Sewing Machine has this Trade Mark cast into the Iron Stand and embedded in the Arm of the Machine.

THE SINGER MFG. CO. N.Y. TRADE MARK

The "Old Reliable" Singer is the Strongest, the Simplest, the Most Durable Sewing Machine ever yet Constructed.

THE SINGER MANUFACTURING CO.

Principal Office: 34 Union Square, New York.

1,500 Subordinate Offices, in the United States and Canada, and 3,000 Offices in the Old World and South America. sep16-d&wtf

ISH & McMAHON,

Successors to Jas. K. Ish,

DRUGGISTS AND PERFUMERS.

Dealers in Fine Imported

Extracts, Toilet Waters, Colognes, Soaps, Toilet Powders, &c.

A full line of Surgical Instruments, Pocket Cases, Trusses and Supporters. Absolutely Pure Drugs and Chemicals used in Dispensing. Prescriptions filled at any hour of the night.

Jas. K. Ish. Lawrence McMahon.

1321 FARNHAM STREET.

SHEELY BROS. PACKING CO.,

PORK AND BEEF PACKERS

Wholesale and Retail in

FRESH MEATS & PROVISIONS, GAME, POULTRY, FISH, ETC.

CITY AND COUNTY ORDERS SOLICITED.

OFFICE CITY MARKET—1415 Douglas St. Packing House, Opposite Omaha Stock Yards, U. P. R. R.

TELEPHONE CONNECTIONS.

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 & HILL.

REAL ESTATE BROKERS

No 1408 Farnham Street

OMAHA - NEBRASKA.

Office—North Side opp Grand Central Hotel.

Nebraska Land Agency.

DAVIS & SNYDER,

1505 Farnham St. Omaha, Nebr.

400,000 ACRES carefully selected land in 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 4o-feb7tf

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.

anglst

BYRON REED. LEWIS 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

U. S DEPOSITORY.

FIRST NATIONAL BANK

OF OMAHA.

Cor. 13th and Farnham Streets,

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 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. Crighton.

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. m.y1tf

Ppassenger 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:

6:20, *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 streets.

Tickets can be procured from street cardrivers, or from drivers of hacks.

FARE, 25 CENTS, INCLUDING STREET CAR

KENNEDY'S

EAST INDIA

BITTERS!

ILER & CO.,

SOLE MANUFACTURERS

OMAHA, Neb.

A FAMILY TONIC AND BEVERAGE. For Dyspepsia, Biliousness, Billious Derangement, CONSTIPATION, Etc.

A. W. NASON.

DENTIST,

OFFICE: Jacob's Block, corner Capitol Ave. and 16th Street, Omaha, Neb.

BURNED OUT,

But at it Again.

C. H. & J. S. COLLINS,

LEATHER

AND

Saddlery Hardware,

HARNESS, COLLARS,

Stock Saddles, etc.,

Now Ready for Business.

Next Door to Omaha National Bank, Douglas Street.

After Jan. 5th, 1316 Douglas St., opposite Academy of Music.

dec14-tf

M. R. EISDON,

General Insurance Agent,

PEPPER BLOCK:

PHŒNIX ASSURANCE CO., London, Cash Assets.....$5,107,19[illegible]

WESTCHESTER, N. Y., Capital..... 1,000,0[illegible]

THE MERCHANTS, of Newark, N. J., 1,000,00[illegible]

GIRARD FIRE, Philadelphia, Capital, 1,000,00[illegible]

NORTHWESTERN NATIONAL, Capital..... 500,00[illegible]

FIREMEN'S FUND, California..... 500,00[illegible]

BRITISH AMERICA ASSURANCE Co 1,500,00[illegible]

NEWARK FIRE INS. CO., Assets.... 800,00[illegible]

AMERICAN CENTRAL, Assets..... 300,00[illegible]

S. E. Cor. of Fifteenth & Douglas Sts., OMAHA, NEB.

J. U. VAPOR,

MERCHANT TAILOR

Capitol Ave., Opp. Masonic Hall,

OMAHA, - - - - - NEB

HOTELS.

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 to 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, Omnibus to and from all trains. RATES—Parlor floor, $3.00 per day; second floor, $2.50 per day; third floor, $2.00. The best furnished and most commodious house in the city. GEO. T. PHELPS Prop

FRONTIER HOTEL,

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.

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.

W BORDEN, Chief Clerk. m10-t

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., Schuyler, Neb.

a18-tf

St. Jacobs Oil.

THE Great German REMEDY FOR RHEUMATISM, NEURALGIA, SCIATICA, LUMBAGO, BACKACHE, GOUT, SORENESS OF THE CHEST, SORE THROAT, QUINSY, SWELLINGS AND SPRAINS, FROSTED FEET AND EARS, BURNS AND SCALDS, GENERAL BODILY PAINS, TOOTH, EAR AND HEADACHE, AND All other Pains AND ACHES.

No Preparation on earth equals ST. JACOBS OIL as a SAFE, SURE, SIMPLE and CHEAP External Remedy. A trial entails but the comparatively trifling outlay of 50 CENTS, and every one suffering with pain can have cheap and positive proof of its claims.

DIRECTIONS IN ELEVEN LANGUAGES.

SOLD BY ALL DRUGGISTS AND DEALERS IN MEDICINE.

A. VOGELER & CO.

Baltimore, Md., U. S. A.

NOTICE.

Any one having dead animals I will remove them free of charge. Leave orders southeast corner of Harney and 14th st., second door.

CHARLES SPLITT.

KALISH,

THE MERCHANT TAILOR,

Is prepared to make Pants, Suits and overcoats to order. Prices, fit and workmanship guaranteed to suit.

One Door West of Cruickshank's. a16ly

BUSINESS COLLEGE.

THE GREAT WESTERN

Geo. R. Rathbun, Principal.

Creighton Block, - OMAHA

Send for Circular. nov20d&wtf

DENTAL OFFICE OF DR. T. S. HITCHCOCK COR. 15TH & DOUGLAS STS. OVER CRUICKSHANK'S DRY GOODS STORE. OMAHA

FIRE! FIRE FIRE

The Popular Clothing House of

M. HELLMAN & CO.,

Find, on account of the Season so far advanced, and having a very large Stock of Suits, Overcoats and Gents' Furnishing Goods left,

They Have

REDUCED PRICES

that cannot fail to please everybody

REMEMBER THE

ONE PRICE CLOTHING HOUSE,

1301 and 1303 Farnham St., Corner 13th.

GOODS MADE TO ORDER ON SHORT NOTICE.

PIANOS AND ORGANS.

J. S. WRIGHT,

AGENT FOR CHICKERING PIANO,

And Sole Agent for

Haliet Davis & Co., James & Holmstrom, and J. & C. Fischer's Pianos, also Sole Agent for the Estey, Burdett, and the Fort Wayne Organ Co's. Organs.

I deal in Pianos and Organs exclusively. Have had years experience in the Business, and handle only the Best.

J. S. WRIGHT,

218 16th Street, City Hall Building, Omaha, Neb.

HALSEY V. FITCH. Tuner.

DOUBLE AND SINGLE ACTING

POWER AND HAND PUMPS

Steam Pumps, Engine Trimmings, Mining Machinery, BELTING HOSE, BRASS AND IRON FITTINGS, PIPE, STEAM PACKING AT WHOLESALE AND RETAIL.

HALLADAY WIND-MILLS, CHURCH AND SCHOOL BELLS

A. L. STRANG, 205 Farnham Street Omaha, Neb

HENRY HORNBERGER,

STATE AGENT FOR

V. BLATZ'S MILWAUKEE BEER!

In Kegs and Bottles.

Special Figures to the Trade. Families Supplied at Reasonable Prices. Office, 239 Douglas Street Omaha

CARPETINGS.

Carpetings! Carpetings!

J. B. DETWILER,

Old Reliable Carpet House,

1405 DOUGLAS STREET, BET. 14TH AND 15TH

(ESTABLISHED IN 1868.)

Carpets, Oil Cloths, Matting, Window-Shades, Lace Curtains, Etc.

MY STOCK IS THE LARGEST IN THE WEST.

I Make a Specialty of

WINDOW-SHADES AND LACE CURTAINS

And have a Full Line of

Mats, Rugs, Stair Rods, Carpet-Lining Stair Pads, Crumb Clothes, Cornices,

Cornice Poles, Lambrequins, Cords and Tassels

In fact Everything kept in a First-Class Carpet House.

Orders from abroad solicited. Satisfaction Guaranteed Call, or Address

John B. Detwiler,

Old Reliable Carpet House, OMAHA.