

The Omaha Bee.

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OMAHA PUBLISHING CO., Prop'rs E. ROSEWATER, Editor.

John H. Pierce is in Charge of the Circulation of THE DAILY BEE.

THE break at Albany is near at hand.

CONKING says the stalwarts die but never compromise.

THE Grand Lodge of Nebraska masons are now in session at Lincoln.

THE barge boom will bring forth fruit at the next session of congress.

WHITE lawn dresses and pink tied diplomas are now the fashion among our school children.

THE greatest distribution of wealth among the largest number of people will be the economical problem of the future.

SEVEN children at one birth is the record of a Tennessee mother. At this rate immigration will soon become superfluous.

ANOTHER rich strike of mineral has been made at Tombstone, Arizona. That's the kind of monument most men pine for.

THAT long delayed vindication of Senator Conkling seems no nearer of perfection than at the opening day of the legislative session at Albany.

THE Cincinnati papers are bodily charging that the strike among the iron workmen in that city, is instigated by Pittsburgh manufacturers in order to destroy Cincinnati's iron interests.

PHILADELPHIA has prepared herself for the Fourth of July by prohibiting the toy pistol and the shooting off of fire crackers in the streets. There is a riot pending among the small boy population.

BLEEDING KANSAS finds it easier to pass a prohibitory law than to enforce it. The city of Topeka has entirely disregarded the constitutional amendment and permitted the saloons to start up again.

It isn't likely that President Garfield will apologize to General Grant for unintentionally injuring his feelings by not consulting him in regard to Federal appointments. He isn't that sort of a hair pin.

THE anti-Conkling element at Albany has no intention of yielding to a compromise which shall include the return of either Mr. Conkling or Platt to the senate although they have announced their willingness to vote for any stalwart exclusive of the two ex-senators. Foreseeing the inevitable result of a protracted summer session, the Conkling forces are now using every effort to combine with the Democrats and force an adjournment of the session, hoping, by an active canvass of the state, to secure a majority of the next legislature which will be favorable for the return of Messrs. Conkling and Platt. From present appearances this innocent little plan will not be successful. Indications point to the consolidation of interests and an election before the close of the week with Cornell and Depew as the coming men.

THE last descendant of General Lafayette, M. Edmond de Lafayette, accompanied by the Viscount de Rochambeau, will come to this country this fall to attend the Yorktown celebration. The New York Historical Society, the legislature of that state having failed to make any provision, will endeavor to entertain the gentlemen. In a communication to the society one of the members says: "When General Lafayette came to this country, in 1824, he landed at New York. On the 19th of August, three days after his arrival, he honored the New York Historical Society with a visit, and was received with affectionate ceremony. The tradition of this occasion is preserved by many who took part in it, and affords a happy precedent for the entertainment of his grandson, who is now not only the last surviving descendant of the general in the male line, but also the only living representative of the name of Lafayette."

THE RESPONSIBILITY.

During the last three years of Ex-Senator Paddock's term there was a constant see-saw between our two senators as to federal appointments and changes in federal offices. When Saunders asked for a change Paddock would protest, and when Paddock attempted to force an appointment distasteful to Saunders the latter generally checkmated him through his influence with the Hayes administration. This state of facts gave rise to a good deal of animosity and hypocrisy. Although the two senators were both of the time at logger-heads, they had a sort of senatorial courtesy understanding that enabled them to shirk responsibility for disappointing their respective personal friends and have a ready excuse for keeping bad men in office—whom they had mutually agreed not to disturb. No matter how deserving or worthy any applicant for appointment might be he was buffeted from Peter to Paul and Paul to Peter. "I am ready to assist you, providing you can get the endorsement of my colleague," was the usual answer, and when the applicant remonstrated that he could not afford to ask favors from a man who was under no obligation to him, he was simply dismissed with a shrug of the shoulder, and the promise that as soon as the senatorial fight was over there would be a better chance for his appointment. Civil service reform was another favorite dodge. We can't get so and so removed, on account of civil service reform. "But the man is notoriously corrupt, charges upon charge has been filed against him and Senator, you remember you pledged your honor to remove him." "Well I am trying my best, but Civil service reform, and Justice Miller, one of the 728 commission, is an uncle of his wife. And thus year after year dragged out, and drunkards and bummers and imbeciles remained in office and are there yet.

Now that Mr. Paddock is out of the way and the two Nebraska senators are working in harmony there can be no further shirking of responsibility. Each of the two senators will be held equally responsible to their constituents for every unit appointment and the retention of every dishonest and disreputable man in the federal service. It will not do for General Van Wyck to say this is Saunders' appointment and I wipe my hands of all blame. It will not do for Mr. Saunders to pretend that he is ready to act just as soon as his colleague gets ready. It will not do for either of the senators to endorse an objectionable appointment to please his colleague and then escape the responsibility. It will not do for either of them to plead civil service reform for a failure to cause the removal of incompetent or dishonest public officials.

We know we voice the sentiment of the general body of anti-monopoly republicans, to whom both senators are indebted for their seats, when we declare that our senators will henceforth be held equally responsible for every act that receives their joint endorsement.

STOCK WATERING.

The enormous inflation of corporation stocks during the past three years in causing well grounded alarm among conservative financiers. The New York Graphic, in an exceedingly able article on this subject declares that the railroad stocks now in the market represent a cash investment of from 30 to 50 per cent. greater than they did a year ago, and in addition an immense amount of water has been added to old stocks, and an enormous amount of stock has been issued for newly constructed roads.

The panic of 1873 was largely the result of excessive speculation in railroad securities and of equally excessive expansion and watering of corporation stocks. For four years after the crash all industries felt the effect of the blow, and it was not until 1877 that the resumption of railroad building marked a revival of interest in speculative enterprises. At the close of that year the railroads of the United States had 79,679 miles in operation. In 1878 2,400 miles of new road were constructed; in 1879, 4,430, and in 1880 7,150 miles additional were built and equipped. At the close of 1880 the aggregate mileage of railroads in the United States was 93,655 and before the close of the present year it is estimated that this mileage will be further increased to fully 100,000 miles. From January 1, 1877 to December 1, 1881, the aggregate additions to railroad construction in this country will exceed 20,000 miles which will represent an actual cash investment of \$600,000,000.

and dividends by grossly exorbitant transportation charges. While the government borrows money and pays interest at the rate of 3 1/2 per cent., while cities and towns float their bonds at 4 per cent. and while money loans at call, in financial centers at 2 per cent., the people of the United States are taxed to pay interest on debts and dividends on stocks averaging eight per cent. of the rate which is two or three times the value of the money represented by the face of the stock and bonds.

This enormous amount of debt is largely a fraud representing only in a slight degree, the honest investment of capital. The capital stock is flooded with water, the bonded debt represents the stealings of numerous construction rings, while stock dividends are used to increase still further the unlawful gains of the managers and plunder the people of additional sums to pay interest on the fictitious capital.

Some figures recently published show the progress of this alarming inflation of stocks. The Missouri Pacific Railroad was bought in 1876 for \$800,000, it was sold in 1879 to Jay Gould for \$4,000,000, and is now selling at \$30,000,000 and at 108. A little less than three years ago—in September, 1878—the entire issue of Louisville & Nashville stock was worth at current prices \$3,041,100; a day or two ago, also at current prices, it would have taken \$19,136,000, and this after a stock dividend of 100 per cent. Rock Island, one of the steadiest of stocks, could have been bought up entire for \$29,375,000 in 1878; now it would take \$60,742,000 to buy the outstanding stock. New Jersey Central, at the same time in 1878, and it was not then at its lowest point, would have cost \$7,773,500; to-day, with a heavier debt before it and very little increase in property, \$18,950,000 would be needed to buy it. The block of stock of Northern Pacific recently sold by Frederick Billings to Henry Villard for \$18,000,000, was purchased by him in 1874 for \$700,000. Upon all these railroad stocks having little substantial value the producers are taxed to pay an average of 8 per cent. on their manufactured indebtedness.

Commenting on these figures in an ex haustive article, The Chicago Tribune pertinently asks: How long will the country submit to be thus taxed? If a railroad now in existence can be duplicated at a cost of \$25,000 per mile, how long will the country submit to be taxed to pay dividends and interest on a stock and bond debt of \$60,000 to \$80,000 per mile? How long will the country submit to pay the rates of transportation exacted on railroads whose debts double the value of the property sufficient to pay dividends that will warrant that stock to sell for 150 to 160 in the market? The grain, the cotton the provisions, and the coal produced in the country are taxed under the form of rates for transportation so as to give a market value to stocks of 150, when, in point of fact, these railroad companies are practically bankrupt. The property, taken as a whole, is worth no more than their tumbled debt, excluding the whole of their so-called capital stock.

This stock-gambling, which is made a success by the system of pooling, is increasing in magnitude every day. All these railroad stocks are now selling in the market at prices representing twice the actual value of the property they represent. How long will the country submit to such oppression, such extortion, and to such confiscation of the products of their labor? There must be, in due time, a smash. The country will, at last, emancipate itself from the extortion to which it is subjected. Congress will have to choose between the people and the railroads, and when that choice is made these watered stocks and inflated indebtedness will recede to their proper level.

A NEW WEAPON.

While America leads the world in the products of the soil intended to sustain life, she is rapidly gaining the reputation among the armies of the world as a producer of the most deadly weapons of modern warfare. The Gatling gun a few years ago was considered the ne plus ultra of achievement in its line, but now a new competitor has put in an appearance which promises rapidly to supplant all other machine guns and revolutionize modern warfare.

Its inventor is an American, William Gardner by name and hailing from the "wooden nutmeg" state. His first experiment resulted in a gun, single barreled, weighing less than forty pounds and firing two hundred bullets a minute by the simple turning of a crank, the cartridges being fed in from a vertical wooden tube, in which they were laid. Not satisfied with this venture Mr. Gardner next got up a double barreled gun, weighing eighty pounds by itself and including the tripod one hundred and ten pounds, which fire four hundred bullets per minute, with the same kind of mechanism. This he supplemented at a later day by a five barreled gun, with a capacity for firing one thousand bullets in one minute and thirty seconds.

Steps were immediately taken to introduce the new weapon to the favorable notice of the British government and after a siege of two years a public trial was granted by order of the English military authorities. This trial took place at Shoeburyness last winter in competition with the Gatling, the Nordenfolt, a Swedish gun, and the Pratt & Whitney, which was

the first gun Mr. Gardner invented, and was transferred to that firm. The trial resulted in the triumph of the Gardner and the adoption by the government of his double and five barreled gun. The single barreled had previously been adopted, and it was not experimented upon at this trial. The Gardner five-barreled gun fired 1,000 shots in a minute and 35 seconds while the nearest competitor was a ten-barreled Gatling, which took two minutes to perform the same feat. Prominent officers of the British army boldly asserted that with the adoption of this American gun the question of British supremacy in India would be forever solved. By equipping all the fortified places in India with these guns, which can be trained to shower thousands of bullets a minute on any given point, it makes it impossible to carry any such fortified works. As a single double-barreled gun can be managed by five men to each gun, and a five-barreled one not exceeding ten men, it can be seen how few men it will take to defend a fortification against the comparatively feeble attacks of the native troops, who will not be allowed to be armed with Gardner's gun.

The Gardner gun is said to be wonderfully simple in construction and less complicated than an ordinary breech loading rifle. The single barreled, firing 200 shots per minute, weighing less than forty pounds, is mounted on a tripod about thirty pounds in weight, and each separately can easily be carried by one man. The range of these guns is about 3,000 yards—about a mile and two-thirds. Factories for the manufacture of the guns are at once to be established in London and Cleveland, and there is little doubt that a large demand for their use will come from the Continental powers.

This season's shipments of grain by river have made themselves strongly felt in the falling off grain receipts at Chicago and a corresponding increase in the receipts of St. Louis. We quote from The Railway Register the following statistics which are very appropriate to the present discussion of river improvement and large transportation: The grain receipts of Chicago during the month of May, were 7,446,748 bushels, against 14,326,414, for the same month of 1880, a falling off of 4,879,666. The receipts of grain at St. Louis, for May, 1881, amounted to 5,523,115, against 2,688,818 for the same month of 1880, an increase of nearly 30 per cent. During the whole month of May, 1880 and 1881, the lake was open and shipments were specially invited by large reductions of rates. This fact goes to show that the grain receipts of St. Louis will continue to increase steadily during the summer at the expense of the facilities of the lake ports. It is announced, too, that the Anchor line of steamships has determined to withdraw eight of its best vessels, now running between New York and Liverpool, and place them permanently on the line between New Orleans and Liverpool. It is unreasonable to suppose that a good proportion of the European passenger business will then go via the Crescent City, especially during the winter months. The building of the jetties started the barge lines and the subsequent diversion of traffic gave a new importance to the railroads centering at New Orleans. It has therefore been necessary for other roads to build extensions to that city, both because of its present business and because it will soon be the terminus of the Shippers Transcontinental line. The ships that come to New Orleans to load with grain, must bring with them great quantities of foreign merchandise, much of which will come to St. Louis for distribution through the west. Stoves and lumber are now being sent to New Orleans for export, and other commodities will follow. The two great cities of St. Louis and New Orleans are indissolubly united, and both must increase until they rival the largest of the Atlantic seaports. There will soon be great lines from Chicago, St. Louis and Kansas City to New Orleans, as there now are from these cities to New York, and the benefits to be gained from them will be valuable and permanent.

THE New York Tribune fears that the remarkable increase of immigration to this country will produce an injurious effect upon our public and private life, and badly dilute the genuine American character by too heavy an overflow from abroad. Such fears are groundless. No country possesses such powers of assimilation as our own. The foreign immigrant of to-day is the patriotic American of tomorrow. His energy and industry is building up our unsettled localities and tilling the virgin soil of our prairies. What is best in his own nationality he transmits to the race. His children lose their foreign identity and aid in making our laws, and in adding stability to our institutions. It will be many years hence before any cry against foreign immigration will find a general response from the mass of Americans.

NEBRASKA will welcome railroads built without extorted subsidies and systematic blackmail, and conducted under the legislative control of the people, who are taxed to support them. None others need apply.

GENERAL GRANT, lately, has never opened his mouth without putting his foot into it.

MR. PARNELL, the land leaguer, will soon arrive in the United States, and intends to stump the country in the cause of Ireland.

Mr. George Ticknor Curtis on the Railroad Question.

Mr. George Ticknor Curtis's pamphlet on the "Presumed dedication of private property to public use, in its application to railroads," just issued from the press of John Wiley's Sons, is well worth attention from all who contend that the legislative power may rightfully regulate railway and warehouse charges. It combats in strong but respectful terms the doctrine maintained by the supreme court of the United States in the so-called Granger cases. Mr. Curtis shrinks from the conclusion to which his logic leads him. He holds that there is no power in the legislature to regulate the charges of railroad companies unless expressly reserved in their charters and consequently that they may charge whatever rates they please. "There must be," he says, "some exclusive privilege conferred by public authority, or practically resulting from the absence of all other means of obtaining what the public wish to obtain, before the right of public regulation can be asserted to deprive the owner of full dominion over his property. Neither of these things is true of any of our railroad corporations."

Railroads are not monopolies because wagon roads, canals and rivers are found in juxtaposition to them. They have not received any exclusive privileges, because nobody else has been cut off from the privilege of carrying persons and property in competition with them.

The text which Mr. Curtis takes for his argument is a paragraph from the Supreme court decision in the case of Munn against Illinois—a warehouse case. The grounds of the decision we shall leave to discuss. The facts in the case are not fortunate for Mr. Curtis's contention. The warehouse or grain elevator of Mr. Munn was one of a number in the city of Chicago which constituted a close monopoly and fell within the author's definition of subjects which may be brought under regulation. Each grain-carrying railway in Chicago had an elevator at its terminus to which it delivered all the grain it transported, irrespective of the wishes of the consignor. Some of the roads had contracts with the elevator men agreeing to deliver all such grain to them—contracts made with complete indifference to the possible wishes of the shippers. Protracted litigation grew out of this arbitrary and high-handed assumption of power. The elevator men were, of course, enabled to charge what they pleased for storage since nobody else could get any grain to store. In one case, and in one only, under the old regime, the elevator and railroad combination was beaten in the state courts. This was where a railroad side track happened to exist leading an elevator not in the combination. The courts held that, inasmuch as there were no physical impediments in the way of delivering loaded cars to this elevator the railroad must deliver to it all grain so consigned. In the other cases they held that there was no power to compel a railroad to extend its tracks, to build new tracks or to run over tracks not belonging to itself, and inasmuch as facilities existed outside of elevators for handling the hundredth part of the grain transported there was no judicial remedy for the evil complained of. The elevator combination remained unbroken until the state passed a law regulating their charges and their mode of doing business. Arrangements were made for the immediate erection of a large and commodious bathhouse at a cost of \$200.

Maj. John Wilcox, of the old seventh Iowa infantry, and afterwards postmaster at Edkyley, died recently in the Soldiers' Home at Dayton, Ohio. A few years ago he was stricken with paralysis, which made him a helpless invalid.

The Chicago, Milwaukee & St. Paul railroad will allow 20,000 pounds of live stock for a carload hereafter, instead of 16,000 pounds, as has heretofore been the limit. The increased storage room in the new cars used by the company, is the cause of the change.

The Stockholders of the Okaloosa College at a recent meeting elected eight new members to the Board of Directors, and the result is that a large majority of the Board, as it now stands, are absolutely opposed to the removal of the college to Des Moines, and as the matter stands, if Drake University is built, it must be done without the aid of the assets of Okaloosa College.

The Ames Intelligencer says: Judging from the present outlook, it would be safe to conclude that of more than one-third as much corn will be cribbed in Story county, this year, as in the year 1880. The acreage is much less, and "the stand" of the fields planted is fully fifty per cent. below that of '80. Not only is this true of Story county, but we should conclude the same situation held good in all other parts of the state, judging from flying reports and the newspapers crop items.

A New Railroad Scheme.

NATIONAL ASSOCIATED PRESS. CHICAGO, June 22.—A rumor to the effect that negotiations are now pending between the Wabash and Baltimore & Ohio roads for the purpose of establishing another anti-Vanderbilt line between this city and Buffalo via Detroit is given considerable credence here. This line, it is said, is to run over the Baltimore & Ohio from this city to Auburn, a distance of one hundred and forty-six miles, thence over the Butler branch of the Wabash from Auburn to Detroit, from which point the Great Western will be used. This arrangement, if consummated, will prove a severe blow to Vanderbilt's interests, as heretofore he has had full control of the business between Chicago, Detroit and Buffalo. The proposed line is several miles shorter to Detroit than the Michigan Central, and naturally expects to divide business with that road. This will give the Wabash an excellent and desirable outlet from Chicago. It is presumed the Baltimore & Ohio have been induced to join hands with the Wabash in order to throw enough business over the Chicago extension of the former road to make it profitable as it has never been a very remunerative investment heretofore.

Death's Arrow.

NATIONAL ASSOCIATED PRESS. NEW YORK, June 22.—The death is announced to-day of Benj. W. Delamater in his 87th year, well known here for the near fifty years and an uncle of ex-Vice President Schuyler Colfax.

A HEALTHY IMMIGRATION.

Over 1200 immigrants landed here within the past 24 hours. Notwithstanding the heavy immigration this year a number of applications for mechanics and other laborers through labor bureau Castle Garden is much greater than the supply.

Four on Oil.

L. F. Follett, Marion, O., states that he has used Thomas' Electric Oil for burns, and has found nothing to equal it in soothing the pain and giving relief.

IOWA BOILED DOWN.

Fort Dodge wants a building association. The plate glass in the new capitol will cost about \$15,000. The grand lodge of Good Templars meets in Algona August 30. The apple crop in Nebraska county will be light this year. The Methodist church at Newkirk has secured \$6,000 with which to build a new church. Sportsmen say that the prospects are excellent for good chicken and quail shooting this fall.

The races at Fort Dodge will begin July 1, continuing four days. About \$25,000 are to be paid in prizes.

Malaska county is to have a new courthouse at Okaloosa, the foundations of which will be put in this season.

Lightning struck the steeple of the Methodist church at Spirit Lake the other night, and damaged it \$75 worth.

The Marshall town board of trade has rented rooms and will prepare for an active campaign in the interests of the city.

On Sunday the 12th inst. occurred the laying of the corner stone of the new Cathedral this season to be erected in Keokuk.

On one of his Winnebago county farms, this spring, David Secor has set out 4,000 trees and planted three acres to maple seed.

The Blackstone Coal company has been organized at Marshalltown, with a capital of \$20,000, and 150 acres of coal land near Given.

J. Kennedy, a prominent sheep grower in Ida county, has lost upward of \$1,000 worth of lambs this season from throat disease.

The Keokuk canning company began operations on the 17th, with 100,000 cans on hand, which will be filled with corn and tomatoes.

Battle Creek will soon have a bank, and the Times of that place says that Danbury will have a bank next month, with a capital of \$75,000.

The Buena Vista creamery at Storm Lake has sent on agent east to purchase 2,000 cows. These will be sold to farmers and others at low prices.

In addition to the proposition for a new courthouse, the Clinton county supervisors will submit to the voters this fall a proposition to build a \$12,000 jail.

A young man from Butler county, named Pierce, who was herding cattle for C. O. Kiets in Wright county, was struck by lightning the other day and killed.

The city council of Iowa City recently adopted an ordinance granting Hon. Ezekiel Clark and others a charter for a street railroad one and one-fourth miles long.

Thomas Williams an employe of the Clinton Boiler Works, while mixing ac phatum paint, was dangerously injured by the burning of the turpentine in the pot.

Taxes to the amount of \$28,000 have been voted in Palo Alto county to aid the Burlington, Cedar Rapids and Northern railroad. Emmetsburg is promised the cars this year.

A prisoner named Haddis made his escape from the Ft. Madison penitentiary, where he was confined by means of a watch-spring saw. A reward of \$50 is offered for his capture.

The Dubuque Lumber Oil Co. has made its first shipment—five cars to New York, two of which will be shipped to Germany. The mill is overrun with orders, and the enterprise is a proud success.

The Iowa Railroad Land Co. sold 45,000 acres of land in Ida county during the year ending April 1st, and nearly all of it to actual settlers. The entire sales of the company during the year were 236,000 acres.

Recently, an association was formed in Dubuque, called the Dubuque Bath House Association, with 15 members. Arrangements were made for the immediate erection of a large and commodious bathhouse at a cost of \$200.

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CHEAP LAND

FOR SALE. 1,000,000 Acres —OF THE— FINEST LAND —IN— EASTERN NEBRASKA.

SELECTED IN AN EARLY DAY—NOT RAIL ROAD LAND, BUT LAND OWNED BY NON-RESIDENTS WHO ARE TIERED PAYING TAXES AND ARE OFFERING THEIR LANDS AT THE LOW PRICE OF \$5, \$8, AND \$10 PER ACRE, ON LONG TIME AND EASY TERMS.

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A beautiful residence lot on California street, 200 and 234 streets, \$1600. BOGGS & HILL.

FOR SALE

Very nice house and lot on east corner Union street, with barn, coal house, well, cistern, shade and fruit trees, everything complete. A desirable piece of property, figures low. BOGGS & HILL.

FOR SALE

Splendid business lots S. E. corner of 16th and Capital Avenue. BOGGS & HILL.

FOR SALE

House and lot corner Chicago and 21st streets, \$5000. BOGGS & HILL.

FOR SALE

Large house on Duaneport street, with bath and rear boarding house. Owner will sell low. BOGGS & HILL.

FOR SALE

Two new houses on full lot in Kountze & Rutk's addition. This property will be sold very cheap. BOGGS & HILL.

FOR SALE

A top phonon. Enquire of Jas. Stephenson. 994-14 BOGGS & HILL.

FOR SALE

Corner of two choice lots in Shinn's Addition, request to at once submit best cash offer. BOGGS & HILL.

FOR SALE

A good and desirable residence property, \$4000. BOGGS & HILL.

A FINE RESIDENCE

Not in the market. Owner will sell for \$6,500. BOGGS & HILL.

FOR SALE

4 good lots, Shinn's 3d and 4th additions, \$10 each. BOGGS & HILL.

FOR SALE

A very fine residence lot, to some parts of the Board of Directors, and the result is that a large majority of the Board, as it now stands, are absolutely opposed to the removal of the college to Des Moines, and as the matter stands, if Drake University is built, it must be done without the aid of the assets of Okaloosa College.

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