## ANTI-MONOPOLY.

A Conference of Representatives of Industrial Associations.

Corporate Privileges are Denounced.

Organizing for the Regulation of Transportation Rates.

Correspondence of the BER.

UTICA, N. Y., August 20, -- The to be sure, forms of law; but they are anti-monopoly conference which was forms only and have been enacted to called by the New York board of of the rail. Each year \$3,760,000 are

trade and transportation, held its session in this city yesterday.

The conference was called to order by W. G. Wayne, of Wayne, who nominated Mr. L. E. Chittenden, of New York, for temporary chairman.

Mr. Chittenden spoke briefly on taking the chair.

of the rail. Each year \$3,760,000 are extorted from the public to meet the dividends upon the above mentioned \$47,000,000 of fictitious stock, the issue of which was legalized by a legislature nominally elected by the people but in reality by the money of the corporations that thus purchased a privilege to tax the public. Each year shows some new encroachment of a similar character upon the people's

Mr. John O'Donnell, of Lewis county, was elected temporary sec-

The following permanent organiza-

President—General Alexander S. Diven, of Chemung. Vice presi-dents—W. S. Wayne, of the state grange; John F. Henry, of the New York chamber of commerce; John B. Manning, of the Buffalo board of trade; Theodore E. Tomilson, of the national anti-monopoly league; F. B. Thurber, of the New York board of trade and transportation; J. A. Hinds, of the State Millers' association; J. Farley, jr., of the Rochester Millers' association; J. C. Hubbell, of the Albany board of lumber dealers; Horace C Smith, of the Canal Boat Owners' association; Darwin R. James, of the Kings county anti-monopoly league; Allen R. Foote, of the New league; Allen R. Foote, of the New York co-operative society; Josiah J. White, of the New York produce exchange; Nelson B. Kilmer, of the Milk association; Ambrose Snow, of the New York Maritime association; Dr. L. L Wight, of the Utica board of trade; George B. Douglas, of the New York butter and cheese exchange; James F. Wenman, of the New York cotton exchange, and Har-New York cotton exchange, and Har-ris Lewis, of the State Dairymen's association. Secretaries — Henry Nichols, H. H. Goff, Frank D. Gard-ner and R. H. Chittenden.

Nichols, H. H. Goff, Frank D. Gardner and R. H. Chittenden.

RAILBOAD MONOPOLIES.

On taking the chair General Divendelivered a very valuable address.

Mr. Thomas V. Carter, of Jersey City, gave a startling exhibit of the railroad monopoly in his state.

Mr. Josiah J. White, of the New York produce exchange, gave a history of railroads, showing a total capitalization of \$5,000,000,000 at present. Great good, he said, had been done by railroads, but their management should be guarded against abuse. Free canals are necessary to retain the supremacy of the port of New York, and, to regulate transportation rates, railroads should be compelled to compete for business as merchants are.

diucers of this state are charged far more, proportionately, than the producers of these respective parties have to say recarding this question. In the democratic platform, adopted at Syracuse, we find the following:—

"The people of New York, farmers, manufacturers and merchants at the same rate they carry for others who do not, thus forcibly diverting business from the canals which would otherwise seek that channel during the season of navigation. These magnificent highways have been crippled and dwarfed by railroad influence in our legislature, while money has been squandered on enterprises like the new capitol, and one-tenth of the supremacy of the port of New York, and, to regulate transportation rates, railroads should be compelled to compete for business as merchants are.

Solution against and discrimation against and discrimation against the state is freely practical strates. Let us see what the political parties. Let us see what the political parties. Deat us placed the say revarding this question. In the democratic platform, adopted at Syracuse, we find the following:—"The people of New York, farmers, manufacturers and merchants at the same rate they carry for others are the leaders in the seasor of these respective parties.

The more discriminated against and discrimation against the state is freely practice. The place of t pete for business as merchants are. The following address and platform made them free. These charges were

was adopted: To the people of the state of New York:—Within the last half century new and important forces have made but was finally secured. An able legthemselves felt in all departments of islative committee, Mr. A. B. Hepproduction and commerce and also in burn, chairman, devoted several the political world. Controlled and months to an investigation. The redirected in the interest of the whole port of the committee was an official people, steam, electricity, machinery and corporate life are the most beneficient forces of the age, but like fire, if permitted to become our masters, the evil is proportionate. The wise remedy the evils complained of. These men who drafted our constitution were passed by the assembly, but could not foresee these enormous when they reached the senate it was changes or they would have guarded found that the railroads possessed a against attendant evils, which have more absolute veto power than that come upon us so suddenly that legis- exercised by the governor of the state. come upon us so suddenly that legis-lation for the public interest has lag-ged behind, while the compact force of bill over the veto of the governor, but which will guide all needed action. corporate organization has shaped our there was no possibility of securing a laws in the interest of the few at the constitutional majority to pass a bill expense of the many, so loose has been the legislation of the past fifty years regarding the granting of charters and coporate privileges that cornomination, purchased the election or porations have acquired undue promi- otherwise controlled the majority of nence and power, and in order to perpetuate abuses which have grown up powerless. The result was that bills our legislation is corrupted and our politics debased by the use of money to an extent which threatens the permanency of our free institutions. Honest and independent candidates for legislative offices are now often defeated by less worthy candidates who are backed by the money of great corporations. In consequence the best men in the community are deterred from entering political life. This re-sults not only in the public interest being made subservant to private corporations, but it towers the quality of legislation, tor legislators who are venal in one direction are usually so in others. When charters to construct railroads were first granted by the people it was with the understand-ing that all advantages beyond ten per cent upon the actual capital vested were to accrue to the public, and as the promoters of these enter-prises usually had other interests which benefitted largely by the inven-tion of steam roads, their construction proceeded very rapidly. Not satisfied, however, with all these ad-vantages, and in order to absorb the benefits resulting from the new inventions and improvements which tended to greatly reduce the cost of steam transportation, they created fictitious values for these roads and maintaine rates high enough to pay dividends upon these inflated values and thus cheated the public out of a large porcheated the public out of a large por-tion of the benefits of these improved highways. The result has been to suddenly accumulate enormous wealth

for the managers of these roads. HOW A MONOPOLY IS CREATED. As an illustration of this, in 1867 and 1868 \$47,000,000 of watered stock were added to the capital of the New York Central and Hudson River railroad, upon which regular eight per cent dividends has since been paid, and these dividends, with the interest thereon, compounded annually for thirteen years, now amount to over \$75,
1000,000, while the stock itself is quoted in the market at \$140 to \$150 per share. In other words, if instead they either your against it or are they are not successful in this per share. In other words, if instead they either your against it or are they are not successful in this per share. In other words, if instead they either your against it or are they are not successful in this per share. ocont net upon the outstanding capital,

per share. In other words, if, instead of watering the stock of these roads in 1867 and 1868, the rates for transportation had been reduced to a point which would have yielded eight per cent net upon the outstanding capital,

prevent it from ever coming to a vote. In case they are not successful in this tor are absent when the vote against it or are absent when the vote is taken. In some instances, where they are sure of enough adverse votes to defeat a measure which they know their constitution within proper limits of correct transportation are potent in preventing the season of navigation are potent in preventing the season of navigation are potent in preventing the season of navigation are potent in preventing they either vote against it or are absent when the vote is taken. In some instances, where they are sure of enough adverse votes to defeat a measure which they know their constitution within proper limits of constitution within proper limits of constitution within proper limits of constitution within proper limits.

Some instances, where they are sure of enough adverse votes to defeat a measure which they know their constitution within proper limits. Specifications will be a warded to him. Specifications will be anally considered and all proposals must be awarded to him. Specifications will be a warded to him. Specifications will be a warded to him. Specifications will be available to the county clerk.

Some instances, where they are sure of enough adverse votes to defeat a measure which they know their constitution are potent in preventing the season of navigation are

are the contractors, merchants or this state for all time to come. This manufacturers interested in various is but a single illustration. There are enterprises which the railroads can greatly assist by awarding contracts or by giving favorable rates on freight, and this power is freely used. Of this type Senators McCarthy, Stevens, Halbert, Madden, Braman, Rockwell many others equally flagrant; but this will serve to illustrate how the public wealth is concentrated in a few hands by a system of taxation, under the guise of tolls or charges for transportation, compared with which the tolls exacted by the robber barons of the and others are examples. Another class cannot thus be controlled, but feudal ages were petty, and between the justice of which it is hard to dis-tinguish. In the one case there are, having friendly personal relation with the railroad representatives, who are always most agreeable men, they are influenced by them, and unless the issue is sharply defined by their immediate constituents they vote with the railroads and against the public interest. This class is closely cultivated by the railroad representatives, Free passes and other courtesies are showered upon them, situations which in many cases are sinecures are given to friends and constituents, and in not a few instances their votes were controlled as absolutely as those of class three. Scattered between the above a similar character upon the people's classes is a no inconsiderable element rights, sometimes in one form, someot absolutely venal legislators who are not ashamed to associate with lobby-ists and to do their bidding. When public sentiment looks upon buying an times in another, the methods of corporation finance constantly varying, but all resulting in undue cost to the public of what has become a public necessity. Such public abuses as those heretofore mentioned have been election as a crime and professional lobbyists, like A. D. Barber and Edwards, who, together with Senator Edwards, who, together with Senator Sessions, are now under indictment for bribery during the late senatorial contest, are regarded as social pariahs, to be avoided by all decent citizens, it is probable that fewer senators like Mr. Sessions will be seen at Albany, and representatives like Messrs. Husted and Alvord will cease to be leaders in the assembly. The same principles apply and the same tactics are empleyed in the assembly as in the senate, but the latter is much the smaller body. The member are elected for two years instead of one, as in the assembly, and it is, consequently, more easily and cheaply controlled by the corporations. For the information of the public we recapitulate the names of those members of the late senate who were usually found exaggerated by discriminations against both individual citizens and communities. From time immemorial the principle of the equality of citizens on the highway has been recognized as eminently just and necessary. The state is the natural and sole owner of the public highways. The vote of one citizen in conferring a charter to construct and operate a milwood way. to construct and operate a railroad was as potent as another, and, therefore, the element of a citizen's right on the highway should limit in some degree the operation of the law of wholesale and retail, which is unlimited in private business; and no discrimination other than that based upon the cost of service should be permitted. This right has been entirely disregarded by the managers of our railroads. Fathe managers of our railroads. Favored shippers have been given rates which built up their business at the expense of their neighbors, and in one instance at leastour railroads have so far forgotten their duty as common carriers as to sign a written contract to protect one shipper against the competion of other shippers. The producers of this state are charged far more, proportionately, than the producers in the senate who were usually found young with the corporations and against the public interest:—Senators Wagner, Woodin, Robertson, Sessions, McCarthy, Hogan, Seebacher, Eldman, Jacobs, Birdsall, Fowler, Madden, Rockwell, Baker, Broman, Halbert, Loomis, Wendover and Mills. It will be noticed that in this list appear the leaders in the senate of both political parties. Let us see what the to protect one shipper against the com-petion of other shippers. The pro-ducers of this state are charged far more, proportionately, than the pro-ducers of other states. Communities

would have enlarged the canals and favoring localities and individuals. The public discontent regarding

for several years treely made, and as this question was recognized in the freely denied. An investigation was Saratoga platform of the republican for a time defeated by the railroads, party, as follows:

vested right. It is the clear province cases. and plain duty of the state to superas to secure the just and impartial treatment of all interested, to foster with a series of bills designed to remedy the evils complained of. These the industrial and agricultural welfare of the people, and, with a liberal policy, favor the public waterways and

detailed statement of the evils which

exist and it is unnecessary to detail

them here. It accompanied its report

the upper house, and the people were

eminently reasonable, just and neces-

RAILROADS AND LEGISLATION.

The Senate completed its bad rec-

ord by emasculating the corporation

tax bill; by defeating the bill to pre-

vent the great telegraph consolidation through which a burden of \$15,000,-

000 additional watered stock was

fastened on the public; by persistent hostility to the canals and by seeking

to place in the United States Senate

representatives of the rallroad power.

The conferences would fail in its duty

to the people if it did not place be-fore them the names of the Senators

to send some of their own men to the

legislature to further their interests.

Senator Wagner, of palace car fame, is a type of this class. Through railroad influences he has been regularly

placed at the head of the Senate com-

mittee en railroads, the committee constituted to suit his pleasure, and all measures looking to holding these

corporations to proper responsibility to the public have had to run the gauntlet of this packed jury presided over by a judge who had a pecuniary interest in the adverse decision of the

case. Another class of Senators who are even more useful to the railroads

are prominent members of the legal

profession, many of whom are regu-

sary were slaughtered.

The resolution has been stated, together with the reason therefor. Monopoly senators, who called them-selves democrats, joined hands with monopoly senators who called themselves republicans to defeat these measures. We earnestly recommend that at the next election candidates for legislative office, and especially candida'es for the senate be chosen regardless of party affiliations, and that only candidates who will pledge themselves to support the following anti-monopoly principles and objects should receive the suffrage of the peo-

OUR PRINCIPLES.

Anti-monopoly—We advocate and will support and defend the rights of the many as against privileges for the

Corporations, the creation of the state, shall be controlled by the state. Labor and capital—allies, not enemies-justice for both.

OBJECTS.

In accordance with these general principles we will endeavor to secure among others, the following specified

who thus betrayed the public interests, and indicate in some degree the methods by which the railroads control legislation. It has become a regular practice for railroad corporations First —Laws compelling transporta-tion companies to base charges upon cost and risk of service, instead of the new theory enunciated by them, "what the traffic will bear."

Second-Laws to prevent pooling and combinations. Third-No discrimination against

any citizen or any class of citizens on public highways. Fou-th - A board of railroad com-missioners for this state, to give effect to the laws which are or may be placed upon the statute books Fifth-Laws making it the duty of

ublic law officers to defend a citizen's rights against injustices by powerful Sixth-Laws to prevent the further

larly retained in all parts of the state, and some thus employed are regularly elected to the legislature by the railwatering of stock and other devices by which a fictitious value for public highways is created. Seventh—Stringent laws against roads. Senators Robertson, Jacobs, Woodin, Sessions and Fowler are types of this class. This class work bribery, including the prohibition of

free passes.

Eighth—Amendments to our election laws which will better secure to the people the power to select candi-

the public would, at the present time, have been \$75,000,000 better off, and \$17,000,000 of stock, which cost only the paper and ink with which it was printed, would not now be in existence and form a pretext for further taxing the industry and commerce of taxing the industry and commerce of are the contractors, merchants or the public would, at the present time, aye, although had they been told by the railroad managers that their vote was wanted they would have been recorded on the other side.

Resolved, That in order to give effect to and enforce the observance of these principles and objects that an organization of the people on a non-partizan basis is absolutely necessary; that their vote was wanted they would have been recorded on the other side.

Another and more numerous class are the contractors, merchants or that in everyassembly district farmers' alliances or anti-monopoly leagues should be organized; that we advise the voters of the state of New York in the coming fall elec i m to vote only for such legislators as will openly pledge themselves to vote for a board of railroad commissioners for the state of New York and also to sustain generally the principles of the so called "Hepburn bill."

Resolved, That we make no war upon corporations as such, nor upon If you are afflicted with Biliousness, use any legitimate interest or industry, but that experience has shown that It such organization is necessary to resist the aggressions of corporate monopolies, and to maintain the public rights as expressed in the constitution and interpreted by the supreme court of the United States, and for

forts, regardless of party affiliations. Resolved, That the discriminations of the railroads, the improvement of the Mississippi river and the enlargement of the Canadian canals, all admonish the people of this state that their canals should be modernized and made equal to any competition which of the state should be enlarged and

made free of tolls.

Resolved, That the state, having delegated to railroad and telegraph corporations its duty of maintaining public highways and intercommunication, is bound to control said corporations in the interest of the public, or reassume the functions so delegated, that the direct tendency of the abuses in our transportation system is to nulify the principle upon which our government is founded, that instead of the distribution of wealth they tend to make a few very rich and the many poor. The feudalistic tenden-cies of the age are very marked, and prompt and vigorous efforts are necessary to check this rapidly growing

Resolved, That the American publie, and especially the people of this state, are not yet ready to acknowledge that there is a dominant privi-leged class, to which all the rest of the community must pay tribute; that every barrel of flour, every gallon of petroleum, every ton of coal and other necessaries of life must be depreciated to the producer or unduly enhanced in cost to the consumer, in order that the few may live in undue luxury at the expense of the many. We have faith that the intelligence and patriotism of the American peo-ple will be equal to the emergency of controlling the creature of their creation, and we invoke the influence of every good citizen, and we will work and organize to this end.

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Neuralgia, Sciatica, Lumbago, Baotache, Screness of the Chest, Gout, Quinsy, Sore Throat, Swellings and Sprains, Burns and Scalds, General Bodily

Tooth, Ear and Headache, Frosted Feet and Ears, and all other Pains and Aches.

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A. VOGELER & CO., Baltimo NOTICE TO CONTRACTORS.

Scaled proposals will be received by the Board of County Commissioners of Douglas County, Nebraska, until Thursday, September 1st, 1831, at 2 o clock p. m., for the erection of a court house building at Omaha, in said county, in accordance with plans and specifications made by E. E. Myers, architect, and now on file in the county clerk's office. Each hid must be accompanied by a good and sufficient bond in the sum of five thousand dollars, conditioned that the bidder will enter info contract and give a good and sufficient bond for the faithful performance of the work should the same be awarded to him. Specifications will be furnished upon application to the county clerk. Separate bids for the soveral parts of the building will be considered and all proposals must be made upon schedules prepared by the architect and furnished on application to the county clerk. The Board reserves the right to reject any or all bids.

By order of the Beard of County Commission.

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this object we pledge our earnest ef- If you have Indigestion, you will find an antidet BURDOCK BLOOD BITTERS. If you are troubled with Spring Complaints, eradicate them with BURDOCK BLOOD BITTERS.

BURDOCK BLOOD BITTERS. BURDOCK BLOOD BITTERS. they may have to sustain; and we therefore declare that the waterways not to take BURDOCK BLOOD BITTERS. If you have any symptoms of Ulcers or Scrotulous Sores, a curative remedy will be found in

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BURDOCK BLOOD BITTERS For Nervous and General Debility, tone up the system with BURDOCK BLOOD BITTERS. Price, \$1.00 per Bottle; Trial Bottles IO Cts

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Notice to Coal Dealers.

Scaled proposals will be received by the undersigned until Saturday, August 27, 1881, at 3 o'clock p. m., for furnishing such an amount of hard and soft coal as will be required for use in the county court house, jail and poor house, and the county court house, jail and poor house, and the county court house, jail and poor house, an for delivery to such persons as the Commissioner may order, during the ensuing year. By order of the Board of Commissioners. JOHN R. MANCHESTER, au22-5t County Clerk.

D. S. BENTON, ATTORNEY - AT - LAW ARBACH BLOCK,

Cor. Douglas and 15th Sts. Omaha Neb.

J.H FLIEGEL Successor to J. H. Thiele,

MERCHANT TAILOR

W. J. CONNELL, ATTORNEY - AT - LAW.

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PROPOSALS FOR COAL.

OFFICE OF CITY CLERE, OMAHA, Aug. 18, 1881. Sealed proposals will be received by the undersigned for two weeks from the date hereof, Thursday, September 1st, 1881, 12 o'clock moon, for furnishing hard and soft coal for the use of the city offices and fire department, from this date until August 18, A. D. 1882.

Sealed hids or proposals shall state the price for such coal delivered where ordered, and shall manie said price without respect to any definite amount of coal. The right is reserved to reject amy and all bids. Envelopes containing said proposals shall be marked "Proposals for Coal," and delivered to the undersigned not later than the time above specified. J. J. L. C. JEWETT, au18-144p&bal in2w City Cierk.

Master's Sale In the Circuit Court of the United States for the district of Nebraska,

Augustus F. Kidder
vs.
In Chancery. Nelson Feauteau.
Nelson Feauteau.

Nelson Feauteau.

Nelson Feauteau.

Nelson Feauteau.

Nelson Feauteau.

Nelson Feauteau.

Policion Feanteau.

Policione is hereby given that in pursuance of a decree entered in the above cause on the 18th day of November, 1880, I, Ellis L. Bierbower, Master in Chancery in said court, will on the 29th day of August, 1881, at the hour of 3 o'clock in the afternoon of the said day at the west door of the United States court house and postoffice building in the city of Lincoln, Lancaster county, State and District of Nebraska, sell at public auction the following described property, to-wit: The northwest quarter of the northwest quarter, and lots Nos. three (3) and four (4) of section No. four (4), township No. thirty-one (31), range No. (5) cast. Also the east half of the southwest quarter and lot three (3) and the northwest quarter of the southwest quarter of section No. Thirty-three, (38) in township thirty-two, range No. (6) five east containing in all two hundred and seventy-three and 10-100 (273-10-100) acres all in Dixon county, Nebraska.

ELLIS L-BIERBOWER.

BROWN & CAMPIELL, Master in Chancery.
Solicitors for Complainant.

Brown & Campunts, Master in Chancery, Solicitors for Complainant, jy 20-w5t SIBBETT & FULLER,

ATTORNEYS AT LAW DAVID CITY, NEB.

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