

RANGER'S, RAMBLINGS.

He Compares Hastings, Grand Island and Kearney.

Each City Full of Enterprise and Pluck.

Hastings' Handsome Buildings, Fine Advantages and Surrounding Country.

Arriving in Hastings via the U. P. branch that runs from St. Paul to St. Joe, your correspondent stopped at a depot that was quite new to him. The bus soon brought him to the principal thoroughfares, and then it became a question whether the metropolitan—cut-stone—pressed brick—iron and plate-glass structures were really a part of Hastings, or had it been overcome by sight-seeing in Grand Island and were these things the ephemeral shadows of a disordered brain.

They refused to fade and a three days stay in Hastings convinced me that although I could in new Hastings find scarcely a trace of the town, I once knew so well, yet the people that made the infant burg were the same ones who were now developing it into the full glory of being the best city west of Lincoln, and even that capital city will show few if any store buildings that will compare with Farrel's all cut stone block. There is more building being done here than in Kearney and more than in Grand Island, if the U. P. shops are left out of consideration and readers who have followed Farrel know that this means a most extraordinary progress.

FIRE. Fires have several times nearly wiped out Hastings, but like the Phoenix her features are more beautiful after each fiery bath. Brick blocks by the score are now under contract, and the great hole made in Hastings by the fire of a few weeks ago serves only to make clean building sites for elegant and substantial blocks that will have little of the tinder box character about them.

It is useless to deny that the fires have caused serious loss to many of Hastings' people, and yet as a town it will be the gainer by them.

WHICH TOWN.

A close race for supremacy exists between Kearney, Grand Island and Hastings; they are nearly equal distant and nearly of the same size. All three have both the U. P. and B. M., and a rich farming country tributary. Both Grand Island and Hastings have the trains both ways stopping for meals, and all three are county-seat towns.

MANUFACTURES.

A large steam flouring mill is the latest manufacturing enterprise captured by Hastings. It is being erected near the B. & M. passenger depot. Hastings has the only manufactory of harvesting machinery in this state, and it is something of which the people here are justly proud.

When four years ago I described the factory which was at that time just getting ready for business, it was somewhat skeptical about an institution of this kind being needed just yet, or rather, while it was needed, I feared it was in advance of the country, and that the farmers could scarcely afford to make it profitable to these enterprising pioneers of agricultural implement manufacturing in Nebraska; but the sequel has justified the heavy investment made, and a satisfactory percentage has been realized on the capital expended, and the factory has a reputation and a demand has been established which is worth thousands of dollars. For this western country nothing can compete with the header. The one manufactured by this house, M. K. Lewis, Sons & Co., has a cut of ten feet, and with four horses from twenty-five to forty acres of grain are harvested in a day. The improvements made during the last year in the header are very remarkable, and make it now about as near the perfection of harvesting machinery as can be obtained. There is only one gear in the whole machine. The motion is obtained by a detachable chain-drive, running over adjustable sprockets. The two aprons generally used on headers are with this machine reduced to one continuous chain, which passes over sprocket wheels, thus preventing slipping.

The following extract from a Kansas dealer's letter is worth reading: "You have to-day the best header made. I have never handled a machine of any kind that gave better satisfaction than the Lewis header." The senior member of the firm will be at the state fair in Omaha, and will also have his header at the California and Kansas state fairs, so that Nebraska manufacturers are going into other states than ours, even to the Pacific. I ask no apology of Bee readers for this extended notice of Nebraska's first and only harvesting machine factory.

THE CROPS.

Wheat yield will average seven bushels to the acre, and if the seven was low this would indeed be a bad year for farmers, but with this staple ranging at or near the dollar a bushel market, there will be a very fair margin left for the wheat raiser. Corn is badly scorched in some localities, and the drought has done it no good. But thirty bushels to the acre is about the average, and after all that is not so bad when the high rates that are going in considered, corn here being worth about 33 cents per bushel, with an upward tendency.

THE STOCK INTERESTS are not so extensive here as in the regions north and south, and this is a drawback for which there is a very simple remedy, namely, the importation of cattle from the surrounding country. Raising grain for market has not in the past and it is doubtful, very

THE JETTIES.

A Brief Review of the History of Their Construction.

The Gradual Deepening of South Pass.

New Orleans, La., Sept. 7.

It is not to be wondered at that some few papers still carp at the jetties, notwithstanding their immense benefit to the Mississippi valley—a benefit which has been roughly estimated to \$125,000,000, that being the reduction of freights forced on the railroads by the opening of the river route. It will be remembered that when this mode of opening the river to the largest steam and sailing vessels was first proposed and discussed, our own people entered many objections, and there were not a few who declared that it was a gigantic scheme engineered by the railroads to dam up the mouth of the river and give them (the railroads) a monopoly of the valley trade. It was earnestly insisted that Southwest pass should be secured and kept open in the event of the failure of the jetties. Gradually, however, his prejudices disappeared before a steady array of facts and figures, until now the opposition to the jetties is limited to a coterie of a score of persons and four newspapers.

A HISTORY OF THE JETTIES. So much has been said about the jetties that it would be more than superfluous to recount their history at length. Many attempts had been made to improve the mouth of the river from the very earliest days of the settlement of Louisiana. In 1871, when the railroads had almost complete control of the trade of the West, an earnest sentiment was aroused in favor of the opening of the river, so as to free the Western farmers from the extortions of the trunk lines, and congress ordered a survey of the mouth so as to find the best mode of dealing with the question. In 1873 a commission of army officers was appointed to consider this survey and to suggest the best plan of opening the river. Their report in February, 1874, favored the canal scheme and opposed the jetties, holding that the cost of producing a depth of 27 feet would be \$23,000,000. In February, 1874, Mr. Eads offered to congress to open the mouth of the river, making a depth of 28 feet, for \$10,000,000, at the entire risk of himself and his associates, not a dollar to be paid until a depth of 20 feet was secured. The controversy created by Mr. Eads' proposition became quite warm and personal. A committee of civil engineers were dispatched to investigate the question, and particularly the European jetties and their effects.

THE JETTY BILL SIGNED. The result of their investigation was favorable to the jetties, and on March 3, 1875, the president signed the bill entering into a contract with Mr. Eads to deepen the mouth of the river. South pass, which had previously had a depth of nine feet, was chosen, and work began June, 1875. By May, 1876, when very little work had been done, it was found that 1,900,000 cubic yards of material had been accumulated in the jetty, the minimum depth was 16.9 feet. Even this showing many persons still failed to have confidence in the jetties, and stories of new bars, mud lumps, etc., were told almost every day in the local press. In November, 1877, the dredge boat Bayley was used in scouring the channel of the jetties.

DEEPENING THE SOUTH PASS. The following tables will show the depth in the channel at 10,000 feet East point, the worst part of the pass, at various dates:

Table with 2 columns: Date and Depth. Data points include June 1875 (9.2 feet), May 1876 (15 feet), August 1876 (18.8 feet), July 1877 (20.3 feet), June 1878 (21.9 feet), Feb. 1879 (22.2 feet), March 1879 (24.8 feet), June 1879 (25 feet), July 1879 (26.0 feet).

THE DEMOCRAT PUBLISHED TO-DAY A COPY OF THE JETTIES AND SOUTH PASS A SURVEY SHOWED THEM TO BE ON A PAR WITH THE LATEST SURVEY MADE. This shows that the jetty in the channel in South pass, 100 ft in the jetty, is 201 ft to 197,000 feet above East point, and is a p. in 90,000 feet above East point. The depth of the jetty proper is the depth of the channel less 10 to 20 feet.

GENTLY DOES IT. Eugene Cross, Swan street, Buffalo, writes: "I have used Spring Blossom for dyspepsia and indigestion, and have found it so admirably as a gentle aperient and blood purifier. I consider it unequalled. You are at liberty to use my name as a reference." Price 50 cents, trial bottles 10 cents.

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GREATEST REMEDY KNOWN. Dr. King's New Discovery for Consumption is certainly the greatest medical remedy ever placed within the reach of suffering humanity. Thousands of once helpless sufferers, now loudly proclaim their praise for this wonderful discovery to which they owe their lives. Not only does it positively cure Consumption, but Coughs, Colds, Asthma, Bronchitis, Hay Fever, Hoarseness and all affections of the Throat, Chest and Lungs yields at once to its wonderful curative power as if by magic. We do not ask you to buy a large bottle unless you know what you are getting. We therefore earnestly request you to call on your druggist, Ish & McMahon, and get a trial bottle free of cost which will convince the most skeptical of its wonderful merits, and show you what a regular one dollar size bottle will do. For sale by Ish & McMahon.

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NOTICE. BASWITZ & WELLS, 1422 Douglas St., Near 15th. Before removing to their new OPERA HOUSE STORE Will sell their stock of BOOTS & SHOES At Greatly Reduced Prices. PROPOSALS FOR COAL. OFFICE OF CITY CLERK, OMAHA, Aug. 18, 1881. Sealed proposals will be received by the undersigned for two weeks from a hard roof, Thursday, September 1st, 1881, 12 o'clock noon, 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 bids or proposals shall state the price for each coal delivered where ordered, and shall name said price without respect to any definite amount of coal. The right is reserved to reject any 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. L. C. JEWELL, City Clerk.

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POSTER, MILBURN, & Co., Props. BUFFALO, N. Y. Sold at wholesale by Ish & McMahon and C. F. Goodman. Je 27 east-10.

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