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 the heaviest catte king, and hay and sels was first proposed and discussed, depot that was quite new to him. corn is in demand by nearly all of them when obtainable at reasonable figures. The percentage of loss last winter by cattle men was often much became a question whether the metro- larger than has ever been published. politan—cut-stone — pressed brick— One cattle king told me that out of one herd of a thousand head he had iron and plate-glass structures were really a part of Hastings, or had I lost over seven hundred, and when I been overcome by sight-seeing in did not get into the papers he replied, Grand Island and were these things "Oh, when we are losing we want to the effemeral shadows of a disordered keep our credit good. When we are

days stay in Hastings convinced me ranges, we give rather unfavorable that although I could in new Has- reports, but it is when the cattle men tings find scarely a trace of the town,
I once knew so well, yet the people raising on the plains. When they are that made the infant burg were the doing well there is no 'blowing same ones who were now developing done. it into the full glory of being the best cattle-king picture, and without hay, city west of Lincoln, and even that corn 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 Ranger know that this means a most extraordinary progress.

Fires have several times nearly wiped out Hastings, but like the Phoenix her features are more beautiful after each firey 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 elehave little of the tinder box charac-

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 nearequal 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

latest manufacturing enterprise captured by Hastings. It is being erected near the B. & M. passenger perienced foes place in their path; so, denot Hastings has the only manuscribed formula disaster, we factory of harvesting machinery in this state, and it is something of tive measures and yet no dickering which the people here are justly with "enemies in arms." Let every

the factory which was at that time the alliance until the end just getting ready for business, I was somewhat skeptical about an institution of this kind being needed just stand. feared it was in advance of the country, and that the farmers could scarcely afford to make it profitable to these enterprising pioneers of agriculimplement manfacturing in Nebraska; but the sequal has justified the heavy investment made, and a satisfactory percentage has been realized on the capital expended, and better yet, 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 canvas that passes over sprocket wheels, thus preventing

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 manufactures are going into other states than ours, even to the Pacific. I ask no apology of BEE readers for this excended notice of Nebraska's first and only harvesting machine factory.

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

doubtful, if it ever will be as profitable as raising it extensively for home consumption by the fattening of

We have the great natural pasture lands of the world, and it is a mistaken idea to try and make this a wheat raising country, although we should grow enough for home con-sumption. We cannot compete with Minnesota and Dakota on wheat any more than they with us in the cattle

Of course every foot of land should be cultivated. Tame grasses should take the place of wild. Corn should be the universal fattener and no animal should be left exposed to the win-ter's blizzards with nothing to sustain life but the snow-buried and scanty supplies that the wild lands afford. It has been proved that kind and liberal care of stock increases the income of making money we don't need credit and in order to discourage men from They refused to fade and a three investing and thus overcrowding the or shelter, the is often so conspicuous that it takes years of favorable seasons to make good the losses sus-

> break the fury of the blizzards, is a the extortions of the trunk lines, and business that never has, and probably never will, fail to be profitable. ODDS AND ENDS. L. P. Hawley, the grocer, is erecting a two-story brick, 22x100. Raymaker & Blake, the packers,

are preparing to cure a hundred per cent more meat than last year. John Sanders, formerly of the Sanders house, Friendville, is now running the eating house at Hastings. When he sold out the livery business, gant and substantial blocks that will which he conducted in connection with his hotel he kept a team of flyers, but here in Hastings the regularity of train arrivals and the pressure of business kept John from having any comfort with them, hence his trotters, time 2:36, are for sale.

Adams county has declined to take and particularly the European jetties the advice of THE BEE, the secretary and their effects. of the State Farmers' Alliance and all the friends of the county, and enters the field of politics with a Farmers' Alliance party. Well, perhaps it is necessary here, and anyway it is their own business and not ours. The Bee own business and not ours. The Bee own business and not ours. The Bee own business and not ours. extends to the new political party the river. South pass, which had preright hand of fellowship and hopes viously had a depth of nine feet, was ly that the people will vote their ticket at least in sufficient numbers to A large steam flouring mill is the elect it, New parties in the political while fearing defeat and disaster, we When four years ago I described as an anti-monopolist, stand by

THE CENTRAL NEBRASKA FAIR will be held at Hastings from Sept. 19th to the 23rd. This fair has 19th to the 23rd. been billled all over the state in far better shape than our State fair. It is a pity that every fair in the west must get out a better poster than our The great man of this fair is Pres.; L. B. Palmer, Sec., and C. C. Ingalls, Treas.; Natham Campbell, of Kearney, Nebraska, is Supt. of the speed ring, and a stunning exhibition in that line is worst part of the pass, at various time:

| August, \$2,500 in seven purses are hung up for the quick stepers to take in. The very fair crops produced in central Nebraska and the interest taken in the matter by the famous times part of the pass, at various time:

| August, 1876. ... 9.2 feet. May, 1876. ... 15 feet. August, 1876. ... 1876. ... 28 feet. July, 1879. ... 28 feet. July, 1879. ... 20.5 feet.

| THE DEFTH OF THE PARTY OF insure the success of the agricultural exhibition. The ladies are also, it is said, making unusual efforts to insure success, and when they take hold of anything the men are bound to be around just to see what they are do-

THE SLOCUMB LAW is duly enforced in Hastings, but Kelly & Hahn, the billiard hall men, have found a way to dodge the obnoxious screen clause. Instead of letting their windows become fly-specked they put up, about three feet from the door, an elegant partition with a nobby little office in front of it. No door is required through the partition, an arched entrance on the side farthest from the bar answering every pur pose. This partition is not original, for it has long been in use in metropolitan cities and cannot very well be abolished by legal enactment.

RANGER. TERRIBLE LOSS OF LIFE. Millions of rats, mice, cats, bedbugs, roaches, lose their lives by col-lision with "Rough on Rats." Sold by druggists, 15c. (4)

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 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 counties.

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 ase getting. We therefore carnestly request you to call on your druggists, Isu & McMahon, and get a trial bottle free of cost which will convince the most skeptical of its your druggists. counties.

Raising grain for market has not in the past and it is doubtful, very sale by Ish & McMahon.

Raising drain for market has not in the past and it is doubtful, very sale by Ish & McMahon.

(4)

THE JETTIES.

A Brief Review of the History of Their Construction.

The Gradual Deepening of South Pass.

It is not to be wondered at that some few papers still carp at the jetties, notwithstanding their immense benefit to the Missippi 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 vestions, 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 carnestly in-sisted that Southwest pass should be secured and kept open in the event of the failure of the jetties. Gradually this prejudice has 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 There are two sides to the 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 tained. But cattle raising on culti- favor of the opening of the river, so vated farms, with artificial groves to as to free the Western farmers from 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 be-

came quite warm and personal. A

committee of civil engineers were dis-patched to investigate the question,

THE JETTY BILL SIGNED. The result of their investigation had been done, it was found that 1,900,000 cubic yards of meterial had been scoured out, and that the minithis 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.

TWENTY-TWO FELT OBTAINED. A survey made December 15, 1877, showed a channel 22 feet deep and more than 200 feet wide, existing from the deeper water in South pass to the deeper water in the gulf. this showing the first award of \$500,-000 under the contract made between Eads and the government was paid over to him. Work was continued on the jetties in 1877 and 1878, in A. D. Yocum, Supt.; L. A. Kent is which year it was completed, the concrete and crib work at the sea ends being erected.

The following tables will show the depth in the channel at 10,000 feet from East point, the worst part of the pass, at various time:

The Democrat publishes to day a map of the jetties and South pass as a survey showed them to be on y a few weers are. This is the late to urvey made. This shows that the late to put in the charmet in South pass, not in the jetter, is 201 feet, 97,00 feet about East point is disable on Grame, and 29 feet at Picaruce bayou, and a a print 90,000 feet about East point. At no point in the jetties proper is the decith of the channel less than 30 feet.

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OFFICE OF CITY CLERK, OMAHA, Aug. 18, 1881. ONAHA, Aug. 18, 1881.

Scaled proposals will be received by the undersigued 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 fifer department, from this date until August 1s, A. D. 1882.

Scaled bids or proposals shall state the price for such 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. J. L. C. JEWETT, au18-14sp&bal in2w City Cierk.

DISEASES & EAR

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