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

Edwin Davis, Manager of City Circulation.

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

J. D. Chamberlain correspondent and solicitor.

Thanksgiving Proclamation by the President.

It has long been the pious custom of our people, with the closing of the year, to look back upon the blessings brought to them in the changing course of seasons and return solemn thanks to the all-giving source from whom they flow. And although at this period when the falling leaf admonishes us that the time of our sacred duty is at hand, our nation still lies in the shadow of the great bereavement and mourning which has filled our hearts, still finds us hopeful expression toward the God before whom we lately bowed in grief and supplication, yet the countless benefits which have showered upon us during the past twelve months call for our fervent gratitude, and make it fitting that we should rejoice with thankfulness that the Lord in His infinite mercy has signally favored our country and people. Peace without and prosperity within has been vouchsafed to us. No pestilence has visited our shores. The abundant privileges of freedom which our fathers left in their wisdom are still our increasing heritage, and if in parts of the vast domain some afflictions have visited our brethren in their forest homes, yet even this calamity has been tempered in a manner sanctified by the generous compassion for the sufferers which has been called throughout our country. For all these things it is meet that the voice of the nation should go up to God in fervent homage.

Wherefore I, Chester A. Arthur, president of the United States, do recommend that all people observe the 24th day of November, inst., as a day of national thanksgiving and prayer, by ceasing so far as may be from their secular labors and meeting in their several places of worship, there to join in asserting honor and praise to Almighty God, whose goodness has been so manifest in our history and our lives, and offering earnest prayers that his bounties may continue to us and to our children.

In witness whereof, I have hereunto set my hand and caused the great seal of the United States to be affixed.

Done at the city of Washington, [L. S.] this seventh day of November, in the year four Lord one thousand eight hundred and eighty one, and of the independence of the United States the one hundred and fifth.

CHESTER A. ARTHUR.

By the President:
JAS. G. BLAINE, Secretary of State.

"IMPROVE the rivers," is growing to be a watchword of the west.

NEW YORK considers Patti-cake dear at even five dollars a slice.

CHEAP homes for working men means a prosperous and populous city.

SENATOR SAUNDERS has been mending his fences in the South Platte country.

USING the cloak of religion to further political ends is not popular in Nebraska.

GUITEAU is the sanest lunatic who ever plead insanity in court to escape from punishment for crime.

LONDON papers regard the Guiteau trial as a "farce." It is a farce which the American people would like to see turned into a funeral.

EVERY precinct alliance means a centre of influence and information on the great issue of the hour,—Cheap transportation and regulated railways.

RHODE ISLAND has filled the vacancy created in the lower house by the promotion of Congressman Aldrich to the Burnsides succession by electing a republican.

THE great difficulty in securing a bankrupt law is to draft a bill which will not bankrupt creditors, swamp debtors and turn all the proceeds of the estate into the hands of the court officers.

THERE are a good many Richmonds in the field fighting for the speakership but it is suggested by one of the admirers of our tall bass wood from the Elkhorn that he is just the kind of timber speakers are made of.

THE authorities at Washington are very eager to assure the public that the assailants of Guiteau will be dealt with according to the law. People would like to feel equally certain that impartial justice will be dealt out to the cowardly assassin of the late president.

OWING to the absence of a merchant marine the United States pays Great Britain $100,000,000 annually for ocean frigates. If a little encouragement in the way of the abolition of consular dues would pave the way towards retaining this vast sum of money in our own country, congress should not be backward about coming forward.

DON'T BE HOGGISH

This is the cry wich is coming from hundreds of housekeepers in Omaha, addressed to our butchers, grocers, provision and coal dealers. The increase of prices in everything that is required for home use is creating much destitution and want. A part of this great rise is due to the increased cost of goods and high rents. A still larger portion is owing to the greed on the part of dealers to make large profits. To these parties THE BEE would repeat the injunction, "Don't be Hoggish." In the first place, that is a mean trait of character which seeks to build up your own fortunes on the necessities of others. It is certain to be found out by customers and will lose you as many patrons as friends. The public does not submit to extortion any longer than the time it takes to discover the imposition. And then it very naturally transfers its patronage to some other and more deserving firm. It don't pay to be hoggish in business. There are firms in Omaha who have discovered this to their cost. There are other dealers who, by modest profits and increased sales, have far outstripped in the race for wealth those who have depended on high prices and a more limited custom for their business income. There is absolutely no reason for many of the outrageous prices that some of our dealers are charging. This can easily be proved by a tour of the city. The difference in prices at grocery and provision stores varies from five to fifteen per cent. The houses doing business on a small margin of profit are attracting the trade and making the most money. They discover that it does not pay to be hoggish, and the sooner the same truth is found out by the remainder of our retailers the better it will be for themselves and for the public.

TRAFFIC BY WATER.

The traffic on the Mississippi river during the past year has been enormous. Notwithstanding the war of the trunk lines, which has tended to diminish shipments by the water route. The number of boats on the river and the tons of freight transported, show a marked increase over the preceding year, and prove the great revival of interest which has taken place in transportation by water. Some statistics have been compiled by the Davenport *Gazette*, showing the trade on the Mississippi north of St. Louis, which indicate the vital importance of this great natural artery to trade and commerce. Although navigation opened as late as April 16th, 2,644 trips have been made by 107 boats through the drawbridge at Davenport, including boats of all classes—rafters, freight and passenger packets.

Every boat on the upper Mississippi was fully employed during the whole season now drawing to a close. Over one billion feet of lumber passed down the river from April to November, in rafts to the number of 947. Four hundred and fifty-one barges were in use transporting freight from points as far north as St. Paul and as far south as the gulf. This entire business was done under disadvantages, well known to every resident of the west, and against the competition and united opposition of the railroads. The figures form a substantial basis were there no others for the demand of the west for the improvement of the great water courses. The river route, even in the present condition, has proved itself a great safety valve against further oppressive extortions by the monopolies. At points where it competes with the railroads it is the arbiter of freight rates. It largely determines tariffs between all towns on its banks, and during the last summer it has also influenced tariffs on the land and ocean routes for grain shipments by way of New York to Liverpool. With a judicious expenditure of national appropriations in deepening the channel and confining it within its banks it would become a national blessing. A large portion of western produce and exports would seek the gulf by water, at rates which would leave the producers some adequate return for their labor.

Careful estimates place the annual saving to the west, alone, through the opening of the Mississippi and Missouri rivers to safe navigation, at $100,000,000 annually. The stimulus which such improvement of the great natural highways would give to production along its banks is simply beyond calculation.

OSCEOLA, Neb., Nov. 20, 1881.

To the Editor of THE BEE:

Will you be so kind as to explain, through the columns of THE BEE, how "Kentucky, with 70,000 democratic majority, casts twenty-four votes in the national republican convention, while Iowa, with 70,000 republican majority, is only entitled to twenty-two votes," as you state in an editorial paragraph of the 19th inst.

MRS. ADA M. BITTENBENDER.

The Representation in the national conventions of all parties is based on the votes to which each state is entitled in the electoral college. In the election of presidents each state casts two votes for the state at large for her two members of the United States senate, and one vote for each member of the lower house. In the national conventions each state is represented by two delegates for every elector to which such state is entitled. In the last national republican convention the basis of representation was for each state four delegates-at-large and two delegates from each congressional district. Kentucky's delegation consisted of twenty-four members, because that state has ten congressmen and was entitled, under the call, to four delegates-at large in addition to the twenty members elected on the basis of her congressional representation.

Iowa has nine members of congress, entitling her to eighteen delegates, which with the four delegates at large made up her delegation of twenty-two members at Chicago. Under this basis of representation no consideration is had as to whether the states are republican or democratic. States like Kentucky and Missouri, which, in every campaign roll up heavy majorities against the republican party, are given a greater voice in the choice of our presidential candidates than others whose equally heavy majorities against the democracy turn the tide of victory. It was against this method of representation that THE BEE protested, as being unjust to the majority of the party and likely to work serious injury to its success in national campaigns through the selection of candidates not acceptable to the great mass of republican voters.

THE annual report of Postmaster General James contains much instructive and interesting information and some commendable recommendations. Some of the recommendations made by the postmaster general do not meet our approval. For instance, the postmaster general recommends the reduction of salaries of postmasters in towns and cities of less than 10,000 population and an increase of the salaries of the postmasters of Philadelphia, Chicago, St. Louis, Cincinnati, Boston, Baltimore and several other large cities from $4,000 to $7,000 per annum.

As a matter of fact the postmasters of our smaller towns and cities earn every dollar they get, while the postmasters of the large cities are drawing pay for work done by deputies and subordinates that receive only from $1,200 to $2,000 per annum. To raise the salaries of these sinecure postmasters from $4,000 to $7,000 would not improve the postal service in the least. Postmasters of the large cities are for the most part politicians that devote most of their time to other pursuits, and $7,000 a year would not secure better men than are now willing to starve on $4,000 a year.

The postmaster general also urges congress to make an allowance to chief head clerks of railway mail service for their necessary traveling expenses. The chief head clerk in the railway mail service whose headquarters have been in Omaha for more than five years has travelled a great deal during that period, but he has always been provided with railroad passes. If the government is to pay for such transportation, they ought to also deduct from his pay the expense incurred in hiring substitutes for him while he is away on junketing tours.

THE Omaha BEE is fearfully exercised over the proposed Shenandoah & Lincoln railroad as a branch of the Wabash connection. THE BEE frantically calls upon the Iowa people to do nothing to aid the construction of the line.—*Lincoln Journal.*

This is not the first time the *Journal* has maliciously misquoted THE BEE in order to fan the dying embers of local prejudice against Omaha. If the *Journal* had the decency to reprint the article which it seeks to magnify into an assault on Lincoln, it would demonstrate to what baseness envious mediocrity will resort.

We can conceive no railroad project that would in the least check the growth of Omaha or curtail the circulation of THE BEE. But we have consistently for years opposed the donation of bonds to railway corporations in our state, and we regard their voting of mortgages on the homesteads of Iowa farmers just as objectionable as we do any proposition for bonded subsidies to railroads in Nebraska. Having often condemned the practice of subsidizing railroads on this side of the Missouri we have exercised the same privilege in condemning the practice on the other side of the Missouri. If this thing can be construed into hostility toward Lincoln let the *Journal* make the most of it.

SENATOR SHERMAN, who is perhaps as long headed as any political leader in the country, declared last week in an address before the Cincinnati chamber of commerce that he could find no cause for a quarrel between the democrats and republicans of that city. He knew of no political issue worthy of the name in Ohio. What is true politically of Cincinnati and Ohio is likely to be approximately true of other cities and states, and it seems to be a question whether we have any longer any political issues on which parties are divided. If not, what keeps them divided, and what is to be the source of their vitality in the future?

When the "distinctive principles" of the republican and democratic parties are spoken of, the reference is rather to the controversies of the past than to questions of present moment. Their differences, growing out of slavery, secession, and reconstruction were very distinct, but those issues are settled. It is no longer possible to make any contest on the old sectional line. The south has its unsettled problems, springing from the presence of the enfranchised negroes in large numbers in the states of that section, but it is evident that their solution must be accomplished by the southern people themselves. While all the old issues that have formerly divided the two great parties have passed away, grave problems confront this country that demand an early and decisive solution. The relations between giant corporations, more especially the railway monopolies, and the people, must be settled by national and state legislation.

OMAHA wants a market. She needs a place where retailers of provisions and supplies for the table can be placed in a healthy competition. At present the profits derived from the grocery and meat trade have over stimulated the business and the public are compelled to pay extortionate prices for the necessaries of life. The competition induced by the bringing together of a number of retailers under a common roof would not only prove of benefit in bettering the class of goods but also in cheapening the cost to purchasers. It would, in addition, benefit our farmers who could find a ready market and competing purchasers for their farm and dairy products. Sooner or later Omaha must have a market and the sooner in these times of high prices, the better.

IN the campaign preceding the late election in Swift county, Minnesota, one of the candidates for district attorney advised his party to vote the straight ticket, even though the devil was on it. When the returns for Six-Mile Grove, Swift county, were canvassed, they stood as follows:

For district attorney—The Devil..... 7
For district attorney—I. W. Alexander 6

The Devil's majority..... 1

"This," says the St. Paul *Globe*, "is the first instance where the devil literally carried an election."

THE improvement of Washington will early engage the attention of both branches of congress. The great marshes to the south of the White House, known as the Potomac flats, which have been an eye sore and a nuisance to the public health ever since the foundation of the city, should be extinguished. It will be an easy job to fill them above the level of the Potomac to prevent overflow and then to convert them into a public garden.

POSTMASTER GENERAL JAMES who intends to retire from public life within a few weeks closes his annual report with a powerfull plea for civil service reform. Every time a political leader retires to private life, he leaves civil service reform as a precious legacy.

Railroad Business.

Salt Lake Tribune.

Mr. Joseph Nimmo, Jr., reports on railroads as chief of the Bureau of Statistics. He discovers that freight rates have been gradually reduced, with increasing business, from .17 7-10 cents per ton per mile to .10 7-10 cents, and recommends that a commission of experts be appointed to investigate the subject of railroad transportation. This is the old story. The wheat crop of the west, notably of Dakota, has increased by millions of tons during the past four years. This crop was, of course, far from the seaboard, and to move it at all the very lowest special rates were given. This, added to other business of the roads, greatly increased the tonnage and of course cut down the average rates, but it is very doubtful if any reductions have been made on the regular freight bills of the various roads. The appointing of a commission of experts has been tried over and over, and always with one result. The reasoning has been started from the basis that the owners or managers of railroads are entitled, like the ordinary business man, to make all that is possible out of their property. So long as that idea is adhered to the wrongs of railroading will continue. A merchant has a right to give a suit of cloths to one man and to charge a double price to another man if he pleases: because if a man pleases not to trade with one merchant there are plenty of others to apply to. But a railroad company has no right to haul freights at half rates to one man and to charge full rates to another; because that pursued for a year must result in the making of one man rich and in the insolvency of the other. Railroads are common carriers, they receive extraordinary rights and privileges a simplied contract binds them to deal with exact impartiality with every man in the community. This goes to the question of discrimination only. Then there is a question of profits. Each State has a rate of legal interest of its own. In many States to charge more than the legal rate is to lose both interest and principal. That is, if a banker has his own gold in his bank, the law says he shall not take advantage of the necessities of his fellow men to charge a rate of interest which experience proves no business will pay. But there is practically no restraint upon railways which are a necessity and which every man alike must patronize. A company can build a road, the actual cost of which is $30,000 a mile, and by contracts within their own organization make it appear that it cost $60,000 per mile. Then they can mortgage that road for $40,000 per mile, can vote extravagant salaries to officers, and make the public pay all the expenses and interest on three and one-third times the cost. In addition they sometimes water the stock, which doubles the whole ostensible capital, and interest (through fares and freights) is exacted for the whole steal. The result is that though railroads have been a power in the land only about a score of years, to-day there are ten railroad men in the Union who have more power than the Government itself, because a part of their revenue has been for years set aside for the sole purpose of keeping off hostile legislation until Congress is so committed that any legislation in the interest of the people is an impossibility. It is on grounds public policy that bankers are restrained from charging excessive interest to people who desire loans. But so far no well organized attempt has been made to reduce the profits of railroads to a small percentage. By an occult classification of freights the bulk of the profits of all the toilers of the country is turned over to the railroad companies. If baled oat hay is worth in market two dollars per ton more than baled timothy hay, the railroad charges just two dollars more per ton for hauling timothy hay. Broom corn costs just as much more to move by mail than ordinary corn as ordinary corn is worth less per ton than broom corn, and so it goes. And what is the use of more commissions. Have they not tried enough? There should be a certain charge permitted to railroad companies for carrying passengers, so much per mile, whether the distance is one mile or a thousand—the same should be the rule on freight with the additional charge of from twenty-five to fifty cents per ten for loading and unloading cars. Discrimination should be made a penitentiary offense. These provisions would help the present situation but would not cure the evils. That cure will come when the Government duplicates all through roads and runs them in the interests of the people as the Postoffice Department is now run, with only such charges as will pay running expenses and repairs, because railroad millionaires are already a menace to free institutions, and the country will not stand it to have many more of them created.

Thanksgiving 1881.

Denver Tribune.

Last March my mine panned out a fraud—
My wife eloped in May—
A fire broke out and buried my barn,
And all the stacks of hay.
The hoppers cleaned my garden out—
My cows took sick and died—
The horses got the pink-eye bad
And dropped on every side.

The bank cusp added all at once—
The rust got on the rye—
A cyclone tore the wheat field up—
And all the wells went dry;
The chickens sickened with the pip—
The hired girl ran off—
The children one by one took down
With croup and whooping cough.

And yet, despite this luck, I went
Down to the grocery store
And for a turkey gobbler paid
The last two dollars o'er.
I though I'd kind o' celebrate
Thanksgiving—upon my word
A tramp broke in the house last night
And stole the plaguey bird.

Some Massachusetts Statistics.

The assessment of the state of Massachusetts for state, town, county, and poll taxes for 1881, shows some facts that must be of considerable interest to people elsewhere. The total valuation of personal property is $498,274,149; real estate, $1,149,965,827—aggregate, $1,648,239,976. This is a gain of $63,483,000 or nearly 4 per cent, over the year 1880; but it falls 11 6 per cent short of the total of 1875. Boston's share this year is: Personal property, $210,15,997; real estate, $455,388,600; total $665,554,597; or 40.4 per cent of the whole taxable value of the state. The population of Boston is but 20.2 per cent of that of the whole state. So, with a very small fraction above one-fifths of the population, Boston pays a small fraction more than two-fifths of the taxes. The total vote of Massachusetts at the last presidential election was 282,512; but the assessors this year return 469,207 persons liable to poll-tax; of these 99,000 are for Boston, though the total vote of that city last year was but 57,000.

The average per cent of taxes this year for all purposes is $1 47.7 on the $100. The total taxes for all purposes are $24,189,245. As the state tax last year was below $5,000,000, and is less this year, the city and town taxes make up nearly four-fifths of the whole amount.

The following towns and cities are taxed as shown opposite their name on the $100:

	Tax levy.
Boston, on the $100	$1 39
Chelsea	1 50
Carver	5 95
Woburn	1 50
Dudley	1 94
Fitchburg	1 80
Worcester	1 68
Great Barrington	92
Taunton	1 56
Gloucester	1 80
Lawrence	1 60
Lynn	1 74
Salem	1 30
Sandwich	1 76
Springfield	1 25
Cambridge	1 60
Lowell	1 57
Somerville	1 95

The number of polls assessed ($2 each) is this year 13,401 greater than in 1875. The money on hand taxable, including bank deposits, is $19,627,440; and public stocks and securities, $63,326,585; stockholders in corporations outside of the state, $53,433,936. The total area of Massachusetts is 4,992,000 acres, and the assessors this year return on their tax list 4,487,769 acres, or 90 per cent. The gain in the number of dwelling-houses from May, 1880, to May, 1881, was 4035, in horses 3912, in sheep 1656, but a loss of 835 cows. The taxes for all purposes in 1881 are less by $146,000 than in 1880, and less by $146,000 than in 1875. The returns of total valuation from the fourteen counties of the state are as follows:

	Total Values.
Barnstable	$ 15,555,286
Berkshire	34,197,842
Bristol	103,294,547
Dukes	3 190,7 8
Essex	262,413,423
Franklyn	15,808,509
Hampden	69,758,223
Hampshire	25,285,744
Middlesex	268,986,013
Nantuck	2,355,123
Norfolk	89,424,069
Plymouth	41,597,896
Suffolk (Boston)	685,321,125
Worcester	131,054,438
Total	$1,648,239,976

CALIFORNIA HONEY AT WILLIAM GENTLEMAN'S. n21-3t

POLITICAL NOTES.

Boston has a city election on December 6th.

The indications are that Lamar will be returned to the Senate from Mississippi.

Senator Hoar of Massachusetts is already mentioned as his own successor in 1883.

The new Massachusetts Legislature will include at least nine physicians—four from Boston.

The Boston republican papers agree that Dr. Samuel Green, city physician, is the man for mayor.

In Indiana, the Republicans of the Legislature will give a united support to George S. Orth for the Speakership.

Riddleberger in the Senate from Virginia! The English language is quite feeble this evening.—[Atlanta Constitution.

Republicans of the First Rhode Island district have nominated Col. Henry J. Spooney for Congress. He will be elected, and will make an able and honest representative.

Henry Cabot Lodge, one of the editors of the North American Review, was defeated for the State Senate in the Essex district of Massachusetts. The district has taken too many doses of Butler to appreciate a reformer of Lodge's stamp.

American party names, "Half-breeds," "Know Nothings," and the like, have always been a wonder to foreigners, but when a party calls itself the "Winterthurcka dwerksburschenverwartsgrupp," as a party in Switzerland does, it fairly takes one's breath away.

Five Illinois Republicans are candidates for David Davis' seat in the United States senate when his time expires in 1883, viz: C. B. Farwell, General T. J. Henderson, General Green, B. Raum, General John I. Rinaker, and Governors S. M. Cullom. None of them can more than half fill it.

J. H. Rainey, the colored ex-congressman from South Carolina, and well known in New England, has claims for the office of clerk of the House of Representatives, and a disposition to push them. He was nominated by the republicans of the 46th Congress when they were in the minority. Mr. Rainey now asks the more substantial indorsement of election.

Senator Voorhees of Indiana is stirring up his brother democrats a good deal on the "tariff for revenue" doctrine. He said in a recent interview: "The conviction, false or true, that our party favor a free trade blazed through Indiana like a comet. The poison of that foolish and false resolution exfoliated like the leaves of a upas tree all over the state."

If the consent of Texas could be obtained, four more states could be added to the union, and the senate could be reinforced with eight democratic senators. But two wrongs do not make a right, and if the consent of Texas were obtained for such a division of her territory, the impolicy of forcing new states into the union for solely political purposes would remain an indisputable fact. Such a policy disturbs the balance of political power without any adequate cause, putting into the hands of small and indifferent communities the decision of matters of the largest moment.—[Washington Star (Rep).

PERSONALITIES.

Kate Claxton is now performing to a very small audience. It's girl.

Marie Colombier (who didn't write Bernhardt's book) is fat and forty.

Allan G. Thurman will practice law at Columbus until his country calls again.

It may have been noticed that the latest crank, J. H. warn Welles, parts his name in the middle.

Marvin, the bigamist and forger, has been placed in the shoe department of the Richmond penitentiary.

"I see there is to be a transit of Venus in 892. Keep a front seat for me."—[Charles Francis Adams.

Oscar Wilde, the æsthetic poet, was a stupid boy at college. He is now a gorgeous human fly, and utterly too too.

Oliver Wendell Holmes has a melodious voice. He is fond of noticing how English words pronounce certain words.

Mrs. Zelda Seguin Wallace will not return to the stage but will devote her splendid voice to soothing her baby.

Mr. James Gordon Bennett has gone to Europe. Whitelaw Reid, Mr. Ironous Lorillard, and Mr. Foxhall Keene are also there.

Miss Emma Grafton, of Rhode Island, was kidnapped by her lover last week. If arrested the man will probably be tried for embezzlement.

"Mr. MacVeagh"—The song you refer to is "Kiss Me, Love, Before We Part." In singing it under President Arthur's window be sure to wear a helmet. A well-thrown boot jack is dangerous.

The name of Roscoe Conkling appears in four-inch black letters on the doors of rooms 24 and 25 in the Bank of Commerce building at Nassau and Cedar streets, New York. That is his new law office.

Judge Cox, before whom Guiteau is being tried, is a man whose face indicates strength of character. He has keen gray eyes, an aquiline nose and a firm mouth. He wears a heavy moustache and goatee.

Col. William A. Cook, who is called the "aggressive man" on the government's side in the star route trial, entered the Pennsylvania legislature when he was 21 years of age. He was then a democrat and a local preacher in the Methodist church.

Emperor William is complaining because his enthusiastic female admirers throw bouquets at him recklessly whenever he appears in public. On several occasions he has had the skin of his royal nose knocked off by the force of the adhering sweets bestowed.

A number of governors were weighed the other day at Atlanta, Ga. Governor Hoyt, of Pennsylvania, weighed 248 pounds; Governor Bigelow, of Connecticut, 186½; Governor Colquitt, of Georgia, 176; Governor Blackburn, of Kentucky, 223½, and Governor Vance, of North Carolina, 203.

Brick Pomeroy, it is said, is again stranded in Denver. Ten years ago he landed in Denver with less than $2, and in less than one year thereafter he had an income on the sales of mining stock of fully $10,000 daily. Frequently his daily mail brought him from $15,000 to $20,000. All of this money has gone into mines except that which he has drawn in his extravagant operations. Pomeroy, however, has succeeded in placing himself at the head of what is called the Atlantic & Pacific Tunnel company, and this enterprise, it is thought, will before another year place him on his feet again.

Liquid Gold.

Dan'l Plank, of Brooklyn, Tioga county, Pa., describes it thus: "I rode thirty miles for a bottle of THOMAS' ECLECTRIC OIL, which effected the wonderful cure of a crooked limb in six applications; it proved worth more than gold to me." 17eodlw

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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. ma3'81

MASTER'S SALE.

In the Circuit Court of the United States for the District of Nebraska:

New England Mortgage Security Company vs. Martha A. Conrad and George P. Conrad } IN CHANCERY.

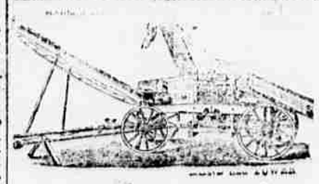
FORECLOSURE OF MORTGAGE.

Public notice is hereby given, that in pursuance and by virtue of a decree entered in the above cause, on the 2nd day of September, 1881, I, ELLIS L. BIERBOWER, Special Master in Chancery in said Court, will on the 6th day of December, 1881, at the hour of 2 o'clock in the afternoon of the said day, at the west door of the United States Court House and Post Office building, in the City of Lincoln, Lancaster County, State and District of Nebraska, sell at auction to the following described property, to-wit: The northwest quarter of section numbered ten (10) in township numbered thirty (30) and range numbered six (6) east, in the County of Dixon and State of Nebraska.

ELLIS L. BIERBOWER,
Special Master in Chancery.
D. G. HULL, Solicitor for Complainant. n9w5t

DO Send for our New Illustrated Price-List No. 20, for Fall and Winter of 1881. Free to any address. Contains full description of *all kinds* of goods for personal and family use. We deal directly with the consumer, and sell all goods in any quantity at *wholesale* prices. You can buy better and cheaper than at home.

MONTGOMERY WARD & CO.
227 and 229 Wabash Avenue, Chicago, Ill. mal4wem



Corn Shellers,
Horse Powers,
Wind Mills, Cultivators
& Corn Stalk Cutters.
Marseilles M'f'g Co.
Marseilles, La Salle Co., Ill
je 28-w1y

TO JOHN CONNOR.

OMAHA, NEB., Oct. 28th, 1881.
DOUGLAS COUNTY.

You are hereby notified that Dexter L. Thomas purchased at the county treasurer's office, on the 5th day of June, 1879, at private sale, The following parcel of land for taxes of 1877, for eight dollars and ninety-eight cents ($8 85), and the said Dexter L. Thomas has transferred said certificate of sale to William Connor for the sum of ten dollars and twenty-three cents ($10 23). Description of property, to-wit: Commencing 10.27 chains, E of SW corner of SE ¼, thence N 3.16¼ chains, thence E 3.16¼ chains, thence S 10¼ chains, thence W 3.1 4 chains, to place of beginning in S W of S E sec ion No. 10, range 15, 13, containing one acre. That I will take out a tax deed in three months from date of this notice. n2w3t*

THE POPULAR
CARPET HOUSE!
—OF—
J. B. DETWILER,
1313 Farnham St., OMAHA, NEB.

Have reduced prices and are now selling Best Body Brussels, $1.25 to $1.40; Best Tapestry Brussels, $1.00 to $1.25; Best 3-ply Carpets, $1.1 to $1.40; Best Ingrain, 90c to $1.15; Cheap Ingrain, 35c to 65c.

Mattings, Oil Cloth and Window Shades at Lowest Market Prices

Largest Stock and Lowest Prices.

S. R. Kelley
GREAT WESTERN BUSINESS COLLEGE
Best Room for Circulars
Omaha, Nebraska