

The Omaha Bee.

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THANKSGIVING. Well, we should globe.

During the coming year Nebraska will be a political storm centre.

The various railroads of the United States pay wages to 860,000 people and receive toll from 49,000,000.

Gold is said to have "dropped" \$8,000,000 the other day in New York. A large drop from the monopolist bucket.

ABOUT forty congressmen are already on the ground at Washington, wrestling manfully with the advance guard of the grand army of lobbyists.

The proprietor of the London Daily Telegraph has purchased the Duke of Westminster's estate for \$1,000,000. Wealthy editors are not confined to Nebraska.

HERE SCOTT, the celebrated German tenor, is coming to this country to sing. If Mr. Scott follows Patti's scale of prices in his concert he is not likely to bring down very much game.

AN indictment has been found by the United States grand jury, now in session in this city, against one of the star route swindlers. It remains to be seen, however, whether he can be convicted.

THE time is approaching when Omaha liquor dealers will have to put up or shut up. Mayor Boyd will shortly issue his proclamation relative to the applications for licenses under the Slocumb law.

JUDGE ALPHONSE TAFT has reached the national capital and it is currently reported that he would not object to becoming the successor of McVeagh—in President Arthur's cabinet. Judge Taft hails from Ohio.

ST. LOUIS is making strong efforts to retain the grain trade which railroad extension and the river route is bringing to her doors. Her present elevator capacity is 10,000,000 bushels and by July of next year it will be increased to 13,000,000 bushels.

THE salary of a New York Alderman is \$2,000 a year. The Chicago alderman gets no salary, but wears the biggest breastpin. The Omaha alderman only gets \$200 a year, but salary is not so much an object as free lunches and tickets to the circus.

NEBRASKA will elect no salary grabbers to either house of congress next year. Least of all, she will never again be misrepresented by the tall bass-wood from West Point, who lobbied \$1,860 back pay through the legislature for himself for services he never rendered.

OUR Kansas City neighbors who have been groaning over the condition of their streets are now congratulating themselves that Omaha leads them in mud. Says the Kansas City Journal:

Omaha has the worst streets of any city in the west. We thought those of Kansas City were bad enough, but those who have visited Omaha assure us that ours are delightfully clean compared with theirs.

Kansas City is paved with macadam. GUITEAU is still acting his part as a confirmed lunatic. After the solitary horseman had fired his pistol at Guitreau, Officer Edolin, who had Guitreau in charge, said:

"He was awfully glad to get back to the jail, I guess. Do you know, gentlemen," continued the officer, "that I warned him against this last Thursday? He promised me going down to court that day not to cut up again, and when he began to make a noise I pulled him back in his seat. When we got into the marshal's room at recess, I said to Guitreau: 'What do you promise me about not making any noise in court? You are getting the people all down on you.' And he said in reply: 'Don't make any mistake. I'm influencing the public mind in my behalf. There's not a man in the court room that heard me to-day but will believe that I'm insane.'"

THANKSGIVING.

The Puritan fathers when they instituted "Thanksgiving day" intended to combine in it's observance the features of a religious feast and a secular festival. For over two centuries Thanksgiving has been the great New England holiday, dividing with "Fast Day" the honors of universal observance and a general suspension of business. What Christmas was to England, and "New Years" was to the New York descendant of Wouter Van Twiller in New Amsterdam, Thanksgiving up to recent times has been to New England. It was the day of family reunions over the smoking turkey and the steaming pumpkin pie, to which all sat down with appetites welled by a two hours sermon at the old meeting house. In addition to this it was the "harvest home" of old England a day for mutual congratulations over bounteous crops and averted dangers from the Indians.

Among the many "New England ideas" which have been adopted by the nation "Thanksgiving" is by no means the least important. Other states throughout the north early in the present century followed the lead of Massachusetts and her sisters but it was not until 1862 that President Lincoln issued the first proclamation, calling for the observance of a national thanksgiving and fixing the time for the fourth Thursday in November, a date which has since been followed by his successors. Falling thus late into the train of national holidays, Thanksgiving has taken its place with "Christmas" and "Independence Day" in the public esteem. It is the national "harvest home," the anniversary when the nation turns the pages of the year's record and marks the progress of its material prosperity and development.

The Thanksgiving of 1881 is clouded with the shadow of a nation's loss. The chief magistrate whose high ambition and noble character had won for him the confidence of the whole people has been removed from the scene by the hand of an assassin. But the country to-day can utter its thanks that his removal and the change in the government were effected without anarchy and without confusion. It must ever be a source of congratulation to the republic that under so severe a strain our national institutions bore witness to the solid foundation on which they were erected and to the remarkable conservatism and patriotism of the people by whom they are supported.

The harvests throughout the country this season have not equalled those of last year. Still the producing classes are on the whole better off than with the heavy harvests of 1880 and the comparatively low prices which then prevailed. Every line of trade is prosperous and industry shows no signs of flagging. Labor is in active demand and wages are generally remunerative. The relations of capital and labor have never been more friendly than during the present year, and the future indicates a continuance of the present prosperity. Our nation is at peace with every government, and evidences of international friendship have been called forth without number by the country's sorrow of eight weeks ago.

Omaha can be thankful for a number of public improvements inaugurated or brought to completion during the past year. Her waterworks and sewerage system, a magnificent opera house. Two hotels are not the least of these and should certainly give each one of our citizens a thorough relish for his Thanksgiving turkey.

NIMMO'S REPORT. Mr. J. Morrill a Pennsylvania delegate at the tariff convention recently held in Chicago, made the statement that the cost of transportation is and always will be independent of the cost of railroad construction and service. This remark strikes at the very root of the transportation question, and is interesting in connection with the light thrown on this great issue by Mr. Nimmo's census report on railroads and their relations to the country. Mr. Nimmo's figures which have been greatly distorted by monopoly organs show that the cost of transportation fell from \$1.77 per ton per mile in 1873, to \$1.06 in 1880, a decrease of 39.5 per cent. This marked decrease Mr. Nimmo frankly confesses has not been the willing concession of the railroads to public interest, or a voluntary contribution to their patrons. They have resulted largely from improved methods of construction and equipment, and a better knowledge of the railroad business. Thus the changes in modes of service on railroads have enabled less capital to construct new roads and come into competition for trade. Of these changes by far the most important is the increase in average loads taken by freight trains. With given expenses for organization, debt, care and repair of track and fixtures, and hire of station hands, the principal increase in the cost of transportation, when a railroad doubles its freight movement, is in the engine, its hands and its fuel. If every engine on a railroad can be made, with a certain supply of fuel, to draw a larger average load through the year, the cost of transportation per ton will thereby

be greatly diminished. In 1872-73 the average train load for freight was only 97.97 tons, but it has increased almost every year, and in 1879-'80 was 178.04 tons—a gain of 81 per cent. Hence the average charge for hauling a train load of freight one mile has increased from \$1.57 in 1872-'73 to \$1.64 in 1879-'80. In fact, the railroads received higher pay per train load moved in 1879-'80 than in any previous year, because of their remarkable success in increasing the average number of tons drawn by each engine. It will readily be seen how charges are affected by cost of service and how badly Mr. Morrill's remarks stand the test of actual statistics.

But by far the most valuable portion of Mr. Nimmo's report is that devoted to his conclusions, drawn from a study of the relations of the railroads and the people. This part has been very generally suppressed by the monopoly organs as irrelevant to the subject. Mr. Nimmo claims that the government must intervene for the remedy of undeniable evils connected with the present system of permitting the railroads to regulate their own rates. He says, and with perfect truth, that the natural workings of the law of supply and demand are insufficient to regulate the difficulty because no such thing as free and fair competition is possible under the present system of railroad management. He advises national laws requiring all rates to be made public and impartial and not to be changed without due and general notice and obliging railroad companies to furnish cars to shippers equitably. In addition, he considers that such laws should forbid preferences to one shipper over another in the facilities given for prompt and speedy transportation.

In conclusion Mr. Nimmo believes that the railroads are the creatures of the public and must transact their functions with "direct accountability to the people" which brought them into existence.

WHY WE ARE THANKFUL. Because coal is not \$50 a ton and can be procured within three weeks of the time ordered.

Because our streets are now frozen over so as to be passable to pedestrians.

Because Patti is not coming to Omaha with her \$10 a seat scale of prices.

Because boarding house keepers have contented themselves with raising their tariff rates 25 per cent.

Because election being over, Church Howe has recovered from his periodical attack of sickness.

Because the circulation of every one of our country exchanges is "steadily and constantly increasing."

Because Omaha, while one of the youngest, is still the busiest and most prosperous city in the west.

Because Champion S. Chaso has not been slighted by being left out of the next river convention.

Because Union Pacific job work still keeps up in sufficient quantities to keep our morning contemporaries alive.

Because the wicked ballads of the "Mastodons" mingle with the sacred chorus of the church choir, from the stage of Boyd's opera house.

Because the wringing of the necks of our turkeys is not interfered with by Dr. Miller's society for the prevention of cruelty to animals.

Because the Waterworks company will continue to supply water for our breweries, distilleries and milkmen at the same price, notwithstanding the enforcement of the Slocumb law.

Because Omaha weddings continue to be just as plenty, notwithstanding the high price of fuel.

Because the great American "sunflower" has called in his taffy pan for the time being.

Because congress doesn't meet until December and there are some prospects of a short session.

MR. ROSEWATER has become such a monomaniac on the subject of railroads that he dragged in an attack upon them at a meeting at Omaha to consider the question of paving the streets.—[Hastings Nebraska.] Indeed! and why, we pray, was this out of place to refer to the Union Pacific in connection with paving the principal thoroughfare that leads to and from their depot grounds? Why should not that corporation pave Fourth street between the railroad tracks and provide proper approaches to their depot grounds which were donated to it by our citizens at a cost of \$200,000. Haven't Omaha exhibited uncommon forbearance in accepting a big cowshed in place of a \$100,000 depot, which she is entitled by her contract, and haven't our people suffered in silence for years the outrageous inconveniences and risks to life and property to which they have been subjected by being compelled to cross a dozen railway tracks to pass in and out of the U. P. depot.

In view of all these facts, and the miserable condition in which the approaches to the depot have been for many months, was there anything improper in asking the Union Pacific to pave Tenth street south of the tracks and assist the city authorities in making the principal thoroughfare from

their depot to the business centre possible for man and beast? The editor of the railroad organ at Hastings may not be able to comprehend how the railroad can legitimately be brought into a discussion on the paving question by anybody but a monomaniac, but people who don't wear brass collars will concede that the point raised by the editor of THE BEE was well taken.

A vigorous war has recently been opened by the Philadelphia Times on a class of rogues that abound in Omaha as well as in Philadelphia. The Times calls these defrauders of justice "jury-fixers," and declares they have done more than anybody else to shield political criminals in Philadelphia—where all who have attempted to bring political criminals to justice have encountered the greatest obstacle in the underhanded work of the "jury-fixers." It is seldom that the "jury-fixers" can be detected in his cunning pollution of the jury box; and when detected he can summon all the appliances of crime to forswear the truth and debauch the jury-box for his acquittal or to defeat conviction. It requires time, labor, expense, and skill to follow the "jury-fixer" in his sinuous path and detect, expose, and punish him; and as crime pays for its own protection, while honesty pays nothing for the conviction of those who corrupt and defeat justice, the "jury-fixer" escapes. The Times has undertaken to meet this emergency by offering the following rewards:

- 1. The Times will pay \$1,000 for the first detection and conviction of a "jury-fixer" in Philadelphia, and any one convicted of corrupting, or attempting to corrupt, a juror or jurors in any case, will be regarded as a "jury-fixer."
- 2. The Times will pay \$500 for the second conviction of a "jury-fixer."
- 3. The Times will pay \$250 for the third conviction of a "jury-fixer."
- 4. The Times will pay \$100 each for the conviction of the next ten "jury-fixers."

It is to be hoped the Times will be successful in its crusade against scoundrels that organize juries to acquit. If a few of them can be sent to penitentiary in Philadelphia, the trade of "jury-fixing" will go into a decline, and not only there but all over the country.

The Washington correspondent of the St. Louis Republican makes the following report concerning recent changes in the interior department:

Commissioner of Patents Mr. Marble has resigned in order to place his knowledge of the inside information of the interior department at the service of the Northern Pacific railroad for a big salary. Before he became commissioner of patents Mr. Marble occupied positions in the department which afforded him facilities for acquiring such information, and he has followed the example of the late commissioner of the land office, Williamson, who resigned to become the land commissioner of a government land grant railroad, having under certain conditions, title to nearly 2,000,000 acres of government lands. These even are not without grave significance, so far as the interests of the government and the would-be homesteaders are concerned. Men who have had such opportunities in official position as those enjoyed by Marble and Williamson have at their disposal, as agents of subsidized roads, resources and knowledge of how to manipulate things such as men who have never been in office can not possess.

This fully confirms what THE BEE has so often charged concerning the baneful influence of corporate monopolies in the general land office, while under the management of Mr. Williamson. In those days Mr. Marble was acting as the legal adviser of Secretary Schurz, and in all probability he was very useful to the Northern Pacific in that position, and is now receiving his reward.

The mathematical editor of the New York Herald is off his reckoning when he makes the following statement: There are 224,000 Indians on reservations, and they cost the government a great deal more than \$1,000 apiece annually, even when they behave themselves reasonably well.

The actual cost of our Indian service for the past year was \$1,267,224, or less than \$20 a head. On the basis of the Herald's figures, the expenses of the Indian bureau would amount to the extravagant sum of \$224,000,000 annually, which is within \$35,000,000 of the entire cost of our government for the past year. The Herald is better posted on Arctic explorations than it is on government statistics.

The independent movement against the dictatorship of Don Cameron, which was begun by Charles S. Wolfe during the recent campaign, is liable to become formidable in the campaign of 1882. Many prominent republicans are now disposed to join Wolfe in the revolt against bossism and an organization of independent republicans is being perfected for carrying on organized opposition to the Camerons, both inside and outside of party lines. The fact that Wolfe, with no backing whatever, polled nearly 50,000 votes has encouraged many timid voters who were disaffected but dared not assert their convictions.

DELEGATE PETTIGREW, of Dakota, reported to a recent meeting of his own calling at Fargo that all the people he had seen in his travels through the territory were in favor of dividing it, and urging the admission of North Dakota into the Union. Delegate Pettigrew evidently doesn't want to be legislated out of congress when Dakota is admitted into the Union next spring.

THE announcement is made by a Maine paper that claims to talk by authority, that when Mr. Blaine retires from the cabinet early next month, he will devote himself entirely to his private affairs—being a candidate for no office whatever, and he will not go as minister to England.

Death of George Law. New York Evening Post, Nov. 17. George Law died at his house, No. 529 Fifth avenue, at 10:45 o'clock last night. He had been ill ten days, and for twenty-four hours had been partly unconscious. He leaves a widow, two sons George and Samuel and three daughters—Mrs. Gustav Wright, Mrs. May, and Mrs. Williams. Mr. Law was one of those self-made men of whom Dean Richmond and Commodore Vanderbilt are other conspicuous examples. His parents were small farmers in Jackson, Washington county, and in his childhood he worked on the farm. In the winter he went to the village school. At the age of eighteen years, with \$40 in his pocket, he started out to make his way in the world and went to Troy, which to his eyes was even then a big city. He first got out spending seven or eight years he labored as a bricklayer, builder, and mason, letting no chance of self-improvement escape, and in 1832 he was appointed, on account of his skill as a mason, superintendent in the construction of a lock and dam on the Lehigh Canal, near Easton, Penn. The moment the work was finished he announced to the foreman his determination to become a contractor. "You will fail," he said. "I will try," was the quiet answer. He did try and secured a contract to build a lock and aqueduct. He completed his contract, and with the money received from it found himself with a cash capital of \$2,800. He then set out on his own, went to the store of Marquand, who was then a great jeweler here, and bought a gold watch, for which he paid \$300, and which he wore with pride until the day of his death.

The following year Mr. Law, who was now 27 years old, and in moderately good circumstances for a farmer's boy who had begun with nothing, was married to Miss Anderson of Philadelphia. He continued to take small contracts on railroads and canals, and in 1835 he determined to take a vacation. He had now a cash capital of \$28,000, and he decided to go west, a great rush for that region having set in. He went to Chicago, but was attacked by a fever and returned. He now paid a visit to his father at the old homestead. He found that the old gentleman had increased his farm of 600 acres, but that it was heavily mortgaged and he was in danger of losing it. He got out of the mortgage and presented the farm mortgage to his father. Before his vacation was over he secured a contract for building a bridge over the Lehigh River at Easton, Penn. When this was completed he did a great amount of work on the Upper Division of the Lehigh Canal, between Mauch Chunk and White Haven. In these works he was engaged for several years and from them he reaped a rich pecuniary harvest. His reputation as a skillful engineer spread all over the country, he had plenty of money at command, and if he bid for a contract he was pretty certain to receive it. In 1837 he came to this city and put in bids for three sections of the Croton Aqueduct, securing two of them, and completing the work at a great profit to himself. Two years later he bid for the construction of High Bridge, and although his competitors were many and some of them more wealthy than himself he secured the contract. The work was completed in 1849, and with it ended Mr. Law's career as a contractor.

He was now worth millions, and he turned his attention to finance and railroads. The Dry Dock bank was at this time in a condition verging on insolvency. George Law became interested in the institution, was made its president, and soon raised it to a position of financial soundness. The stock of the Harlem railroad company, the capital of which was \$2,000,000, had become nearly worthless, selling as low as \$5 per share. Mr. Law invested largely in the stock, secured an extension of the indebtedness, bought iron to build it from Williamburg to White Plains, and ran the lock up to \$75, when he disposed of his interest, making another large fortune. In the same way he managed the Mohawk railroad, purchasing the stock at \$27 and running it up to \$75 by judiciously connecting it with the Utica road. During all these years he had been largely interested in steamships. It was his steamer, the Falcon, which, in 1848, took the first passenger from this city to California, when the gold excitement broke out. He established a regular line of steamers to California, which he sold at a great profit to a rival company. In 1851 he bought a large interest in the Panama Railroad Company, which he also succeeded in selling out when the stock had risen to a fabulous value. In the following year, 1852, Mr. Law built the English Avenue surface railroad, and was a large owner in it at the time of his death. In 1853 he purchased the Staten Island Ferry for \$60,000, selling it in 1864 at a large profit. He built the North Avenue Railroad, and was one of the principal owners of that road when he died, and also of the Grand and Roosevelt street newspapers for the nomination of the Know-nothing party for president, but he did not receive it. For the last twelve years he passed a life of practical retirement. He was in the seventy-sixth year of his age.

To persons about to marry. "To persons about to marry," Douglas Kerr's advice was "don't" we supplement by saying, "not" in a supply of the "Don'ts" which cure ailments, and other kidney and bladder complaints. Price 50 cents; trial lot 10c.

STATE JOINTINGS.

Franklin wants a shooen sker. The Oxford Gazette has turned up its heels.

The cheese factory at Hardy has been a great success the past season. Paines county has a large acreage of fall wheat, which is looking very well. The Platte mouth board of trade have postponed their banquet until December 8th.

The vineyard works at Nebraska City will double its capacity and erect a large pickle packing house.

Sidney complains that the town is oppressed with thieves and cut-throats, who have recently committed several robberies. The people of Sibley are too proud to freeze for want of coal while train loads pass by. Money can't buy it, therefore they "boak" it.

West Point has inaugurated a series of cattle fairs. The first was held on the 15th and the next is billed for the third Tuesday in December.

Foreman S. Hatz of the U. P. blacksmith shop at North Platte has invented a device for making boiler rivets. The process is three times faster than forging. "Happy Hollow," the "Nob Hill" of Plattsmouth, is a well known social association in which a "patriarchal" paragon was paralyzed and the unfaithful wife forgiven and reinstated in the affections of her husband.

A fine up it Dodge county advertises to perform marriage ceremonies free of charge, present a marriage certificate free to every one so invited and present a dress to the mother of the first girl baby from a marriage of its kind.

Two railroad men, while drunk, went to a farmer's house, near Fall City, and took possession of the girl's room, going to bed with their clothes on. The proprietor persuaded them to get up and walk, and laid them gently in the gutter.

A beastly female has been discovered in Lincoln, who beat a little boy so brutally that the neighbors interfered. The body of the little boy is fairly covered with bruises and sores, the result of whippings received weeks ago and recently. The chief of police has been appointed guardian of the child.

Peter O'Banion, son of John O'Banion, of Norfolk, Va., with a painful and serious accident last week, while out spending, by accidental discharge of his gun. His hand and arm were mangled terribly, the thumb being torn nearly off the nerve torn out on the arm half way up to the elbow, badly shattered.

Cow boys along the line of the B. & M. Co. the horse amuse themselves by riding at full speed beside the electric traction train, their revolver at the smoke-stacks, chimney-pots, etc. The result is that they think that the thing has gone over their heads, and they are wisely thinking of arming themselves with Winchester's.

H. B. Closson living the life of a four miles from Utes turned out a pair of mules, he took a team, and allowed them to play. They gave him the slip and soon appeared in the door of his next neighbor Mr. Woods. Mr. Woods has a fine 2 or 3 years old cow, according to a recent report, which he secured to himself and family, and amuse himself with a double barrel shot gun, shot both mules. Both will probably die. A verdict has been arrested.

H. F. Tompkins, of Red Willow county, had an almost marvellous escape. His cow ran over and killed by an engine at Indianola. Tompkins was up, and a standing near the engine when it started, the noise and steam scared the cow to turn short around, throwing it directly up the drive wheels of the moving engine.

The engine instantly reversed the engine, and owing to the reversed action of the drive wheels as well as the slow motion of the train, was pushed forward in the rail nearly a rod, when the engine and train were stopped. The cow was torn in several places, and excepting a few slight bruises miraculously escaped unhurt.

Erickson's New Triumph. Cleveland Leader. The little iron monitor which destroyed the Merrimac in Hampton roads at the beginning of civil war, revolutionized naval architecture and made the name of the inventor, Captain John Ericsson, famous all over the world. The Monitor really became the basis upon which Great Britain and the continental powers proceeded to construct their iron-clad fleets. Year after year they had gone on experimenting with guns and armor, until the apparent conclusion has been reached that the guns are more than a match for any armor that can be placed upon a vessel and permit it to float. Under such circumstances naval warfare is simply reduced to an equality of swift destruction.

While the naval engineers and constructors of Europe have been thus busy, reaping only unsatisfactory results, the inventor of the Monitor comes forward with a new invention which, according to the expert testimony, is again destined to revolutionize the whole system of naval warfare. The new vessel, which is known as the "Destroyer," recently gave a public exhibition of its powers in the New York harbor under the supervision of Captain Ericsson. In brief, the vessel is described as cylindrical, capable of quickly moving in either direction, swift of speed, and of very light draught. The "Destroyer" is only one hundred and thirty feet in length, twelve feet in its greatest breadth, and draws only eleven feet of water when almost wholly submerged. It is effectively armored, but its principle of safety is in being put under water so as to resist enemy's shot, and present but the smallest mark for the battery practice of an opposing vessel. Its destructive consists in firing an explosive torpedo charged with three hundred and fifty pounds of dynamite from a gun of force enough to penetrate the heaviest armor that can be floated. The construction is such that the gun can be fired under water. An automatic valve prevents the admission of water to the muzzle. It is securely and easily loaded at the breech, and is fired by electricity. Such a vessel, moving swiftly and noiselessly, not betraying its presence by either smoke or sail, and presenting no mark to an enemy, would prove destructive to the heaviest iron-clad now afloat. To all appearances it cannot be successfully met except by a vessel of its own kind. Such is the opinion of those who have examined the "Destroyer" and witnessed the operation of its machinery and gun. In view of the destructive powers claimed for this new war vessel, foreign nations may as well sell their expensive armored vessels to dealers in old junk, and begin their work of construction anew.

PILESI! PILESI! PILESI!

A Sure Cure Found at Last! No One Need Suffer! A sure cure for Blind, Bleeding, itching and Ulcerated Piles has been discovered by Dr. Williams (an Indian remedy), called Dr. Williams' Indian Ointment. A single box has cured the worst chronic cases of 25 or 30 years standing. No one need suffer five minutes after applying this wonderful soothing, medicinal, lotionic, restorative and electricity do more harm than good, willful contentment absorbs the tumors, always the intense itching, particularly at night after getting warm in bed, acts as a positive, gives relief and painless relief, and prepared only for Piles, itching of the private parts, and for nothing else.

Read what the Hon. J. M. Caffery of Nevada says about Dr. Williams' Indian Pile Ointment: I have used scores of Piles cures and it affords me more relief than I have ever found anywhere else. It gives me more relief than anything which gave such immediate and permanent relief as Dr. Williams' Indian Ointment. For sale by all druggists or mailed on receipt of price, \$1.00.

HENRY & CO., Prop'rs. For sale by C. F. Goodman. GRAY'S SPECIFIC MEDICINE. TRADE MARK. A single box has cured the worst chronic cases of 25 or 30 years standing. No one need suffer five minutes after applying this wonderful soothing, medicinal, lotionic, restorative and electricity do more harm than good, willful contentment absorbs the tumors, always the intense itching, particularly at night after getting warm in bed, acts as a positive, gives relief and painless relief, and prepared only for Piles, itching of the private parts, and for nothing else.

WAR IN PASSENGER RATES! HOBBS BROS., Brokers in All Railroad Tickets, Omaha, Neb., offer tickets to the East, and for the West, at the following unheard of low rates: Chicago, \$12; Round Trip, \$24.00. These are limited to one fare, and are good for return through the year, and via the Old Reliable Chicago, Burlington & Quincy Railroad. Also, one way to New York, \$20.00; Boston, \$25.00; Philadelphia, \$25.00; Washington, \$25.00; St. Louis, \$25.00. For particulars, write or go direct to HOBBS BROS., Dealers in Reduced Rate Railroad and Steamship Tickets, 809 Tenth St., Omaha, Neb. Remember the place—Third Floor, North of Union Pacific Railroad Depot, East Side of Tenth Street. Omaha, August 1, 1881.

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DISEASES

OF THE

EYE & EAR

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A Changed Heart. Another intensely interesting novel by MAY AGNES FLEMING, author of those capital novels—Guy Fairbrother's Wife, A Wonderful Woman, Miss Harrington, Silent and True, Lost for a Woman, etc. Beautifully bound; price, \$1.50. G. W. CARLETON & CO., Publishers, N. Y. City.

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