

The Omaha Bee.

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OMAHA PUBLISHING CO., Proprietors. E. ROSEWATER, Editor.

All excessive railroad freights are paid by the producer.

MR. BLAINE'S private life is likely to be of considerable public interest.

No congressman will leave Washington this winter without learning what the anti-monopoly issue is.

It would take a good many shotguns to reorganize the Sprague estate. It owes \$3,670,441 more than its assets.

The ghost of the slaughtered Holly, Cushing-Miller swindle still haunts the dreams of the editor of the Herald.

The labor market has never been in such an excellent condition as now. Supply and demand and good wages are concerned as it is at present.

CAPTAIN EADS asks for government aid in his ship railway scheme as soon as he has demonstrated its practicability and raised \$75,000,000. It is pretty safe to say that the government will never be called on.

DENVER is longing for the entry of the Burlington road into that city, and the Denver papers are calling upon the city council not to permit the Union Pacific to throw any obstacles in the way of that greatly to be desired end.

SEVENTY thousand Irish tenants have applied to the land courts for a reduction of rent. Mr. Herbert Gladstone reports that the condition of Ireland is very seriously exaggerated by the English press and that time will remedy the existing evils.

SPEAKER KEIFER is discovering that the arranging of committees is a harder job than a canvass for the speakership. Every merchant in congress wants to be chairman of the ways and means committee and every lawyer feels a peculiar fitness for the committee on judiciary.

A NEW political party has been started in St. Louis, which calls itself "The People's Protection Party." Jere Black is suggested as president, and Benjamin H. Bristol as vice president. An eighty-six page pamphlet sets forth the party platform. Even Jere Black couldn't stand on an eighty-six page platform. It will fall of its own weight.

The plan for the relief of the U.S. supreme court which meets with most favor from the bar, contemplates the creation of an intermediary court to take jurisdiction of all cases which do not involve constitutional construction, questions between states or those involving the rights of ambassadors. By this means the work of the supreme court, which is already three years in arrears, would be reduced nearly one-half. It is probable that a bill looking to this end will be drafted for presentation to congress.

A LETTER received at this office from one of our subscribers at Croton contains the following statement: "An agent of the Omaha Evening Telegram was here yesterday soliciting subscriptions to that paper, stating it was published by THE BEE, and on the strength of your reputation secured a number of subscribers." This method of procuring patronage under false pretenses is in keeping with the character of the publishers of the Telegram, who are merely playing stoopid game for certain parties who are trying in an underhanded way to accomplish what the brass collared railroad organs have failed to achieve in open competition.

The moral element that takes stock in Mr. John B. Finch as a great temperance agitator should remind that eminent reformer that threshing one, two, or even a dozen editors will not vindicate his moral character as against specific charges of Beechism. Such brutal conduct would not even vindicate the most gentle whisky toper. We have had some experience with bullies who have sought vindication with the fist and bludgeon. Some of them achieved costly notoriety; others were sent to the penitentiary; but none of them were sent out to teach and preach the doctrines of Christian submission and the sublime virtue of temperance.

LAND GRANT LEGISLATION.

According to the official estimate of the bureau of railways the donations of public lands to aid in the building of railroads aggregate 196,424,800 acres. Of this vast empire, comprising nearly two hundred million acres of the public domain, less than one fifth, forty millions have as yet been patented to the land grant roads.

Three of these land grant roads—the Union Pacific, Central Pacific and Kansas Pacific, which hold grants covering 20,000,000 acres—have taken out patents for less than 5,000,000 acres. The Northern Pacific, with a grant of 47,000,000 has taken certificates for only about 3,500,000 acres. At the last session of congress attention was directed to the fact that some of the subsidized railroads had forfeited their land grant by failing to build the roads in accordance with their charters, while others, notably the Union Pacific, Kansas Pacific and Central Pacific were not taking out patents for their lands in order to evade local taxation.

It is evident that very earnest efforts will be made at the present session to recover the forfeited lands for the benefit of the homestead settlers and compel the Pacific roads to take out their patents. The first decided move in this direction has been made by Senator Plumb, who has introduced two bills in the senate relating to railroad land grants. The first of these relates to railroads which have not been completed within the time specified in the acts of incorporation. It provides that where a grant of public lands has been so made and such road has not been completed within the time prescribed by law, the land so granted or so much thereof as has not been patented or certified to such company shall revert to the United States and shall be open to settlement as are other public lands.

This bill is aimed more especially at the Northern Pacific and several of the smaller land grant roads in the southwest. The duty of Congress is very plain. They must either grant extensions of time where reasonable showing of good faith is made or apply the remedy provided by Senator Plumb's bill.

It is urged by the friends of the Northern Pacific company, and with some show of reason, that the extension of that road under the terms of its original charter was rendered impossible by the panic of 1873, which threatened to bankrupt the corporation and checked for several years all continued operations. In a number of other cases, however, there are very strong evidences that the large government subsidies of land were obtained on false pretenses and that stub-tailed roads were organized for no other purpose but to bleed the government of a portion of the national domain. Against such, Senator Plumb's bill offers a certain and equitable remedy.

Senator Plumb's second bill is directed against a still greater abuse than the non-performance of their contracts with the government by the railroads. It affects every land grant made in the United States that has been completed but has sought to evade its just burdens of the taxation by failing to take out patents for its lands. The bill provides that all lands granted to the railroads under the original Pacific railroad act, and under all acts amendatory thereto, shall be subject to all legal taxes imposed under authority of any state or territory to the same extent as if surveyed, selected and conveyed to the companies. A heretofore proviso declares that prior to the payment of the costs of surveying no taxes shall be imposed except in organized counties. This bill strikes at the root of one of the gravest abuses which the people have suffered at the hands of the railroads. If it becomes a law it will at once force the land grant companies to throw millions of acres of lands into the market at reasonable prices instead of holding them for a speculative rise in value, and meantime robbing the states and territories of the taxes, which a purchaser would be compelled to pay. These immense land grants were donated in the belief that they would be placed in the market and rapidly disposed of by the companies. If they are at once made taxable the corporations cannot afford to hold them. The taxes would soon eat up the value of unproductive land.

Had the Union Pacific been compelled to pay taxes on their lands from the day these roads were completed, Nebraska would to-day contain more than a million inhabitants and the grand assessment roll of the state instead of falling below \$100,000,000 would be above \$200,000,000, with a corresponding reduction in the ratio of taxation.

Senator Plumb's bills or measures aiming at the same object should by all means be enacted during the present session. They are of vital necessity to the people west of the Missouri in every state and territory. It is to be regretted that such bills have not been pushed through congress years ago by representatives of this state. It is to be hoped our Senators will give Senator Plumb an earnest support.

THE sooner it is understood that star chamber methods are out of place

in our judicial system the better for the country. Solitary confinement for alleged contempt of court before conviction is a dangerous innovation.

WESTERN RAILROAD PROGRESS.

The continued fine weather has enabled the Sioux City & Pacific to push work on their line in northern Nebraska. Material for the extension from Long Pine to Fort Niobrara is arriving at the former point, and will be put in place during the winter. The company is several points ahead of all competitors in the race for the Black Hills, and will doubtless maintain its lead, if money and muscle will do it. The efforts of the Milwaukee company to secure control have not yet been successful.

Contractor Fitzgerald is pushing the grade on the B. & M. to Nemaha City. The completion of this branch will give the company an air line from Nemaha City to Denver.

The latest reports from the Denver extension state that seventy-five miles of the road west of Culbertson have been ironed, and 125 of the 200 miles to Denver graded. The favorable weather has enabled contractors to lay a mile and a half of iron a day. A construction train has been sent to Denver, where grading has already been begun, and track-laying will commence not later than the 1st of January. Estimating that twelve miles more of track will be laid by the end of the year, when work on the west end begins, there will remain 113 miles to be covered with rails. At two miles a day, this gap would be completed in fifty-six and a half working days, which would bring the "opposing forces" to a junction by the 1st of April. Allowing thirty days for unforeseen delays, it is reasonable to expect the completion of the road by the first of May. A letter from one of the contractors, dated December 11, and published in The Chicago Tribune gives the following information: "There were removed in 78 working days 1,400,000 cubic yards of earth, 20,000 linear feet of piling driven, 500,000 of timber put into bridges. We expect to reach Denver before July 1, 1882."

A slight difficulty was met and overcome in Denver at the outset, in the sudden resurrection of a defunct company known as the Denver, Western and Pacific. Last summer this company began proceedings to condemn certain property along the Platte and shortly after dropped the matter. When the Burlington company came and purchased and paid for the right of way and laid begun track laying, the defunct awoke and commenced track laying, tearing up that laid by the Burlington. An injunction soon stopped them and put them to sleep again. The order will doubtless be made permanent, as the Burlington company has purchased the property to the amount of \$200,000 and secured deeds.

Beatrice and Tecumseh are highly elated over the prospect of additional railroad lines. The former expects the Union Pacific short cut to Lincoln, which is now being surveyed, at an early day, and the line from Manhattanville to Marysville, Kansas, would complete the route from Lincoln to a junction with the Kansas Pacific at the former town. Tecumseh is confident that the Missouri Pacific will tap her traffic vaults soon after the completion of the main line to Omaha.

The surveyors of the Greeley, Salt Lake and Pacific have gone into winter quarters. They completed the survey of the Laramie, North Park & Pacific on the 1st. They staked the line through North Park, Middle Park, Elzeira Park, and down Bear River to a point below Steamboat Springs. Five miles of this line out from Laramie City has been completed and the graders have reached and crossed the Laramie river.

Trains from Omaha cross the river at Sioux City on the ice bridge, making a saving of twelve hours' time in the transfer of freight.

The rivalry between the U. P. and B. & M. in the construction of feeders is now transferred to southwestern Nebraska. The incorporation of the Salina, Kan., company by Jay Gould, mentioned last week, has for its object the construction of a road northeast from Salina to the Kansas Pacific at Solomon. The route from this point is as yet unknown, but it is probable that the road will cross the B. & M. near Stronburg and eventually connect with the Union Pacific in the vicinity of Julesburg. This would save hundreds of miles to St. Louis and Kansas City shippers and make the shortest possible route from those points to San Francisco. The B. & M. is not idle in the southwest. Surveyors are running lines to every important point from the main line. The short cut from Hastings to Arapahoe is a foregone conclusion. Trains in Thayer county are mystified by the movements of a large party of surveyors, and all efforts to interview them have been fruitless. Fairmont, Hubbell, Chester and Helron are on the ragged edge of expectation, none knowing where the lightning will strike.

The Atchison, Topeka and Santa Fe company reduced the passenger tariff

to three cents a mile, some time ago, and the experiment has proved an eminently wise and profitable one.

The differences between the Sonora railroad company and the Mexican government are settled and work resumed on both sides of the boundary. The road will form a junction with the Southern Pacific at Tucson, Arizona. The line passes through a productive agricultural and horticultural section and close to the finest mines in the state of Sonora. It is expected that the road will be completed to Guaymas, on the gulf of California in eight months.

The nineteen miles of unironed grade on the Norfolk line will receive the rails some time during the winter, says Superintendent Morford, of the Nebraska division.

The first engine on the Missouri Pacific crossed the Platte river bridge into Sarpy county, on Friday last. Iron has been laid two miles south of Louisville, and the side tracks are all laid in town. Rails are now being laid with the Union Pacific.

Division Engineer Stone, of the Sioux City & St. Paul road, is in town, and expects to stake out the intersection of that road with the Union Pacific at this place to-day or to-morrow. He has all the bridges staked out on the line between Norfolk and Wayne except the one across the north fork of the Elkhorn.—Elkhorn Valley News.

STATE JOINTINGS.

Wilbur has three saloons. Oakland has three registered doctors. Corn sells at 65 cents in Nemaha county. The North Bend Bulletin has changed hands.

Freemasons have planted a suburb on the N. brara. Telephone poles are ornamenting the streets of Fremont.

The creamery at Naponee is said to be a success. A Falls City girl tipped a till and spent the money in candy.

Fremont's new postoffice has been located in the Tribune block. The Columbus packing company picked the first porker last Monday.

Crete's 50,000 gill mill is completed. Capacity, 1,000 bushels a day. The town of Pierce has doubled up in buildings and population in a year.

A Lincoln family were nearly suffocated with hard coal gas one night last week. The industrious burglar of Blair is \$75 ahead, and Wallace Flynn is out just that amount.

Anderson Hills, of Falls City, has obtained a judgment of \$1,500 against the B. & M. David City is building for a \$16,000 flouring mill, and talking of building a brick and iron works.

L. P. Jones, of Plumb Creek, was killed on the 8th inst., by the caving in of the roof of his house.

A several youths sacrificed a few fingers to prove the efficacy of the toy pistol—and made the time in coming.

Louis Steppings of Neligh, a youth of 19, is no more. He foiled with a pistol and sleeps on the hillside.

Wymore has been incorporated, and real estate has advanced 100 per cent. The new company is filling in clover.

I. F. Duffy, the druggist, was run over and killed by the cars at Culbertson on the 13th. He leaves a wife and two children.

Mr. Spencer, of Butler county, has made during the season 125 gallons of sorghum syrup, which he readily sold at fifty cents a gallon.

The Union Pacific is building a forty-stall roundhouse at North Platte, and is also rebuilding the railroad hotel in elegant style.

The Denver express carries a good many Schuyler people to and from Omaha; carrying the early starting it is a great convenience to them.

There are 20,410 miles of the B. & M. line in Kansas; the St. Joe & Western pays taxes on \$19,631 valuation.

Lincoln land company sale is marked at Falls City. The bid is in Shiner precinct. The win is twenty inches thick, and the coal of excellent quality.

Volckman, alias Hartington, the sewing machine defaulter of Plattsmouth, was captured in a drunken and brought back. A loose woman was the millstone that stooped his flight.

A squad of bummers from the dump-dead led their way from the state line to Lincoln. They made themselves no objection to the company and settlers that they obtained passage in a bunch.

Edmund Grant, the boy charged with the murder of his companion, Richard Dress, near Columbus on the 3rd inst., has been found by the district court on the charge of murder. Ba. 1,800.

The sudden death of Nellie Pierce at Nebraska City, last week, was caused by poison administered in a pudding, and given to her by Frank Durant. He has been arrested and placed in jail.

Nebraska City thieves are not over nice in their pickings. Two of them now languish in jail for rolling away an iron fly which valued at \$175. They saved it from the ravages of rust in a neighbor's yard.

Sherman county is proud of her "tree corn" preacher, the Rev. John Cook. He astonished the citizens of Lepp with samples of stalks six inches in circumference, with fifty ears. An acre of it will yield 150 bushels.

A brute, named Krann, has been jailed at West Point for attempted outrage on a woman at Stanton. Krann was drunk at the time, and was the woman's little daughter, who hammered his head with a club. He is ripe for the penitentiary.

Alexander Hickey, ex-chief of police of Nebraska City, has been convicted of manslaughter in the Otoe county district court. Hickey was tried for shooting James McGuire on the day of the Garfield funeral service. Sentence was deferred.

Stanton, the man who shot and killed Henry Myers in Pawnee county for being too affectionate with his wife, has been arrested in Missouri, and will be brought to Stanton this week. The Enterprise asserts that a jury cannot be found in the county to convict him.

The U. P. company have sued out an injunction against the further building of the elevator of S. G. Scott & Son, in Kearney, because of its being constructed on Nebraska avenue. The fact that the B. & M. is interested in it has no re to do with it, that street obstructed.

the company will find it a hard matter to find many men who will be willing to work for that, for when they were paying \$1.25 per day for labor, they were always short of section men.—Nebraska City Press.

Custer county is just now in the vortex of a sensation equal to the Olive crime of a few years ago. A gray-haired "Bliss Beard" named Daniels, accused his two nieces, aged 14 and 16, and the oldest is about to become a mother. The old villain now being tried for the crime. If he escape the penitentiary, Judge Lynch will certainly shorten his days.

The little five-year-old son of Aaron May was killed at Hastings, last Tuesday. The boy, who with a number of companions were playing around an excavation, crawled into a large hole and literally "pulled the hole after him," as the top caved in killing him instantly. When taken out he was found lying on his back, his body was broken and his head was completely smashed.

IOWA BOILED DOWN.

A Masonic lodge is soon to be instituted in Vail. The Ottumwa land league has sent \$200 to Ireland.

Dubuque is again agitating the pontoon bridge question. Knights of Pythias lodge has been in-eligible at Harlan's lodge.

The Des Moines Marriage Dowry association has disbanded. The Ottumwa national bank, with \$100,000 capital, is being organized.

A temperance convention is to be held in Malvern on the 21st of December. Spirit Lake is sure of three railroads and has hopes of getting two others.

The Craig coal mines at Fort Dodge are shipping twenty-seven cars a day. New and extensive deposits of coal have been found at Lehigh, Webster county.

The Clinton paper mill pays \$6 per ton for oat and wheat straw and \$8 for rye.

It is expected that the new opera house at Malvern will be completed by Christmas. Gilbert, Perkins & Heeb are going to establish an extensive creamery at LeMars.

Parties offer to put up a steam mill at Humboldt if the citizens will donate \$2,000. It requires twenty men to do the night work for the railroad companies at Pacific Junction.

Des Moines complains that her manufacturing interests are crippled by high railroad tariffs. A creamery is to be located at Shenandoah, if sufficient encouragement is given by the citizens.

Fish Commissioner Shaw has received from Washington fifteen hundred yearling carp for distribution. Only twenty-five members attended the secret meeting of the state grand jury in Des Moines on the 14th.

An effort will be made to locate the state fish hatchery at Spirit Lake. It now has a branch hatchery. The Des Moines & Ft. Dodge company has finished laying their rails on its line as far north as Grand Island.

The Des Moines board of trade has 230 members. On and after January 1 next, the admission fee will be \$50. In boring a well in Pocahontas county the other day at a depth of forty feet, the accurate strata of a solid rock was struck.

The State Teachers' association will hold its twenty-sixth annual meeting at Oskaloosa, December 27, 28 and 29. Conway is soon to have a first class flouring mill in full operation. The machinery is now being placed in position.

The business men of Harlan and Kirkman are talking of establishing a telephone exchange between the two towns. A new elevator to cost \$20,000 to \$30,000 will be built at Atlantic to take the place of the one recently burned there.

It is now authoritatively announced that a railroad from Shenandoah to Lincoln, Neb., via Hamburg will be built the coming season. The new and fatal cattle disease that broke out in the eastern part of the state seems to be spreading, and is causing considerable alarm.

The grape sugar works at Iowa City consume 1,500 bushels of corn a day. The capital stock of the company was lately increased to \$200,000. The total expenses of carrying on the state government of Iowa for the past two years were \$2,242,000. This includes the payment of the war bonds.

Randolph, a new town on the Toledo and North-western, sixteen miles north of Algona, is becoming a place of considerable importance as a trading center. The Woodbine Twine says the Masons of that place are preparing to give the grandest entertainment on the 18th inst., ever attempted in Randolph county.

Four hay-baling machines just received at Onawa cost \$450 each, and have a united capacity of eight tons a day. Each requires two horses and four men to run it. It cost \$1,050 for support of the Anamora penitentiary during November. There was also expended on the wall of that institution during the same period \$1,045.05.

In the district court at Eldora last week, Judge Henderson told a drug dealer that the state considered it worth \$1,200 for the privilege of violating the whiskey law as the defendant had done. It is stated that 150 butter and cheese factories have been built in Iowa during 1881, making a total of 450 now in the state. There will probably be a large addition made to this number next spring.

The city of Dubuque, the present year, shows a real estate valuation of \$13,239,275, of which about \$10,000,000 is for real estate; total city tax \$10,000 last year. The increase in valuation is over \$100,000.

The Minneapolis and St. Louis railroad proposes to make Fort Dodge a division terminus and to erect there the necessary shops and buildings if the town will donate twenty acres of land and \$6,000 for the purpose.

The state gives annually \$200 to each and every agriculturist in good and regular standing. This year \$18,000 will be so distributed. This shows the existence of many societies of one or for every county in the state except nine.

The reorganized Plymouth mills at LeMars are a-sore ready to resume grinding. Heretofore 100 barrels of flour could be made every day, but with the new machinery the ordinary run will be 200 barrels, and if pushed 250 barrels can be turned out.

Missouri Valley now claims the largest and best arranged stock yards between Council Bluffs and Clinton. They are 192 acres in extent, divided into several apartments, and have a capacity for fifty-six cars of cattle and twelve of hogs. The yards are supplied with every necessary convenience, such as shade, water, etc.

Our Experience from Many. "I had been sick and miserable so long and had caused my husband so much trouble and expense, no one seemed to know what ailed me, that I was completely disheartened and discouraged. In this frame of mind I got a bottle of Hop Bitters and used them unknown to my family. I soon began to improve and gained so fast that my husband and family thought it strange and unnatural, but when I told them what had helped me, they said 'there is no Hop Bitters!' long may they prosper, for they have made mother well and us happy."—The Mother.—[Home Journal, 11-15]

THE LODGES.

Notes of Interest to the Brethren—The Third Degree—Local Elections.

An Old Lodge—Miscellaneous Jottings.

THE FREE MASONS.

AN OLD LODGE.

Marietta has the oldest Masonic Lodge in the west. It was chartered at Waterman's tavern, in Roxbury, Mass., six months before the declaration of independence. During the war following it held its meetings wherever the army happened to be, and frequently after a hard day's battle the brethren would assemble around the mystic altar and renew their pledges of devotion to brother and country. Washington and Lafayette frequently attended these meetings, and Lewis Cass was afterwards a member of this lodge. At the close of the war most of the members came to Marietta to found the great northwest, and the lodge was there reorganized, and has since been known as American Union Lodge No. 1, F. & A. M. They have a number of interesting relics, including the bullet-scattered army chest of General Putnam, the old charter and records, and old linen cloth in which the minutes of the lodge were carried and sacredly guarded day and night during the revolutionary war.

THE THIRD DEGREE.

The following paragraph is taken from Mackey's Encyclopedia of Freemasonry:

"It was the single object of all the ancient rites and mysteries practiced in the very bosom of Pagan darkness, shining as a solitary beacon in all that surrounding gloom, and cheering the philosopher in his weary pilgrimage of life, to teach the immortal of the soul. This is still the great design of the Third Degree of Masonry. This is the scope and aim of its Ritual. The Master Mason represents men, when youth, manhood, old age, and life itself, have passed away as fleeting shadows, yet raised from the grave of iniquity, and quickened into another and a better existence. By its legend and all its Ritual it is implied that we have been redeemed from the death of sin and the sepulcher of pollution. The ceremonies and the lecture, says Dr. Cruicifix, 'beautifully illustrate this all-engrossing subject; and this conclusion we arrive at, that youth, properly directed, leads us to honorable and virtuous maturity, and that the life of man, regulated by morality, faith and justice, will be rewarded at its closing hour by the prospect of eternal bliss.'"

GOVERNOR LODGE ELECTION.

The annual election of officers for Governor Lodge No. 11, took place on Wednesday evening at Free Masons hall. The following officers were elected for the ensuing Masonic year: C. K. Contant, W. M. L. F. Maginn, S. W. Wm. Francis, J. W. Gustave Anderson, secretary. Harry P. Duell treasurer.

THE SCOTTISH RITE.

Work in the Scottish Rite in Omaha continues active. On Thursday evening Mr. Moriah Lodge of Perfection, No. 2, conferred the fourteenth degree on a class of candidates with excellent effect. Inspector General Robt. Jordan, 33d degree, being present. The prospect of the Scottish Rite in Omaha for the coming year are unusually bright and applications numerous.

GOAT HAIRS.

The M. M. degree was worked in St. John's Lodge No. 25 A. F. and A. M., on Thursday evening, the candidate being a rising young lawyer of our city.

Deputy Grand Master Pattison, of Ogden, Utah, visited in the city during the past week.

Found at Last.

What every one should have, and never without, is THOMAS' BEECHER OIL. It is thorough and safe in its effects, producing the most wonderful cures of rheumatism, neuralgia, burns, bruises and wounds of every kind. dl-eodly

KENNEDY'S EAST-INDIA

A FAMILY TONIC AND BEVERAGE

BITTERS

ILLER & CO. Sole Manufacturers, OMAHA.

STERN'S PATENT FOR Billions of Dollars

Large number of excellent farms in Douglas, Sarpy, Saunders, Dodge, and other good counties in Eastern Nebraska.

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HOUSES Lots, FARMS, Lands.

For Sale By

BEMIS,