

The Omaha Bee

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

The Giteau fare is drawing to a close. It should end with a galloway and six feet of rope.

The first Garfield man who gets an appointment under the present administration should be presented with a chromo.

Iowa has 6,300 miles of railroad, which is more than the entire railroad mileage of New England, and second only to that of Illinois.

The democratic issue for 1881 is to be civil service reform. It is likely to prove as effective as the last issue of that party, which was "fraud."

Three Tammany senators were injured in the Hudson River railroad accident. The monopolies are getting even with John Kelly and his little tomahawk.

The Republican has suddenly discovered that the St. Elmo is a disreputable resort. The "hindsight" of the Republican always comes in play when it costs nothing to declare it.

Governor Hoyt, of Wyoming, in his annual message, is seriously agitated about the moral condition of the territory. He neglects entirely to make any statement of the effects of woman suffrage in restricting crime and maintaining order.

The appeal from the managers of the Young Men's Christian Association to the people of Omaha, which appears elsewhere in our columns, needs no explanation. The aims, character and standing of this excellent organization are well known, and will readily commend themselves to our citizens.

OMAHA AND DENVER.

The Denver papers have again set to work to pull down Omaha for the benefit of Denver. They have started an absurd rumor that the Union Pacific are about to remove their shops to Denver from Omaha and figure out an additional 10,000 population on the basis of the rumored change.

If Omaha has derived advantages from the shops of the Union Pacific she has paid well for them and the company has obligated itself in a written contract to keep and maintain its shops in Omaha in consideration of the donation of the grounds and a large amount of bonds, given at a time when the company was in financial distress, and the bonds were of immense advantage to its stockholders.

Omaha is not at all alarmed over the effort of Denver to get these shops. Their recent enlargement indicates that the company regards Omaha as the most economical location, and they have had ample opportunities to

learn this fact. The greatest obstacle in the way of Denver getting these shops is the fact that everything in Denver is inflated beyond all reason. The price of living, lodging and all domestic comforts are extravagantly high in that city. In Omaha all the Union Pacific workmen can acquire comfortable homes, and many of them already possess them. In Denver a building lot is out of the reach of common people, and a house for rent is considered a greater bonanza than the Little Pittsburg or the Chrysolite. Denver is not a good place for poor people to live in, although a good place for rich men to die in. Denver wants to be the rival of Omaha but she lacks the most substantial element of permanent growth which depends less on wholesale traffic than on manufacturing interests. Denver has capital enough and she is near the mines, but yet Colorado shins large quantities of ore to Omaha to be reduced in her smelting works. Denver is near the coal and iron beds of Colorado, but Omaha's rail works supply the Colorado markets. And so it is with many other products which Omaha furnishes to the states and territories west. There is no rivalry in that, however, because Denver is not even able to cope with her nearest rival, Pueblo, in the matter of manufactures, and as to commerce Denver had better tackle Kansas City and St. Joe whose merchants cut that city out of their Southern Colorado, New Mexico and Arizona business. Upon the whole, it strikes us that the Denver papers will make a good deal less capital by trying to pull Omaha down than by sustaining legitimate efforts to make the resources of Colorado tributary to the growth and prosperity of their city.

GOVERNOR SHERMAN'S INAUGURAL.

The inaugural address of Governor Sherman is highly creditable to Iowa's new chief executive. It is a clear, compact and comprehensive presentation of the topics in which the people of the great and growing commonwealth of Iowa have a deep interest. On the subject of temperance Governor Sherman declares himself emphatically in favor of presenting a constitutional amendment to the people of the state on the ground that the majority party is irrevocably pledged to this course and that common honesty compels an enforcement of such pledges. Under the constitution two successive legislatures must pass resolutions defining the provisions of every proposed amendment to the existing constitution. This action having been taken by the last general assembly legislation by the present legislature will be necessary before a direct vote of the people can be brought to bear upon the final determination of the question.

Next in importance the governor touches upon the question of transportation, in which he truthfully asserts that every citizen is highly interested. Reference is made to the commissioner system now in operation in the state and an earnest plea is made for a further trial of what must still be considered an experiment in dealing with a great problem. Governor Sherman expresses a strong hope that the national government will exercise its authority in the premises and afford the country such relief as cannot be procured from state legislation. In this hope he will be joined by every producer in the west.

After touching upon the topic of river improvement the common school question is handled concisely and temperately. The plan of general taxation for school purposes is commended as having proved in the highest degree satisfactory. Eleven thousand school houses and 22,000 teachers attest the extent of Iowa's facilities, while the fact that a tax amounting to \$4,000,000 annually is cheerfully paid by her people is the surest evidence that the state is determined to maintain a system which has already placed her high in the ranks where illiteracy is at a discount and culture and refinement form the basis of a free ballot and enlightened public sentiment. In concluding his remarks on this topic, Governor Sherman urges such legislation as will compel the attendance of children at the public schools and diminish the percentage of truancy to the school population.

In dealing with the public charities the inaugural recommends a state supervisory board for the collection of such facts as would furnish additional information, such as would render easier and more correct legislative action. The entire expense of maintaining the various state charitable institutions for the past year is stated at over half a million dollars this, this sum not including the agricultural college or the hospital for the insane. The same method of state supervision is recommended for the penitentiaries. The governor urges a change in the laws respecting highways, which would make all taxes payable in money, to be expended under the authority of the township roadmaster, recommends sufficient appropriations to complete the state capital, and concludes by congratulating the people on the prosperous condition of the

state, her rapid growth and increasing agricultural and commercial importance.

WESTERN RAILROAD PROGRESS.

The new year begins with a vigorous movement along the new lines. From the northern extremity of Washington territory to and beyond the Mexican border on the south, and the Mississippi on the east, the ceaseless echo of the shovel, pick and sledge-hammer fill the air, inspiring fresh vigor and activity everywhere. The continuance of mild weather gives the year a good start, which will be materially felt when the construction record is closed a year hence.

The pulse of business life in Montana is quickened to a remarkable degree by the rapid advance of the great iron civilization from the east, west and south. The Northern Pacific, besides the construction of the main line by way of Helena and Mullan Pass, has planned a comprehensive system of feeders to tap every important business center in the territory. President Villard is credited with the remark that during the present year his company will wipe out all previous records of fast railroad building. With 4,000 men operating on the western end and an equal number on the east, the gap of less than 700 miles in Montana will be reduced to an insignificant distance before the end of the year. On the 5th of January the first blow was struck on the tunnel through the granite backbone of the Rockies, fifteen miles from Helena. Every prominent citizen of the town gathered on the foothills to celebrate an event fraught with immediate and lasting benefits to the city and territory. As The Herald puts it, "It was a day that will be ever memorable in the history of Montana. The pipes of Lucknow did not sound more welcome to the beleaguered English than the sound of those drills on the granite flanks of the Rocky mountains." Eighteen months will be required to complete it, and in the meantime work will begin on the Butte City branch, with a view of giving the people of Washington an eastern outlet by way of the Utah & Northern coming autumn.

The recent visit of Manager Potter, of the Chicago, Burlington & Quincy, to Denver, Salt Lake City and the Pacific coast has given rise to a variety of rumors concerning the plans of the company and the possibility of building an independent outlet to the Pacific. That this is the ultimate object of the company there can be no doubt. The alliance with the Denver & Rio Grande was the first step in the direction of the Golden Gate. This latter company has pre-empted every foot of ground in the mountain passes through which it is now building, monopolizing the shortest and most practicable routes to the Salt Lake valley. The route of the proposed California Central brings it to a junction with the Rio Grande at Iron City, in southern Utah, making the distance from Denver to San Francisco about 1,200 miles. The laying of a third rail on the Rio Grande would require but a few months time. The line of the former company through the Sierra Nevada mountains is said to be much superior to the Central Pacific, with easy grades the entire distance, not more than one per cent. The idea of making Denver the final terminus of the road has not been entertained by the progressive managers of the Burlington, and the completion of the Denver extension next summer, will develop far more extensive plans than that outlined above.

The branch of the Denver & Rio Grande between Salt Lake City and Provo is approaching completion. The difficulty of obtaining ties retarded the work somewhat. Two hundred graders are leveling the road bed in the Uncompagne valley. The company has completed the laying of the third rail from Denver to Pueblo, where it connects with the Atchison, Topeka & Santa Fe road, and the first regular Santa Fe train ran into Denver on the 8th. The distance to Kansas City by this route is nearly 100 miles more than by the Kansas Pacific, yet this disadvantage has heretofore proved no obstacle in the way of securing a share of the Colorado business. The advantage of the Omaha short line, and the recent inauguration of fast trains on the K. P., has not yet paralyzed the Santa Fe, in fact the company has always basked on the sunny side of favor in the centennial state.

Oregon and Washington Territory will be the paradise of railroad builders the present year. The demand for laborers is unexampled, far beyond the supply. Two to two-and-a-half day is the general wage for ordinary laborers and 1,500 are wanted by the 1st of March. Last year's experience was far from satisfactory, and this year the company will put on the grades from one to two thousand Chinamen. This seems to be the only alternative. A steamer is now being loaded at San Francisco with goods for Hong Kong, chartered to transport a full cargo of coolies from the latter port to Portland. The Northern Pacific proposes to put down 300 miles of iron west of the Rockies

the present year. The Portland correspondent of the Chicago Tribune states that the company's plans embrace an extension of the California and Oregon line from the present terminus at Roseburg to Ashland, in the Boyer River valley, distant 142 miles. The extension from Kalama to Portland will also be constructed and possibly the line from Astoria on the north bank of the Columbia river. This road will run parallel with the Oregon railway and Navigation line, and is intended to shut out other companies from the field. The O. R. & N. company will complete their line between the Dalles and Portland 121 miles in length, and several shorter branches to open up the rich country in Eastern Washington and Northern Idaho. Two other roads are under contract which will directly interest the people of Omaha, Nebraska, and the west generally. The first is the Umahalla extension of the O. R. & N. line to Baker City, a distance of 158 miles, where it will connect with the Oregon short line of the Union Pacific. The second is the Oregon Pacific, whose managers have made a bold start towards a road from Yaquina Bay, on the Oregon coast, about 150 miles southwest of Portland, directly through Willamette valley and across the cascades, and on, through the rich pasture and grain lands of southern Wasco county and the mining and stock districts of Grant and Baker counties, to Boise City, in Idaho. During the past year much preliminary work has been done in the way of grading, getting out timber, and preparing for work on an extensive scale in the spring.

The right of way agents of the Oregon short line have penetrated the heart of Idaho, receiving enthusiastic welcomes and liberal aid everywhere. The line will cross the Utah & Northern at Pocatello, not at Portneuf, as stated last week. Instead of tunneling near Granger the road has been built around in the valley, in order to prevent delay in pushing material to the front. The tunnel will also be built, as it will shorten the line considerably and obviate the necessity of snow sheds. The road will reach and go beyond Hailey before the close of the year. Branches will be built to all important mining camps and towns in the territory.

The Sioux City & Pacific Black Hills extension is being pushed beyond Long Pine. A company has been organized at Rapid City to run a stage line from the latter point and Deadwood to the end of the track, which will give travelers and shippers a great advantage in time and expense over existing routes. The distance by stage will be much shorter than from Sidney or Ft. Pierre. Long Pine, being the supply depot of the construction force, is growing rapidly and substantially, and the establishment of a stage line to the Hills will give it an additional impetus.

The project of the Northern Pacific to build a branch to the British Possessions has been definitely settled. The road will start from the main line at Garfield, in Walsh county, Dakota, and run to Pembina, two miles from the British line. It will traverse a wonderfully rich wheat growing country, already well settled by small farmers. This plug road is designed to head off the St. Paul, Minneapolis & Manitoba company, and a lively struggle is looked for.

The Union Pacific has purchased a bankrupt concern in Colorado, known as the Denver, Western & Pacific, paying \$600,000 for forty-nine miles of completed road. Contractors and laborers, who have worked four months without pay, are the only persons who profited by the transaction. This is the concern which suddenly revived last fall when the B. & M. began operations at Denver.

The mysterious movements of a corps of Union Pacific surveyors in the Cedar and Loup valleys have thrown several prospective railroad centers into a second heaven. The press of Nance county are jubilant over the certainty of a railroad through the county at an early day. All accounts agree that the work of the engineers is a review of lines heretofore laid out in order to secure the shortest and at the same time the easiest route to the mineral fields of Dakota. The choice lies between the Loup and Cedar valleys with odds in favor of the former. It is quite possible that the road will branch out from the Columbus and Norfolk extension and cross the table lands between Beaver and Cedar creeks and Loup river in a northwestern direction. The activity of rival lines in Northern Nebraska will force the U. P. to build the road to protect its interests, and a few months will relieve interior towns of the agony of suspense.

The metropolis of Gage county is coming to the front with a loud whang as a railroad center. The Beatrice Express details an important movement on the part of the B. & M., which will result in the construction of an entirely new road from that town through Gage and Johnson counties to Nemaha City. This is part of the long settled plan of the company to make the "lower road" the through line to Denver. A bridge over the Missouri at that point, and a connection with the C., B. & Q. in

Towa, will make the road from Chicago to Denver as straight and short as can be built. To secure the construction of the fifty-nine miles between Beatrice and Nemaha City two mortgages have been filed in favor of the New England Trust company. The mortgages cover the southern line, nearly built, and the new line from Beatrice, and call for \$20,000 per mile and \$10,000 additional in case a double track should be built. In addition to this, Beatrice is certain of the U. P. extension from Lincoln, the survey of which has been completed. When this branch is finished, which will be early in the season, Beatrice will have a direct rail route to St. Louis by way of the central branch of the Union Pacific in Kansas and a choice of roads to Omaha.

A bill was introduced in the lower house of congress last Tuesday to grant a charter to the Sioux City & Pacific company to bridge the Missouri at a point yet to be named. The engineers of the company have not yet decided upon a site. Blair, Decatur and Tekamah are each anxious to secure the coveted prize.

Track laying on the Norfolk extension of the Chicago, St. Paul & Omaha road is progressing at the rate of half a mile a day. The distance is eighteen miles, which will probably be finished by the 15th of next month. This will make Norfolk an extensive railroad town, three trunk lines centering there.

The Denver extension of the B. & M. reached a point thirty miles beyond the Nebraska state line on the 12th. Sub-contractors have partially covered forty more miles beyond. The work extends to what is called Fremont's Butte, from which point the road is down grade to Denver. The road is a perfectly straight line for forty miles east of Fremont's Butte. President Wilson, of the Colorado Cattle Growers' association, in his annual address, makes mention of this line in the following words:

"The Burlington and Missouri railroad is at last coming towards us through the heart of one of the great ranges of Colorado, and their men are now at work all the way from Denver to the Nebraska state line. We will give it a hearty welcome, as it gives us another direct line for our beef shipments straight through to Chicago."

"I would call the attention of the various contractors along their line to the danger to which we are exposed from the putting out of prairie fires caused by their camp fires, and urge them to use all possible caution to prevent them. The fires once started will run for miles and miles, destroying the winter feed of our best ranges."

STATE NOTINGS.

Beatrice is agitating a cheese factory. The iron bridge over Salt creek is completed.

The next Burt county fair will be held at Oakland.

Central City expects to be out of debt by the 1st of May.

Johnson citizens have subscribed \$1,800 to build a town hall.

Fremont is harvesting the ice crop—clear and a foot thick.

The town of Genoa is just beginning to enforce the Slocum law.

Blair citizens are forming a stock company to build a \$10,000 hotel.

Three first class mills are in operation within a few miles of Omaha.

Work has begun on the new creamery building at Inman, Holt county.

The expenses of Oto county for the present year is estimated at \$78,500.

Mrs. Carrie Spencer, of Ohio, found her lost husband on the grade at Ashland.

A fire in Harvard last week destroyed from \$2,000 to \$10,000 worth of property.

Norfolk shipped 204 car loads of goods and received 245 car loads during last year.

The St. Paul & Omaha company have commenced work on a freight depot at Blair.

A Lincoln crank tried to borrow a shotgun to shoot a man who refused him a cue of tobacco.

The Missouri Pacific agents are purchasing property in Lincoln. The desired real estate is elevated several degrees.

Wrecked last week. A caboose was wrecked and one man severely injured. A commercial drummer in the "Look out" for an order probably had his check badly lacerated by a flying timber.

A convict German named Herman Poppebaum was robbed in a Columbus hotel of \$75 in money and a check for \$3,488. The check was recovered, and two persons arrested on suspicion. Herman's "mules" are now few and far between.

A little son of C. W. Pool, the baker, received a wound last week by the accidental discharge of a gun in the hands of his uncle. The man was getting ready to shoot a hawk, and in an awkward manner dropped the gun across his arm, discharging it.

A student of the medical college at Keokuk, who's small box was introduced by a "stiff," arrived at the house of his parents in Nebraska City last week. The city council politely invited him to remain away, an invitation which he entirely ignored, and now the authorities are urged to quarantine the family residence. The excitement is subsiding.

The Columbus Creamery association, which will begin operations in an early date, will pay fifteen cents a degree for cream, equal to a pound of butter. For milk where the producer brings it to the creamery, and takes away the skim milk he will receive sixty-five cents a hundred weight. If he does not take away the skim milk he will receive seventy-five cents a hundred weight.

Short Breath. O. Bartle, Manchester, N. Y., was troubled with asthma for eleven years. Had been obliged to sit up sometimes ten or twelve nights in succession. Found immediate relief from Thomas' Electric Oil, and is now entirely cured. 9-19

ALMOST CRAZY. How often do we see the hard-working father straining every nerve and muscle, and doing his utmost to support his family. Imagine his feelings when returning home from a hard day's labor, to find his family prostrate with disease, conscious of unpaid doctors' bills and debts on every hand. It must be enough to drive one almost crazy. All this unhappiness could be avoided by using Electric Bitters, which expel every disease from the system, bringing joy and happiness to thousands. Sold at fifty cents a bottle. Ish & McMahon. (8)

WESTERN CORNICÉ WORKS! C. SPECHT, Proprietor, 1213 Harney Street, OMAHA, - - - NEB. -MANUFACTURERS OF- GALVANIZED IRON Cornices, Dormer Windows, Finials, TIN, IRON & SLATE ROOFING. Specht's Patent Metallic Sky-light. Patent Adjustable Ratchet Bar and BRACKET SHELTERING. I am the general State Agent for the above line of goods. IRON FENCING. Cretinges, Balustrades, Verandas, Office and Bank Railings, Window and Cellar Guards; also GENERAL AGENT Peerson and Hill Patent Inside Blind. nov4dtf

SEALED PROPOSALS. Sealed proposals will be received by the undersigned until Friday, January 13th, 1882, 12 o'clock, noon, for the construction and repairing of sidewalks in front of and adjoining the following described premises, to-wit: TO BE CONSTRUCTED. Lots 1, 2, 3, 4, Block 49, 4 feet wide, south side Cass street. Lot 15, east side Wheaton street, Block 3, Armstrong street, 4 feet wide. TO BE REPAIRED. Lot 1, Block 13, west side Saunders street, 4 feet wide. Lots 1, 2, 11 and 12, Block 12, west side Saunders street, 4 feet wide. Lots 6, 7, 7 and 8, Block 207, north side Cumine street, 6 feet wide. Lots 3, 4, 5 and 6, Block 1, west side Saunders street, 4 feet wide, Armstrong's first addition. J. J. L. C. JEWETT, City Clerk. OMAHA, January 6, 1882. jan6-1w

THE KENDALL PLAITING MACHINE! AND DRESS-MAKERS' COMPANION. It plait and presses perfectly one yard per minute. It plait from 1-16 of an inch to 1-4 inches in width in the coarsest or finest silk. It does all kinds and styles of plaiting in use. No lady that does her own dress-making can afford to do without one—see plaiting in "verout of fashion, if seen it sells itself. For Machines, Circulars or Agent's terms address CONGAL & CO., 113 Adams St., Chicago, Ill. GEO. W. KENDALL, Agent Omaha. THOROUGH BRED JERSEY COWS & HEIFERS

For Sale By GRAHAM P. BROWNE, OMAHA NEB. GEO. W. DOANE, A. C. CAMPBELL, DOANE & CAMPBELL, Attorneys-at-Law, S. W. COR. TH & DOUGLAS STS.

REAL ESTATE AGENCY, 15th and Dc 17 1/2 Street, OMAHA, - - - NEB.

HOUSES Lots, FARMS, Lands.

For Sale By BEMIS,

FIFTEENTH AND DOUGLAS STS.,

No. 228, Full lot fenced and with small building on Capitol Avenue near 25th street, \$700. No. 227, Large lot or block 256 by 270 feet on Hamilton, near one street, \$2,500. No. 226, Full corner lot on 25th, near 15th street, \$5,000. No. 225, Two lots on Center street, near Cumine street, \$900. No. 224, Lot on Spruce street, near 6th street, \$600. No. 223, Two lots on Seward, near King street, \$850. No. 222, Lot on Seward, near King street, \$850. No. 221, Half lot on Dodge, near 11th street, \$2,100. No. 217, Four beautiful residence lots, near Creighton College (or will sell separate), \$8,000. No. 246, Two lots on Center, near Cumine street, \$400 each. No. 245, Lot on Idaho, near Cumine street, \$300. No. 244, One acre lot on Cumine, near Dutton street, \$750. No. 243, Lot on Farham, near 18th street, \$1,000. No. 242, Lot 66 by 123 feet on College street, near St. Mary's Avenue, \$500. No. 241, Lot on Douglas, near 20th street, \$275. No. 240, Lot on Farham, near 26th street, \$710. No. 239, Lot 60 by 99 feet on South Avenue, near Mason street, \$500. No. 238, Corner lot on Bur., near 2 1/2 street, \$2,500. No. 235, 120x132 feet on Harney, near 24th street (will cut it up), \$2,400. No. 234, 7x13 1/2 feet on Sherman Avenue (10th street), near Grace, \$1,000. No. 194, Lot on Douglas street, near 27th \$750. No. 232, Lot on Douglas street, near C. P. street, \$1,000. No. 231, Lot 40x100 feet, near C. P. street, \$1,000. No. 227, Two lots on Decatur, near 17th street, \$250 and \$175 each. No. 225, 1 1/2 of 143 20-110 by 441 feet on Sherman Avenue, \$1,000. No. 224, Lot 23x30 feet on Dodge, near 12th street, make offer. No. 223, Lot 24x24 feet, near Clark, \$500. No. 216, Lot on Hamilton, near King, \$800. No. 209, Lot on 15th, near Nicholas street, \$500. No. 207, Two lots on 16th, near Pacific street, \$1,500. No. 205, Two lots on Castellier, near 10th street, \$150. No. 204, beautiful residence lot on Division street, near Cumine, \$850. No. 203, Lot on Saunders, near Hamilton street, \$500. No. 199, Lot 15th street, near Pacific, \$600. No. 198, Three lots on Saunders street, near Seward, \$1,000. No. 193, Lot on 20th street, near Sherman, \$350. No. 194, Two lots on 22d, near Grace street \$600 each. No. 193, two lots on King, near Hamilton street, \$250. No. 192, two lots on 17th street, near White Lead Works, \$1,000. No. 188, one full block, ten lots, near the barracks, \$800. No. 191, lot on Parker, near Irene street, \$600. No. 183, two lots on Cass, near 21st street, (split edge) \$810. No. 181, lot on Center, near Cumine street, \$600. No. 180, lot on Pier, near Seward street, \$650. No. 179, lot on Sherman Avenue, near 16th street, \$1,400. No. 174, lot on Cass, near 14th, \$1,000. No. 173, lot on Pacific, near 14th street; make offer. No. 168, six lots on Farham, near 24th street \$150 each. No. 165, full block on 20th street, near race course, and three lots in Glebe addition near South end of Pier street, \$2,000. No. 129, lot on California street, near Creighton College, \$425. No. 127, lot on Pier, near the head of St. Mary's Avenue, \$500. No. 125, block two acres, near the head of St. Mary's Avenue, \$1,000. No. 122, lot on 18th street, near White Lead Works, \$250. No. 121, lot on 18th street, near shot tower on the Bellevue road, \$75 per acre. No. 118, lot on 18th street (2 lots) on 18th street, near Popplebaum's, \$1,000. No. 119, thirty half-acre lots in Millard and Caldwell's additions on Sherman Avenue, Spring and 2nd streets, near the end of street, \$1,200 each. No. 89, lot on Chicago, near 23d street, \$1,500. No. 88, lot on Caldwell, near Saunders street, \$800. No. 86, corner lot on Charles, near Saunders street, \$700. No. 85, lot on Iard, near 21st, with two small houses, \$2,400. No. 84, two lots on 10th, near Pierce street, \$1,500. No. 78, three lots on Harney, near 19th street, \$2,000. No. 78, 90x132 feet on 9th street, near Leavenworth street, \$3,000. No. 77, 60x82 feet, on Pacific, near 8th street, \$3,000. No. 62, 60x132 feet, on Douglas street, near 10th, \$2,500. No. 60, eighteen lots on 21st, 22d, 23d and Saunders streets, near Grace and Saunders street bridge, \$400 each. No. 6, one-fourth block (20x132 feet), near Union Pacific, near the end of street, near the end of red street car track, \$850. No. 5, lot on Marcy, near 9th street, \$1,200. No. 3, lot on California, near 21st, \$1,500. No. 2, lot on Cass, near 23d street, \$7,500. No. 1, lot on Harney, near 18th, \$2,500.

Lots in Harbach's first and second additions, also in Parker's, Shiloh's, Nelson's, Terrace, E. V. Smith's, Redick's, Glebe's, Lake's, and all other additions, at any price and terms. 302 lots in Hancock place, near Hanscom Park; prices from \$300 to \$800 each. One hundred and fifty-five beautiful residence lots, located on Hamilton street, half way between the turn table of the red street car line and the waterworks reservoir and addition, and just west of the Convict of the Eastern Penitentiary in Shiloh's addition. Prices range from \$75 to \$100 each, and will be sold on easy terms. Tracts of 1, 1 1/2, 2, 3, 4, 5, 6, 7, 8, 9, 10, 15, 20, 30, 40, 50, 60, 70, 80, 90, 100, 150, 200, 300, 400, 500, 600, 700, 800, 900, 1,000, 1,500, 2,000, 3,000, 4,000, 5,000, 6,000, 7,000, 8,000, 9,000, 10,000, 15,000, 20,000, 30,000, 40,000, 50,000, 60,000, 70,000, 80,000, 90,000, 100,000, 150,000, 200,000, 300,000, 400,000, 500,000, 600,000, 700,000, 800,000, 900,000, 1,000,000, 1,500,000, 2,000,000, 3,000,000, 4,000,000, 5,000,000, 6,000,000, 7,000,000, 8,000,000, 9,000,000, 10,000,000, 15,000,000, 20,000,000, 30,000,000, 40,000,000, 50,000,000, 60,000,000, 70,000,000, 80,000,000, 90,000,000, 100,000,000, 150,000,000, 200,000,000, 300,000,000, 400,000,000, 500,000,000, 600,000,000, 700,000,000, 800,000,000, 900,000,000, 1,000,000,000, 1,500,000,000, 2,000,000,000, 3,000,000,000, 4,000,000,000, 5,000,000,000, 6,000,000,000, 7,000,000,000, 8,000,000,000, 9,000,000,000, 10,000,000,000, 15,000,000,000, 20,000,000,000, 30,000,000,000, 40,000,000,000, 50,000,000,000, 60,000,000,000, 70,000,000,000, 80,000,000,000, 90,000,000,000, 100,000,000,000, 150,000,000,000, 200,000,000,000, 300,000,000,000, 400,000,000,000, 500,000,000,000, 600,000,000,000, 700,000,000,000, 800,000,000,000, 900,000,000,000, 1,000,000,000,000, 1,500,000,000,000, 2,000,000,000,000, 3,000,000,000,000, 4,000,000,000,000, 5,000,000,000,000, 6,000,000,000,000, 7,000,000,000,000, 8,000,000,000,000, 9,000,000,000,000, 10,000,000,000,000, 15,000,000,000,000, 20,000,000,000,000, 30,000,000,000,000, 40,000,000,000,000, 50,000,000,000,000, 60,000,000,000,000, 70,000,000,000,000, 80,000,000,000,000, 90,000,000,000,000, 100,000,000,000,000, 150,000,000,000,000, 200,000,000,000,000, 300,000,000,000,000, 400,000,000,000,000, 500,000,000,000,000, 600,000,000,000,000, 700,000,000,000,000, 800,000,000,000,000, 900,000,000,000,000, 1,000,000,000,000,000, 1,500,000,000,000,000, 2,000,000,000,000,000, 3,000,000,000,000,000, 4,000,000,000,000,000, 5,000,000,000,000,000, 6,000,000,000,000,000, 7,000,000,000,000,000, 8,000,000,000,000,