

The Omaha Bee

Published every morning, except Sunday. The only Monday morning daily.

TERMS BY MAIL:— One Year, \$10.00; Three Months, \$3.00; Six Months, \$5.00; One Month, \$1.00.

THE WEEKLY BEE, published every second Friday. TERMS POST PAID:— One Year, \$2.00; Three Months, \$1.00; Six Months, \$1.50; One Month, \$0.50.

CORRESPONDENCE—All communications relating to News and Editorial matters should be addressed to the Editor of THE BEE. BUSINESS LETTERS—All Business Letters and Remittances should be addressed to THE OMAHA PUBLISHING COMPANY, OMAHA. Drafts, Checks and Post-office Orders to be made payable to the order of the Company.

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

MAYOR BOYD should furnish Marshal Angell with wings and let him fly.

THE certainty of an early spring gives strong promise of heavy crops for Nebraska farmers.

NINE-TENTHS of the state press condemn the recent action of the university regents convened in extra chamber session.

ILLINOIS politicians are already preparing for a successor to David Davis' senatorial shoes. Secretary Lincoln is prominently mentioned.

MR. BLAINE only wanted to give the American eagle an airing and his severest critics are the nation who don't like to hear the national bird scream.

ALL attempts to make small pox epidemic in Omaha have failed. The disease has been successfully met by wholesale vaccination and is thoroughly under check.

SECRETARY KIRKWOOD has modified the ruling of Secretary Schurz by which any useful timber heretofore excluded can now be planted under the timber culture act.

KING KALAKAUA is fitting up the royal palace at Honolulu and has sent his royal chamberlain to this country to purchase four sets of chamber furniture. The royal revenues will be seriously affected by the purchase.

THE Philadelphia Press thinks that it is hard to tell whether the New York Sun is running Samuel J. Tilden or Thomas Fellows for 1884 as Thomas gets the lift about four days out of seven.

A SERIOUS deficiency is promised in the cotton crop, which is placed at less than 5,000,000 bales. This means higher prices, an increased balance of trade against the United States and continued exports of gold.

THE senate committee on pensions have reported a bill granting Mrs. Garfield a pension of \$5,000 and placing the widows of Presidents Tyler and Polk on the list at the same rate.

AN Omaha street-car driver held his car for three minutes waiting for a lady to finish saying good-bye to a female acquaintance, and then as he started again was heard to mutter, "Much adieu about nothing."

MURRAY HALSTED rises to remark that "before Mr. Conkling is returned to the senate of the United States he should explain to the people his motives in jumping out of the window of the Capitol when he heard a noise upstairs."

THE Albany Journal recalls the fact that when the first dealer offered ice for sale in Albany he was denounced by many physicians as a dangerous character. In these days the dangerous characters are the dealers who raise prices after the usual winter scare of a short harvest.

THE city council failed to agree at their last meeting upon a disposal of the Union Pacific claim to occupy Jackson street with their side tracks. A petition for the same street was also put in by the B. & M. road. The Bee voices the sentiments of a large majority of the citizens of Omaha when it urges the council to refuse both requests. Omaha has already donated over \$700,000 to railway corporations in lands and money. It is high time that this reckless donation of public property should stop.

MR. MORGAN, of Alabama, is a sensitive man, and his feelings were greatly injured yesterday in the senate by the reply of Secretary Lincoln in response to a resolution of inquiry regarding the governments experiments with guns of a large calibre. Mr. Lincoln's communication was to the effect that it would take the entire fiscal year to furnish the desired information and this reply Mr. Morgan construed into a "snub" to the body of which he is a member. There is an old saying that a fool may ask a question which will take a wise man a year to answer. Mr. Morgan has probably never heard the quotation.

THE FARNAM STREET GRADE.

The certainty that Omaha will shortly enter upon an extensive system of paving her principal streets has awakened a new agitation in favor of changing the grade of Farnam street from Sixteenth to the crest of the hill at Twentieth street. Early last spring the city council appointed three citizens to appraise the damages which would result from such change of grade. The report of the appraisers was filed last March with the council and on account of the heavy damages claimed by the owners of abutting lots it was not deemed advisable to take any further action in the matter. Within a few days the county commissioners have determined that the question whether the present grade is to be maintained or not ought to be settled and they have been reinforced in their opinion by the urgent requests of several heavy owners of property along the line of the projected improvement. The decision of the city council to annul the appraisal of last spring has been reached after consultation with a number of our citizens who are interested in having Farnam street levelled and who, it is understood, are willing to waive all damages to their property interests in case the grade is changed.

Farnam street is the natural thoroughfare of Omaha. It is the only street in the city which extends for three miles with a uniform width of one hundred feet. The rapid manner in which it is being filled with substantial business houses of brick and stone shows clearly that before a few years elapse the entire street from Tenth to Sixteenth will be fully occupied with permanent structures. At this point the hill operates to turn aside the current of trade into other channels. There is no doubt that the cutting down of the Farnam street grade would be an immense advantage to the property adjoining and a benefit to the city at large. Much of the traffic to and from the country which now passes along St. Mary's avenue would seek an outlet by way of Farnam street. The building of the court house and the grading of the street together would make upper Farnam street peculiarly available for business purposes while the whole street lined with substantial stores would become one of the handsomest thoroughfares in any city of the west.

Much, of course, will depend upon the action of the property owners in the matter. If they can be brought to see that the advantages to be derived from the contemplated change of grade will more than offset any damages which they may undergo by reason of the lowering of the hill, there ought to be no difficulty in settling the question to the satisfaction of all concerned. On the other hand the city, in ordering the new appraisal, must be prepared to make fair and reasonable compensation for all legitimate damage to the valuable abutting property, and for the consequent inconvenience which such grading will occasion to residence owners along the line of the contemplated improvement.

THE AGRICULTURAL ASSOCIATION AND MR. CHITTENDEN.

THE BEE in a recent number called the attention of its readers to the journal of the so-called American Agricultural Association which contained Edward Atkinson's article on "The Railroad and the Farmer," and the reply to the same by Hon. L. E. Chittenden of the National Anti-monopoly League. Mr. Chittenden's article was prefaced by an apologetic note from the monopoly editor of the journal in which he warned his readers against the "communistic sentiments" of Mr. Chittenden, and indulged in general abuse of farmers favoring railroad reform. Immense numbers of this issue of the Journal were distributed by the railroads, the Erie company alone taking 10,000 copies for free circulation among the farmers along the line of its road. In short the American Agricultural Association of which Mr. D. H. Wheeler, of Nebraska, is one of the vice presidents was used as a decoy through which to conduct the operations of the railroad literary bureau and to windle the farmers into the belief that a national organization of agriculturists was opposed to any control of the railways by the people. Mr. Chittenden has not felt disposed to suffer in silence under the attack made on him by Mr. Keal of the Journal and at the request of the Anti-monopoly League, the BEE publishes his answer in the form of a card.

TO THE PUBLIC. The criticism of Mr. Keal, the editor of the Journal, in "The Railroad and the Farmer," in the October number of the American Agricultural Association, deserves a few observations:

- 1. A revised proof was sent Mr. Keal of my article, to which he paid no attention. I deny his right to refuse to correct the article and then abuse me for writing it. 2. He says my article is "conceived in a spirit of communism." This statement is not true. There is not a communistic idea or suggestion in it. It maintains the rights of property, and insists upon the faithful observance of the laws, as they are declared by the highest judicial authority. 3. He says that I question the mo-

tives of Mr. Atkinson without just cause. I do not question his motives at all. I state a fact, that his article has been largely circulated among the farmers at railroad cost. This fact Mr. Keal does not deny.

4. Mr. Keal says the main points of Mr. Atkinson are that the railroads have developed the resources of the country, &c. This is not his main point at all. Had it been there would have been no occasion for my answer. The point of his article was that there had been an extraordinary reduction in railroad charges due to the voluntary acts of the companies, from which the farmers had received a larger measure of benefit than the railroad companies. This statement I have conclusively refuted. Mr. Keal cannot escape by dodging the true, and tendering me an immaterial issue.

5. He says that Mr. Atkinson did not attempt to express any views as to the legal right of the people, and complains of me because I have set forth these rights as the basis of his discussion. The people's rights are ignored there as there is no discussion of the railroad question. One might as well try to discuss the origin of the rebellion and omit all reference to slavery.

6. He says and repeats that I maintain that the relations of the state to the railroads is that of a borrower of money, and the larger part of his article is a refutation of that statement and the consequences of it. Mr. Keal knows I have stated no such proposition. He says the same and the facts when he attempted to impute this to me. No sensible man can misunderstand my article. I discuss the question under three aspects. First, when the state should build a railroad with the public funds. Second, when the state should build a railroad with funds borrowed for the purpose. Third, and the case in hand when the state "prefers to be relieved of the cost and care of constructing and operating the railroad, to delegate a portion of its duties to a body of citizens forming a corporation and to compensate them for the performance of these duties by a grant of certain privileges." The state a borrower from the railroad companies! Nonsense!

7. Mr. Keal says that I present "estimates of the cost of transportation not less absurd than my theories." He attempts to prove this by flat misrepresentation; by putting words and arguments into my mouth which I have never used.

On page 149 I discuss the "actual cost of moving a bushel." I put this question, "What is the actual cost of transporting the burden of a freight train on such a railroad from East Albany to New York?"

This question I attempt to answer approximately, and I do answer it as accurately as the facts obtainable will warrant. I am not discussing the general cost of conducting the transportation business of a railroad. Mr. Keal, knowing this, undertakes to say I am, and therefore he urges that my theory is absurd, because I have omitted the cost of agents, advertising, returning empty cars, etc. He was hard pressed for material when he resorted to this.

Mr. Keal's criticism is founded upon these non-statements of my own and Mr. Atkinson's article. All the rest of his criticism falls under three heads: Mr. Keal's opinion, abuse of myself, and praise of Mr. Atkinson. In Mr. Keal's opinion I am ignorant; I abound in invectives; I appeal to prejudice and not to judgment; I deal in misrepresentation; I have not established a single fact; my estimates are not less absurd than my theories, and I "don't amount to much anyway."

Mr. Atkinson, on the contrary, is in great commercial and manufacturing enterprises. He is a shipper upon and patron of the railroads; he has "opportunities;" is a practical business man; a compiler of facts, and a calm reasoner. In short he is a great and good man.

I envy Mr. Keal's opinions are of any consequence. He is working in the interest of the railroads, and "the laborer is worthy of his hire." His abuse is what I state in my article I expect from persons in his position, and I have received so much of it that any little addition from Mr. Keal is immaterial. Were I in Mr. Atkinson's place, receiving the praises of Mr. Keal, I might say with bluff, but rather wicked, Ben Wade, in a discussion towards the close of the rebellion, whether President Lincoln would appoint chief justice in place of Judge Taney, "during Buchanan's administration," he said, "I used to pray that the life of the chief justice might be preserved until after Mr. Lincoln's inauguration, but the judge holds out so long that I am very much afraid I overdid the business." In his praise of Mr. Keal, I think he has overdone the business.

In one respect my article has been productive of good results, which amply repay the trouble of its preparation. I supposed, and many farmers supposed, that the "Journal of the American Agricultural Association" was a farmers' journal, was published in their interest, and would advocate that interest in public questions. We did not then know that it was supported by railroad contributions, and was, in fact, a railroad organ. The farmers and public now know just where to place the journal and the men who control it.

L. E. CHITTENDEN.

THE charges brought against City Marshal D. P. Angell by two members of the city council should meet with a prompt investigation. THE BEE knows nothing about the specific charges made by Messrs. Hornberger and O'Keefe, but it does know with every citizen who has paid any attention to the subject, that our police force has for months demoralized and that Mr. Angell has proved himself entirely incompetent as city marshal. His term of office has been disgraced by more disorder and crime and greater inefficiency among his subordinates on the police force than under the jurisdiction of any marshal within our recollection. Within the past three months the daily papers have chronicled two murders, three shooting affrays, a score of burglaries and rob-

beries and innumerable offenses of a lighter nature. Crime has run riot in this city under the very nose of the law, while the daily violations of city ordinances and state statutes are flagrant examples of the contempt felt by the offenders for the city authorities.

If Omaha ever needed a capable and efficient city marshal she does at the present time. The license system under which sixty-six citizens have been paid a large sum for being protected in their business from parties who have not been granted license to sell liquor, is now under trial. Having complied with the law, and being still subject to the penalties of fine and the recalling of their license in case they violate its provisions, they have a right to expect that the city marshal will promptly arrest all persons who are selling without license. It is an admitted fact to-day that there are at least twenty saloons and dens in Omaha that are running openly without license, and which the police either neglect or wilfully refuse to close. Other equally public violations of the law of daily occurrence are unchecked by the city marshal, who is directly responsible, under the mayor, for the enforcement of the law in this city.

Under these circumstances the complaint against Marshal Angell is timely, and should receive prompt attention. THE BEE calls Mayor Boyd's attention to the subject for such action as he may deem most advisable.

CONGRESS has between four and five thousand bills before it claiming attention. Fully three thousand five hundred of these may safely be left to slumber in the committee room pigeon holes.

The ridiculous parade of their virtues made by the Grant delegation at Chicago, is exciting very general and well deserved derision. The New York Evening Post says:

"There is something intensely ludicrous in the attempt made by some 'stalwart' politicians to invest the glorious 306, who 'stood by Grant to the last,' and the 'Spartan band of '29,' who continued to vote for Conkling until his successor was elected to the senate, with a character of romance. The 306 and the 29 are talked of as if they had done something remarkably dangerous and heroic, recklessly exposing their lives to the attacks of overwhelming hosts like the 300 Spartans at Thermopylae, or riding into the jaws of death with a cannon in front and on the right and left of them, leaving most of their number on the field, like the 600 of the light brigade at Balaklava. Recently the 306 have decorated themselves with brass medals to commemorate the valiant exploit, and a few nights ago they have been talking about themselves with the most enthusiastic admiration in after-dinner speeches at Albany."

NOTES AND COMMENT.

A Texas advertiser calls for "an industrial man as a boss hand over 5,000 head of sheep that can speak Spanish fluently."

The one-dollar subscriptions to the Garfield state fund in Cincinnati amount to \$8,723. About \$30,000 will be needed.

Marvin the man who married fifteen wives, tried to escape from the Virginia penitentiary the other night, but failed. No cards.

Suggestive figures from the list of subjects of taxation in Alabama: Mechanical tools, \$228,500; farming implements, \$77,100; guns, pistols and dirks, \$354,250.

"Gath" hears from some of Senator Pendleton's friends that the Ohio statesman "has not much serious idea of the presidency"—which is well for his peace of mind.

Congressman Hook, of Tennessee, says that his state is more sure to go republican than either New York or Indiana, and hopes to go to the senate as Harris' successor.

Boss Keyes, of Wisconsin, is unhappy about appointments in that state. If the lottery doesn't pan out better the boss will put on his war paint and his brass medal and go to Washington.

Mr. Oscar Wilde had a small audience at Hartford, and one of the reporters cruelly says "there was no sign of applause until he rolled up his manuscript to retire from the stage."

The Springfield high school lyceum, after much debate, has decided that the nineteenth century is preferable to the eighteenth century for an ambitious newspaper published in a small town.

A white Polar bear skin, eight by four, made into a lap robe, has been forwarded to Secretary Hunt. It is sent by the officers of the Alliance. The bear was shot August 9, 1881, on Dame's island, Spitzbergen.

There is only one prisoner in the jail of Lewis county, New York, and he says if they don't hurry up and arrest somebody else pretty quick he'll sue 'em for damages, as he's lonesome and wasn't sentenced to solitary confinement.

The final figures about last fall's forest fires in Michigan make the number of houses burned one thousand and four hundred and sixty-four, and the total loss \$2,157,565, distributed among three thousand and seventy-five families. The contributions for the sufferers have been about a million, and half as much more is needed to see them through till next season's crops are harvested.

The Iowa State Register says that the temperance cause in that state, after having failed under the leadership of "fussy old men and jejune young men" and then of "a lot of people who had failed in every other profession and vocation and attached themselves to the temperance cause for the purpose of making a living out

is now prospering in the hands of women, and "to-day it has with a power of public opinion and public sympathy, which has but to summon all its energies to make it over-mastering and irresistible."

But What Will We Do. Congressman Dagget, of Nevada, has recently presented an indictment against Messrs. Stanford, Huntington, Crocker and others of the Central and Southern Pacific railroads, in which he charges that these gentlemen (1) have within the last fifteen years unjustly acquired the ownership and control of over \$300,000,000 worth of property; that in return therefor, they have given no equivalent; that on the contrary, they have acquired much of this vast capital and power by fraud and extortion—robbery; and that they are still using the same for further extortions and robberies; that 15 years ago their combined capital did not exceed \$150,000; and their actual investment in these railroads is \$12,000. The evidence adduced by Mr. D. is abundant and conclusive. That other railroad magnates have practiced the same abuses is generally believed, in a lesser degree perhaps, and the question that naturally comes home to thinking patriotic men is, what are we going to do about it? a question not easily answered. The evil is apparent. The consequences of a continuance of the evil are also apparent. It is certain that nothing will be done about it until the people do it. The evil will not cure itself. The railroad magnates will not alter their course except under compulsion. Their violent and acrid opposition to every attempt to secure justice by the people; their earnest and generally effective efforts to obstruct and defeat the passage and proper working of such laws as are passed by throwing opposition upon the same, their authors and supporters, is too well known to need recounting here. In making these efforts and their opposition to these railroad men have certain advantages well worth looking at.

In the first place, they have money, and lots of it. The fact should not be overlooked that the money they use for this purpose, practically belongs to and comes from the people. Every dollar expended by them in this as in every other direction is considered by them as their own money. As laws are passed, they are easily reimbursed for these expenses (2) so that in a slight addition to the tariff, so that in this fight between the railroads and the people, the people pay the expenses of both sides. This fact needs to be kept in view, as it has pertinence along the whole line of controversy. Again these men are men of flinty ability and are generally public spirited. It is easy to be liberal and public spirited with other people's money. The honorable (3), educated and agreeable, and so are influential. To such men with such means and influences, arguments and facts are never wanted. To such men with such advantages, organization is a simple matter; and that they can and do organize, thoroughly and perfectly is natural, and not to be wondered at. Nor is it to be wondered at that they make this organization and influence felt in the legislature, the lobby and upon public opinion. One of their most effective methods is to so distract and confuse the public and its law makers with other questions, which turn the attention away from this one. Like other fishermen, they like to fish in muddy waters. Opposed to men with these advantages of money, ability, influence, power and organization more numbers scattered confused and unorganized count for very little.

The Anti-monopoly League and the Farmers' Alliance are associations whose objects are to arouse public sentiment to the gravity of the evils incident to our system of railroad and other corporate monopolies; to gather and circulate information in regard to the same; and to organize the people so as to bring about the necessary remedy. It is to be hoped that these associations will succeed in their endeavor, and that the State Alliance will so perfect its organization and devise such methods, that success will be assured.

The purpose of the league and alliance has been to work within existing party lines, but there are those both within and without the league and alliance who think that present parties in at least the machinery of the two principal parties, are entirely in the hands of, or under the control of the monopolists. Be this as it may, the evils complained of are too grave to be trifled with, ignored or shovled one side, and if the present parties refuse or neglect to apply the corrective, another party will arise that will do it.

They Can't. If the American people can peacefully contemplate the payment of thirteen hundred millions of dollars in a quarter of a century, with a full knowledge of the fact that not more than six hundred millions will go to those who really deserve the money, we are very much mistaken.

RAILROAD NOTES. The Chicago, Milwaukee & St. Paul express reach Spirit Lake, Iowa, the 15th inst.

The earnings of the Chicago & Northwestern last year was \$21,849,210.72; expenses, \$11,556,982.23. The company operates 3,216 miles of road.

The Chicago, Milwaukee & St. Paul railroad company has notified its employees that it will pay a discharge from service every land involving the company in garnishment suits.

Rockford, Ill., has now a choice of three routes to Chicago—the Northwestern, Milwaukee, and the Q. The latter securing possession last week of the Chicago & Iowa road running to that city.

The people of Ruthven, in Palo Alto county, Iowa, have a ked the Des Moines & Fort Dodge company to defect their route to Spirit Lake, so as to take in their towns, to which President Whitehead replies that it will be done if the people will pay the extra expense of the change.

Coon Rapids, Iowa, was seized with a fit of manifest destiny when the Chicago, Milwaukee & St. Paul came along there locating camps of engineers, and the people of the town ran up to enormous figures. The company passed by, purchased depot grounds two miles west, and planted their station.

The right of way agent of the Chicago & Northwestern after securing the right of way across nearly half of Sioux city,

is now prospering in the hands of women, and "to-day it has with a power of public opinion and public sympathy, which has but to summon all its energies to make it over-mastering and irresistible."

Sworn statistical returns made to the state bureau of statistics show that on the Michigan Central road there were, during the year ending May 30, 1881, fifty-seven deaths from accidents and 435 persons injured, 327 of the latter being employees of the company. The total of this company is more than that of all the injured of the other roads making returns.

The stone bridge to be built at Minneapolis will be a wonderful structure. It will consist of sixteen 80-foot spans and four 100-foot spans, and including the approaches will have a total length of 1,900 feet. It will support two railway tracks at a height of over sixty feet above the river, and will run diagonally across the river below St. Anthony's Falls. The cost is estimated at nearly \$500,000.

The annual report of the directors of the Illinois Central railroad shows the gross earnings for 1881 were \$8,568,000, against \$8,350,000 the preceding year. The net earnings were \$3,277,000, or \$222,000 less than the preceding year. Besides the interest and two dividends there was paid \$225,000 for extra ordinary expenses in Illinois, including a new elevator at Cairo, 103 miles of track, three iron bridges, two new docks at Chicago, and important additions to the equipment.

The cost of maintaining the Iowa branch of railroad companies for the past four years was \$1,000. The receipts of the office for that period was \$35,700; leaving a surplus of \$34,700. An effort will be made to change the law so that this tax against the railroads shall be paid directly into the State Treasury like all other taxes, and the State pay the commission. As the law now is the State cannot use this surplus fund of nearly \$24,000 for any purpose whatever since 1873. The evil will not cure itself.

Chicago, Burlington & Quincy has decided to raise the track of the Keokuk & St. Louis line, of which it recently obtained control, from two to five feet. From its entire length, in order to be above the reach of water, it is intended to make this a thoroughfare for all Iowa business to St. Louis over the Burlington route. It is also stated that the Burlington will still further improve this line by building a new bridge over the Missouri river at St. Charles near the present Wabash bridge, entering into direct competition for the traffic to and from St. Louis.

The Northern Pacific company will begin planting trees the coming spring on the Dakota and Missouri division. The first row of trees will be 100 feet back from the track, and made of that which will be planted yellow cottonwood for the making of ties. This wood matures within five or six years, and the whole cost of the trees to the company would be only ten cents apiece, while the Burlington will furnish timber for use, fuel for settlers, and seedlings for others who may desire to set out trees. Besides all this, there will be in a short time an impenetrable barrier against snow-blockades in winter time.

THE BEE ANNUAL Beauty Undorned. The Hamiltonian, Hamilton county, Mo.: THE DAILY OMAHA BEE issued an illustrated edition January 1, presenting in fine cuts the principal business houses and public buildings of the city. Four pages are devoted to illustrations, which the remainder of the paper is filled with statistical information and an annual review of the commerce and manufactures of the city. The scheme is a good one and well executed.

"The Finest Thing of the Kind." Arapahoe (Neb.) Pioneer: THE OMAHA BEE'S Annual Review for 1882 has been received. It is the finest thing of the kind ever published in the state and does great credit to both Omaha and the publishers.

Good Advice. Ft. Dodge (La.) Times: THE ANNUAL REVIEW OF THE OMAHA DAILY BEE for 1881 is printed on finely finished heavy book paper, the outside pages are covered with large engravings which alone must have cost \$1,000. THE BEE represents the true and noblest element of Nebraska, and might well take the place of some eastern monopoly papers taken hereabouts.

The Finest Ever Seen. Stevens' Point (Wis.) Democrat: Tuesday's mail brought us a copy of THE OMAHA DAILY BEE, one of the finest pieces of journalism we have ever seen. Two sides of the paper is covered with cuts of the prominent business houses, elegant residences of Omaha, and the inside mainly to a review of the progress and condition of the city.

Making an Impression. Fairbault (Minn.) Bee: THE OMAHA BEE gives a splendid display of the progress of that important city for the past year. It gives us the impression that Omaha is rapidly becoming the Chicago of the west.

"A Wonderful Effect." ADRIAN, Mich., June 30, 1881. H. H. Warner & Co.: Sirs—Your Safe Kidney and Liver Cure has had the most wonderful effect upon my wife, who has been troubled for three or four years with a kidney and liver difficulty. F. A. FERSTON.

Sioux City & Pacific RAILROAD. THE SIOUX CITY ROUTE Runs a Solid Train Through from Council Bluffs to St. Paul Without Change Time, Only 17 Hours.

3,000 MILES THE SHORTEST ROUTE TO ST. PAUL, MINNEAPOLIS, DULUTH OR BISMARCK. This is the shortest route to St. Paul, Minneapolis, Duluth or Bismarck, and is the most comfortable and safe route. It is the only route that runs through the heart of the country, and is the only route that is not crowded with passengers.

COUNCIL BLUFFS TO ST. PAUL, MINNEAPOLIS, DULUTH OR BISMARCK. This is the shortest route to St. Paul, Minneapolis, Duluth or Bismarck, and is the most comfortable and safe route. It is the only route that runs through the heart of the country, and is the only route that is not crowded with passengers.

Large number of excellent farms in Douglas, Sully, Saunders, Dodge, Washington, Burd, and their good counties in Eastern Nebraska. 612,500 acres best lands in Douglas, 7,000 acres best lands in Arapahoe county, and large tracts in all the eastern tiers of counties. Over 200,000 acres of the best lands in Nebraska for sale by this agency.

Very large amounts of suburban property in one to ten, twenty, forty, and fifty acre lots, within one to three, four or five miles of the city, at all prices. Money to lend on improved farms; also on improved city property, at the lowest rates of interest. Houses, stores, hotels, farms, lands, lots, etc., at all prices.

One hundred and fifty-one 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 corner of the Sisters Foot Cattle in Shinn's addition. Price ranges from \$75 to \$100 each, and will be sold on easy terms. Tracts of 5, 10, 15, 20, 40 or 80 acres, with buildings and other improvements, and adjoining the city, at all prices.

500 of the best residence lots in the city of Omaha—any location you desire—in the east, south or west, and at bed rock prices.

Remember in taking the Sioux City Route you get a Through Train. The shortest line, the quickest time, and a comfortable ride in the Through Cars between Council Bluffs and St. Paul. Through Cars between Council Bluffs and St. Paul. Through Cars between Council Bluffs and St. Paul.

J. S. WATLES, J. E. BUCHANAN, Gen'l Pass. Agt., F. E. ROBINSON, Supt. Gen'l Pass. Agt., J. H. O'BRYAN, Supt. Gen'l Pass. Agt., Council Bluffs, Iowa.

HOUSES Lots, FARMS, Lands.

For Sale By BEMIS,

FIFTEENTH AND DOUGLAS STS.

No. 254, Full lot fenced and with small building on Capitol Avenue near 25th street, \$700. No. 257, Large lot or block 236 by 270 feet on Hamilton near Irene street, \$2,500. No. 256, Full corner lot on Jones, near 10th street, \$3,000.

No. 255, Two lots on Center street, near Cumming street, \$200. No. 252, Lot on Spruce street, near 6th street, \$50. No. 251, Two lots on Seward, near King street, \$250.

No. 253, Lot on Seward, near King street, \$250. No. 249, Half lot on Dodge, near 11th street, \$100. No. 247, Four beautiful residence lots, near Creighton College (or will sell in parcels), \$8,000.

No. 246, Two lots on Charles, near Cumming street, \$400 each. No. 245, One acre lot on Cumming, near Dutton street, \$750. No. 244, Lot on Farnham, near 18th street, \$4,000.

No. 243, Lot 66 by 123 feet on College street, near St. Mary's Avenue, \$500. No. 242, Lot on Douglas, near 10th street, \$250. No. 241, Lot on Farnham, near 26th street, \$750.

No. 240, Lot 60 by 90 feet on South Avenue, near Mason street, \$500. No. 239, Corner lot on Burr, near 23d street, \$2,500. No. 238, 120x132 feet on Harney, near 24th street (will cut it up), \$2,400.

No. 235, 71x210 feet on Sherman Avenue (16th street), near Grace, \$1,000. No. 234, Lot on Douglas street, near 23d \$750. No. 233, Lot on Douglas street, near C. Pitt Avenue and 23d street, \$1,000. No. 227, Two lots on Decatur, near Irene street, \$500 and \$175 each.

No. 223, 1 of 143 30x110 by 441 feet on Sherman Avenue (16th street), near Cumming, \$2,000. No. 220, Lot 23x60 feet on Dodge, near 13th street, make an offer. No. 217, Lot on 24th street, near Clark, \$600.

No. 216, Lot on Hamilton, near King, \$500. No. 215, Lot on 15th, near Nicholas street, \$500. No. 207, Two lots on 16th, near Pacific street, \$1,400. No. 194, Two lots on Cassell, near 10th street, \$150.

No. 204, Beautiful residence lot on Division street, near Cumming, \$500. No. 203, Lot on Saunders, near Hamilton street, \$500. No. 193, Lot 15th street, near Pacific, \$500.

No. 192, Three lots on Saunders street, near Seward, \$1,310. No. 184, Lot on 20th street, near Sherman street, \$350. No. 184, Two lots on 23d, near Grace street, \$500.

No. 191, Two lots on King, near Hamilton street, \$1,200. No. 190, Two lots on 17th street, near White Lead Works, \$1,500. No. 183, one full block, ten lots, near the bar, \$2,000.

No. 191, lot on Parker, near Irene street, \$500. No. 182, two lots on Cass, near 21st street, (split edge), \$6,000. No. 181, lot on Center, near Cumming street, \$200.