STEELE, JOHNSON & CO.,

WHOLESALE GROCERS

AND JOBBERS IN

Flour, Salt, Sugars, Canned Goods, and All Grocers' Supplies.

A Full Line of the Best Brands of

CIGARS MANUFACTURED TOBACCO.

Agents for BENWOOD NAILS AND LAFLIN & RAND POWDER CO.

THE JELM MOUNTAIN GOLD AND SILVER

Mining and Milling Company.

Working Capital	$300,000.
Capital Stock,	$1,000,000
Par Value of Shares,	$25,000.

STOCK FULLY PAID UP AND NON-ASSESSABLE

Mines Located in BRAMEL MINING DISTRICT.

OFFICERS:

DR. J. I. THOMAS, President, Cummins, Wyoming.
WM. E. TILTON, Vice-President, Cummins, Wyoming
E. N. HARWOOD, Secretary, Cummins, Wyoming.
A. G. LUNN, Treasurer, Cummins, Wyoming.

TRUSTEES:

Dr. J. I. Thomas. Louis Miller W. S. Bramel. A. G. Dunn.
E. N. Harwood. Francis Leavens. Geo. H. Falos. Lewis Zolman.
Dr. J. C. Watkins.

no22me5m GEO. W. KENDALL, Authorized Agent for Sale of Stock: Box 110 Omaha, Neb.

FOSTER & GRAY,

—WHOLESALE—

LUMBER, COAL & LIME,

On River Bank, Bet. Farnham and Douglas Sts.,

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P. BOYER & CO.,

—DEALERS IN—

HALL'S SAFE AND LOCK CO.

Fire and Burglar Proo

SAFES VAULTS, LOCKS, &C.

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—WHOLESALE—

BOOK SELLER AND STATIONER

—AND DEALER N—

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LUMBER.

Lath, Shingles, Pickets,

SASH, DOORS, BLINDS, MOLDINGS, LIME, CEMENT PLASTER, ETC.

STATE AGENT FOR MILWAUKEE CEMENT COMPANY

Near Union Pacific Depot, OMAHA, NE

DOUBLE AND SINGLE ACTING POWER AND HAND

PUMPS!

Steam Pumps, Engine Trimmings,

MINING MACHINERY, BELTING, HOSE, BRASS AND IRON FITTINGS PIPE, STEAM PACKING, AT WHOLESALE AND RETAIL.

HALLADAY WIND-MILLS, CHURCH AND SCHOOL BELLS

A. L. SRANG, 205 Farnham St., Omaha

PILLSBURY'S BEST!

Buy the PATENT PROCESS

MINNESOTA FLOUR.

always gives satisfaction, because it makes superior article of Bread, and is the Cheaper est Flour in the market. Every sack warranted to run alike or money refunded.

W. M. YATES,

THE MISSISSIPPI.

The Father of Waters and the Cause of the Overflow.

Slickens is What Ails Him—The Future a Conundrum—What Can the People Do?

A Californian who navigated the Mississippi forty years ago writes to the Los Angelos Times concerning the present flood:

The newspapers are full of distressing news of the overflow of the Mississippi river. No one who has not seen this great river with his Sunday clothes on has but little idea of the suffering and hardships brought upon the people living along its banks in consequence of these terrible floods, such as they are having down there now. These poor suffering souls are entitled to the sympathy of every man, woman and child in the country, and now is the time for Uncle Srm to show that he is as benevolent as he is powerful. In no other way can everybody lend a helping hand than through government.

For the last thirty or forty years there has been more or less suffering on the lower Mississippi. Of course this suffering is intensified s hundred fold in seasons of unusual floods, such as occurred in 1832, 1846, 1867, and 1882. In 1832 the Ohio river rose to the height of 65 feet. Probably not more than 4 feet difference in the height of the water in those years. It may be interesting to the readers of The Times to know something of the cause of the trouble down there, and what it is that ails the old father of waters that he behaves himself so badly in ordinary years. Slickens is what ails him. Not the kind that is troubling the Sacramento river; but slickens, nevertheless, brought down by the turbulent current of the great river. It is pretty evident that the Mississippi, at one period in the history of this country, poured its water into the Gulf of Mexico at the mouth of the Ohio. All the interval or bottom land from the mouth of the Ohio to the present mouth of the Mississippi is composed of these slickens. There is an immense amount of this debris taken down by the current at all seasons of the year, whether the rain be high or low. The Mississippi from the mouth of the Missouri is always muddy. It is a curious fact that the old father of waters flows all the way from Cairo to the Balize on a ridge considerably higher than the bottoms a little way from his banks. Before the dykes or levees were made along the banks of the river the overflows were not very deep along its banks, and for some distance out into the bottoms, for there is a large extent of land on the western side. No high land can be seen on the western side of the river from Cairo to the gulf, except in one place, in going up or down the river on a vessel. The whole extent of country, a thousand miles long, and from five to fifty miles wide, was overflowed, more or less, every time the river brimmed over. As long as the rain was permitted to overflow these bottom lands, the bed of the river was never materially changed, so far as raising it was concerned. The current overflowing its banks took along an immense amount of debris, and as soon as the water was well over the banks, it became almost standing water, giving the debris an opportunity to settle into fearful mud banks, as many a poor fellow has found to his sorrow. The intervals on the east side are numerous, but not so extensive as on the others, for the river makes its way to the bluff or high land in many places. These intervals are rich and wonderfully productive, and it was natural enough that the owners of these rich lands should devise means to keep the overflow of the river off these lands. A system of dikes or levees was devised and gone into, and just here is where the troubles commenced. They did make dikes, high and strong enough to keep the river within its banks for a time, except in such terrible cases as mentioned. But just as soon as the river was confined within its banks, the bed of the river began to rise, for the debris had to settle somewhere, and so the dikes had to be raised, and now at an ordinary spring freshet there flows by those large cotton and sugar plantations on the lower Mississippi an immense body of water twelve to fifteen feet higher than the main land. Standing on the boiler deck of the steamer as we passed up and down the river, it looked as if the deck of the steamer was abont even with the tops of the houses along shore. When such a body of water cuts a gap through one of these dikes two or three hundred feet long, is it any wonder that the adjacent plantations are soon deluged? Forty years ago I was up and down the river frequently and noticed what was going on and I turned prophet, as it was, on my own private account and said to myself, these fellows may, for a time, keep this great river between these dikes, but by and by the river bed will get full of mud and sand, and then the old father will break through these temporary banks and ruin the plantations. The planters down there might have put off the day of their calamity a few years, had they, at the start, allowed the river at least five miles in width in which to flow by, but instead of that they did not allow one-third that distance in places. The bed of the river is now so high that it requires about the profits of th plantations to keep the dikes high enough to keep off the water in ordinary high water, much less such awful floods as they are now having. Another decade and it will take all they can raise to pay for keeping up the dikes. Some of those large cotton and sugar planters have been squealing for several years. They say it is the duty af Uncle Sam to come to the rescue, and keep up the dikes for them. That is about on a par with our slickens gentlemen up above Sacramento, applying to the state to take off the slickens that they may continue to make money by washing down the mountains into the Sacramento river, raising its bed until no dike can be made that will keep this water off the farms and cities along its banks. May be Uncle Sam will do it—may be he won't.

PACIFIC RAILROAD FINANCES.

An Official Statement of Earnings, Operating Expenses and Government Expenses.

The secretary of the interior, in response to an inquiry from the house, gives a detailed statement of the financial condition of the Pacific roads. The totals are as follows: Central branch of the Union Pacific, from October, 1868, to December 31, 1881: Gross earnings, $5,042,891; operating expenses, $3 581,699.10; net earnings, $1,461,191.90. The interest on first mortgage bonds, amounting to $96,000 per annum, is not included in the operating expenses.

Union Pacific, from November, 1869, to December 31, 1881: Gross earnings, $157,899,369.66; operatine expenses, $78,213,915.47; net earnings, $79,685,454 19. The annual interest on the first morigage bonds of the Union Pacific amounts to $1,633,740. Since the consolidation the annual interest on the first mortgage bonds amounts to $2,480,640, and is not included in the operating expenses in this statement. This satement, however, includes the Kansas and Denver Pacific, whi h was consolidated with the Union Pacific January 20, 1880. The Kansas Pacific, from November, 1868, to December 31, 1879, 394 miles subsidized with bonds; gross earnings, $25,567,995.18: operating expenses, $14,536,720.14; net earnings, $11,031,276.04. The interest on the first mortgage bonds, amounting to $378,180 per annum, is not included in this statement of operating expenses. The earnings and expenses of this road, subsequent to December, 1879, are included in the statement of the Union Pacific. Central Pacific, November, 6, 1869, to December 31, 1881: Gross earnings, $184,381,096.63; operating expenses, $119,873,378 88; net earnings, $64,507,715.75. Interest on the first mortgage bonds, amounting to $1,717,080 per annum, is not included in the operating expenses. Sioux City and Pacific, 117.42 miles, from September 30, 1868, to December 31, 1821: Gross earnings, $4,471 927 52; operating expenses, $3 279.933 88; net earnings, $1,191,993 64. Interest on the first mortgage bonds, amounting to $97,680 per annum, is not included in the operating expenses.

The letter of transmission states that prior to July 1, 1878, no official returns were furnished the department, but the dates are believed to be reliable.

Bradford, Pa.

Thos. Fitchan, Bradford, Pa., writes: "I enclose money for SPRING BLOSSOM, as I said I would if it cured me. My dyspepsia has vanished, with all its symptoms. Many thanks; I shall never be without it in the house." Price 50 cents, trial bottles 10 cents. mch21-1w

AN HONEST MEDICINE FREE OF COST.

Of all medicines advertised to cure any affection of the Throat, Chest or Lungs, we know of none we can recommend so highly as DR. KING'S NEW DISCOVERY for Consumption Coughs, Colds, Asthma, Bronchitis Hay Fever, Hoarseness, Tickling in the Throat, loss of voice, etc. This medicine does positively cure, and that where everything else has failed. No medicine can show one-half so many positive and permanent cures as have already been effected by this truly wonderful remedy. For Asthma and Bronchitis it is a perfect specific, curing the very worst cases in the shortest time possible. We say by all means give it a trial. Trial bottles free. Regular size $1.00. For sale by 3(1)1y ISH & MCMAHON, Omaha.

Real Estate

5,000 PIECES OF PROPERTY!

For Sale

By JOHN M. CLARKE,

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FAST TIME!

In going East take the

Chicago & Northwestern RAILWAY.

Trains leave Omaha 8:40 p. m. and 7:40 a. m. For full information call on H. P. DUEL, Ticket Agent, 14th and Farnham Sts J. BELL, U. P. Railway Depot, or at JAMES T. CLARK, Gener Agent, Omaha ja17m&e tf

BOSTON MARKET,

Cuming Street

J. J. NOBES, Propr.

Fresh and Salt Meats of all Kinds, Poultry, Fish, &c., in Season.

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M. R. RISDON,

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REPRESENTS:

Phoenix Assurance Co., of London, Cash Assetts	$5,364,504.00
Westchester, N. Y., Capital	1,000,000.00
The Merchants, of Newark, N. J., Capital	1,275,000.0
Giard Fire, Philadelphia, Capital	1,200,000.0
Firemen's Fund	1,239,915.0
British America Assurance Co	1,500,000.0

Office, Boyd's Opera House.

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(Formerly of Gish & Jacobs,)

UNDERTAKER

Dexter L. Thomas & Bro.

WILL BUY AND SELL

REAL ESTATE

AND ALL TRANSACTION CONNECTED THEREWITH.

Pay Taxes, Rent Houses, Etc.

IF YOU WANT TO BUY OR SELL

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West for being the most direct, quickest, and safest line connecting the great Metropolis, CHICAGO, and the EASTERN, NORTH-EASTERN, EAST and SOUTH-EASTERN LINES, which terminate here, with KANSAS CITY, LEAVENWORTH, ATCHISON, COUNCIL BLUFFS and OMAHA, the COMMERCIAL CENTRES from which radiate

EVERY LINE OF ROAD

that penetrates the Continent from the Missouri River to the Pacific Slope.

CHICAGO ROCK ISLAND & PACIFIC RAILWAY

is the only line from Chicago owning track in Kansas, or which, by its own road, reaches the points above named. No TRANSFERS BY CARRIAGE No MISSING CONNECTIONS! No huddling in ill ventilated or unclean cars, as every passenger carried in roomy, clean and ventilated coaches upon Fast Express Trains

DAY CARS of unrivaled magnificence, PULLMAN PALACE SLEEPING CARS, and our own world-famous DINING CARS, upon which meals are served of unsurpassed excellence, at the low rate of SEVENTY FIVE CENTS EACH, with ample time for healthful enjoyment.

Through Cars between Chicago, Peoria, Milwaukee and Missouri River Points and close connections at all points of intersection with other roads.

We ticket (do not forget this) directly to every place of importance in Kansas, Nebraska, Black Hills, Wyoming, Utah, Idaho, Nevada, California, Oregon, Washington Territory, Colorado, Arizona and New Mexico.

Ask liberal arrangements regarding baggage of any other line, and rates of fare always as low as competitors, who furnish but a tithe of the comfort.

Dogs and tackle of sportsmen free.

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R. R. CABLE, Vice Pres't & Gen. Manager, Chicago. E. ST. JOHN, Gen. Ticket and Pass'r Agt Chicago.

1880. SHORT LINE. 1880.

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IS THE ONLY

Direct Line to ST. LOUIS

AND THE EAST

From Omaha and the West.

No change of cars between Omaha and St. Louis, and but one between OMAHA and NEW YORK.

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Daily Passenger Trains

REACHING ALL

EASTERN AND WESTERN CITIES with LESS CHARGES and IN ADVANCE of ALL OTHER LINES.

This entire line is equipped with Pullman's Palace Sleeping Cars, Palace Day Coaches, Miller's Safety Platform and Coupler, and the celebrated Westinghouse Air-brake.

See that your ticket reads VIA KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS Railroad, via St. Joseph and St. Louis.

Tickets for sale at all coupon stations in the West. J. F. BARNARD, Gen. Supt., St. Joseph, Mo

A. C. DAWES, Gen. Pass. and Ticket Agt., St. Joseph, Mo.

ANDY BODDES, Ticket Agent, 1020 Farnham street.

A. B. BARNARD General Agent, OMAHA, NE

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

—IT IS—

100 MILES THE SHORTEST ROUTE

FROM

COUNCIL BLUFFS

TO ST. PAUL, MINNEAPOLIS DULUTH OR BISMARCK

and all points in Northern Iowa, Minnesota and Dakota. This line is equipped with the improved Westinghouse Automatic Air-brake and Miller Platform Coupler and Buffer: and for

SPEED, SAFETY AND COMFORT

is unsurpassed. Pullman Palace Sleeping Car run through WITHOUT CHANGE between Kansas City and St. Paul, via Council Bluffs and Sioux City.

Trains leave Union Pacific Transfer at Council Bluffs, at 7:35 p. m. daily on arrival of Kansas City, St. Joseph and Council Bluffs train from the South. Arriving at Sioux City 11:35 p. m., and at the New Union Depot at St. Paul at 12:30 noon.

TEN HOURS IN ADVANCE OF ANY OTHER ROUTE.

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

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See that your Tickets read via the "Sioux City and Pacific Railroad."

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THE OCCIDENTAL!

J. I. PAYNTER, Proprietor

Corner 10th and Howard Streets,

OMAHA, NEB.

Rates Two Dollars Per Day.

STATEMENT OF THE AMERICAN FIRE INSURANCE COMPANY, OF PHILADELPHIA

January, 1st. 1882.

Cash Capital,	$400,000 00
Reserve for Re-Ins	516,246 66
Reserve for Unpaid Loans and other claims	42,827 82
Net Surplus	661,232 89
	$1,620,307-38

SUMMARY OF INVESTMENT.

Real Estate	$150,100 00
Mortgages 1st liens,	289,339 50
Loans on Collaterals	118,762 41
Socks and Bonds	445,160 25
U. S. Bonds	529,100
Ground Rents	19,820 01
Premiums in course of Collection	16,368 67
Accrued Int. and Rents	13,217 91
Cash on hand and in Banks	38,408 63
	$1,620,307-37.

THOS. R. MARIS, President. THOS. A. MONTGOMERY, Vice-President.

A. C. L. CRAWFORD, Secretary,

RICHARD MARIS Ass't Secretary.

STATE OF NEBRASKA, INSURANCE DEPARTMENT, LINCOLN, Feb. 1, 1882. AUDITOR'S OFFICE.

It is hereby certified that the American Fire Insurance Co., of Philadelphia, in the State of Pennsylvania has complied with the Insurance law of this State, and is authorized to transact the business of Fire Insurance in this State for the current year.

Witness my hand and seal of the Auditor of Public Accounts the day and year above writ en.

JOHN WALLICHS, Auditor of Public Accounts. In Charge of Insurance Department.

BUSINESS DIRECTOYR. OF ESSEX, PAGE COUNTY, IOWA.

HAMBURG BRANCH OF THE C, B. & Q.

F. M. Wilson	Cashier, B. M. Webster's Bank
Nye & Moore	General Merchandise
A. M. Jones	General Merchandise
John Linderholm	General Merchandise
J. O. Eastman	General Merchandise
Johnson & Donaldson	General Merchandise
Joseph Taverner	Groceries
Nelson Bros	Groceries & Meat
W. C. Maxwell	Restaurant and Confectionery
Charles Hemenover	Restaurant and Confectionery
O. E. Brooks	Restaurant and Confectionery
W. N. Malony	Hardware and Farm Implements
DeLee & Ross	Hardware and Farm Implements
C. Nichols	Drugs
M. Barlow	Drugs
N. S. Gromberg	Drugs
James Martin	Packing House
Pearson & Hartman	Harness
W. H. C. Moore, M. D	Physician
E. Eckerson, M. D	Physician
O. M. Burhank, M. D	Physician
Stearns & Runner	Homeopathic Physicians
G. B. Jennings	Law
G. W. Churchill	Essex Index
D. A. Poe	Lumber and Coal
Geo. Palmer & Co	Lumber and Coal
Pendleton & Co	Elevator
C. M. Folk	Steam Elevator and Mill
G. W. Churchill	Nursery
J. M. Russell	Nursery
H. C. Kiester	Coal
L. B Day	Grain and Stock
Landon & Linderholm	Stock
Amos & Malone	Stock
A. H. Dray	
A. A. Borden	
A. Blodgett	Lindell House
J. F. Kinney	Boots and Shoes
S. A. Collins	Livery
J. C. Thorp	Barber
George Stitt	Barber
D. W. Jones	Creamery

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OPERA HOUSE SHOE STORE,

Under Boyd's Opera House.

Are noW daily receiving large Stocks of

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And invite the people to call and examine Goods.

Good Goods! Low Prices!

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the first to make the announcement to his customers and the general public.

MATTINGS, OIL CLOTH AND WINDOW SHADES,

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We carry the largest stock and make the Lowest Prices. Orders promptly filled and every attention given to patrons.

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