

The Omaha Bee

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

Proclamation by the Governor

Convening the Legislature

WHEREAS, The constitution of the state of Nebraska provides that the governor may, on extraordinary occasions, convene the legislature by proclamation; and

WHEREAS, Important public interest of an extraordinary character requires the exercise of this authority;

Therefore, I, Albinus N. Moore, governor of the state of Nebraska, do hereby convene the legislature at the capitol in Lincoln on Wednesday the 10th of May, 1882, at 12 o'clock m. of said day for the purposes herein stated as follows, to-wit:

First, To appropriate the state into three congressional districts and to provide for the election of representatives therein.

Second, To amend an act approved March 1st, 1881, entitled "An act to incorporate cities of the first class and regulation of their duties, powers and government," by conferring additional power upon cities of the first class for the purpose of paving or macadamizing streets and alleys and also providing for the creation and appointment of a board of public works therein.

Third, To assign the county of Custer to some judicial district in the state.

Fourth, To amend section 69, chapter 14, of the compiled statutes of Nebraska entitled "Cities of the second class and villages."

Fifth, To provide for the expenses incurred in suppressing the recent riots at Omaha and protecting citizens of the state from domestic violence.

Sixth, To give the assent of state to the provision of an act of congress to extend the northern boundary of the state of Nebraska.

Seventh, To provide for the payment of the ordinary and contingent expenses of the legislature incurred during the special session hereby convened.

In testimony whereof, I have hereunto set my hand and caused to be affixed the great seal of the state.

Done at Lincoln, this 26th of April, A. D. 1882, the sixteenth year of the creation, and the independence of the United States, the one hundred and sixth.

By the governor: ALBINUS N. MOORE, S. J. ALEXANDER, Sec. of State.

BLAINE has given the British lion's tail another twist.

ANTI-MONOPOLY and anti-Omahas are one and the same thing in the eyes of the brass band editors of the railroad organs.

The Mason fund now amounts to \$10,000. Betty can buy an immense amount of soothing syrup for the baby with this amount of money.

The new secretary of the navy is said to be overhauling the machinery of the navy, including the political machinery. Just now he is a ship Chandler.

There are symptoms of general trouble among the Arizona Indians and loud calls are coming from the editorial papers for the strengthening of the army at the seat of war.

FARMERS are very busy just now, but the railroad attorneys who imagine that they are too busy to think a little on politics and to watch the course of political events in the state are likely to find themselves mistaken.

Of course a territorial government is needed for Alaska. The population of that country, which is ninety-nine per cent. Esquimaux, who live on blubber and seal, are dying for a constitutional government. A governor, secretary of state and a full quota of courts ought immediately to be secured. This would help out immensely the needs of a few hungry office seekers in Washington who would go to the North Pole if assured of a fat salary and a return ticket.

Over a million of dollars' worth of steel rails were laid on the Union Pacific during the past year and Sidney Dillon congratulates the stockholders that no injection of water into the stock of the road was necessary to meet the expenses incurred in the work. When comfortable dividends amounting to 20 per cent on the actual cost of the road and equipment are paid with prompt regularity it is difficult to see what reason there would be for any further increase of the bonded indebtedness.

The Omaha papers are fawning and cringing to Jay Gould like yellow dogs before their master. This, however, is politics. Omaha needs a new plank sidewalk, a new horse cart and a new town pump, and Jay Gould and his Union Pacific railroad are expected to furnish these metropolitan luxuries.—Denver Tribune.

The Omaha papers which fawn to Jay Gould are either owned or controlled by that eminent stock jobber, and neither represent the sentiment of Omaha nor are they supported by its people. The only metropolitan luxury which Gould and his Union Pacific railroad have furnished to this city is a rural cow-shed of a depot and several hundred thousand dollars in bonded indebtedness voted to secure a Union depot and the terminus of the Union Pacific railroad.

FINK'S FIGURES.

Mr. Albert Fink is the commissioner of the eastern trunk lines, the head of their literary bureau, and draws a handsome salary for his services in preventing competition between the companies by which he is employed and in maintaining rates between Chicago and the Atlantic seaboard. He has lately been before the committee on commerce of the house of representatives, and was heard in a lengthy argument, in which he endeavored to prove that the American railroad system was the cheapest and best conducted of any on the face of the globe.

Mr. Fink informs the committee that the people have generally the most extravagant ideas about railroad profits. He claims that those corporations which have more than legal interest upon the capital invested, like the New York Central, are made objects of attack, while roads like the Erie, which is bankrupt, are never mentioned. Mr. Fink's comparison is very unfortunate. Until the Erie railroad got into the hands of that unscrupulous stock jobber, Jay Gould, it was in a fair way to earn handsome profits on its legitimate capital investment. The injection of nearly \$20,000,000 of water into its stock and a downright steal of \$8,000,000 from its stockholders by Jay Gould alone made the road bankrupt, and, notwithstanding this fact, the people have been paying enormous sums in high passenger and freight rates ever since to pay interest on this so-called capital and stock indebtedness which represents the plunderings of the greatest magnate of our present faultless railroad system. The same cause readily accounts for the bankruptcy of other railroads. It is not all surprising that Mr. Fink "has never heard of a single instance where the people have offered assistance to bankrupt railroads, nor even expressed sympathy for them." They have been too familiar with the methods of railroad construction and manipulation in this country to waste their sympathy on the highwaymen who are picking their pockets in order to pay interest on their own plunderings.

Mr. Fink insists that the capitalization of railroads in this country does not exceed \$68,000 per mile, and says that this is less than the property could be reproduced for at this time. He gives the following as the cost per mile of the roads in other countries:

Table with 2 columns: Country, Cost per mile. Great Britain, \$200,000; France, 188,000; Russia, 135,000; Austria, 109,000; Germany, 105,000; Italy, 100,000; United States, 58,000.

The speaker, of course, neglected to explain that railroad construction in Europe and America are as different as a sod house is from a brick mansion. Magnificent viaducts, long tunnels, solid stone bridges, miles of costly embankments and superb terminal and way stations, together with every appliance for solidity and safety, make European railroads necessarily as much more costly, as they are more substantial, than those of this country. To this must be added the great cost incurred for right-of-way through populous cities and a thickly settled country items which more than quadruple the legitimate capitalization of the roads. When Mr. Fink places the actual cost of construction of American railroads at \$68,000 per mile he states an absurdity. In the western states the average cost of construction of the railroads has not exceeded \$15,000. Even this sum represents in many instances from ten to twenty per cent more than the actual cost, which amount has been pocketed by construction rings formed of the railroad officials themselves. Manager Touzalin before the state board of equalization placed the cost of construction of the Republican valley road at \$12,000 per mile. This is a fair average for most of the railroads in the prairie states. In the east where there are bridges and tunnels to be built the cost is of course increased. But even adding the equipment, which Mr. Fink places at \$6,000 per mile, and some fancy items for discount on matured bonds, duty on rails, etc., an average of \$35,000 per mile legitimate capitalization would amply cover all contingencies, and very nearly represent the cost of construction of American railroads. Nor must it be overlooked that the money necessary to bring a road bed and equipment to the condition of our best managed trunk lines is secured after construction from the earnings of the road. It is highly probable that the Pennsylvania road could be built and equipped as it stands today for \$35,000 a mile, but its present magnificent condition has been secured from the taxes which it has imposed on the people, and it is not represented, by any means, by the original capitalization upon which it earned its first dividends.

An English railway journal recently stated as a fact that no country on the globe excepting the United States permits such barefaced swindling of stockholders and the public by stock watering as does our own. It is estimated that fully one-third of the capitalization of railroads in America is water. On a number of the trunk lines more than

half the stock is pure water, injected by resolutions of the directors and the declaring of stock dividends to cover up the enormous earnings of the companies. A few years ago the Rock Island road declared a stock dividend of 100 per cent. In other words they watered their stock by this amount rather than declare a 100 per cent dividend out of their earnings. This Mr. Fink would class as legitimate capitalization and going to make up his average of \$50,000, the amount at which he places the cost of construction for railroads in this country.

VALUATION AND ASSESSMENT.

The constitution of Nebraska, article ix. (revenue and finance), makes it the duty of the legislature to "provide such revenue as may be needed, by levying a tax by valuation, so that every person and corporation shall pay a tax in proportion to the value of his, her or its property and franchises, the value to be ascertained in such manner as the legislature may direct. In compliance with this provision of the constitution the legislature has enacted a general revenue law with explicit directions as to the manner in which assessments shall be made. The act of 1879 which governs our present system of taxation provides:

SECTION 5. Real property shall be valued as follows: First, each tract or lot of real property shall be valued at its fair value, estimated at the price it would bring at a voluntary sale thereof, where public notice has been given and a payment of one-third cash and the balance secured by a mortgage upon the property.

These plain provisions of the law remain a dead letter on our statute books. There is not a county, city, town or precinct in the state where the taxable property has ever been assessed at its fair value estimated at what it would bring at a voluntary sale. Custom, which often becomes a higher law than the laws enacted by legislatures, has established the basis of valuation for every species of property at about fifty per cent of its market value. This is what assessors everywhere in Nebraska claim to be fair valuation for listing property. In some localities they only rate property at one-third of its market value.

Now, if all the taxable property in this state was uniformly returned at one-half or even one-third of its market value, nobody would be wronged because whatever general or local tax was imposed would be levied equally upon all classes of property.

But when the property of one man or corporation is returned at one-half its market value and the property of another party is returned at one-sixth, one-eighth or one-tenth of its market value, a great wrong is committed, which in plain English may be called undervaluation and discrimination in assessments has become a crying evil all over the state that must be arrested.

Nowhere is a radical reform in the assessment of property needed more than right here in Omaha. Our assessors have followed the method pursued by our registrars, who carry dead men and men who have years ago moved from the city on their roll of voters from one year to another. They copy the assessment roll of the preceding year as a matter of convenience, no matter how much the property may have risen in value by reason of buildings erected thereon or general improvements made in the locality.

The facts and figures we have published during the past few days show the necessity of a thorough revision of our city assessments. The exhibit we have made is not mere guess work, but has been carefully compiled from the official records by a competent man, who has been employed by THE BEE for this work. He was instructed to furnish the facts regardless as to whom they may affect.

It is essential above all things that taxes should be imposed equally upon all property owners, and this can only be done by an impartial assessment that will regard no rank or station. There must be no distinction between the owner of the shanty and the owner of the most costly mansion.

Those who fear that THE BEE will injure Omaha by exposing these glaring wrongs are needlessly alarmed. No honest tax payer who is willing to bear his share of the burden of government can justly object to our demand for a thorough revision of our assessment rolls.

If Omaha assessments when properly equalized are higher than those of other sections of the state, our county commissioners can equalize them by a general and uniform reduction. But we insist upon impartial and equitable assessments that will place tax-payers equally upon all classes of tax-payers and all classes of property.

The Evening Post thinks that our army has many virtues but that strict economy is not one of them. It has cost the quartermaster and commissary departments over three and a half millions so far to adjudicate claims growing out of the late war and almost one-half of the \$5,549 claims are as yet unsettled. Red taping is always expensive.

DR. MILLER'S preferred candidates for the board of public works are taking an active interest in stone quarries and sewer supplies.

FAST MAILS FOR THE WEST.

The business interests of the west demand the placing of fast trains on the trunk lines between the Missouri river and the great lakes. There is no reason why Omaha, St. Paul and Kansas City should be debarred privileges equal to those accorded Buffalo, Pittsburgh and Cincinnati. The vast commercial interests of Chicago are greatly hampered by the length of time which it requires for communication between merchants in that city and buyers in the states adjoining. While New York and Philadelphia are aided by the government with paid transit for their incoming and outgoing mails, the far west, which furnishes a large proportion of the self-supporting post offices, is compelled to satisfy itself with such mail accommodations as are furnished by local trains running at an average rate of from twenty to twenty-five miles an hour. The distance between Chicago and Omaha is 490 miles, and is traversed by the mail trains in twenty-two hours, an average of not quite twenty-three miles an hour. Mails between Chicago and New York are carried through in twenty-three hours, at a speed of over thirty-six miles an hour, the distance being nearly double that between Chicago and Omaha. This is a marked discrimination against the Missouri river towns. It is all the less excusable because the mails for the Pacific coast and the through Australian mails are also carried over the lines west from Chicago.

For the first time congress has appeared to recognize the necessity of taking some action looking towards faster mail accommodations for the west, but the two houses are now at loggerheads over the size of the appropriation necessary to carry out the end in view. The house of representatives in the post office appropriation bill inserted an item of \$500,000 for "necessary and special mail facilities on the trunk lines." This item the senate increased to \$650,000 with the added proviso that sum should be ratably distributed throughout the country. The house refusing to concur in this amendment, a conference committee was appointed, which has failed to come to an agreement.

It appears from statements of Messrs. Caswell and Cannon, of the house committee, that the senate amendment would compel the postmaster general to distribute the appropriation throughout the state, and this division of the fund would scatter it so as to make it of little value to any section. Postmaster General Howe states that, under the original bill as reported from the house, he would have been able to have extended the fast mail west to Omaha, St. Paul and Kansas City, and probably to the Pacific coast with an additional fast line to New Orleans for the south.

With this light thrown on the subject, the senate committee ought to find it easy to recede from their amendment. Fast mail trains are needed most of all by the great commercial centers which act as distributing points to the country adjacent. These ought first to be supplied. If any of the appropriation remains unexpended after securing this end it can be applied to bringing the smaller towns into closer mail connections with the larger cities. But any diversion of the appropriation which would fail to secure fast mails for such cities as Chicago, Omaha, St. Paul, Kansas City, and the Pacific coast for the purpose of quickening the time on stub lines of railroad would be the sheerest folly, and defeat the main object of the petitions which have finally induced congress to take some action upon the subject of fast mails.

That was a rather smart bit of strategy in the Jefferson square pool to take the market proposals out of the hands of the committee on public property and improvements, to which it properly belongs, and place it in the hands of a select committee that is made up favorably to their project. The committee will doubtless report very promptly but the council had better go slow before they enter into that fifty year contract.

The proceedings of the trades assembly look very much like a report of an adjourned meeting of Hascael's ratification jamboree at the Academy of Music. The same old crowd of performers appear in the front seats on the platform.

Nebraska Editorial Excursion. Miles City (Mont.) Journal.

During the month of July the brethren of the quill and scissors in Nebraska hit themselves to Salt Lake and the National park, for a regular jamboree. They have figured up the cost and it is expected that their assets will average \$50 each. What a bloated set of bondholders they are to be sure. The editor at interim of The Journal remembers the time when the president of the association, was glad enough, as a member of the Nebraska legislature, to wrangle with the woman's suffrage committee at \$3 a day and almost one-half of the \$5,549 claims are as yet unsettled. Red taping is always expensive.

DR. MILLER'S preferred candidates for the board of public works are taking an active interest in stone quarries and sewer supplies.

VISIBLE IMPROVEMENT.

Mr. Noah Bates, Elmira, N. Y., writes: "Just four years ago I had an attack of bilious fever, and never fully recovered. My digestive organs were weakened, and I would be completely prostrated for days. After using two bottles of your Burdock Blood Bitters, my improvement was so visible that I was astonished. I can now, though 61 years of age, do a fair and reasonable day's work." Price \$1.00

STATE NOTINGS.

The Herdies are out again in Lincoln. Platamouth is agitating a street railway. York supports one dozen lawyers and eight physicians.

The busy burglar is working Grand Island. The bicycle mania is about to break loose in Lincoln.

Boss Stout received four boarders from Omaha, recently. An old man was fined \$140 in the shadow of the university at Lincoln.

The new brick yard at North Platte will commence burning next month. D. D. Crow, of Sherman county, has been arrested for embezzling county funds.

A \$20,000 flour mill is the latest addition to the industries of Grand Island. The late Valparaiso Avalanche has taken to the lecture field as a champion of the cloven-trodden sex.

Henry Tetrahm, Howard county's boy murderer, has been sentenced to twenty years' imprisonment at hard labor. Geo. K. W. Furness has gone to Denver to take charge of the mining exposition, the buildings for which are now being constructed.

Dr. Bolivar, a conspicuous citizen of Lincoln, and a frequent visitor of the cooler, is out in time for the extra session. Twelve hundred dollars have been raised to assist in enforcing the prohibition measures of the new town board at David City.

Fillmore county is enjoying the biggest boom in its history. The crop acreage in many sections will be increased fully thirty per cent this year.

The Plattsmouth Journal had a severe attack of delirium tremens a few days ago, superinduced by the belief that Omaha's jealous of the growth of the semi-bill city.

The officials of Lincoln county have been notified by the United States marshal to show cause why a judgment should not issue against the county in an amount between seven and eight hundred dollars.

A creamery on an extensive scale is being established at Gibbon, Buffalo county. It is to be controlled by a joint stock company and is now putting in the necessary machinery.

The measles is raging in Dawson county and on the South Loup, in Custer county. Several little children are assumed to have died in that section lately from the contagio, which appears to be a very virulent form.

Charles Shields, deputy clerk of Sherman county, is wanted in that region to explain his system of single and double entry book keeping, by which sherman has been swindled out of a some money.

Destructive prairie fires raged near Neligh and there is talk of lynching the persons who started them. Several valuable farms were ruined and much hay and farm machinery burned.

RAILROAD NOTES.

The Missouri Pacific railroad will have seventeen depots in Nebraska, out of which only three are equal in size to the one at Weeping Water.

The Missouri Pacific surveyors ran a line through North Bend, last week. The company evidently intends to push into Northern Nebraska as early as possible, and several routes are being examined. They have also surveyed a line to Fremont and to Schuyler, and it is presumed they will report as to which is the most practicable.

The Norfolk branch of the Chicago, St. Paul and Omaha was opened for business on the 21st. The train will leave Covington at 1:15 p. m. for Norfolk and arrive at Covington at 1:15. The train runs through without change, and is independent of all other trains on the road. It connects at Emerson Junction with the Omaha train, and at Norfolk a good connection is made with the branch of the Union Pacific for Columbus.

The Blue Springs appear to have unlimited faith in the promises of the Union Pacific. The Motor says "the breach between Blue Springs and the Union Pacific and farther, that the line will be extended south from Marysville, Kan., to Kansas City, Mo. The U. P. folks may be slow to get it, but they will do it. They will do all they have promised, and it is a settled fact that Blue Springs is under their special guardianship and they will never forsake their post as long as Blue Springs stands boldly to the fr."

The Burlington and Colorado railroad company has in course of construction at its shops in Aurora four Horton chair-cars, which it is estimated will be more elegant and convenient than any cars of this kind ever constructed heretofore. They will cost about \$5,000 each.

The adoption of the Westinghouse air brake in Europe is becoming general. A company for its manufacture, and its introduction has lately been organized among the directors of which are several gentlemen bearing titles. The grand total of those now in use in the world is estimated at 599, on cars 29,562.

The Pennsylvania Railroad company has taken a most judicious step in issuing an order to agents to sell no tickets to intoxicated persons, and getmen at the de-

ST. LOUIS, MO., March 17, 1881.

H. H. WARNER & Co.: Sirs—For twelve years I suffered from kidney troubles until your Safe Kidney and Liver Cure wrought a wonderful restoration of health.

APRIL 7th JOHN M. WARD.

PROPERTY OWNERS' FLUMS.

Remarkable Valuation of Suburban Property the Worst Yet

We find upon examination that property in the additions north and northwest of the city is assessed equally as low as that south and southwest and we will cite a few samples. In Horbach's second addition lot 2 block 3 sold October, 1881, for \$475 and is assessed at \$165. Lot 9 block 2 sold October, 1881, for \$250, is assessed at \$75, and lot 10 block 1 sold December, 1881, for \$1,347, is assessed at \$250. In Horbach's first addition we do not find the assessment as low in proportion to the market value as that described above. The assessment is very low, however, as the lots all front on Sixteenth street and are nearly all double the size of an ordinary city lot. The following property in Shinn's addition is within one block of Saunders' street and the horse railway: Lots 5, 6 and 7, block 4, sold April, 1880, for \$1,200, assessed at \$350; lot 4, block 2, sold May, 1881, for \$425, assessed at \$100; lot 5, block 6, sold October, 1881, for \$475, assessed at \$110; lot 9, block 11, sold May, 1881, for \$600, assessed at \$140; lot 12, block 10, sold September, 1881, for \$440, assessed at \$125; and lot 3, block 12, sold February, 1882, for \$1,000, assessed at \$300. This is a fair sample of all property in this part of the city, but we will give a few more comparisons. Lots 3 and 4, block 2, Armstrong's addition, sold November, 1881, for \$5,000, assessed at \$1,200; and in the same addition in lot 10, block 1, sold July, 1881, for \$2,000, assessed at \$750. Lot 14, block 1, sold February, 1882, for \$836, assessed \$175; and lot 15, block 1, sold October, 1881, for \$1,500, assessed \$250. In Shinn's addition, lot 56 and 65, sold May, 1881, for \$1,000 and assessed at \$175. Lot 79 sold March, 1882, for \$400; assessed at \$60. North half of lot 119 sold May, 1881, for \$350; assessed at \$100 and the east 99 feet of lot 115 sold March, 1882, for \$1,200; assessed at \$180. We find that the land adjoining the above property that has been placed as an addition, assessed still lower in proportion, as one acre on the east side of Sixteenth, which sold March, 1882, for \$1,200; assessed at \$150. Thirty-four one-hundredths of an acre on the west side of Sixteenth street sold January, 1882, for \$1,050, assessed at \$225, and 36 acres west of Eighteenth street assessed at \$510. In Elizabeth Place addition all unimproved lots are assessed at \$85, and the same have been selling for the past two years for from \$350 to \$500, and could not be purchased to-day at those prices. Poppleton's 4 37-100 acres, with residence on the opposite side of the street at \$5,000. In Lake's and Millard's and Caldwell's additions the assessments are about the same as above, and the Oliver-Kountze tract north of same, containing 160 acres, is assessed at \$15,000, which is very low.

In Hartman's addition, south of the city, and about the same distance from business, unimproved lots are assessed at \$50 and \$150, and improved lots at from \$200 to \$500.

The worst assessment that we have found yet is in Hanscom's Place addition, and we are unable to comprehend how the board of commissioners could ever work and not take the proper steps to correct it. The entire addition is assessed at \$15 or \$20 a lot, and nearly the entire property has been sold during the past two years at from \$200 to \$600 a lot. Bartlett's addition, Terrace addition and John I. Redick's addition are assessed very low, but not as low in proportion as the last above.

Army of the Tennessee Reunion. St. Louis, April 26.—John A. Marton, manager of DeBar's opera house, writes to the committee of arrangements for the Army of the Tennessee reunion, accepting the invitation to deliver a recitation in response to the toast, "The President of the United States," at the banquet. In response to invitations to attend the reunion the most recent letters which have been received are from General Craft J. Wright, of Chicago; General W. H. T. Terrell, of Indianapolis; General Madison Miller, of Randolph county, Illinois; Major W. B. Collins and Major James Sullivan, of Keokuk, Captain W. A. Whitehead, of New Orleans, and Colonel David More, of Canton, Missouri.

Railroad Collision. Cincinnati, April 26.—By a collision on the Cincinnati Southern road at Lexington, Ky., this morning, Engineer Driscoll was killed and his engine badly smashed up.

HOUSES AND LOTS! For Sale By BEHMS, FIFTEENTH AND DOUGLAS STS., No. 105, House of 6 rooms, well, cellar, etc., with three acres of ground near Grand St., Mary's ave., \$50. Large brick house with beautiful lot on Farm near 16th st., \$7500. No. 108, House of 6 rooms, corner lot, near 1st and 16th, \$7500. No. 109, House of 6 rooms, corner lot on 5th near 1st, \$7500. No. 110, One and one-half story house 10 rooms lot 86x118 feet on Sherman ave (16th st) near Poppleton's \$2500. No. 111, Two story house of 7 rooms, cellar, well and 2 1/2 acres on Sherman ave (16th st) near Clark's \$2500. No. 112, Large house of 10 rooms and lot 87x234 feet on Farm near 21st \$9000. No. 113, Large brick house of 10 rooms corner lot on Burd at 22nd \$2500. Make an offer. No. 114, Large brick house 10 rooms and one half lot on 16th at North Dodge, \$15,000. No. 115, House of 6 rooms and full lot on Hammons near 16th street, \$2500. No. 116, New house of 4 rooms with half lot on 16th a new building \$1900. No. 117, Large brick house of 10 rooms, heavily improved 22x30 feet, lot room above, heavily improved 15x150 feet, lot room above, 15x150 feet, lot room above; also two story house 8 rooms, cellar, well and cistern, lot 65x135 feet, \$7500. No. 118, Large brick house of 10 rooms, lot 60x200 feet on 19th at St. Mary's ave. \$5000. No. 119, Large house of 10 rooms and lot 87x234 feet on Farm near 21st \$9000. No. 120, Large brick house of 10 rooms corner lot on Burd at 22nd \$2500. Make an offer. No. 121, Large brick house 10 rooms and one half lot on 16th at North Dodge, \$15,000. No. 122, House of 6 rooms and full lot on Hammons near 16th street, \$2500. No. 123, New house of 4 rooms with half lot on 16th a new building \$1900. No. 124, Large brick house of 10 rooms, heavily improved 22x30 feet, lot room above, heavily improved 15x150 feet, lot room above, 15x150 feet, lot room above; also two story house 8 rooms, cellar, well and cistern, lot 65x135 feet, \$7500. No. 125, Two story house, 9 rooms 4 closets, cellar, well and cistern, lot 15th street near Poppleton's \$4,000. No. 126, One and one half story house 8 rooms on 16th street near Leavenworth, \$3,500. No. 127, House of 6 rooms and one-half acre of 5 rooms near Hancock Park, \$1,000. No. 128, Two houses 6 rooms each, cistern, etc on Burd street near 25th, \$5,000. No. 129, House of 2 1/2 rooms, 5 closets half acre near Webster's street, \$3,500. No. 130, Two houses, one of 5 and one of 4 rooms, on 17th street near Mary, \$3,200. No. 131, Three houses, one of 7 and two of 5 rooms each, and corner lot, on 7th near 14th street, \$5,000. No. 132, Small house and full lot on Pacific near 13th street, \$1,500. No. 133, One story house 6 rooms, on Leavenworth near 16th, \$2,000. No. 134, Two story house 8 rooms and lot 92x116 feet near 26th and Farmham, \$3,500. No. 135, New house of eight rooms, on 16th street near Leavenworth, \$2,500. No. 136, House of 13 rooms on 18th street near Mary, \$5,000. No. 137, House of 10 rooms and 1 1/2 lots on 18th street near Mary, \$5,000. No. 138, House of 10 rooms and 1 1/2 lots on 18th street near Mary, \$5,000. No. 139, House of 10 rooms and 1 1/2 lots on 18th street near Mary, \$5,000. No. 140, House of 10 rooms and 1 1/2 lots on 18th street near Mary, \$5,000. No. 141, House of 10 rooms and 1 1/2 lots on 18th street near Mary, \$5,000. No. 142, House of 10 rooms and 1 1/2 lots on 18th street near Mary, \$5,000. No. 143, House of 10 rooms and 1 1/2 lots on 18th street near Mary, \$5,000. No. 144, House of 10 rooms and 1 1/2 lots on 18th street near Mary, \$5,000. No. 145, House of 10 rooms and 1 1/2 lots on 18th street near Mary, \$5,000. No. 146, House of 10 rooms and 1 1/2 lots on 18th street near Mary, \$5,000. No. 147, House of 10 rooms and 1 1/2 lots on 18th street near Mary, \$5,000. No. 148, House of 10 rooms and 1 1/2 lots on 18th street near Mary, \$5,000. No. 149, House of 10 rooms and 1 1/2 lots on 18th street near Mary, \$5,000. No. 150, House of 10 rooms and 1 1/2 lots on 18th street near Mary, \$5,000.

BEHMS' REAL ESTATE AGENCY 16th and Douglas Street, OMAHA, NEB.