

THE OMAHA BEE.

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THE BEE PUBLISHING CO., PROPS.
E. ROSEWATER, Editor.

The Indian government is to give the amount of Afghanistan a subsidy of \$600,000 a year—amerit trifle.

HAVY now has one war vessel and there is no telling how soon she may have two. Mr. Chandler must be on his guard.

BETWEEN the cyclone and Judge Lynch the voting population of Iowa is likely to be seriously decreased before the fall elections.

MAYOR CHASE has the best of grounds for vetoing the paving ordinance. He cannot be consistent with his record and do otherwise.

THE conservative party in England have decided to oppose Mr. Gladstone's scheme for a second Suez canal. Every new proposition of the ministry seems to drive it nearer to the rocks of impending disaster.

THE government has discovered the fraudulent entries of 56,000 acres of rich public lands, and canceled them. It is unnecessary to say that these do not include the lands given to railroad companies which have failed to carry out their contracts.

ENGLISH advices from Tamatave confirm the reports of the maltreatment of the English consul and the insults offered to foreign merchants by Admiral Pierre. British comments indicate that France must apologize and offer reparation or fight. Two English men of war have sailed for Mauritius.

The number of miles of new railroad built in 1883 is only about 2,500, a trifle more than in the same period of 1880 and 1881, but only half as much as in the first six months of 1882. The Railway Age, which collects the statistics, believes that the total construction of 1883 will reach about 8,000 mi, against 12,000 in 1882.

SECRETARY CHANDLER has ordered home by telegraph from the Asiatic squadron Lieutenant Commander Hitchcock, Pay Inspector Cochran and Master Hothchiss—it is said, upon the report of Admiral Crosby charging these men with intemperate habits. It is alleged that the report makes a similar charge against Rear Admiral Olitz, and Commander Mullen, who was in command of the Ashuelot when she foundered. Mullen has already been dismissed by court martial, and Engineer Entwistle has been suspended. This is evidently a grave matter. It is said that the rumors of drunkenness among the officers of that fleet induced Mr. Chandler to demand of Admiral Crosby an investigation and detailed report with the above melancholy results.

THE Philadelphia Press has figured it all out. It says that as Ohio is the only state holding elections this fall on which the choice of United States senator will turn, should the republicans gain the control of the Ohio legislature, that party will be in a fair way to retain the control of the United States senate until 1885. This gain, with no other changes, would make the republicans and readjusters in a majority of six. The democrats, however, have a fair chance of losing a senator in California, Indiana and Oregon. The only states represented by republican senators whose terms expire in 1885, which by the mutations of politics, may fall possibly into democratic hands, are Colorado, Connecticut, Nevada, New York and Pennsylvania. The republicans can afford to lose two states without impairing their control. At the same time they have a much better chance of recovering the three democratic senators than the democrats have of securing any one of the five states last named.

THE postoffice department has issued an important general order regarding the transmission and delivery of newspapers and periodicals to regular subscribers. It had grown to be the custom in many postoffices to regard second-class mail matter as of secondary importance, and the publishers have been much annoyed to find the bulk of their daily mail to consist of complaints from subscribers who had not received publications for which they had paid. This fact being brought to the attention of the department caused the issue of an order, which plainly informs postmasters that second-class matter is of at least equal importance with the letter mail, and that it should be treated with equal care by postal clerks. The practice of reading newspapers and periodicals passing through the mails is also ordered to be discontinued. The order is a timely one, and will largely benefit both publishers and subscribers. Postmasters in country offices will be pleased to learn that there is no prohibition of the custom of reading postal cards.

THE VALLEY OF THE ELKHORN.

THE BEE is daily in receipt of good news from Northern Nebraska, that section of our great state which has been so long neglected by the rush of immigration and which is now beginning to attract the attention and reap the reward of its long years of patient waiting. An excellent country press is spreading the tale of its fertile uplands and well watered valleys, of its wealth of lands yet unexplored, and its thousands of acres that can be purchased at low rates by actual settlers; and aided by the efforts of the Sioux City & Pacific railroad immigration is at last pouring into the upper country at a rate which reminds one of the palmy days of the exodus from the east into the countries south of the Platte.

The valley of the Elkhorn has been making giant strides in progress during the past year. In Cumming and Stanton, in Madison and Antelope and Holt thousands of acres of new land have been broken and every train is bringing new enquirers after cheap homes into one of the most healthful sections of our state. The towns have kept pace with the progress of the country. We hear much of miles of fencing and hundreds of new barns and cribs, of the sales of improved agricultural implements to farmers whose little homesteads are now making them independent of debt and mortgages. Speculators still hold large tracts of good land in some of the counties, but it is coming rapidly into the market and adding to the productive powers of the country. At West Point and Wisner, at Stanton, and Madison, and Oakdale, and Neligh, and O'Neil, the march of improvement is steady and uninterrupted, and enterprising and energetic citizens in these towns, as well as in a host of smaller villages, are working hard to build up the communities in which they reside.

What THE BEE desires to do in this connection is not to simply boom a portion of the country which has been neglected far beyond its deserts in times past, but to call the attention of its readers elsewhere to the advantages offered by northern Nebraska to those seeking homes in this state. The counties which stretch along the banks of the Elkhorn offer the best of inducements to intending settlers, a black and quick soil, an ample rainfall, and the assurance of excellent harvests. The class of settlers already located in these counties are among the best in our state. Good roads and bridges, a complete system of schools, abundant church facilities, colleges and seminaries, and a live and wide awake press are found scattered through the counties, and located in the towns and villages. Land is cheaper in proportion to its nearness to the markets than in any other section of Nebraska, and the poorest industrious settler of today is certain of being the independent farmer of five years hence. Nebraska's boom to-day is the north country, and no fairer, more fertile, or more available section of that country can be found than the valley of the Elkhorn.

HE CANNOT BE SPARED.
Mr. Tilden is once more in the hands of his friends. This is the milk in the cocoon of the late reports of his remarkable mental and physical activity and explains fully the pains which Mr. Watterson and other visiting statesmen at Graystone took in spreading through the press the news of his complete restoration to health. And now comes Mr. John Bigelow, of New York, one of the most confidential intimates of the aged statesman, and publishes a long statement in the New York Times in which he asserts that Mr. Tilden will accept with fervor the renomination on the old ticket, that a number of friends of whose movements he is constantly informed are engaged in an effort to secure that nomination and that the prospects of the success of their efforts are more than encouraging.

This is interesting news for Doctor Miller. We call upon him at once to postpone indefinitely that trip to Europe on the magnificent steamers of the Cunard line. His pass will keep, but the campaign will not await his return. Without the helpful hands of Dr. Miller, a Tilden canvass in these regions would be a barren waste of wind. The party cannot afford to lose those cheering interviews with the sage of Graystone which ever and anon decorate the editorial page of the Herald, and combine agriculture, astronomy, calves and personal reminiscences with political business. If the democratic farmers constituency of Nebraska is to be held firmly in line for the old ticket and reform, Dr. Miller must clearly remain even though Queen Victoria and the Empress Eugenie refuse to be comforted. Mr. Tilden and his friends, in whose hands he has so resolutely placed himself, cannot spare the Doctor until after March 4th, 1884. The campaign may not be crowned with success, but the memory of the Oregon business in 1876, with Cronin's nose as a beacon light, looms up in the dim vista of the past and sheds a ray of hope upon the future. Some scattering electoral votes in the west may be needed next year after November 2nd, and Dr. Miller must once more take the helm and steer the bark from Cipher alley into the wished-for haven of the national capitol.

THE Chicago News suggests that if the Gentiles are given half a chance to see the ballot boxes in private after the next election in Utah, there will be no question about the result. There is no danger of that. The members of the Utah commission whose principal duties are to look wise and draw \$5,000 a year from the public treasury, are not yet tired of their job. As long as there is any chance for the continuance of the commission it is safe to say that the Utah question will not be entirely disposed of.

TOWN TALK.

I happened to meet Church Howe the other evening. The statesman from Nebraska seemed to be in uncommonly good humor as he sat in front of the Fourteenth street porch of the Paxton with his hat cocked over one ear and a tooth pick airily poised in the corner of his mouth.

"The question of who is going to be our next supreme judge," said Church, "is worrying some of the boys a good deal. Gaslin has got his eyes turned towards Lincoln, but there's hardly enough hanging connected with the supreme bench to suit the judge's frontier taste. John D. Hays of Seward will be a candidate I understand and Dilworth and Hamer are also mentioned. Now Gaslin is a friend of mine, a particular friend, but I'm inclined to think that the antagonism between the Judge and those of the supreme bench who hold over, would cause a good many dissenting opinions to be filed in case of his election. Within the last four or five years the supreme court have reversed a good many of Gaslin's opinions and set aside several of his verdicts, and the old man doesn't yearn towards the bench. You remember that the time of the Kearney lynching the Judge immortalized himself by the quiet remark: 'There's a verdict the supreme court can't set aside. And you try them didn't.'"

"Hello Church," called out Frank Colpetzer from across the sidewalk. "What are your politics going to be this fall, republican, democrat or granger?" "Wait until after the corn is out," replied the statesman from Nebraska, "and I'll tell you."
Pete Shelby has returned from the west and his flowing curls float up and down Farnam street with all the old abandon. Pete expresses no surprise that the council have ordered the cross streets paved with sandstone and thinks they have performed their duty—towards the railroads—like men. He is very much disgusted, however, that the BEE has dared to intimate that he is at all interested in the job, but gazes skyward when the question is asked him why he flew around the streets for weeks trying to get heavy shippers over his line to sign for sandstone. Both he and Mr. Horace Newman wish it distinctly understood that in the whole matter they have only been working for the railroad, not for themselves and they object to any talk about a "sandstone ring" or Colorado stone jobbers. What difference it makes to the public whether these two officers of the Union Pacific have been endeavoring to bulldoze through a job which will swindle the city out of thousands of dollars, in their own interests or whether they have been acting in the interests of the railroad, no one can figure out. The result is the same either way, whether Messrs. Shelby & Newman have been working for their own pockets or as cappers for Bill Stout and the freight department of the corporation which they serve. Both must have the hide of a rhinoceros if they don't wince under the remarks heard on every street corner, denouncing the jobbers who sandstone swindle and the bold defiance of public sentiment on the part of the city council.

The papers have been very quiet about that heavy purchase of lands in the southwestern part of the city, which we noted some weeks ago. I understand that payments are now being made on the contracts under the B. & M. tract to the amount of \$25,000 to our population within the next three years. There are several millions of dollars backing the enterprise, and the friendship of both the railroads have been secured by the managers.

Pat O'Haves has returned from Washington and his glistening shirt bosom and polished boots may be seen almost any evening in front of the Paxton. Just now Pat's hot sale, and the entire transaction will probably be completed within a few weeks. Talking with a prominent citizen of Nebraska, who is in a position to know, he gave me the following particulars: Eighteen hundred acres of land are now owned by the syndicate. They extend from Summit, on the Union Pacific track, over across the B. & M. track to the Missouri river. "I cannot give you full details," said my informant, "but the bargain is now practically completed, and the success of the scheme certainly assured. Large stock yards and packing houses will be erected, and an industry that will employ at least 2,000 workmen will be added to Omaha. The total value of the purchase of 25,000 to our population within the next three years. There are several millions of dollars backing the enterprise, and the friendship of both the railroads have been secured by the managers."

Overland Freights.
San Francisco Chronicle.
If anything could show the general desire of Eastern railroads for a new overland line it is the present trouble respecting freights between the Missouri river and other points to the eastward and the two important shipping points, Denver and Ogden. The Denver and Rio Grande has only been in complete operation for a few weeks, yet it has become a powerful competitor of the Union Pacific, and a dozen Eastern roads that do business east of the Mississippi river are seeking to make arrangements to the eastward and to the Pacific coast. The fact that it is a narrow-gauge and bulk has to be broken at Denver and at Ogden does not operate as a bar to this through business. An organization has been effected, called the Colorado Traffic Association, which already includes numerous roads and which will include the Illinois Central and the Chicago, St. Paul, Minneapolis and Omaha lines have just been admitted. These will hereafter ship by Denver and the narrow-gauge to Ogden, whence goods will be forwarded to the Pacific coast by the Central Pacific. The antipathy to the Union Pacific has been smoldering for years and the Chicago, Burlington and Quincy open edita line to Denver. On the very day the new line was able to ship to and from the East every Denver merchant transferred to it all his business hitherto controlled by the Union Pacific. The latter was, however, still master of all the trade in the Chicago, Burlington and Quincy open edita line to Denver. The completion of the Denver and Rio Grande, when the scramble to get into the new freight pool began in earnest, leaving it with lessened business and greatly diminished prestige. A similar dislike is felt for the Central Pacific, not only among the merchants of this city and coast, but among all the competing Eastern lines that do any portion of the through overland business. While the Central Pacific holds the key to the situation they are silent, but let a new line be built from Southern Utah to California and they

would all rush to form new freight combinations and our great monopoly would be in an even worse condition than the Union Pacific is today, with nearly every road that centers at Omaha or at Denver leaving it for its narrow-gauge rival. In a general way this competition in Colorado and Utah is beneficial to San Francisco and California, but our interest in transcontinental railroad building will only become really intense when we see a powerful railroad company organized, and such an amount of work done between San Francisco bay and Southern Utah as will assure us the day of our emancipation is near at hand.

PERSONALITIES.

Daron Erlanger, the head of the great French financial syndicate, was born a Jew, but became a Protestant when he married Lafitte's daughter, and a Catholic when he married Miss Slidell.
Ex-Senator David Davis is coming east to try sea bathing. When he plunges into the sea at Coney island the tide will immediately run higher than ever before known.
Jane Grey Swisshelm is growing very red as to the nose, and, though a strictly temperate person, she is continually subjected to the suspicion of being a gin drinker.
P. F. Barnard, of the 5th Cavalry is the oldest lieutenant in the United States Army. He is sixty-three, and twenty years older than his colonel.
General Sheridan's mother, eighty-three years of age, still lives in the same house in Perry, Somerset county, Ohio, in which he was born.

William A. Vandervoort is fond of making himself a "Dad" and "Uncle" to the children which would make your hair curl, as he says.
Roscoe Conkling's pet hobby is boxing, and he is a frequent visitor to the Fifth Avenue Academy of Physical Culture.
Perry Belmont becomes furious when any one calls his place of residence Babyland instead of Babylon.
Charles E. Brush, the electric light man, is worth \$1,500,000. He is letting his light shine most profitably.
Rubinstein has lost nearly all of his teeth. But he can paw ivory just as well as he ever did in his life.

Madame Laz was presented with a son by Madame last Thursday. He is seventy-eight years old.
Governor Butler is fond of New Orleans molasses, but is not spoony over the girls.
Senator Voorhees is growing baldheaded and has taken up with an art of stuffing.
Charles Stewart Parrell has recently taken a street-paving contract in Dublin.
Delaney Kane, the dude driver, cooks his own mutton chops.
John Kelly, of Tammany, eats out meal made for him by the city of New York.
Proctor Knott is stout and sluggish.
Tupper, the poet, is a spiritualist.

*Far more valuable than those golden apples of Hesperides are the life, health and beauty of Womanhood. Mrs. Pinkham's Vegetable Compound restores and preserves all these.

That Railroad.

Prospective railroad building through this portion of Nebraska is having considerable to do with the happiness or unhappiness of the people hereabouts just at this time, and consequently anything bearing upon that subject is of interest. The following we clip from the Lincoln Journal of July 8th:
The latest railroad company incorporated, is the "Fremont & Central Nebraska Railroad Company." The object of this company is to build a road, the termini of the first division of which shall be Fremont and a point on the Columbus & Norfolk road between Lost Creek, in Platte county, and Madison, in Madison county. The course of the road will be through Dodge, Colfax and Platte counties, or, if found more convenient, through Stanton and Madison. The incorporators are W. H. Munger, L. D. Richards, J. J. Hawthorne, Alfred P. Hopkins, Lewis M. Keene and E. H. Barnard. The capital stock is \$500,000.
Perhaps a little history in connection with the above item may be interesting. Some months ago the town of Fremont, desiring to secure a southern outlet through some of her enterprising citizens took hold of an enterprise which had for its object the building of a road south to Lincoln and thence to points in Kansas. This enterprise the Union Pacific nipped in the bud by extending its line through a portion of the territory which the other road had intended to occupy. Then came the incorporation of the Fremont & Northwestern which on its face was another branch of the Union Pacific. This road if built, will have the effect to cut off a large proportion of Fremont's wholesale trade. Fearing this the Fremont capitalists, as indicated in the item above, have organized a company which propose building a road through one of the richest portions of the Union Pacific territory. The plain object of this is to deter the Union Pacific from building a road that will injure Fremont as a wholesale point.

Will Save Him Breaking.

Chico News.
Mr. Tilden "is not a candidate, but will bow before the will of the people." This could be for it save his breaking in two. Both parties recognize the fact that men of meridian vigor must be nominated as presidential candidates, and it is as silly for the democrats to talk about Tilden as it would be for the republicans to urge Hannibal Hamlin.

PROPOSALS FOR FLOUR.

OFFICE PURCHASING AND DEPOT COM. OF SUBSISTENCE, 1 OMAHA, Neb., July 16, 1883.
Sealed proposals, in duplicate, subject to the usual conditions, will be received at this office until 12 o'clock noon, July 23rd, 1883, at which time and place they will be opened in the presence of bidders for furnishing and delivery at the subsistence storehouse, in this single spring cotton sash, twenty thousand pounds high ground flour, to be made from No. 1 spring wheat, and to be equal in quality to be seen at this office. Sample of the flour to be sent with the proposals, and all to be delivered on or before August 1st, 1883.
The government reserves the right to reject any or all proposals. Blank proposals can be obtained at this office. Proposal must be enclosed in sealed envelopes, marked "Proposals for Flour," and addressed to the undersigned.

THOMAS WILSON, Major and C. S. U. S. A.

517-1011-021

his duties and delivered 128 addresses in behalf of the Grand Army." That's an interesting item but I've been considerably puzzled to know who this paragon of virtue or a commander of the G. A. R. It is a crying outrage that this man neglects his duties as he has done during the past three years. Nine-tenths of his time is spent in junketing trips to G. A. R. posts, and most of the other tenth in working the political wires for the railroads. If he is called to the department could only do so at the gross neglect of duty and constant violation of regulations, even Judge Miller couldn't hold him in his position any longer. It makes me smile to hear of "General" Vandervoort. Paul was a high private in an Illinois regiment and never saw much heavy fighting before he was captured and run into Libby prison. He has been twirling on his services in the war ever since and shaking the bloody shirt in every political campaign in order to clinch his claims on the party for the position which he makes a sine-cure of. Hall was a bad enough postmaster, but Vandervoort is a worse chief clerk. If John B. Furay spoke his honest mind he could make the far fly about those regions. Vandervoort claims that Manderson's job in spite of any charges that may be made against him and that the G. A. R. will back him to a man. I don't know much about it, but the G. A. R. in Omaha have a supreme contempt for their monthly comrade and if I remember political history, General Manderson has had some experience in conventions with Vandervoort's dirty political tricks.

"This is about the time of year," said the clerk in the army headquarters as he finished his days work and folded up the single sheet of paper, upon which he had been figuring leisurely since 9 o'clock. "This is about the time of year when numerous inspection trips become necessary for the health of officers, particularly of the staff. In other departments, inspections are called junketing trips. General Howard recently inspected the Yellow Pack and General Sheridan is to inspect it again next month. These prolonged picnics are very convenient things. The war department bears all the expenses and the orders always bears the endorsement. "The journey is required by the public service." Quartermasters provide teams and pack trains, the commissary is called upon for the solid provisions and the medical stores come in handy in case of cramps in the stomach, which occur very frequently during such trips, and can only be relieved by liberal libations of "spirits frumenti." In the hot summer months when the headquarters is hot and it is hard work to find anything to do except to draw salary, an order for an inspecting trip comes as a sweet boon to fatigued officers. They are great inventions, and as they are supposed to be in the line of duty, the time occupied is not subtracted from the officers' allowance of a month's leave each year."

Speaking about army matters, Lieut. Leyden has left for his three years' detail as instructor of military tactics at Meadville college, Pennsylvania, and Lieut. Howland has also been ordered east and will be detailed for duty at West Point. "Nothing is quite so soft said a young lieutenant to me yesterday, as a detail as military instructor at a college. You are your own boss, free from restraint and your two months vacation is not deducted from your leave of absence. The Point, isn't bad, either, and some officers are lucky in getting there. Take Wyatt, for instance. He hasn't served a year with his regiment, the 5th cavalry, in the last five years, and if he can work the proper strings he will be ordered to come to college. "Political influence in the army is a big thing and can be used in other ways than getting sentences of dismissal commuted or revoked."

"What's the matter with the beer this summer," asked the red-nosed lounge on the Wabash corner. "It all has a queer taste. A brewer told me the other day that the high price of the malt has caused all the brewers to use various adulterants as substitutes. Glucose has been used steadily for several years but various other articles are now being tried in the place of hops. That accounts for the complaints about the after effects of beer which you hear so much among the boys this summer."

I understand that Senator Manderson says that it was no trouble at all to get the road when he had once made up his mind. On the 30th of June he wrote to the postoffice department requesting his suspension and Contant's appointment was promptly forthcoming. The talk about any other man but the senator having a hand in the business is all bosh.

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