THE OMAHA DAILY BEE: SATURDAY, JUNE 4, 1892-TWELVE PAGES.

OF INTEREST TO THE FARMER.

The cut worm is one about which nearly every corn grower has some knowledge, unless he has been more than usually lucky. How to get rid of it is a thing that every farmer would be glad to know, and, consequently, our readers will peruse with interest the following report of a little experimenting done by Mr. Richard Baker, jr., of Farley, Ia., Mr. Bakor, writing to the Iowa Homestoad, says:

The creature in the corofield is the product of a moth that lavs its eggs at the roots of the grass in the pastures and meadows in the fall of the year, to be hatched into worms the coming spring and summer. Starting from these premises. I made some experi-ments in 1800 and 1801, with shallow and deep plowing as a remedy. The results reached in the two seasons were similar. A strip of old meadow land containing sixty A strip of of measure was one hundred and sixty rods long and sixty rods wide and was plowed in the latter part of April and the first week of May, 1800. It was divided into three lots. Lot 1, was plowed five inches three lots. Lot 1, was plowed five inches deep, iot 2, four inches deep, and iot 3, eight inches deep. The entire length of the field was planted across the three lots or strips with the same kind of corn. When the work-ing of the corn was finished, July 5, 1890, there was a marked difference in the stand. The hills were counted and examined by hun-dreds. Lot 1, plowed five inches deep, lost 4 per cent, of the hills and some hills were thinned besides; lot 2, plowed four inches deep, lost 10 per cent, of the hills, and sustained a considerably greater loss in thinned hills than lot 1; lot 3, plowed eight inches deep, lost 1 per cent, and some counts ran as high as 135 full bills without loss. The squares counted were in all cases taken from the center of each lot as plowed. It seemed to me that the thinner the furrow slice, the sconer the planter shoe cut through and left the seed corn where the worm could get at it, while the thicker eight-inch sod turned the grass and its contents so deep that the worms were hatched later and the corn had time to establish itself in the soil before their advent; it was thus able to resist the ravages of the worms. The soil in the three lots was similar on the surface (deep, porous, clay subsoil) and in its corn-producing strength. It was old meadow land, timothy and clover, red and white, with lots of grass and green prowth through it. In plowing old sod deep the plow lay should be half an inch wider at the heel than the plow's gauge, so as to cut the furrow slice clean and let it full flat. When the team "testers" in its walk some is uncut and coils the surface so that it does not plant as nicely as a smooth surface.

Mr. Baker is a careful and observant farmer, who thinks about his work, farming with his head as well as hands. His plan of plowing deep, taking care to turn the furrow clear over and bury the cut worm eggs so deep as to delay hatching till the corn has gotten its start, has reason and good sense at the bottom of it. We incline to think that the difference in loss may fairly be as-cribed to the causes to which he assigns

A Successful Woman Farmer.

THE OMAHA BEE had a very interesting sketch of Cass county, its lands, towns and farms, together with some sketches of its successful farmers, prepared by a special correspondent, says the Plattsmouth Journal. Of the hundreds of successful farmers, however, but a few were named, as the limits of even a great nuwspaper would not be capacious enough to give more than a few samples. To the writer's notion, however, the list might be improved upon and aided to indefinitely. The work of the farm is very generally done by men, but we have in our mind a woman farmer who is taking up the work of managing a farm where her late husband left it off with an energy and talent that indicate an ability to conduct its affairs that would do credit to a mera-ber of the sterner sex. Mrs. James M. Wiles was left a widow by the quite sudden demise of her husband last win-ter. Mrs. Wiles is about 30 years of age, is the mother of four boys-the eldest about 9 years of age, and the youngest a babe born since the death of its father. She found herself with the care of some stock and a farm of 240 acres, situated four and a half miles southwest of Plattsmouth on her hands. Instead of giving way to discourage ments, she determined to carry on the farm work herself. Securing the assistance of her cousin, Eimer Eikenbary, seventy acres of small grain was put in this spring, and the ground was prepared for planting 140 acres of corn. One-half of this has already been planted, and when the writer visited the place young Mr. Eikenbary was running a check-row planter, while the widow's eldest son was running a har-row on some fall planting. The balance of the farm is in timothy and clover. Affairs about the house and barn indicate care and attention, and the management of a person who understands the importance of looking after details. Growing Pointoes. At the moeting of the Finney County (Kan.) Farmers institute, W. H. Fant sain: To obtain a paying potato crop, an abundance of plant food is requisite. Clover or alfalfa sod turned under and rotted is highly recommended by experienced growers, but stable manure, well rotted, and spread broadcast without stint over the soil and thoroughly mixed by plowing under and harrowing, will produce the needed nutriment. Usually plow ten to twelvo inches deep, mellow thoroughly by a deep-cutting harrow, then with a single horse plow furrow out rows five inches deep and three feet apart. Deposit seed, consisting of goodsized pieces, at intervals of twelve to eighteen inches in the bottom of the furrow and cover with the plow. It is very important that the soil at the bottom of the furrow should be thoroughly mellowed and pulverized to give the roots the best possible chance for development. We would advise Crly planting, to secure the benefit of the spring rains, and that the plants may largely get their growth before the hot sun tenders the ground too warm. Potatoes, for their highest development, re-quire cool ground. Nature furnishes a natural umbrella by the vines, to shade and keep cool the soil around the tubers while growing, but as a rule in this climate the vines do not furnish sufficient protection. As auxiliary I advise mulching a short time before blooming commences, with straw of some kind (if par-tially rotted the better) which will assist in keeping the ground cool and prevent too rapid evaporation of the moisture. Commence cultivating early, beginning first by harrowing in the direction of the rows eight or ten days after plant-ing, again six or eight days later across the rows, and so on until the plants are fairly through the ground. This rendors the surface smooth, pulverizes the soil and discourages the weeds. Grass and weeds must be kept entirely sub dued. When the plants have grown several inches the cultivator should take the place of the harrow and thorough cultivation should be kept up until the vines completely cover the rows.

an irregular sort of work, which is always worse for the mares than the regu-lar performance of daily labor. Then, too, it is necessary to put them into other hands where they are sure not to get the considerate attention they would receive from their owner. The colts are scarcely ever treated well either. But this is all different with the farmer, and at the very same time that the breeder in a general way should find himself in pretty strait lines and inclined to complain of the unsatisfactoriness and unprofitableness of his transactions, the farmer in a small way might be the very man above all others who should find reason for congratulating himself upon his peculiar surroundings. He has the steady employment for team labor that pretty effectually eliminates the element of money in vested in breeding stock from the question. The mares would perform the same work which would be performed by geldings or mules. Another important thing with the man who works his own mares, or who

has them under his own oversight, is

that he can give them good and careful

treatment at all times, and he can give he colt some valuable lessons that are never learned otherwise. We have seen men who said colts were too much bother. Perhaps they are to some people. But anything that requires care is a bother in some sense, and it is better to raise a good team for one's own use and have one to sell occasionally, than to depend on buying, trading and speculating on such as bap pens to come one's way. Since the day of good stallions in every neighborhood has come, every farmer should his good mares and thus be able to turn off a good team of horses each year. A prices now being paid for desirable horses, every owner of good mares should be a breeder of better colts.

Rules for Starting Balky Horses. If there is anything that will more severely try the patience of even the most eventempered than a balky horse, we certainly have not yet made the discovery. For the relief of those who may experience trouble with such animals it is with pleasure we publish the rules of treatment recommended by the Society for the Prevention of Cruelty to Animais, which are as follows:

1. Pat the horse upon the neck; ex amine the harness carefully, first on one side, then on the other, speaking en-couragingly while so doing; then jump into the wagon and give the word go

generally he will go. 2. A teamster in Maine says he can start the most balky horse by taking him out of the shafts and making him go around in a circle until he is giddy If the first dance of this sort doesn't cure

him, the second will. 3. To cure a balky horse, simply place your hand over the horse's nose and shut his wind off until he wants to go, and then let him go. 4. The brain of a horse seems to con

tain but one idea at a time; therefore continued whipping only confirms his stubborn resolve. If you can, by any means, give him a new subject to think of you will generally have no trouble in starting him. A simple remedy is to take a couple of turns of stout twine around the fore leg, just below the knee, tight enough for the horse to feel it, and the in a bow-knot. At the first choke he will generally go dancing off. and after going a short distance you can get out and remove the string to preent injury to the tendon in your farther

drive. 5. Take the tail of the horse between the hind legs, and tie it by a cord to the saddle girth. 6. Tie a string around the horse's ear close to his head.

and elegance of workmanship excels the efforts of the majority of feathered nest-builders. Its favorite spot for building is in an old root or rock projecting under the water and the material con sists of seaweed, grass and leaves.

BIGH FLYERS. Improvements in Locomotives for Fast

Train Service. The fast train service on eastern roads revives the high drive wheels in use twenty-five years ago. Drive wheels six feet and more in diameter were common those days and performed speedy service, but they were top-heavy. The weight was not as accurately adjusted

as now, and they frequently toppled over on sharp curves. Locomotive driving wheels seven feet in diameter will probably be tried on the New York Central railroad. Mr. Buchanan, the superintendent of motive power, has made provision for the equip-ment of four fast passenger engines with driving wheels of this size when the company directs or faster schedules are called for than are now allowed for in the passenger service. In regard to the substitution of driving wheels six feet six inches in diameter for those of five feet eight inches, formerly used on the fastest passenger engines on this road, recent tests made on the Empire

State express have shown a better relative efficiency with the larger wheels than with the smaller wheels and employed in slower schedule. The Central railroad of New Jersey's

big four-cylinder compound engine, No. 385, the "Flying Jersey Dutchman," is a world beater. It has now been in regular service, running on fast express trains on the "Royal Blue Line" between New York and Philadelphia for four months, and during that time has

lost but one day. The engine holds the world's record for railroad speed, having on February 26, during a run from Jersey City to Philadelphia, with a train of four cars, accomplished the marvellous performance of covering a mile in thirty-nine and a quarter seconds, a rate of 91.7 miles per hour. The time was taken by two persons with stop watches. The conditions prevailing at the time were not altogether favorable for fast work, as the weather was somewhat foggy and the rails damp. The big machine is

run by two crews. The dimensions of the driving power of the flying Jersey Dutchman, as given by Master Mechanic Williams, ret Diameter of forward truck wheels, 36

nches Diameter of driving wheels, 78 inches. Diameter of high pressure cylinders,

13 inches. Diameter of low pressure cylinders. 22 inches.

Stroke of pistons, 26 inches Diameter of piston side valve, 10-inches by 5 inches travel.

Diameter of boiler, 58 inches Number of flues, 230. Size of firebox, 128 by 42 inches. Heating surface, 2,100 feet.

Weight of engine, 621 tons. Weight on driving wheels, 85,000 pounds. Weight of tender, 35 tons.

Capacity of tank, 3,500 gallons water. Total weight of engine and tender. 071 tons

Heighth of engine from rail to top of smokestack, 14 feet 5 inches. The boiler is capable of carrying from 180 to 200 pounds of steam to the square inch.

IN THE VALLEY OF THE BARCA.

Place in Abyssinia Where Husbands Hav Few if any Rights.

In the valley of the Barca in Abyssi-ia there is, according to a recently re-

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NOTICE TO SELECT MATERIAL FOR PAVING.

FOR FAVING. To the owners of lots and land fronting up-on street improvement districts numbered and described as follows: No. 320-Park or 20th avenue from Leaven-worth street to Hickory street. No. 445-Alley in block 3, Hanscom Piace. No. 4

street. No 434-Leaveuworth street from the west line of 10th street to the east line of 11th

street. No.423-12th street from the south line of Jones street to the north line of Leavenworth

street. No 426-Spencer street from Sherman ave-

No 423-Spencer street from Sherman ave-nue to 24th street. No 427-Lathrop street from Sherman ave-nue to 18th street. No 428-Burt street from the west line of 15th street to the east line of 16th street. No 429-Spruce street from the west line of 22d street to the east line of 24th street. No 430-Cass street from 22d street to 24th street to 24th

street. No 431-Mason street from 29th street to 29th No 432-Mason street from the east line of 30th street to the east line of 31st street. No 433-32d street from the north line of Eu-clid Place to the north line of Woolworth ave-

No 436-Parker street from 24th street to the

east line of 29th street. No 437-Seward street from 24th street to 25th

40th street. No 443-40th street from the south line of

Davenport street to Cuming street. No 444-Madison avenue from 14th street to

nue. No 434-California street from 16th str et to 16th street. No 435-Tzard street from 12th street 14th

NOTICE OF ASSESSMENT OF DAM-AGES FOR GRADING. To the owners of all lots, parts of lots and real estate along Mason street, from 18th street to 24th street. "You are hereby notified that the under-signed, three dis nterested freeholders of the street to 24th street." "You are hereby notified that the under-signed, three dis nterested freeholders of the owners respectively of the property affected by the mayor, with the approval of the eity coun-cil of said eity, to assess the damage to the owners respectively of the property affected by trading Mason street from 18th street to 240, passed May 17, 1882, approved May 18, 1892. "You are further notified, that having ac-cepted sail appointment, and duly qualified as required by law, we will, on the 7th day of the foremoon, at room 26, N. Y. Life building, within the corporate limits of said city, meet for the purpose of considering and making as-sessment of damage to the owners respectively of said property, affected by said grading taking into consideration special benefits, ff and

taking into consider to be present at the time sny. You are notified to be present at the time and place aforesaid and make any objections to or statements concerning said assessment of damages as you may consider proper. T. B. McULLOCH, R. W. GIBSON, J. B. REEVE. Omaha, May 27, 1892.



ELECTION PROCLAMATION.

ELECTION PROCLAMATION. In pursuance of an or linance of the city of omana, passed and approved May 17, 1892, en-tited "An ordinance calling a special election proposition of the Nebraka Central railwy ycompany and the issuance of coupon bonds of the oity of Omaha in the sum of two hun-dred and fifty thousand doilars (23,0,00 to aid nequiring depot grounds, in the con-struction of a union railway company in acquiring depot grounds, in the con-struction of a union railway and pas-senger dopot, and in the construction of other railway improvements upon said grounds, and to authorize a tax for the pay-ment of the interest upon said bonds and to evalue a sinking fund for the payment of the principal thereof, and repealing ordinance No. 2054, passed and approved May 16th, 1892. I. George P. Bemis, mayor of the city of Omaha, do hereby issue my proclamation and yive public notice unto the legal votors of the elity of Omaha. Douglas county, Neb, thas don Thursday, the 16th day of June, 1892, a special election will be heid in said city at the follow-ing poling places, namely: <u>PIRTY WARD</u>.

ing polling places, namely: First District-Southeast corner Seventh and Marcy streets. Seconv District-Northwest corner Eighth and Leavenworth streets. Third District-1205 Jones street. Fourth District-1227 South Thirteenth street.

Fifth District-Northeast corner Seventh

id Pacific streets. Sixth District—Southeast corner Sixth and

Pacific streets. Seventh District-625 Pierce street. Eighth District-Southwest corner Eleventh

and Center streets. Ninth District—1802 South Sixth street Tenth District—Intersection Ninth and Ban-croft street, northeast corner. Eleventh District—1923 South Thirteenth street, northeast corner Arbor street.

SECOND WARD. First District-Intersection Fourteenth and

Jones streets. Second District-1004 South Thirteenth

Second District-1004 South Thirteenth street. Third district-Intersection Eighteenth and Leavenworth streets, south side. Fourth District-Intersection Twentieth and Leavenworth streets, south side. Fith District-Intersection Twenty-third and Leavenworth streets, south side. Sixth District-Intersection Twentieth street and Poppleton avenue. Seventh District-1422 William street. Eighth District-1314 South Thirteenth street (McCandlish). Ninth District-Intersection Sixteenth and Center streets.

Center streets. Tenth District-1833 South Twentieth street (Lovett & Woodman.) Elsventh District-Intersection Twentieth

and Bancroft streets. Tweifth District-1504 Vinton street (Dono

Yan). Thirteenth District-IntersectionThirteenth and Valley streets, west side. Fourteenth District-Intersection Twen-tleth and Boulevard streets.

THIRD WARD. First District-Intersection Twelfth and

Chicago acrest. Second District-317 North Fifteenth street (Wood worth). Third District-112 South Fourteenth street, (A. J. Simpson). Fourth District-1112 Douglas street (C. J.

Canan). Fifth District-Intersection Capitol avenue

tion of said amended proposition, is submitted to said legal voters, and will be voted upon in the manner and form following: "The Nebraska Central Railway company has made the following proposition to the city of Omaha:

In the manner and form following: "The Nebroska Central Railway company has made the following proposition to the city of Omaha: "The amended proposition of the Nebraska Central Railway company to the city of Omaha. Nob. To the Mayor and City Council of the Oily of Omaha. Neb.: The undersigned, the Ne-braska Central Railway company, proposes to acquire and take possession of. for railway purposes that certain tract of land, located within the district bounded by Fifteenth street, Chicaro street, Eleventh street, Cali-fornia street, and the right of way of the south half of block 35, lots 3 and 4, block 35, lot 1, and north one-half of lots 2 and 3, block 27; and to erect thereon a union passencer depoten the corner of Fifteenth and Chicaro streets, to cost, including the other railway improvements on said grounds, thought in the two of Omaha in Danches

other railway improvements on said grounds, not less the flour bundred thousand dollars (\$00,000. Provided, th 1 iy of Omaha, in Dooglas county, Nobrasaa, will donate to the said Nebriska Central Railway company two hundred and fifty thousand dollars (\$50,000) of its four (4) per cent bonds, \$100,000 thereof to be dated January 1, 1893, and \$150,000 thereof to be dated January 1, 1893, to become due and payab etwenty years from their respec-tive dates, with interest bayable semi-sinu-ally, all payable at the fiscal agency of the state of Norraska in the city of New York. Said bonds to be of the denomination of one thousand dollars (\$1000) each, and each thereof to recite. "This bond is one of a sories of two hundred and fifty (230) bonds of ike amount and itenor, which are issued by the city of Omaha, in Douglas county. Nebreska, to the Nebraska Central Railway company, to aid it in acquiring land in the city of Omaha for union depot and terminal purposes and in the construc-tion of a union rid way passencer depot upon said ground, and its railway tracks, side tracks, turnouts, switches and approxements therewith connected." Said bonds to be executed and recits prove-ments therewith connected."

leading thereto, and other railway improve-ments therewith connected." Said bonds to be executed and registered at or immediately after the dates thereof, and immediately thereafter delivered to the First National bank of Omaha, Neb., trustee, to be held in trust for delivery to the Nebraska Central Railway company, its successors of assigns, by said trustee, in installments as hereinafter provided. The said Nebraska Central Railway com-nany hous to construct or cause to for com-

The said Nebraska Central Kaliway com-many plans to construct, or cause to be con-structed, a line of railway in the state of Iowa, not less than 100 miles in extent, from the east approach of a bridge, which the said Nebraska Central Railway company has also planned to construct over the Missouri river, Intersecting or connecting with or reaching the lines of two or more of the following rail-man construct with

the lines of two or more of the following rail-way corporations, viz: The illinois Central Railway company, the Winona & Southwestern Railway company, the Minneapolis & St. Louis Railway com-pany, the Chicago, St. Paul & Kanass City Railway company, the Chicago, Fort Madison & Des Moines Railway company, the Atchi-son, Topeks & Santa Fe Kallway company, the Baitmore & Chica Railway company, the Ohio & Mississippi Railway company, the Quincy kat & Western Railway company, the Quincy

Coho & Mississippi Railway company, the Keo-kuk & Western Railway company, the Quincy Unaha & Kansas City Bailway company and itse lowa Central Railway company. Dae hundred thousand (\$100,000 dollars of said bonds shall be delivered by said trus-tee to said Nebraka Central Railway company. Its successors or assigns, when it or they shall have acquired and taken possession of that certain tract of land located within the district bounded by Fifteenth street, Chicago street, Eleventh street, California street at the right of way of the Omaha Belt Railway com-pany, (except the South haif of blocks 38, lot 3 and 4, block 28, lot 1, and the north half of lots 2 and 3, block 37: Provided, that the said one hundred thou-sand dollars (\$100,000) of said bonds shall not be delivered until after the said Nebraska Central Railway company, its successors or assigns, shall have constructed the said line of the bondred and fifty thousand dollars (\$150,000) of said bonds shall not be delivered until after the said Nebraska Central Railway company, its successors or assigns, shall have constructed the said line of railway in the state of lowa. One hundred and fifty thousand dollars (\$150,000) of said bonds shall be delivered by said trustee to said Nebraska Central Railway company, its successors or assigns, when it or they shall have completed the erection of a union passenver depot upon said tract of iand anove described, to cost is including the other railway improvements on asid grounds, not less than four hundred thousand dollars (\$00,000): proof of such tost to be made by the sworn statem shot of the president and treas-uerof said railway company, fied with the eity clerk of Omata, accompanied by certifi-cate sizned by the city attorney and city en-gineer, that in their opinions such amount has actually been expended. The and the specified and the possesion of shall fail to negure and take possesion of

Provided, that if the said Nebraska Contrai Railway company, its successors or assigns, shail fail to sequire and take possession of said land, itshail not be entitled to receive any part of said one hundred thousand dollars \$100,000 installment of bonds; and, further provided, that none of said one hundred and fifty thousand dollars \$150,000 installment of bonds shall be delivered until at least one rail-way company in addition to the Nebraska Contrai Railway company shall be actually using said union depot; and. Provided further, That the mayor and the city council shall, by resolution, upon the full performance of the undertakings on the part of said railway company hereis contained. and the said city of Omana, and all the terms conditions, agreements and provisions made on the part of the Nebraska Central Rall-way company in this proposition con-tained are hereby made the covenant of the said Nebraska Central Rallway of the said Nebraska Central Railway company, its successors and assigns, which shall attach to and run with all of its said property and be binding upon any party inti-whose hands it or any of it may come. In witness whereof the said Nebraska Cen-tral Railway company has caused those pres-ents to be executed this lith day of May. A D., 1892. NEBRASKA CENTR AI, PAILWAY CO. By J. H. DUMONT, Vice President

served upon the other party a written notice which shall set out the matter in dispute to be submitted, and the time proposed for the hearing, which shall not be less than thirty [30] days after the time of service; and there-upon the subcree party shall within twenty (20] days after such service upon the serve its answer, if any it have, upon the party do-mand ng the arbitration.

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Nebraska Central raliway company, or its successors. Indeibied to the said eity of Omaha in the full amount of said bonds, and interest thereon. This proposition shall, after being duly way company, be recorded in the office of the register of deeds of Douglas county. Nebraska, and for a period of twenty (2) years from and after this date, shall be referred to by giving the book and page wherein the same is re-corded in any mort car, deed of trust, deed of conveyance, or lease of said depot and depot prounds, with the statement that the said Ne-broska. Central raliway company, its success-for and assigns, are bound by the terms, lin-tations, provisions and conditions of tas proposition which are heraby unde its cove-nants that state to and run with the said property into whoseever hands it may come. Trounds, the mayor approving in due form in all enacts certain ordinance (which at the date hereof, is pending consideration before said council), entitled "An ordinance rranting permission and authority to the Nebraska Central Raliway company, its successors and assigns to construct ralifoud tracks along, arcoss, over and under certain streets and assigns to construct ralifound tracks along, arcoss, over and under certain streets and and to vacate parts of certain streets and alleys in the city of Omaha upper compliance with certain other conditions." And it is also provided, that if said Nebraska Central raliway company shall not, within forty-dive (45) days of being notified by the city clerk of the adopton of the proposition at the election beid to vote upon the same, file with the said city olerk its written ratifica-tion of the 5 proposition under its corporate seal one of sail bond's shall be its used and all the terms and provisions of this proposi-tion of the 5 proposition under its corporate seal, one of the form agent. The Nebraska Central Raliway company at the the voters of the city of Omaha this proposition, that it will execute and udiffered to here of the sum of five thousand doilars (6,0000)

Railway company. Its successors or assign and the said city of Omaha, and all the terms

Colts on the Farm

Baising horses as a business, and raising colts from the mares that are kept for performing the farm work may be two quite distinct things when it comes to consider the amount of profit there is to consider the almount of profit there is in it to the breeder. With the regular breeder it is always the case that the number of mares kept for breeding pur-poses makes it out of the question to find profitable employment for them for any great part of the time, if at all. It he loss find occupation for his mares it is Fine Stock an Educator.

Not the least among the incidental advantages of having some fine stock on the farm of the general farmer is the fact that when a farmer once begins to handle pure bred stock he gives it better care, tecomes a better observer and probably keeps a record of its earnings, reads agricultural and stock papers attends institutes and live stock meet ings, makes a more careful study of his ousiness, and, in short, while developing and breeding up his domestic animais, he develops himself and his own powers, says the lowa Homestead. The improvement manifests itself in all the departments of the farm. If he realizes the necessity of careful selection in breeding, it is not long until analogy teaches him that careful selec-tion of seed is equally im-portant. When he sees that his animals thrive in proportion to the care they receive, it soon occurs to him that the family, which to most men is the chief motive for working at all, will also prosper and repay care expended upon it. When he finds, after being set to thinking by handling purebred stock, that conveniences about the barn and feed lots pay, he is not long in realizing that similar conveniences about the kitchen and diningroom would probably pay, too. In short, many a man who has merely existed on a farm has been taught how to live and enjoy living by the first step of putting some ood stock on his farm requiring from him care and thoughtful study and at-

tention. Treatment of Breeding Hogs. Breeding hogs should not be kept on floors much of the time, says the Nebras-

ka Farmer. If this practice were continued from one generation to another for a little time it would serve to introduce weak and crooked legs into the breeding type. Most of all the breeders need the free exercise of the pasture, and more than all others the boar needs careful attention in this regard. It will not do to shut up the boar in conflued quarters for the greater part of the year for the sim-ple reason that he is not in active service at the time, and that all care is therefore lost on him. This is a great mistake. Everything depends upon the strength and vitality of the boar, and this is to be secured through regularity of treatment throughout the entire year.

The Westernor and His Wad.

A western man tells the New York Tribune that men have various ways of carrying money. Butchers, grocers and bakers carry it in a big crumpled wad. Bankers carry it in nice clean bitls, laid at full length in a morocco pocket book. No banker ever folds a bill. Brokers always fold their bills twice. The young business man carries his money in his vest pocket, while the farmers and drovers carry their money in their inside vest pocket, and whenever you see a man carry a lot of loose change in his overcoat pocket, you may know that he has at some time been a car conductor or a curbstone merchant. Newspaper men carry their money in some good bank, their check books in their pockets, and poets"-well, poets don't trouble themselves about such a trival thing as

A sore throat or cough, if suffered to pro-gress, often results in an incurable throat or jung trouble. "Brown's Bronchial Troches' give instant relief.

money.

A Bare Fish. One of the oddest fishes that over swam in any sea is that known to natur-alists under the unattractive name of "ophiocophalus." A species of it is found in the sea of Galilee, where it builds a nest which for beauty of design

turned traveler, a community where the women, without holding meetings or agitation of any kind, have emancipat themselves. All the women work while the men are idle, but by way of compensation the house and all that it contains belong to the wife. At the least unkind word she turns her husband out at night, in storm or rain, and he can't come back until he makes amends by the gift of a cow. The wife considers it a duty to abuse the husband, and if she were weak enough to show any love for him in life or grief at his death she would be scorned by her tribe. The wife, without any reason, may strike her tent and go, taking with her onethird of the joint possessions. The hus-band, unless he be traveling, may not live out of his tent, but the wife may go to her parents for a year and annul for the time her own marriage. In all this the secret of emancipation toward which women are blindly struggling is hidden. The emancipation of the wife comes only when she entire-ly supports her lord and master, thus rendering herself indispensable to his comfort. And possibly emancipation on these terms might not be as desirable as the present regime of shopping in the morning, taking a nap in the afternoon, and accompanying somebody to the theater at night.

A Boston Hercules. ·John McFarland tosses baggage in the Providence depot in Boston. He is classed as the giant of the Hub. Tossing 500 pound trunks are trifles to him, and he occasionally varies the monotony by flipping 700 and 800 pound bars of On a lifting machine he sent the needle around until it marked 975 pounds and the spring snapped. McFaffand stands five feet eleven and

three-quarters inches. His weight is 233 pounds, and there is not a pound of superfluous flesh in his makeup.

A Case of Bright's Disease.

Bright's use are bottled only by the Erect

The waters are bottled only by the Excel-sior Springs Company at

Excelsior Springs Write for Pamphlet. Missouri

Richardson Drug Co., Agis., Omaha, Neb. Tutt's Tiny Pills act as kindly on the child, the delicate female or infirm child age as upon the vigorous man. **Tutt's Tiny Pills** give tone and strength to the weak stonach, bewels, kindneys and bladder

1802

Sixth District-Intersection Harney and inth streets, east side. Seventh District-Intersection Eleventh and Eighth District-1315 Harney street (J. S. Mc

street. No 438-Chicago street from 23d street to 23d Cormick). Ninth District-1211 Howard street (Kil-kenny, Bray & Co). No 139-Caldwell street from 24th street to No 19- Caldwin stort from sath the street to the west line of Shinn's addition. No 440-Sherman avenue from south line of Grand avenue to Fort street. No 441-39th street from Farnam street to the north line of Davenport street. No 442-Davenport street from 39th street to

First District-Intersection Seventeenth an

Davenport streets. Second District-Intersection Twenty-sec-ond and Davenport streets, north side. Third District-Intersection Twenty-fifth

odgs streets. rth District—Intersection Seventeent Fourth and Dodge streets. Fifth District-420 South Fifteenth street. Sixth District-Intersection Twentieth and

herman avenue. No 449—Chicago street from west line 25th

Sixth District-Intersection Twenty-sixth Seventh District-Intersection Twenty-sixth street and St. Mary's avenue. Eighth District-Intersection Twentleth street and St. Mary's avenue, west side. Ninth District-1818 St. Mary's avenue No 451-37th street, avenue from the west line of 26th street to the east line of 27th street. No 451-17th street from Harney street to St. No 451-17th street from Harney street to 5t. Mary's avonue. No 454-The alloy from 22nd street to 24th street in Paulsen's addition. No 455-19th street from Farnam street to Harney street. No 456-25th street from the south line of Poppleton avenue to the north line of Wool-worth avenue. No 457-Davenport street from 24th street to 25th street.

(Robobeaux). Tenth District—Intersection Eighteenth and Leavenworth streets, north side. Eleventh District—1013 Howard street (Higgins).

FIFTH WARD,

First District-Intersection Sherman avenue and Manderson street. Second District-Erfling building, west side Sherman avenue, between Ohio and Corby

worth avenue. No 457—Davenport street from 24th street to 25th street. No 455--Cass street from west line of 24th street to 108 feet west of 25th street. No 450--Cass street from east line of 24th street to west line of 24th street. No 453--Hamilton street, from the west line of 40th street to the east line of the viaduct of the Belt Line railway. No. 461--The alley in block 258, city, and No. 462--The alley in block 10, Rountze & Ruth's additon. In the city of Omaha and subject to the as-seessment for the paving and repaving of the same. You are hereby notified in pursuance of or-dinances Nos 3055 and 3055, passed and ap-proved May 31, 1822, to select and determine upon the kind of material to be used in pav-ing or repaving said improvement districts on or before the 30th day of June, 1892, or the mayor and city council will determine said material. If sheet asphalt is petitioned for by property

Suprant avenue, intersection Sherman streets. Third District-Intersection Sherman avenue and Lake street Fourth District-1633 Grace street, South-west corner Sherman avenue and Grace street. Fifth District-1347 bherman avenue 'Sea-

man). Sixth District-1154 Sherman avenue (Er-

fling). Seventh District-Intersection Sixteenth and Izard streets. Eighth District-808 North Sixteenth street (H. G. Clark, agent). Ninth District-Intersection Cass and Fif-

teenth streets. Tenth District-613 North Sixteenth street

(Sears, agent). Eleventh District—Southwest corner Eigh-teenth and Cass streets, 422 North Eighteenth street.

SIXTH WARD.

Tenth District-Intersection Twenty-eighth and Franklin streets. Eleventh District-Intersection Twenty-fourth and Franklin streets. Tweifth District-1350 North Twentieth

SEVENTH WARD.

fourth and Francis streets. EiGHTH WARD. First District-2004 Hamilton street. Second District-2224 Coming street. Third District-2222 Coming street. Fourth District-2016 Coming street. Fith District-2016 Coming street. Sixth District-latersection Twenty-second and Burt streets.

and Cuming streets. Second District-Intersection Fortieth and Cuming streets, north side. Third District-Intersection Fortieth and

rder the delivery of said bonds at the times foresaid; and, Provided further. That all matured coupons

In consideration of receiving the proposed

Provided, that the use and enjoyment by

<text><text><text><text><text> shall be removed and cancelled by said trustee

Attest: JOHN L. MCOAGUE, Secretary. [68AL] Witness: ALEX. G. CHARLTON. State of Nebraska. Douglas County, 58. On this fich day of May. A. D., 1892, befor me, a notary multic in

[684.1] Witness: ALEX.G. CHARLTON. State of Nebraska. 38. Duglas County. 38. Duglas County. 48. The state of the state of

by a sinking fund shall have been obtained sufficient to pay said bonds at the maturity thereof? Fig. No. The above questions shall be regarded as one question and questions in the form of the official ballots to be prepared by the city cierk of said city for said election outs and a mended proposition, the acceptance of said amended proposition to the acceptance of said amended proposition the said city for said elections in the form of the obve proposition and questions in the form of the principal and interest thereof; and all ballots of iegal ballot to be prepared by the city city of the acceptance of said bonds and the principal and interest thereof; and all ballots of iegal voters cast at the said election containing the above proposition and questions in the form of the official ballot, to be prepared by the fity citrk of said official ballots of iegal voters cast at each election containing the above proposition and questions in the form of the official ballot, to be prepared by the fity citrk of said official ballot shall be acceptance of said bonds and the word "no" upon said official ballot shall be ecounted and considered as against the acceptance of said bonds and the word "no" upon said official ballot shall be ecounted and considered as against the acceptance of said bonds and the word "no" upon said bonds and the levy of said taxes in payment of the principal and interest thereof. If two-thirds of fail the ballots voted by said lecal voters of said bonds and the levy of said taxes in payment of the principal and interest thereof. The principal and thereof said taxes in payment of the principal and interest thereof. The word the fore of said taxes in payment of the principal and thereof the foregoing proposition will be held to be adopted and there word said taxes and the levy of said taxes and the said bonds and there word said taxes in payment of the principal and thereof. The man and said taxes are the face of the issuence of said bonds and there word the eleved accordance with the terms and c subsidy the Nebraska Central Railway com-pany agrees to allow all railway companies the following rights: The right to run their locomotives passenger and freight trains over its main and passing tracts within the city of Omaha; and over its proposed bridge and ap-proaches the right to use such portion of its proaches, the right to use such point as may proaches the right to use such portion of fis terminal grounds, epots and facilities as may be necessary and proper for the conduct of the business of such roads; includ-ing any enlargment of its depot and depot grounds; the right to have their cars switched and delivered by the Ne-braska Central Eallway company upon all of its switch tracks; the right to connect their roads at any point within one hundred (100) miles of said sity of Omaha with any line of raliway which the Nebraska Central Raliway company, or its successors or assigns, may construct or cause to be constructed esat of the Missouri river, and to run their locomo-tives, passenger and freight trains over the main and passing tracks or said raliroad; it being horeby agreed that in case the Nebraska Central Hallway com-pany shall construct its proceed line east of the Missouri river, through the agency of any other corporation or party, it will cause such corporation or party to accute and deliver to the city of Omaha a good and sufficient instrument binding it or him to abide by the terms, conditions and provisions of this proposition, the same as the said Nebraska Central Raliway company would have been bound if it had built the same. Frovided, that the use and enjoyment by write and deliars (600,600) installment of bonds.

Proposals for building Mater 1 how which mile stars pump, etc. 1.8 how how mile takes pump, etc. 1.8 how how his stars to be and addressed to the ordered. Theorem the find and ressed to the theorem the stars may be and addressed to the proposal stars and be and addressed to the theorem the stars may be and addressed to the proposal stars and be and addressed to the theorem the stars may be and addressed to the proposal stars and be design at the stars of the design at various prints on the find the design at the stars and be design at the stars of the design proposal stars and be design at the stars of the design proposal stars and powers with the stars of the proposal stars for the stars with the stars of the proposal stars and powers with the stars of the proposal stars for the stars and of the design of the proposal stars for the stars and the stars of the proposal stars and powers with the stars of the proposal stars and powers with the stars of the proposal stars and powers with the stars of the proposal stars and powers with the stars of the proposal stars and powers with the stars of the proposal stars and powers with the stars of the proposal stars and powers with the stars of the proposal stars and powers with the stars of the proposal stars and powers with the stars of the proposal stars the stars and the stars of the proposal stars and powers with the stars of the proposal stars and powers with the stars of the proposal stars and powers with the stars of the stars of the stars of the proposal when the stars of the stars of the proposal stars for at the stars of the body of the proposal stars for at stars the power when the stars of the proposal stars of a scart the body of the stars of the stars of the stars of the proposal stars of a scart the stars of the stars of the stars of the proposal stars of the stars of the stars of the stars of the proposal stars of the stars of PROPOSALS FOR BUILDING MATERI

Notice of Assessment of Damages for Gradin . To the owners of all lots, narts of lots and real estate along Hamilton street, from the viaduet over the Belt Line raliway to 45th street: You are hereby notified that the under-signed, three disinterested freedholders of the origined, three disinterested freedholders of the origined, three disinterested freedholders of the owners respectively of the property affected by grading Hamilton street, from the viaduet over the Belt Line raliway to 45th street. de-clared necessary by ordinance No. 3.025, passed May 16th, 1862, approved May 20th, 1802 — You are further notified, that having ac-cepted said appointment, and duly qualified as required by law, we will, on the 8th day of June, A. D. 1862, at the hour of 10 colock in the forenoon, at the office of Benewa & Co. in the McCague building, within the corporate Hinits of said city, meet for the purpose of consider-ition special benefits, if any. You are notified to be present at the time and place aforesaid, and make any objections to or statements concerning said assessment of damages as you may consider proper. T. H. McCULLOCH, G. S. BENEWA, MES STOCKDALE, Omaha, May 37th, 1892, M28 diot Notice for Bids, Notice for Bids.

Gradin .

Notice for Hidd
Statistical of the stati

material. If sheet asphalt is petitioned for by property owners, they must state in their petition for paving whether pitch-lake, hand or overflow, or Calitornia asphalt is to be used. Dated atOmana. Neb., this 2nd day of June. First District-Lyceum hall. 4820 North First District-Lyceum hall. 4820 North Second D. strict-Intersection Thirty-sixth street and Grand avenue. Third District-Intersection Military avenue and Grant street. Fourth District-Intersection Twenty-fourth bitrict-Intersection Twenty-fourth and Wirt streets. Sixth District-Intersection Twenty-fourth and Wirt streets. Sixth District-Intersection Thirty-third and Parker streets. Beventh District-2323 Lake street (W. A. Messick). Eighth District-2025 Lake street (Sasstrom). Ninth District-2019 North Twenty-fourth street. P. W. BIRKHAUSER, Chairman Board of Public Works j2-3-4 Notice of Assessment of Damages for

street

FEVENTH WARD. First District—2813 Leavenworth street. Second District—Intersection Twenty-ninth avenue and Poppleton avenue, east side. Third District—Intersection Twenty-ninth street and Woolworth avenue, south side. Fourth District—Intersection Twenty-ninth and Mogeath streets. Fifth District—Intersection Thirty-second avenue and Thomason strest. Sixth District—Intersection * Thirty-fourth District—Intersection * Thirty-fourth and Frank. Elight Ward.

and Cass streets.

<text><text><text><text><text> Cambo Streets, north side. Third District-Intersection Fortleth and Barnen streets. Tourth District-Intersection Thirty-second and the second street. The District-Second street. The District-Second street. The District-Second street. To the purpose of submitting to the legsh for the purpose of submitting to the city of the submitting to the legsh for the purpose of submitting to the street the submitting to the legsh for the purpose of submitting to the city of the submitting to the legsh for the purpose of submitting to the side of the submitting to the legsh the submitting to the city of the submitting to the submitting to the submitting the subm

and Burt streets. Seventh District-Intersection Twentleth NINTH WARD. First District-Intersection Thirty-second