WHAT IRON-WORKERS EARN

Authoritative Comparison of Mechanics' Wages in England and America.

SHEFFIELD'S PAY AGAINST HOMESTEAD'S

Earnings of Iron and Steel Workers in England Not Even Half as Much as Those at the Carnegle Mills-An Instructive Parallel.

London, Aug. 18 .- [Correspondence of THE BEE.]-1 had read in the English papers, and had heard in conversation, so many unkind allusions to the way in which work men were being treated by American employers at Homestead and elsewhere that I determined to find out, if I could, what wages were being paid to workmen in similar lines over here. Accordingly I went to Sheffield, and I counted myself fortunate in being whirled thither over the road and by the train which makes the fastest time on record, so far at least as the railways in England are concerned, viz., from King's Cross to Grantham, 1054 miles without stopping. at the rate of fifty-four miles an hour. My judgment was that for information of the particular kind desired Sheffield would be the natural headquarters. The number of people in that town who make iron and steel for a living is something enormous, and, as all the world knows, they pursue these branches of industry with distinguished suc-

My first impression was of an endless stretch of smoke stacks and of an atmosphere so thick with the kind of stuff emitted therefrom that with a good blade from one of the cutiery shops about one might almost have cut it into dense chunks. Sheffield is the sort of place, atmospherically considered, which I should imagine Old Sol would long ago have given up as being hopelessly joined to its idols. This was my first impression, and my next was of the hills one has to climb in getting about over the town. What I had been told was that Sheffield itself was in a sort of basin and that I should find a steep rise in every direction which led out of it, put what I seemed to find was that the basin, useful as it might have been washing purposes in so sorty atmosphere, was distressingly invisible, and that the whole place was an exasperating undulation through and through. There was hardly any point one wished to reach which gid not involve the climbing of some enormous Hill of Difficulty, and, what was worse, the uphill work in getting about was more than matched for some time by the obstacles met in the search for information. Why American Wages Are Higher,

The manufacturers were quite English, which means that they were hard to get at and very reticent. In a country where the clergy are boxed up for most part, as though while dispensing the Word of Life it were

necessary to protect them securely against the people in the pews, and where every fellow having a tidy house and grounds walls himself in against the possibility of his possessions being even looked at by vulgar outsiders, this reserve on the part of large employers of labor was naturally to be expected. By tact and perseverance, however, I managed to converse with representatives of two firms, and was not badly received by them. The Atlas works and the large establish-ment of C. Cammeli & Co. turn out steel in

enormous quantity, and for almost all pur-poses, and it is said that altogether they nave something like 10,000 men in their service. How nice it would be, I thought, if these concerns would favor me with a quiet look at their payrolls, and I even ventured to suggest in their very presence that this, or the equivalent of it, was that I was after. But polite insinua tions were only as sounding brass, and I had an inward conviction while making them that in ears so unused to such American lib erties they must have sounded very brassy indeed. To show how utterly hopeless was the quest undertaken, the secretary of the Cammell company assured me they had refused to give information about wages, even when asked for it by statisticians of the British government, and the gentleman representing the other firm waived the main issue by explaining that "of course wages were higher in America than in England because the restrictions against foreign competition were so much greater."

No Chance to Rise.

The American consulate is always accessible, however, and the representative of the stars and stripes in Sheffield, Mr. Benjamin Folsom, an own cousin of the distinguished mamma of Baby Ruth, and an old newspaper man withal, I found to be deeply interested in labor questions and quite ready to help in visible attestation of his patriot risible attestation of his patriot-Mr. Folsom displays the model of an American eagle over the front door of his office, and his conversation was found to be fully as patriotic as the sign he had hung out. Between the condition of the working classes in the United States and that of the same classes in England, the difference, he said, was great in the extreme. In America the drift was always upward, whereas here it maintained a dead level. The rule in England was once a workman always a work man, while with us large numbers climbed ip. They first got a house of their own, and you would hear of them soon after as mayors of cities. He had been visited re cently by an American who began life as a blacks mith. In England the same man would have been a blacksmith today, but employ, and is an inventor whose machines are known all over the world.

Wages in Sheffield.

From reports to which my attention was directed by Mr. Folsom I made the following abstracts of the general run of For workers in iron the hours vary from fifty to fifty seven hours per week, and the average weekly earnings Puddiers, \$1,75, Puddiers, \$12.89; were given thas: Puddiers, \$7.78; underhands, \$5.24; shinglers, \$12.89; sasistants, \$8.99; ball furnacemen, \$12.16; underhand, \$7.29; charcoal lumpers, \$14.50; rollers, \$10.04; assistants, \$7.20; metal refiners, \$10.04; plate rollers, \$15.80; furnacemen, \$14.59; firemen, \$8.51; scale melters, \$8.51; forgemen, \$14.59; levermen, \$6.07; bogiemen, \$6.07; hammer drivers, 87.29; pattern makers, \$7.90; molders, \$8.51 fettlers, \$6.44; laborers, \$5.10; from trailers, \$3.89; tire rollers, \$13.62; machinists, \$7.78. From the same reports it was learned that men engaged in making pocket and table cutlery were sarning on an average from \$8.07 a week to \$9.73. For railway em-\$8.07 a week to \$9.73. For railway em-ployes the average wase was given as fol-lows: Engine drivers, \$1.50 for a day of twelve hours; firemen, \$1.00. The rate of the others is by the wees. Pas-senger guards, \$6.80; goods guards, \$6.32; watchmen, \$5.34; pointsmen, \$6.32; passenger porters, \$1.39; goods porters, \$4.86; engine itters, \$6.80; carexaminers, \$6.32. Counter-mon in dry goods stores are reported as averaging a little less than \$200 a year; police men average \$7.20 and street laborers \$4.86 a

Steel Workers' Earnings.

The figures obtained from the same reports bearing directly upon the steel trade, were as follows: Steel converting - Foreman (45 hours), \$7.29; laborers, \$4.86. Steel meiting Teemers (60 hours), \$8.75; pullers out, \$7.05; cokers, \$4.86; pot makers, \$8.51; collar [1ad, \$1.82. Steel rolling—Foreman (48 hours).
 \$10.94; rollers (48 hours), \$8.75.
 For the class of labor indicated, these

sums, at the time the reports were made represented the average weekly earnings of ail employed. But both as regarded these and the wages given in other branches, the question to be determined before any reliance could be placed upon them in a comparison with American wages was whether they represented fairly the wages obtaining here today. Mr. Polsom and his lotelligent clerk both thought they did. There may have been a slight they did. There may have been a slight luctuation up or down in the perion covered but they did not believe there had been any great change one way or the other. If either way, the tendency, they thought, had been upward. Still, to make sure as to this they would advise me to confer with the leading officials of the Federated Trades

union; and here the pleasant fact transpired -akin to many that we are constantly dis-covering in England—that several prominent labor representatives had gained places recently in the Succeeding town council. recently in the Shelleld town council. These were men who at every election were on the platform in behalf of labor from the opening of the fight till the last ballo counted. They knew all the ins and outs of the wage problem, were always accessible on the subject and we could take our choice as to which we would honor with t

A Leader in Organized Labor. The gentleman visited was Mr. Charles

Hobson, who is not only a town councilor but has served for five or six years as presi dent of the Sheffield Labor council, an or-ganization in which fifty-five trades are embraced and with a paying membership of about 15,000. To find these English tollers hanging together as they do, so compactly and in such great masses, for the protection of their own interests, is one of the most gratifying revelations which our trip abrona has thus far afforded us. When, too, we find men of the stamp of Mr. Hobson—self educated, intelligent, gentlemanly, self sacrific ing willing to manage these organizations without a cent of pay, and while they stand at the forefront of the battle for others still earning their own brend by daily toll, we feel as though we had been let into the secret of this phenomenal movement. In replying to inquiries, Mr. Hobson thought that trades unionism had certainly accomplished something in Sheffield within recent years, both as regarded hours of employment and the rate of pay. Still, in looking over the figures above given, especially those re-lating to the iron and steel trade, he could not help saying in all candor that, with the qualifying remark in my letter that the earnngs given would propably in some cases be n little lower than those actually paid at the present time, the list could be consistently published in the American press, and might be properly used with slight modifications in any comparison which might be desired with the wages of similar workmen in the United Home stead Versus Sheffield

So far so good, but upon the one pressing matter which I had gone to Sheffleld specially to investigate, this gentleman unfortunately was not able to enlighten us. I had a news-paper clipping giving a catalogue of thirty four different occupations in which men had been engaged at Homestead, with the amount wages which it was estimated would fall to the lot of these different workmen

under the new scale offered them, and that which I wanted to find out that which was what the same class of men were earning per day in Sheffield at the pres-ent time. This Mr. Hobson said, he could not tell, and the employers having previously averred that they would not afford this in formation the prospect looked bad. got it approximately from Mr. J. Freebor-ough, local secretary of the Friendly Society of Irou Workers, whose name, as one likely to be familiar with such matters, had been given me by the general secretary of the same society in Loudon. Mr. Freeborough had been allowed twenty-four hours for reflection and inquiry. Hence he did not speak at random nor in haste. The names to do out to him were different in some cases. he said, from those in use over here, but he knew the kind of work involves, and from a long practical acquaintance in mitls and es he could estimate within a trifle

what each mun's wages would be.

Speaking generally, the men worked by the turn, he said, and a day turn lasted from to 5. In changing English money into American we have counted an English pound to be worth \$5, and as this is more than its real value the Englishman has that much advantage over the American in the following table, which shows in the first column of figures the approximate estimate of wages per day in Sheffield, and in the second column the minimum wages per day at Homestead under the new scale of the Car negie company (eight hours).

Average Over 100 Per Cent Difference.

		IN SHEP-	AT HOME-
•		FIELD.	STEAD.
y.	Heater	83 110063 50	86 67
	Sere wenne	3 0 063 50	6 41
	Heater, first helper	1.25	4 75
	Heater, second beiper	1 20	2 27
l.	Craneman	1 25221 33	2 66
	Roll engineer	1 50 61 60	3 24
,	Roll tableman	1 13	3 24 2 47
	Sweepers	1 00	1 86
r	Shear tongsman	1 13	1 94
	Stumming	1 05	2 00
r.	Shearman	1 50	4 00
*	Shear tableman	1 13	2 27
r	Buggyman	1 13231 25	1 04
f	Roller	5 00	8 2)
	Scrowman	2.75	6 45
1	Tableman	1 25	4.60
	Hooker	1 25	4 11
1	Sweeper, front	1 00	2 93
	Sweeper, back	1 00	2.93
7	Shearman, first	1 50	6 45
3	Shearman, second	1 25	4 69
3	Leader, first	2 00	3 50
	Leader, second	1 50	2 93
1	Heater	3 00@3 50	6 45
	Heater's helper	1 25	3.52
3	Melter's helper, first	1 75	3 26
ı	Melter's helper, second	1 50	2 66
1	Charging machine	1 00	· 2 86
	Ladloman, first	1 50	3 26
	Ladleman, second	1 25	2 66
	I Pritrie in theat	1.50	2 66 3 26
	Pitman, second	1 00	2.06
	Pitman, third	1 00	2 45
	The Figures Find	Confirmat	ion.

The Figures Find Confirmation These figures will amply repay study. Mr. Freeborough may have been a little out in some of his estimates, but when they were read over to nim, with the caution that should prefer to have him give a figure in excess of what was paid rather than below it, he felt certain that if he had erred at all that was precisely the fault of which he had been guilty. That he cannot be far out can be proved from another source, for in a report of J. Schoenhof, late consul at Tunstall to which my attention was directed by Mc Folsom, present consul at Sheffield, we found a contrast drawe between a large steel mill in eastern Pennsylvania and another in England, which shows that while the average daily wages for all employed in the

former was, in dollars and cents, \$2.17%, the overage for all in the latter was \$1.33.

This kind friend, as 1 was taking leave, pointed to a portrait on the sideboard "There's a young fellow who's in America

he's a molder. "What does he earn?" I inquired.

What did he got here for the same kind 'Six and eightpence," which is about

Here was an object lesson right to the point. After that I tried to escape for a time from the awful smoke of the town by an omnibus ride to the top of the very highest of the hills, where I supposed the poor manufacturers of Sneffield would be hiding their rags from the gaze of opnient workmen. I thougant of them as being poor because one of their number had spoken so strongly that very day of the tendency of our American system, to build an million. our American system to build up milition aires! But what I saw on those towering hilltops, where the Browns and the Jessups and the Cammells have their about, were not the huts of poverty by any means, but the pretentious inclosures of what could only be he castles and palaces of men rolling in affluence. Such is life, and for the present I

forbear comment. DeWitt's Sarsaparilia is reliable.

Bracing High Buildings. One of the difficult problems that

architects have to consider in erecting very high buildings is wind bracing. The variation of practice is wide, show-ing that ideas differ in regard to details and the amount and operation of the forces to be resisted. In designing metal structures engineers agree substantially, the greatest differences being in regard to the use of cast iron and the relative merits of hollow tile walls and of tron or steel rods as vertical bracing. It is said that some architects depend wholly on ordinary partitions for lateral stability, no matter how much they may be weakened by openings. It is all right to have the exterior walls a mere exterior curtain to shield the interior metal frame, but the frame should be braced efficiently. Vibrations due to cars, trucks and dynamos have to be

A Recommendation from Illinois. Wilmington, Iil., April 11, 1891.—I would say that I can recommend Chamberlain's Remedies as a number one set of family medicines such as every home should be provided with. You can rely upon their being as near what they are recommended as any medicine sold in this part of the country. Especially would I recommend Chamberlain's Cholic, Cholera and Diarrhora Remedy as having no equal for cholera morbus, celic as having no equal for cholers morbus, colic or diarrhoes. Having used these medicines moself and soid them for several years, I know their value and have no hesitancy in recommending them. -Lzvi B. Dzi L.

Flirting With Fratty Native Girls in Four Languages.

SUMMER COSTUMES SOMEWHAT DECOLLET

Learning Foreign Manners and Styles The Corset and Kid Supper Take the Place of the Kimono and the Sandal-Miyanoshita in the Clouds,

MITANOSHITA, Japan, Aug. 1.—[Correspondence of The Bar.]—"If you Americans want to see nature and fun and love and sentiment," said Sir Edwin Arnold as he sat on the verandah of the Grand hotel at Yokohama, "go up to Miyanoshita, the Saratoga of Japan."

"Where is it!" I asked, "Four hours from here, on the mountaintwo by tram, an hour with horses, an hour in Ragos and jinrikishas, and there you can sit in that great bird cage, the Fujiya hotel, and flirt with pretty girls in four languages.

"Pretty girls in four languages" settled it, and we were off for the Japanese Saratoga. The road lay through rice fields or rural villages where they were pounding rice or weaving cloth for the Japanese kimono, In many cases the women were decollete to their waists, children naked as angels and men protected only by a strip around the loins. But there was no conscious immedesty. A man with the sinews of a Hercules would come a siege of Japanese politoness: "It is a great honor to meet your honorable self," says the woman, smiling and bowing

"No, you confer an honor upon me, and (bowing almost to the ground) I am astonished that one so honorable should speak to a pigmy like myself." Your politesss (nowing still lower) overcomes me.

double.

"And your gracious condescension (bow ing almost to the ground) fills me with hap piness." And so these naked Chesterfields go on

with a dozen more kind sayings and polite

bows for five minutes.
All the houses we passed were as open as sheds, and their whole interiors could be taken in at a glance. There were no chairs, no tables, no beds, no stoves, but always a screen, a flower vase and a bathtub. Some-times the bathtub, which is a half barrel, was in the back room, and sometimes in front. It is warmed once a day by a little sheet-iron stove in the side of the tub, the pipe of which runs through the half barrel. A handful of charcoal warms the water for a whole family or a hotel. They do not bathe, but simply sitthere and soak. Often the members of several families will be seen pathing together. Carter Harrison, who wrote a most interesting book on Japan, says he was once bathing with his two sons when a Japabath. "Seeing we were foreigners, how-ever," said Mr. Harrison, "they politely bowed themselves out." If there had not been a law passed obliging all Japanese to wear breech cloths rural Japan would go naked today, and the people would do it in utter innocence. These naked people are as knightly as a bare-legged Spartan king. In three months in Japan I have not seen a drunken nor an angry man. Neither have I seen a saloon, and rarely a meatmarket. Tobacco is seldom used, and opium never.

The diet of the people is as innocent as their After sitting an hour in a tram ear, riding along rice fields where women were hoeing rice with their hands as they walked knee deep in the water, we struck the Kago carriers who carried us up the mountain to Miyanoshita. Now came a test of manhood Our party of three had very stupidly brought a 200 pound Saratoga trunk instead of repacking our things into Japanese baskets. Our Kago carriers looked at the great trunk and then looked at the Fujiya hotel four miles away on the top of the mountain. Then they laughingly tied a rope around the trunk, put a pole through it and started on a fox trot with the huge weight. "Here stop!" (Oi choito) I said. "Leave

it. It will kill you." laughed and on they and when the first jinrikisha reached the hotel, there stood my two coolies with the trunk! I could not lift one end of this Sura-The strongest hotel porter goold have asked 50 cents to carry it up one pair of stairs in America, and these athletes had carried it on a run four miles up a mountain and when I paid them 20 cents apiece, the regular price, they thanked us over again, and wed three times to the ground.
"For shame!" said my tender-hearted wife

with tears in her eyes. "Give them more, double it, such brave, grand men!"
"All right," I said patting the men on their sinewy backs, "take more," and they laughed and cried with joy as they took it. The watering place hotels here are like great bird cages, and pretty Japanese waiter girls dressed in kimonos and brilliant obis (sashes) flock through halls and dining (sasses) hock through hans and onling rooms like birds. Always laughing like the three little maids from school and always in nocently modest they are too. Sometimes I see the young gentlemen guests admiring the pretty hands and necks of the girls as they pat their red checks. When I asked Koko and Meto what wages they received hey said in broken English

"We get \$2 a month and our pretty "But the presents you get ?"

"We give those to master and at the end of the year he makes us a present." The prices at the Fujiya like all Japanese notels is \$3 a day. The hotels are always up in the mountains above the clouds and look out on Foliyma. This is a favorite resort of Sir Edwin Arnoid. The poet finished writing today a Japanese drama for a Lonion manager, to be put on the stage in Japa iese costumes.

"O, yes," he said as he read a romantic section of the play, "I have put in a lot of coloring and plenty of singing and dancing In fact I am an old hand at the irama, and I shall put in what Tennyson oft out. I am offered £5,000 for the play The guests of this Japanese Saratoga are cosmopolite. There are golden-haired Yankee girls from Boston and Chicago, the olemn English girl and the phlegmatic German girl who drinks beer at Weisbaden The American girl abroad is always to the front. She dances prettier, flirts harder and climbs higher than any of the rest. She gots an autograph from Sir Edwin while the English girl is asleep, and has the English girl's lover at ner feet while she plays the

Samisen, the Japanese banjo.

In the evening it was amusing to see the Japanese guests try to dance the round dances. The Japanese are bound to become European. The emperor and empress dress in European costumes, walk on English car-pets and eat French dishes. The swell young Japanese has his Tuxedo and the girls are struggling into kid gloves and corsets. Their little feet, always accustomed to sandals, ache in kid slippers, but the empress has said Chinese methods must go and the swell girls and boys are bound to give up sandals and kimonos, quit chop sticks and the geisha dancing and whirl in the german.

After the dance was over I peeped through a latticework and saw a pery of laughing Japanese beauties taking a rest. They had thrown off kid slippers and corsets and put their bare feet into sandals and were squatted crosslegged on the floor—resting! Dear coretless children of nature, how they enjoyed sweet and picturesque liberty after ac hour's debauche in civilized fashion and flirting. Some of the haughty old daimtos, the

proud fellows who lost their swords when the mikado squelched the tycoon in 1868. will not be Europeanized. It is not uncour mon to see them leave their sandals at the door of the Imperial hotel diningroom in Tokio and march as proud as Carars, but with bare feet over the Japanese floors. Sometimes he checks his sandais, but walks in with his hat on and his kimono wrapped around him like a Roman toga. In fact the kimono is a Roman toga and a grand old

Japanese daimio looks not unified the statue of Augustus in Rome.

Going down the mountain from Miyanoshita the next day in juriksha it was amusing to watch these romantic Yankee girls behind their broad breasted muscular coolies. When the naked acrobats would turn a precipies down which you look hundreds of feet into foaming cataracts, the girls would scream with gice: and the cooles would look around proud of their burgens. But what a contrast. In the jurnitishs was the bright cul-tured Yankee girl, enthusiastic, frail but magnetic. In front was the strong animal

THE SARATOGA OF JAPAN mnn, with shining skin and swelling ten-

dous.

It would be an immense attraction if the manager of the Chicago fair could have a cozen of these darance inrikisha runners, these splendid cooles at the fair.

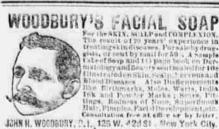
Everybody in Japan is in love with Sir Edwin Arnold, but the coming poet laureate the splendid gravens to America. The poet is especially grazious to America. The poet is here to drown his grief at the loss of Lady Arnold and I suppose we Americans amuse him. The poet lankes his home at the beau-

Among the Americans here are Heber Bishop, the curio collector; young Senator Lesponard Steart, and Georgia Cayvan, Daniel Frohman's leading lady at the Lyceum. A curlo dealer spoke of selling a kimono to Miss Cayvan.

"Yes," said my wife, "she is an actress."

"Actress," reneated the Japanese, regretfully, "I beg pardon for mentioning her name."

"Not at all," said my wife. "American actresses are most worthy people, and Miss Cayvan is a great artist. See, she is even now talking with an American admiral. It seems that acting is not a high calling in Japan. The geisha girls are actresses. I'm afraid if Daniel Frohman don't send some one over here to keep post laureates foreign ministers and navy officers away from Miss Cayvan that they will steal his leading lady. Eld Penkins.



NOTICE.

NOTICE.

Notice is hereby given, pursuant to law, that at a special election held on the lith day of June, 1832, the legal voters of the city of Omaha, Douglas county, Nebraska, accepted and adopted the following proposition of the Nebraska Central Railway Company:

The amended proposition of the Nebraska Central Railway Company to the City of Omaha, Neb.

The amended proposition of the Nebraska Central Railway Company to the City of Omaha, Neb.
To the Mayor and City Council of the City of Omaha, Neb.
The undersigned, the Nebraska 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, Children the treet, Children street, Eleventh street, California street, and the right of way of the Omaha Beit Railway company, lexcept the south half of block 28, lot 1, and north one-half of lots 2 and 3, block 25, for 1, and north one-half of lots 2 and 3, block 25, in ad to erect thereon a union passenger depot on the corner of Fifteenth and Chicago streets, to cost, including the other railway improvements on said grounds, not less than feur hounded thousand dol ars (\$40,000):

Provided, the city of Omaha, in Douzlas county, Nebraska, will donate to the and Nebraska Central Kallivay ompany two hungryd and lifty thousand includes \$250,000 fits four (4) per cent bonds \$100,000 thereof to be dated January 2, 1884, and \$150,000 thereof to be dated January 1, 1884, to become due and mayable twenty years from their respective dates, with interest my ability and the part of the with liness to my ability and the part of the with liness to my ability and the part of the with liness to my ability and the part of the with liness to my ability and the part of the with liness to my ability and the part of the with liness to my ability and the part of the liness to my ability and the part of the lines with liness to my ability and the part of the lines with liness to my ability and the part of the lines with liness to my ability and the part of the lines with liness to my ability and the part of the lines with liness to my ability and the part of the lines with liness to my ability and the part of the lines with liness to my ability and the part of the lines with liness to my ability and the lines with liness to my and lines with liness to my and lines with lines and lines

able twenty years from their respective dates with interest payable semi-annually, all pay-able at the fiscal agency of the state of Ne-braska in the city of New York.

Said bonds to be of the denomination of one thousand dollars (\$1,00) reach, and each there-This bond is t as rf a series of two hundred "Tais bory! is the eff a series of two hundred and fifty 250 fs side of like amount and tenor, which are is and by the city of Omana, in Douglas councy, the city of Omana, in Douglas councy, the state of the Contral railway & sipany, to aid it in acquiring land in the city of Omana for union depot and terminal purposes, and in the construction of a union railway passenger depot upon said ground, and the railway tracks, side tracks, turnous a switches and approaches leading thereto, and other railway improvements therewith connected."

Said bonds to be executed and

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 it trust for delivery to the Nebraska Centra Railway company, its successors or assigna by said trustee, in installments as hereinaft,

by said trustee, in instatiments as normality provided.

The said Nebraska Cer.tral Railway company plans to construct, or cause to be constructed, a line of railway in the state of lowanotiess than 100 inlies in extent, from the said 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 railway converted.

the lines of two or more of the following rail-way corporations, viz:

The Hilmois Central Railway company, the Winona & Southwestern Railway company, the Minneapois &St. Louis Railway company, the Chicago, St. Pani & Kansas City Railway company, the Chicago, Fort Madison & Des Moines Railway company, the Atchison, To-peka & Santa Fe Railway company, the Baiti-more & Ohio Railway company, the Chicago Mississippi Railway company, the Chicago Wastern Railway company the Ouin's. Western Rallway company the Outney.

Omaha & Kansas City Rallway company and
the Iowa Central Railway company.

One hundred thousand dollars (\$100,010) of
said bonds shall be delivered by said trustee
to said Nebraska Central Railway company,
it 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 and
the right of way of the Omana Bult Railway
company, (except the south half of block is,
lot 3 and 4, block 28, lot 1, and the north half
of lots 2 and 3, block 27.

of lots 2 and 3, block 27.

Provided, that the said one hundred thousand dollars [\$100,040] 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 lows.

One hundred and lifty thousand dollars [\$150,000] of said bonds shall be delivered by \$150,000] of salo bonds shall be delivered by ald trustee to sald Nebraska Central Railway

One hundred and fifty thousand dollars [3150,000] 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 rempleted the erection of a union passen or depot upon said tract of land above described to cost, including the other railway improvements on said grounds, not less than four hundred thousand dollars [340,000]; proof of such cost to be made by the swora statement of the president and treasurer of said railway company, flied with the city clerk of Omaha, accompanied by certificate, signed by the city attorney and city engineer, that in their opinion such amount has actually been expended.

Provided, that if the said Nebraska Central Railway company, its successors or assigns, shall fall to acquire and take possession of said land, itshall not be entitled to receive any part of said one hundred thousand dollars [300,000] installment of bonds; and, further provided, that none of said one hundred and ty thousand dollars [310,000] installment of bonds; and, further provided, that none of said one hundred and ty thousand dollars [310,000] installment of bonds; and, further provided that none of said one hundred and ty thousand dollars [310,000] installment of bonds; and, further provided further, that the mayor and the city council shall by resolution, upon the full performance of the undertaskin; so not be part of said railway company herein contained.

Provided further, That the mayor and the city council shall by resolution, upon the full performance of the undertaskin; so not be part of said railway company herein contained.

Provided further, That the mayor and city council of the city of onaha shall cause to be evided on the taxable property of said bonds at the times aforesaid; and.

Provided further that the mayor and city council of the city of Omaha shall cause to be evided on the taxable property of an amount of taxable property of said city an amount of taxable property of said city an amount of taxable property

from the date of said bonds the mayor and the council of said city shall cause to he reled in addition to all other taxes on the taxable property af said city an amount of tax sufficient to greate a sinking fund for the tax sufficient to greate a sinking fund for the tax sufficient at maturity of said sounds, the amount of tax to be levied for said sinking fund not to exceed twenty-five thousand dollars (25,01,00) in any one year); said tax to be continued from, year to year until the said bonds are fully paid.

The acquirement of the said lands and improvements herein contemplated including the said railroad in lowa, shall be begun within one year from May 1, 1892, and be pushed to completion without unnecessary iclay; and shall be completed within three years from the lat duy of July, 1892.

In case any of fife torms, limitations, conditions or provis offs propased berein relating to the beginning, progress and completion of said improvements are not compiled with unless delay is diffectly and necessarily saused by injunction or other judicial proceedings, or by the voidable accident or act if Providence, the yid company shall not be untilted to receive all bonds or any thereof, ven though the electors of said city of Omaha all have by their vote authorized the islance of said bons; but all right to said beaus shall by such default and without any undictal determination become forfeited.

Provided, however, that if the beginning, progress or compiction of said improvements shall be extended to the extent of such leisy or obstruction; and should a dispute arise between the said completion of said improvements shall be extended to the extent of such leisy or obstruction; and should a dispute arise between the said completion of said improvements and Nobraska Central Railway company, shall be referred for determination be about of arise between the said of receiving the proposed subsidy the Nebraska Central Railway company, shall be

rided.
In consideration of receiving the proposed subsidy the Nebrassa Central Hallway company a rees to allow all rallway companies the following rights: The right to run their occomotives passenger and freight trains over its main and passing tracts within the city of Omaha; and over its proposed bridge and approaches the right to use such portion of its terminal grounds depots and facilities as may be necessary and proper for the conduct of

the business of such roads; including any enlargement of its depot and depot grounds; the right to have their cars switched and delivered by the Neits switch tracks: the right to commet their roads at any point within one hundred too miles of said city of Omaha with any line of rallway which the Nebraska Central Rallway raliway which the Nebraska Central Valiway company, or its successors or assign, may company and freight trains over the main and passing tracks of said rains of the Bissouri river, and to run their locamotives, passenger and freight trains over the main and passing tracks of said rains of the Nebraska Central Railway company shall construct its processed line passy of the Nebraska Central Railway company of any other corporation or party, it will cause such corporation or party, it will cause such corporation or party to execute and deliver the colly of Omaha a good and sufficient instrument binding it or him to ablide by the "arms, conditions and provisions of this proposition, the same as the said Nebraska Central Railway company would have been bound if it had built the same, tefore delivery of the aforesaid one hundred, thousand dollars (100,000) installment of bonds. tifu! Imperial hotel in Tokto, the fluest hotel

bonds, ravided, that the use and enjoyment by

bonds.

Tovided, that the use and enjoyment by such railway companies of ouch and every of said rights shall be upon just and equal terms and rights shall be upon just and equal terms and rights shall be upon just and equal terms and the payment of just and fair compensation to the Nebraska Central Railway company, its successors or assigns, and subject to such operating rules and regulations of the Nebraska Central Railway company. Its successors or assigns, as shall be necessary and proper, just and reasonable.

And the said Nebraska Central Railway company wil submit any dispute arising between it and such other company or computes as to the use and enjoyment of any rights under this proposition, or as to the terms, compensation, operating rules and regulations, relating thereto, for board of arbitrators, to be made up of three persons who are judges of the state district court, or its successor, of the district embracing the county of Douglas, to be selected by a two-thirds vote of all the persons who are district fudges of said court.

Provided that any such railway company other than said Nebraska Central Railway company. Its successors or assists shell have the election to submit any such dispute to

the election to submit any such dispute to arbitration or to pursue any other remedy. the election to submit any such dispute to arbitration or to pursue any other remedy.

Wherever around nearly designiz to submit any matter to arbitration shail cause to be serve i upon the other party a written notice which shail set out the matter in dispute to be submitted, and the time proposed for the hearing, which shail not be less than thirty (3) days after the time of service; and thereupon the adverse party shall within twenty (20) days after the time of service; and thereupon the adverse party shall within twenty (20) days after such service upon it, serve its abswer, if any it have, upon the party demanding the arbitrations, when organized, shail have power to fix the time of hearing and to adjourn the same from the to time, and to make all nocessary rules and regulations for the production of testimony in the possession of either party, and otherwise to compell a farfand specify triar; the decision of a mijority of the board shall control and the final determination of the beard shall be final and conclusive upon the parties, of all matters submitted and decided.

Wherever prolitation shall be resorted to such arbitration shall be the exclusive remeily of the parties except as herein elsewhere provised as fat he matters and things invariant.

of the parties except as heroin elsewhere pr ited), as to the matters and things involved

nd decided therein. Sald Nebraska Central Rallway company, its successors and assigns, shall transport freight (including transfer of freight and all charges incidental to said transportation) over any bridge and approaches, as well as over any bridge and approaches, as well as over any rallway it shall construct within one hundred (190) miles of the Missouri river within the state of Naturaka, for just and managette rates or charges, and in case of difference as to what constitutes just and reasonable rates or charges under this paragraph the mayor, and charges under this paragraph the mayor and city council or said railway company may you not the armoto arole and in sac manner, and to the arbitrators above provided for but this paragraph respecting freight charles shall not become operative or in force until five years from the date of the delivery of the last installment of the bonds hereinbefore re-ferred to

ferred to. It is further proposed that said bonds shall be delivered to the Nebraska Central railway company, its successors or assigns, only upon the execution by the said Nebraska Centra the execution by the said Nebraska Central rallway commony or its successors, and delivery to the city of Omains of an undertakinz in writing to the effect that the principal depot of said rallway company, its general offices and principal machine sbops when built, shall be located and maintained within the corporate limits of the city of Omaha, and that a violation of the terms of said undertaking by the said Nebraska Central railway company or its successors or assigns, shall render the Said Nebraska Central railway company, or its successors, indebted to the said city of Omaha in the full amount of said bonds, and interest thereon.

This proposition shall, after being duly This proposition shall, after being duly acknowledged by the Nebrassa Central Railway company, be recorded in the office of the register of deeds of Douglas county, Nebraska, and for a period of twenty (23) years from and after this date, shall be referred to by giving the book and page wherein the same is recorded in any mortizage, deed of trust, deed of conveyance, or lease of said depot and denot grounds, with the statement that the said Nebraska Central railway company, its successors and assl us, are bound by the terms. Inditations, provisions and conditions of this proposition which are hereby made its covenants that attach to and run with the said property into whosover hands it may come. ito whosoever hands it may co Provided, that the city council of the city of Omaha, (the mayor approving in due form) shall enact a certain ordinance (which at the date hereof, is pending consideration before said council), entitled, "An ordinance grantdate hereof. Is pending consideration before said council, entitled, "An ordinance granties permission and authority to the Neuraska Central Raliway company. Its successors and assigns, to construct raliroad tracks along, across, over and under certain streets and alleys in the city of Omaha, subject to certain conditions, and to vacate parts of certain streets and alleys in the city of Omaha, upon compliance with certain other conditions.

And it is also provided, That if said Nebraska Central Raliway company shall not, within forty-five (45 days of being notified by the city cerk of the adoption of this proposition at the election held to vote upon the same, file with the said city clork its written ratification of this proposition under its corporate seal, none of said bonds shall be issued, and all the terms and provisions of this proposition shall be held for maight.

The Nebraska Central Raliway company agrees before an election being called to submit to the voters of the city of Omaha, this proposition, that it will execute and deliver to said city a bond with good and sufficient sureties in the sum of five thousand dollars (5.10) Cash conditioned upon the payment of the expenses of said election.

This proposition and the acceptance there of by the city of Omaha, and the ratification of this proposition by said Nebraska Central raliway company, or its successors or a legs, as herein provided, shall be construct and understood to constitute a contract between the said Nebraska Central raliway company,

as herein provided, shall be construct and understood to constitute a contract between the said Nebraska Central railway company, its successors or assigns, and the said city of Omaha, and all of the terms conditions, agreements and provisions made on the part of the Nebraska Central railway company in this proposition contained are bereay made the covenants of the said Nebraska. Central railway company, its successors and assigns, walch shad attach to and run with all of its successor and assign which shad attach to and run with all of its state of the shad property and binding upon any party into whose hands it or env of the avecome. In witness whereof the said Nebraska Conral Railway company has caused these pres-nts to be executed this 16th day of May, A.

ents to be executed this 16th day of May, A. D. 1802.

NEBRASKA CENTRAL RAILWAY CO.,
By J. H. DUMONT
Vice President.

Attest: JOHN L. McCAGUE, Secretary.
[SEAL.]
Witness: ALEX. G. CHARLTON.
State of Nebraska.
Douglas County,
on this lith day of May, A. D., 1802, before me, a notary public in and for said county, personally appeared the above named J. H. Domont and John L. McCague, who are to me personally known to be the identical persons who signed the foregoing Instrument, as vice president and secretary of the Nebraska Contral Gallway company: they acknowledge the said instrument to be the voluntary act and deed of the said Nebraska Central Railway company and their voluntary act and deed as such vice president and secretary of said company.
Witness my land and actorial said the said company.

company.

Witness my hand and notarial seal the date last aforesaid. ALEX. G. CHARLTON.

[SEAL]

This done by order of the city council of the city of Omaha this Eth day of July. 1862.

JOHN GROVES. City Clerk of the City of Omaha.

THE SEA PORT OF THE SOUTH! For Sale or Lease at Bargain and on Easy Terms.

A good chance especially for parties in delicate health desiring a Change to a congenial and salubrous cilmate, mild in whater and cool in summer, owing to the refreshing seabreezes of the guif.

A Corn Mill Plant.

built by the T. J. Noyle M'cz. Co., capacity 200 barrels per day, with elevator railroad switches, warehouses, steam power and ground, situated in close proximity to the channel, eminently fitted for the export, as well as home trade, with ample space for enlarging the same or adding out milling.

The reason for disposing of this property is our desire to pay undivided attention to our flour mill business, and the export of flour and grain from this port.

We invite correspondence and will be much We invite correspondence and will be much pleased to furnish all information in our possession regarding corn milling, our port,

climate, etc. Texas Star Flour Mills, GALVESTON, TEXAS. NOTICE.

NOTICE.

Office of the County U erk of Douglas County, Nebraska: Omaha, June 2nd, 1892. On the 14th day of May, A. B., 1892, the following proposition was by the order of the Board of County Commissioners of Douglas county, submitted to a vote of the qualified electors of said county, at a special election to be held on the 16th day of June, A. B. 1892, for adoption or rejection pursuant to the provisions of the statutes is such cases made and provided, which proposition is as follows, to-wit.

NEBBASKA CENTRAL PROPOSITION.

The Nebraska Central Railway company has made the following proposition to the county of Dong as, Nebraska, to w.t.

To the Honorable Board of County Commissioners, Donglas County, Nebraska: Gentlemen:—The understened, the Nebraska Central Railway company, a corporation duly organized and existing under and by virtue of the laws of the state of Nebraska, proposes to build a double track steel railway poses. poses to build a double track steel railway tion shown upon the plans for said bridge, which has been approved by the Honorable, the Secretary of War of the United States, and the Secretary of War of the United States, and also a double track railro d from the west approach of said bridge through the city of Omaha to a connection with the tracks of the Union Stock Yards and Railway company at South Omaha, and also to project a line of railway from the west approach of the aforesaid bridge into the interior of the state of Nebrasks, and to construct that portion thereof extending (as nearly as practicable) in a westerly direction from a point on the main line of said railroad north of Mount Pleasant or Pacific street in the city of Omaha, Nebrasks, to a point on the Little Papillion Creek in section twenty-five (23) township internation of morth of range twelve (12) coast of ka, to a point on the Little Papillion Creek in section twenty-five (2) township uritien (o) north of range twelve (12) cast of the sixth prine pai meridian, and also to construct a line of railway from a junction with the main line of railway from a junction with the main line of railway from a junction with the main line of railway from a junction with the main line of railway from a junction with the contribution of from the rection of Fourteenth street and Izard street, but he from the construct on and completed simultaneously with Union Stock Yards and Railway company at South Omaha: provided the county of Douglas will donate to the Nebraska Central railway company five hundred thousand (Nos.00.0) dollars of its four and one-haif (13) per cent coupan bonds, dated July 1, 1892, due and payabi-twenty years from January 1, 1894, with interest payable semi-annually, from January 1, 1894, on the lst day of January and the 1st day of July in each year, principal and interest payable at the fiscal agency of the state of Nebraska in the city of New York; said bonds to be of the denomination of one thousand (\$1,000) dollars each, and each thereof to recite as follows: "This bond is one of a series of five hundred bonds of like amount and tenor which are issued by the county of Douglas. In the state of Nebraska, to the Nebraska Central Railway company, to ald it in the construction with the tracks of the Union Stock Yards and Railway from the west approach of said bridge through the city of Omaha, and its side tracks, turnouts, switches and other railway improvements therewith connected"; all of said bonds, in case the issuance of said honds be authorized by vote of the electors of Douglas country, to be executed and registered on the ist day of July, A. D. 1892, and to be in-

bends be authorized by vote of the electors of Dougles county, to be executed and registered on the 1st day of July, A. D. 1892, and to be immediately after registration delivered to the First National Bank of Omaha, Nebraska, to be held in trust for delivery to the said Nebraska Central Ratiway company, its successors of assigns, in installments as follows: braska Central Railway company, its successors or assigns. In installments as follows:

One-balf when said bridge and its approaches are completed, and the remaining one-half on the completion of said railway lines; all matured coupons to be removed from said bonds before delivery by the said trustee, who shall deliver the said bonds to the Nebraska Central Railway company or its order after the board of county commiss oners, or its successors, shall by resolution order said trustees to make delivery thereof, which resolution shall be adopted when said bonds have been earned by said railway company as herein contemplated, but not before. The improvements herein contemplated shall be begun within one year from the first day of May, A. D., 1892, and be pushed to completion without unnecessary delay, and not less than five hundred thousand 350,000 dollars shall be expended in actual construction of said bridge and railroad within a per od of hine morths from the commencement of said work said sure to include the cost of right-of-way or real estate, proof of said expenditures to be filed with the Board of County Commissioners in the form of a sworn statement by the president and treasurer of said expenditures to be filed with the Board of County Commissioners in the form of a sworn statement by the president and treasurer of said work shall be expenditure of a sum not less than two million of 2,000,000 dollars has been made thereon, and all of said work shall be completed and in operation within three years from and after the lst day of July, 1892.

In case any of the terms, limitations, conditions or provisions proposed herein relating to

In case any of the terms, limitations, conditions or provisions proposed herein relating to
the beginning, progress and completion of
said improvements are not compiled with (onless delay is directly and necessarily caused
by injunction or other judicial proceeding, or
by unavoidable accident or act of providence
the said company shall not be entitled to receive said bonds or any thereof, even though
the electors of said county of Douglas shall
have by their vote authorized the issuance of
said bonds; but all rights to said bonds
shall by such default without any
judicial determination become forfeited;
provided, however, that if the beginning,
progress, or completion of said improvements
shall be delayed or obstructed by any of the
aforesaid causes, the times herein allowed for
the progress and completion of said improvements shall be extended to the extent of such
delay or obstruct on, and should a dispute
arise between the said county of Douglas and
the shall be delayed or and should a dispute
arise between the said county of Douglas and
the shall be referred for determination to a board of
arbitrators to be appointed as hereinafter
provided.

The charter granted by the congress of the In case any of the terms, limitations, condi-

The charter granted by the congress of the United States, under which this bridge will be constructed, provides that the bridge and be constructed, provides that the bridge and its approaches shall be open to the use of all rallway companies desiring the same upon equal terms; the charges for the use of said bridge and the raies for the operation of the same, in case the railway companies cannot avree, to be fixed by the honorable the secre-

acree, to be fixed by the honorable the secretary of war.

In consideration of receiving the proposed subsidies. The Nebraska Central rational company agrees to allow all ratiway companies the right to run their locamotives, passenger and freight trains over said bridge and approaches thereof, and over the main and passing tracks of the said railway lines between the following points, viz: Between the west approach of said bridge, and the junction of said railroad with the tracks of the Union Stock yards and railway company at South Dmaha; also between a point on the main line of said railway north of Pacific or Moint Pieusant street, in the city of Omaha. Non, and a point on the little Papillion creek in section twenty-five 25, township fifteen (15), north of range tweive (12), east of the sixth principal meridian; and also between a point on the main line of said railroad near the intersection of Fourteenth and Lard streets, and northerly to Grace street. In the city of Omaha, and it also agrees to allow each and every railroad desiring to enter the city of Omaha over its traces, the right to use such portions of its torminal grounds, depots and facilities as may be necessary and proper for the conducting of the business of said roads. portions of its torminal grounds, depots and facilities as may be necessary and proper for the conducting of the business of said romes, and it agrees also to switch and deliver upon all of its switch tracks the ears of any and all rallway companies shall have the right to connect their rallway lines at any point within how miles of the city of Omaha with any line of rallway might the said. Nebraska Central Rallway company or its successors or assigns may hereafter construct or cause to be constructed east of the Missouri river, whether by itself or through the agency of any other corporation or party, and to run their locomotives, passenger and freight trains over the main and passing tracks of said rallway into the city of Omaha, and also that it will allow all rallway lines hereafter constructed within the county of Douglas, and within one hundred miles of the city of Omaha; tray of the rallway lines hereafter constructed within the county of Douglas, and within one hundred miles of the city of Omaha; Provided, That the use and enjoyment of each and sil of said ribts by other rallway companies, the right-of way thereof, for the purpose of entrance to am excess from the city of Omaha; Provided, That the use and enjoyment of each and sil of said ribts by other rallway company, its successors or assigns, and subject to such operating rules and regulations of the Nobraska Central rallway company, its successors or assigns, and subject to such operating rules and regulations of the Nobraska Central rallway company, its successors or assigns, and subject to such ones that aft the time the Nobraska Central rallway company, its successors or assigns, and subject to such ones that aft the time the Nobraska Central rallway company, its successors or assigns, and subject to such or except the said subject to such or except the said subject to such or except the said subject to such as a condition or party any other convenies and acquain the agency of such other corporation or party and proper, just and receive said las facilities as may be necessary and proper for the conducting of the business of said routes and it agrees also to switch and deliver upon all of its switch tracks the ears of any and all

Railway company, its successors of as sign shall have the election to Lursue any others

Railway company. Its successors of as sign shall have the election to lursue any others remedy afforced by law.

Wherever arbitration is provided for by this proposition, the party desiring to submit any matter to arbitration shall cause to be 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 and may after the time of service; and thereupon the adverse party shall, within twenty (20) days after the time of service; and thereupon the adverse party shall, within twenty (20) days after such service upon it, serve its answer, if any it have, upon the party demanding the arbitration.

The Board of Arbitrators, when organized, shall have power to fix the time of hearing and to adjourn the same from time to time, and to make all necessary rules and regulations for the production of testimony in the possession of either party, and otherwise to compel a fair and specify trial; the decision of a majority of the board shall control and the final and conemis we upon the parties, of all matters suitential and decided.

Whenever arbitration shall be resorted to such arbitration shall be the axemistive remedy of the parties except as nereincise where provised as to the matters and things involved and decided therein.

Said Nebraska Central Railway compuny, its successors and assigns, shall transport freight mental ing transfer of froight and all colarges incidental to such transportation over its said bridge and approaches, as well as over the railway it shall construct within 100 miles of the Missouri river within the state of Nebraska, for lust and reasonable charges under his baraginaph, the board of county commissioners or said railway company may submit the same to arbitration in the manner and to the some operative or in force until five years from the date of the delivery of the last installment of the counts for in the installment of the counts provided in the installment of the counts provi

paragraph respective treat to the continuous new most become operative or in force until five years from the date of the delivery of the last installment of the conds hereinbefore re-

It is further proposed that said bonds shall be delivered to the Nebraska Central Railway company, its successors of assigns, only upon the execut on by the said Nebraska Central Railway company, its successors. and delivered to the county of Donglas of an undertaking in writing to the effect that the principal acepot of said railway company, its general offices and principal macmine shobs when built shall be located and mainta ned within the corporate limits of the city of Omaha, and that a volation of the terms of said undertaking by the said Nebraska Central Railway company, or its successors or assigns, shall render the said Nebraska Central Railway company, or its successors or assigns, shall render the said Nebraska Central Railway company, or its successors indebted to the said county of Donains in the full amount of said bonds and interest thereon.

This proposition shall, after being duly acknowledged by the Nebraska Central Railway company, be recorded in the office of the register of deeds of Douglas county. Nebraska, and for a period of twenty years from and after this date, shall be referred to by giving the book and page wherein the same is recorded in any mortage, deed of trust, deed of convoyance, or lease of the said bridge and spenon the same and page wherein the said bridge and spenon chesses and page wherein the said bridge and spenon refere in Douglas county. Nebraska, with the statement that the said bridge and spenon refere in Douglas county in the said sections, provisions and conditions of this proposition which are been must have the said nebraska Central Railway company, within forty-five days after being notified in writing by the chairman of the board of county commissioners that the issuance of said bonds has been authorized by vote of the electors of said county, shall not file withing by the chairman of the board of county company will surrender the right to said discentiones that the issuance of said bonds has been authorized by vote of the electors of said contral county of Dou ferred to.
It is further proposed that said bonds shall be delivered to the Nebraska Central Ballway be delivered to the Nebraska Central Ballway

ses of said election not covered by the aforesaid cash payment.

This proposition and the acceptance thereof by the county of Pouglas, and the ratification of this proposition by said Nebraska Central Railway company, or its successors or assigns, as herein provides, small be construed and understood to constitute a contract between the said Netraska Central Railway company. Its successors or assigns, and the said county of Douglas, and an of the terms, conditions, agreements, and provisions made on the part of Nebraska Central Railway company in this proposition contained are hereby made the covenants of the said Nebraska Central Railway company, its successors and assigns, which shall attach to and rue with all of its said property in Douglas county, including said brage and railway, and binding upon any party into whose hands it or any of it may come. and binding upon any party into whose hands t or any of it may come.

In witness whereof the said Nebraska Cenrai Raliway company has caused these pres-uts to be executed this 2d day of May A. D.

THE NEBRASKA CENTRAL RAILWAY

THE NEBRASKA CENTRAL RAILWAY
COMPANY
By , H. DEMONT, Vice President.
[Seal.] JOHN L. MCCAGUE, Secretary,
Attest: T. J. MAHONEY.
State of Nebraska, County of Douglass, 58.
On this id day of May, A. D. 1892, before mo,
a county ciert in and for said county, personally appeared the above named J. H. Dumont
and John L. McCague, who are to me personally known to be the identical persons who
signed the foregoing instrument as vice president and secretary of the Nebraska Central
Railway company; they acknowledge the exedent and secretary of the Nebrasia Central Railway company; they acknowings the exe-cution of the said astroment to be the volun-tary act and deed of the said Nebrasia Cen-tral Railway company and their voluntary act and deed as such vice president and secre-tary of said company.

Witness my hand and official scal the date

FRED J. SACKETT. [Sent.] Shall the above and foregoing propos-tion be accepted and adopted; shall tion be accepted and adopted; shall aid bonds be issued, registered and delivered. said bonds be issued, registered and delivered, and shall an annual tax, in addition to the said and all other taxes, be levied upon the taxable property of Donglas county, Nebrussa, safficient to pay the interest on said bends as it becomes due; and at the time of levying the annual county tax, commencing the tenth year prior to the maturity of said bonds, shall a tax, in addition to all other taxes, be levied upon the taxable property of said bonglas county, and comining annually thereafter, from year to year until thereby a sinking fund shall have been obtained sufficient to pay said bonds at the maturity thereof?

last aforesaid.

The official express of the votes cast at such pecial election, shows that more than two-hirdsofull the votes cost at sold election, were ast in favor of the a centance of sold propo-ition, the issuance of the bonds, and the levy of the taxes therein specified, and notice is bereby given that the above proposition has been daily and legally accepted in the affirma-tive by the legally qualified electors of Dong-las county, Nebrasia, and the same is hereby in y decared carried and accepted in the affirmative.

affirmative.
In witness whereof I have hereunte set my hand this 22nd day of June, A. D. 1892.

E. M. STENBERG,
Actius Chairman of County Commissioners. Attest; FRED. J. SACKETT, County Clerk.

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The place to buy a Rockaway and family Carriage,



THE ONLY PRACTICAL OPTICIAN 310 South 15th St., Farnam St. Theater.

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Glasses Fitted to remedy all defects of eye-sight. Steel spectacles of guaranteed quality frand up. Solid Gold Spectacles and Eyeglasses, \$1

and upward. Occulist's prescriptions for glasses filled correctly same day as reserved ARTIFICIAL HUMAN EYES INSERTED