

THE DAILY BEE.

OMAHA. Monday Morning, October 29.

The Weather. For the upper Mississippi valley, fair weather, prevailing by light local rains, variable winds shifting to westerly, falling followed by rising barometer, stationary or slight fall of temperature.

LOCAL BREVITIES.

—Save money. Sent to E. Fearon, wholesale cigar and tobacco dealer, for price list. —The U. P. pay car returned from its regular trip yesterday. —The new drama, "Shaan-a-Gow," was on the boards at the opera house Saturday night, and was very creditably rendered.

SPANNING THE STREAM.

Completion of the Eleventh Bridge Over the Missouri.

It Stands the Test of An Enormous Pressure, And Proves to be a Success in Every Particular.

On Saturday morning, at 6 o'clock, a small party of Omaha men left on the transfer train to witness the formal opening of the bridge just completed across the Missouri river between Blair and Missouri Valley.

The weather was bad, the clouds hanging low and a cold mist falling, but the party was in excellent spirits and prepared to face any kind of a storm without flinching.

Arriving at MISSOURI VALLEY, the visitors found themselves with about two hours' time on their hands, and this was spent in looking about the city, which is one of the pleasantest spots along the big river.

A SPECIAL TRAIN left for the river, where the event of the day was to be celebrated. The train consisted of an engine, a coach and two elegant special cars.

The special Chicago and Northwestern car, "Dixon," was occupied by the following persons: Superintendent J. D. Lays, of the Chicago and Northwestern; B. W. Doyle, private secretary; J. G. Johnson, civil engineer; H. J. Burr, division superintendent; W. D. Waldron, superintendent bridge division; C. F. Farnam, civil engineer; D. E. Johnson, civil engineer; G. W. Lowe, master mechanic; Free L. Paine, conductor.

The special car "Chicago" was occupied by Charles McDonald, wife and two daughters, of New York; Col. Vander-venter, of Clinton; R. B. Stone, of Chicago; Geo. S. McCreion, of New York; Maj. E. R. Bailey, of Clinton; John Weaver and daughter, Charles H. Clark, J. J. Mallahan, H. B. Ferguson, Cedar Rapids.

The invited guests were: L. D. Richards, of Fremont; H. A. Perkins, of Sioux City; Journalist; Eos Hammond, Fremont Tribune; W. H. Kent, OMAHA BEE; Mrs. E. Gerber, Missouri Valley; Mrs. Ainsworth, Missouri Valley; W. L. Joyce, Sioux City; F. C. Hills, Sioux City; A. Sorenson, Omaha Republican; W. J. Jackson, Omaha Herald; W. J. Hancock, Council Bluffs; J. W. Chapman, Council Bluffs; Nonpareil; J. L. Withrow, Council Bluffs; C. Kelly, Sioux City; Chas. Collins, Sioux City; Times; Horace Williams, Clinton; S. C. Yonge, Sioux City; A. Gottlieb, Chicago.

The following Sioux City & Pacific officials were also present: P. E. Hall, C. M. Lawler, R. C. Hill, J. R. Buchanan, K. C. Monahan, J. S. Wattle, W. H. Ramsey, J. E. Marshall, C. A. Waterman, F. A. Haynes, T. Sulpaugh.

The special train was hauled down through the bottom land to the river bank, where the best view of the bridge was to be obtained. At this point the Missouri is exactly 1,000 feet wide, its bed is full of snags and sandbars and it looks like the treacherous stream that it really is.

THE BRIDGE itself is a structure of three spans, each 333 feet in length, approached from the Iowa side by a long line of trestle work and from the Nebraska side by a heavy fill. The stars and stripes were floating from every available point and everything wore a holiday aspect as far as it was possible to do so with discouraging weather to contend against.

fine style under the hospitable direction of Messrs. Morrison, Buchanan and Lawler, the well-known office of the lead and dist. train pulled out for Chicago, and the Omaha and Council Bluffs visitors took the regular train for home. The following description of the bridge was furnished the press by the officials:

HISTORICAL AND DESCRIPTIVE. The bridge, which cost about \$1,000,000, has been built by and in the property of the Missouri Valley and Blair Railway Bridge company, a corporation organized especially for the construction of this bridge. It is located about two miles from the town of Blair, near the transfer crossing of the Sioux City and Pacific railroad, and will be operated as a part of that railroad.

On this section of the river the banks are five to ten or more miles apart, the country between them being the usual Missouri river bottom land. For a distance of about fifty miles the river does not strike either bluff, but wanders back and forth in the bottom lands with no fixed banks to correct its course; the prevalent instability of the Missouri river is nowhere more prominently felt than here. The commercial necessities of the case required that the bridge should be built, and the physical conditions of the situation made it necessary to give the river an artificial channel, which nature had not given it.

The first examinations for the bridge at this point were made in the winter of 1881-82, these examinations consisting of surveys and borings. The surveys showed that the general course of the river was such that by holding certain governing points on the east shore, and by rendering the west abutment of the river, a limit could be confined within a narrow limit which could be spanned by a bridge without unreasonable expense. The borings showed that solid limestone rock existed a little more than fifty feet below the assumed low water level, and the rock being unusually level, and in every respect being calculated to sustain the piers of a bridge.

On that portion of the Missouri between the Platte and Kaw rivers where the bluffs are but two or three miles apart, many places are to be found where the channel has been placed for a long series of years; in these places the width of the river does not exceed 1,000 feet, and is sometimes materially less. It was determined, therefore, to make the permanent bridge 1,000 feet long, to protect the shore by rip-rap and mattress work until it should be as stable as a rocky bluff, and to close all slough channels on the east side so that the river would have no room for a width greater than that found at the stable places below.

This bridge is the eleventh constructed across the Missouri river. At several other important rectification works have been required, but it is the first bridge located at a place which may be described as absolutely unstable, with no permanent foundation on either side. The rectification works consist first, of a rip-rap protection of a governing point on the east side about two miles above the bridge, this point being selected with reference to throwing the channel against the west bank, second, of a dyke extending across the sand bar, and third, of a revetment, partially of brush but principally of stone on the west bank of the river, from below the bridge line to the point where the current deflected from the east side strikes this shore.

The upper protection on the east side was begun in the spring of 1882, and the governing point on the west was a violent current during the whole summer of that year, and again in the following year up to this date. Thirty thousand five hundred tons of rip-rap and 3,600 cords of brush have been used in this work. The dyke was built of willow mattresses, wired together and heavily weighted with stone. This mattress work was finished at about high water level and connected with the higher land further east by an earth embankment. There have been consumed in this dyke work to date 5,500 tons of stone and 8,500 cords of brush. The earth embankment portion suffered somewhat by the action of last summer, but the damage was more than compensated by a large deposit of sand made by the water which had been passing through the gap.

The revetment on the west shore was begun in the summer of 1882, a line having been fixed beyond which it was determined the river should not encroach. Little work was done until 1883, when the river came with full violence against this shore line, a depth of over 60 feet being sometimes observed in the channel, which was next to the west shore. To this date 79,000 tons of stone and 71,000 cords of brush have been used in this part of the work. The river has been held at the line selected for protection, and the fact that a channel has been scoured out to the limestone rock proves that this protection will be permanent.

The bridge proper consists of three through spans of iron and steel resting on four masonry piers with a short deck span at each end. The through spans are each 333 feet long between centers of piers, and the distance from center to center of the east and west piers is 900 feet. The length of the permanent iron structure is 1,270 feet. The lower chords of the through spans are placed fifty feet above high water, thus giving free passage to steamboats without a draw. The four piers are built of sandstone from Mankato, Minn., the cut waters of the two channel piers being of granite quarried near St. Cloud, Minn. Each of the four piers is founded on a timber caisson 64 feet long and 26 feet wide, sunk to the rock below by the pneumatic process, and filled with the best Portland cement concrete. Air pressure was put on the first caisson on the 22d of November, 1882, and the last foundation was completed on the 19th of April, 1883.

The bed of the river was found at an average depth of 51 feet below water, and the extreme difference in the depth of the four foundations being only two feet. There are in these four piers 4,331 cubic yards of masonry, 90,000 cubic feet of concrete, and 400 M. B. M. of timber and 250,000 pounds of iron. The foundations were put in by the company's men without a contract. The masonry was built by contract by the firm of T. Saulpaugh & Co. The superstructure consists of three

330 feet through spans and two short deck spans at the ends. It is proportioned to carry a train of moderate load and is formed entirely of the heaviest class of locomotives now in use. In the through spans the trusses are 44 feet deep, divided into fifteen parts of 22 feet each and placed 20 feet between centers. These three spans contain 1,465,000 pounds of wrought iron and 888,000 pounds of steel, besides 48,000 pounds of cast iron in pedestals, etc.

The deck spans are 110 feet long, the shore ends resting on inexpensive iron cylinder piers of the Cushing pattern; each span is divided into five panels of twenty-two feet each, with the addition of a panel of iron floor beyond. These deck spans contain 350,000 pounds of iron and steel. The iron and steel work was fabricated and erected by the Keystone Bridge Company, of Pittsburg, Pa., from detailed plans prepared by the engineer of the Missouri Valley and Blair Railway and Bridge Company. The floor beams and track stringers are of iron, and on them is laid a safety floor of heavy oak ties, placed only six inches apart, with heavy cast iron guard rails with four walk and light hand rail on each side.

The east approach is about two miles long from its connection with the old Sioux City & Pacific track to the eastern iron work. When completed it will consist entirely of an earth embankment; but to save time, and owing to the absence of material for an embankment, the 3,000 feet next to the bridge have been built in the form of a temporary timber trestle. The completion of the bridge renders access easy to the clay bluffs on the east side, and the whole trestle will be filled at once to a safe height above high water, and the whole of it will be replaced by an embankment before the life of the timber is spent.

The west approach is about a mile and one-half long from the connection with the Sioux City and Pacific track near Blair to the west end of the iron work, the distance from the edge of the bluff to the river being about a half a mile. There is a trestle on this approach about 1,000 feet long over Fish creek, the old Sioux City and Pacific track and the intermediate ground. Between this trestle and the bridge there is an embankment from forty to fifty feet high which has been built by steam shovel work with clay taken from the west bluff. It was expected to have this embankment entirely completed before the opening of the bridge.

A serious settlement occurred at a place where the river crosses the trestle, the total settlement being apparently as much as 30 feet, while the ground on the sides has been forced up 14 feet high. Borings at the sink showed a great deal of mud and clay, though the bed of the old slough was scarcely visible on the surface. The bank has been brought to grade and has acquired a permanent stability, but the extra amount of material in this work has prevented its completion in season for the bridge, and required the building of a short piece of trestle work at the east end of the bank.

The staff of engineers and the principal contractors for this work have been as follows: Resident assistant engineer, H. W. Parkhurst; assistant engineer, Emil Gerber. Non-resident assistants—Assistant of superintendence, C. C. Schneider; inspector, W. F. Zimmermann; G. C. Henning. Contractors of masonry, T. Saulpaugh & Co. Contractor for superstructure—Keystone Bridge company, of Pittsburg. W. Baird, superintendent of erection.

A Life Saver Present. Mr. M. E. Allison, Hutchinson, Kan., saved his life by a simple trial bottle of Dr. King's New Discovery for consumption, which caused him to procure a large bottle of the same medicine, which he took, changed his climate and everything else had failed. Asthma, bronchitis, hoarseness, severe coughs, and all throat and lung diseases, are cured by Dr. King's New Discovery. Large size \$1.00.

DONAHOE IN DANGER. The Captain o' Police Narrowly Escapes Being Killed For a Burglar. About one o'clock Sunday morning Captain Donahoe, of the police force, narrowly escaped being killed by a clerk in J. J. Brown & Co.'s dry goods store, who mistook the stalwart policeman for a burglar. It appears that a few minutes before this person, supposed to be Ed. Galligan, smashed in a pane of glass and Donahoe and Officer Lane, hearing the noise, ran up in order to prevent any of the goods being stolen from the inside. While the captain was standing out in front of the door the clerk, who had heard the noise and was alarmed thinking that a burglar was trying to get through the store, came out from the rear and in rapid succession, one of which came so close that it went through his sleeve. Donahoe called to him to stop shooting, and the clerk did so, when he learned his mistake and felt rather humiliated when he found that he had been shooting at the policeman, and but for the fortunately poor marksmanship of the clerk there would be a vacancy on the force. At the same time the clerk is not to be blamed, as any one would be glad to have a burglar or two shot and stop the constant raids which have been made lately. In shooting, he laid himself out for a feat of this laudable object. Later in the morning Galligan was arrested at the Theatre Comique.

Real Estate Transfers. The following deeds were filed for record in the county clerk's office October 26th, reported for THE BEE by Ames' real estate agency: Chas. F. Driscoll and wife to Geo. B. Dandy, d. s. of n. s. of n. s. of n. s. sec. 6, T. 15, R. 13, S. 1. Carrie J. Driscoll and husband to Adelia Rocher, d. s. of d. lot 16, block 17, Hancock Place, \$900. Geo. P. Bemis and wife to Paul E. Oleen, d. s. of d. lot 3, block 1, Lowe's 1st add. \$100. Geo. E. Barger and wife to John L. McCague, d. s. of d. lot 7, block 8, Shinn's add. \$1,000. John L. McCague and wife to Margaret M. McCague, d. s. of d. lot 7, block 8, Shinn's add. \$1,000. Augustus Kuntze and wife to John Kotek, d. s. of d. s. of d. of lot 3, block 6, Kuntze's 3d add. \$125. Jeff W. Bedford et al to Emory A. Cobb, d. s. of d. lot 10, block 6, Kirkwood add. \$300.

Why are LIPPITT, LEAR & Co.'s Gloves the best? Because they are GENUINE CALIFORNIA BUCK. The greatest medical wonder of the world. Warranted to speedily cure Burns, Cuts, Ulcers, Salt Rheum, Fever Sores, Cancer, Piles, Peter Wado, John Taylor, Thomas J. Kempis, John Wessel, John Widif, John Oldcastle, John Huss and Jerome Savourau. I lay no stress upon the fact that so many of these were named John, but I am sure that they may safely be denominated the forerunners who came preaching repentance and who gave their lives with something of the Baptist's devotion to prepare the way for the fuller preaching of the gospel.

THE GERMAN THEATER.

The First Appearance in Omaha of the Celebrated Actress, Mrs. Kraft-Frey Philippine Elser.

She Plays Before a Large and Enthusiastic Audience and is Given a Hearty Greeting.

At an early hour last evening the German theater was packed, both in the auditorium and galleries, with an unusually large gathering of German citizens who had been attracted there by the announcements made in the papers that the popular and talented actress, Mrs. Kraft-Frey, would make her debut on this occasion and undoubtedly those who were fortunate enough to be present went home with the conviction that they had been well repaid for the trouble they took in wading through the somewhat muddy streets to reach the theater.

Mrs. Kraft-Frey is what might be termed a really magnificent blonde with a commanding figure and a thorough Lacon appearance. Although somewhat inclined to embonpoint, she nevertheless moves about the stage with the gracefulness of movements of a fairy and in all her gestures evinces the training of an artist. She is likewise blessed with a sweet soprano voice, which she knows how to use with great effect. Those who know her say she excels in comedy more than in tragedy, although the part she sustained so ably last night was more in the tragic line than anything else. In the affecting scenes she became very pathetic and many a brawny Teuton and fair maiden applied their handkerchiefs to their eyes. At times the allusions were intensely still, which she knew how to use with great effect. Those who know her say she excels in comedy more than in tragedy, although the part she sustained so ably last night was more in the tragic line than anything else.

Mr. Hauck, as Ferdinand, a Roman emperor, performed his part admirably. In fact he always attains success in any part he undertakes. Mr. Molchin, who is so well and favorably known to frequenters of the German theater, personated the character of Archduke Ferdinand in a very life-like manner and his make-up was very appropriate. The role of Duke Frank of Thurn was allotted to Mr. Penner, who acquitted himself very creditably and Mr. Pechtal made an excellent Frank Welsler.

Mr. Baureis as Mathias Overotzel, an old and respected patrician played with his accustomed artistic skill. He also appeared in another role, that of a peasant. Mr. Puls made a very efficient Hans Overotzel, the patrician's son. Mr. Lindemann as the servant, Conrad, and Mr. Jeddler as Marshall, were both good.

Among the ladies who appeared on this occasion were Mrs. Baureis, as Catharina, a very charming widow; Miss Thiesen as Anna Welsler, the wife of the old patrician, and Mrs. Lindemann as Brigitte, the maid. Mrs. Puls-Ahl made a very successful hit as Kadiasla, the archduke's page. She has a fascinating figure, which was doubly attractive in male attire.

The Musical Union orchestra enlivened the piece throughout with a very carefully chosen selection of popular airs. At the close of the historic portion of the programme the seats in the auditorium were cleared away and the audience joined in the festive dance with much enthusiasm. Mrs. Kraft-Frey may well feel proud of the hearty reception she received on her first appearance in the wild west, and it is to be hoped her charming figure will often grace the boards of the German stage.

LUTHER'S BIRTHDAY. An Approaching Celebration by the U. S. Evangelical Alliance. The Evangelical Alliance of the United States, in concert with similar organizations in various parts of the world, invites all the people of this land who rejoice with them in the possession of civil and religious liberty to join in celebrating the 400th anniversary of the birthday of Martin Luther, November 10, 1883.

The Alliance has no ecclesiastical relations with denominations or sects, but holding to the supremacy of the word of God, and defending everywhere the right to liberty of conscience and freedom of worship, it seeks to extend the blessings of the reformation. The approaching anniversary affords a fit occasion for the American people to contrast the condition of the world before and after the Reformation, and to study the instruments and principles by which God promotes the progress of His Kingdom.

Our whole national life is bound up with civil and religious freedom. Without liberty of conscience and the right of private judgment, there can be no free government. Hence the need of constant vigilance in guarding and defending the great principles, which were vindicated by the Reformation. As the 10th of November falls this year on Saturday, the Alliance would respectfully suggest that meetings be held on that day where convenient, and pastors are respectfully invited on the following Lord's Day, November 11, to bring before the people in sermons or in other ways the value and blessings of the Reformation, and of those quickening doctrines of life and of duty to which it reawakened the world. Our gratitude to Almighty God for that deliverance from the bondage of error and superstition, and our sense of the unspeakable value of an unfettered Bible and freedom of conscience will find fit expression in the celebration of an event that marks the emancipation of the mind and the rise of free institutions. In many places of the Old World arrangements are made for great assemblies of the people to listen on that day to appropriate instruction, and with prayers and psalms to make expression of gratitude and joy. In such celebrations the people of the United States have equal reason to join.

NEBRASKA LOAN AND

Capital, \$250,000. JAR. B. HEARTWELL, President. A. L. CLARK, Vice-President. E. C. WEBSTER, Treasurer. C. F. WELCH, Cashier. DIRECTORS: Samuel Alexander, Oswald Oliver, A. L. Clark, E. C. Webster, J. H. Hartwell, H. C. Pratt, D. M. McElhinney.

CASTORIA

For Infants and Children Without Morphine or Narcotics. What gives our Children rosy cheeks, What cures their fevers, makes them sleep; When Babies fret, and cry by turns, What cures their colic, biliousness, Worms, But Castoria.

Centaur Liniment

An absolute cure for Rheumatism, Sprains, Burns, Galls, &c., and an instantaneous Pain-reliever.

WALLIMANTON

THE BEST THREAD FOR SEWING MACHINES. SIX-CORD SPOOL COTTON IS ENTIRELY THE Product of American Industry! PRONOUNCED BY EXPERTS TO BE THE BEST THREAD IN THE WORLD FOR HAND AND MACHINE SEWING.

OUR NEW SUBURB. The Promising Outlook for Those Who Founded It. On Saturday the gentlemen who are interested in the new addition to Omaha, which has been described from time to time by THE BEE under its present name of New Edinburg, drove to the site of the coming Seventh ward with a number of friends.

Many of them had not before seen the land they had purchased, but they were all well pleased with its location and advantages. It covers an area two miles wide, and a mile and a half long, equal to 3,200 blocks as they are laid out in Omaha. A large amount of the purchase money is already paid, and the balance will be paid inside of six weeks. Gas and water mains will be extended to the new city, which it has been decided to christen "South Omaha," and it is promised that the run of the dummy trains will be extended to that point.

REFORMERS BEFORE THE REFORMATION. A Lecture by Rev. W. J. Harsha. Having given you last Sabbath evening a brief account of the growth of the Roman church, and of some of the unsuccessful attempts at reform, I come tonight to speak of certain clearer and more successful influences that ushered in the reformation. Before the morning comes there are always premonitory flashes of light which, if they may not dispel the mists, at least show their existence and density. So there were heroic thinkers before Luther, who by the brightness of their piety revealed the darkness of the corruption in the church, although they were not able to remove it.

PROPOSALS FOR GRAIN. Head-quarters Department of the Platte. Chief Quartermaster's Office. Omaha, October 26th, 1883. SEALED PROPOSALS, in triplicate, subject to the usual conditions, will be received at this office until 12 o'clock noon of the 31st day of November, 1883, at which time and place they will be opened in presence of bidders, for furnishing and delivering at Omaha Depot, Neb., and at stations on main line of Union Pacific Railroad, at east of North Platte, 1,800,000 pounds (one million eight hundred thousand) of wheat for these quantities subject to increase of fifty per centum or diminution of fifty per centum.

SPECIAL NOTICES. Specials will positively not be inserted unless paid in advance. HELP WANTED. WANTED—A good canvasser to travel in Iowa and Dakota. Must have knowledge of the Retail Book Trade. Call at rooms 6 and 7, Everett's block, Council Bluffs, Iowa. 453-29. WANTED—Lady agents to sell the best selling and most profitable goods in the world. Agents can show the goods. Agents are making \$100 a month. Address: W. W. Stanley, U. S. Co., 9 South May St., Chicago, Ill. 305-10.

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