

Immense Sale!

CARPETS AND DRY GOODS!

Harkness Bros.,

COUNCIL BLUFFS, IOWA.

JUST RECEIVED

A CHOICE ASSORTMENT OF

RUSSIAN CIRCULARS!

New Markets,

Cloaks AND Dolmans

Latest Style for \$75.00, priced elsewhere \$125.00.
" " " 50.00, " " 75.00.
" " " 6.00, " " 9.00.

10 Dozen Black Jersey Jackets, we will offer at \$2.50 each, sold elsewhere for \$4.00.

CARPETS.

- Carpets at 18c, worth 30c per yard.
- Ingrain Carpets at 45c, worth 60c.
- Tapestry Brussels at 60c, worth 90c.
- Best quality Body Brussels at \$1.15, worth \$1.40.
- 1,000 yards Canton Matting, at 20c, worth 30c, less than can be imported to-day.
- Ingrain Carpets at 22c, worth 35c.

OUR NEBRASKA CUSTOMERS

WILL FIND IT TO THEIR INTEREST TO EARLY EXAMINE THESE GOODS.

Our Skilled Workmen will Make and Lay Carpets in Omaha at the same Price as in Council Bluffs.

OUR STOCK IS COMPLETE IN EVERY DEPARTMENT OF

Silks, Dress Goods, Cloakings, Plushes, Velvets, &c.

AND OFFERED

AT PRICES THAT WILL DEFEAT COMPETITION.

Omaha and Nebraska customers purchasing bills of \$10 and upwards, will receive bridge transportation both ways.

Iowa customers will save their transportation by calling at

HARKNESS BROTHERS,

401 Broadway, Council Bluffs, Iowa.

COUNCIL BLUFFS.

ADDITIONAL LOCAL NEWS.

COUNCIL BLUFFS.

The Great Railway Center of the Missouri Valley.

A Brief Outline of Her Railway and Commercial Facilities. Her Part in the Inauguration of the First Trans-Continental Railway.

An Interesting Paper, Contributed by Hon. D. C. Bloomer.

It was the vision of an approaching railway train that loomed up continually before the eyes of the early settler of Council Bluffs, making their way hither, either by stage coach across the state, or toiling slowly up the Missouri through snags and over sand bars, their hopes steadily looked forward to the day when the whistle of the locomotive would be heard among the bluffs and they could seat themselves in the cars for a speedy visit to their old homes in the east. The passage of the railroad law by congress, in the spring of 1856, providing for the construction across the state of four distinct lines of railway, gave fresh impulse to these aspirations and renewed the hopes of their early civilization. Only one of these roads was originally designed to strike the Missouri river at this point, but instead of one, three of them were finally constructed to Council Bluffs. But we had to wait a long time for their iron tracks to reach us. The first cars from the east came into the city over the Northwestern road January 22, 1867. The cars over the Burlington route came in a year or two later, and finally the third, the Chicago, Rock Island & Pacific was finished and its first cars rolled into the city on the 12th day of May, 1869, which was made a gala day in Council Bluffs. Since then the work of railroad extension from the east, north and south has gone steadily forward, until now each morning and evening witnesses the departure and arrival of five separate trains of cars over as many different roads from Chicago, two from St. Louis, and one from Sioux City and St. Paul.

But to the west! the great west! the night and thoughts of the residents of Council Bluffs were constantly turned, and the inquiry was constantly made, shall we ever have a railroad across the continent uniting the east and west in iron bonds of communication. Many hardly dared to hope for so wonderful a consummation, while with others the vision of its fulfillment loomed up brightly before them. But it came more rapidly than many dared to hope for. In 1856, Gen. G. M. Dodge, then a young engineer, traced a line for a railroad far into the mountains, and he enjoyed the great felicity of seeing that very line ere a little more than a decade had passed away, adopted by the great continental railway to the Pacific ocean. In 1856 General Samuel S. Curtis was elected representative in congress from the Southern district of Iowa. He was an earnest and persistent advocate of a railroad from the Missouri river to the Pacific. He continued to press its construction upon the attention of the national legislature. He was made chairman of a special committee charged with its consideration, and reported the bill in a subsequent congress, which finally passed both houses, by which the Union Pacific railroad was incorporated, and he lived to see the great work, of which he had so long been the earnest defender, well under way toward its completion.

The Union Pacific railroad act provided that one branch or line of the road should start from the western boundary of Iowa, and President Lincoln by proclamation, on the 17th day of November, 1863, fixed its point of departure within the limits of the township in Nebraska, opposite the town of Omaha, in Nebraska. This point, however, was soon found not to be sufficiently specific, and therefore on the 7th day of March, 1864, President Lincoln issued a second official order, fixing the point of departure on the western boundary of the state of Iowa, east of and opposite to the line of section 10, township 15, range 13, in territory of Nebraska. This point, so fixed was situated nearly due west of the business center of the city of Council Bluffs, and it necessitated the construction of a high bridge across the Missouri river. It gave general satisfaction. The announcement was made here on the last day of March, and on the evening of the 2d of April a large meeting was convened in front of the Pacific house, at which a number of congratulatory addresses were made and general joy was expressed over the bright prospects for the city in the near future.

The work of building the great highway went rapidly forward. Peter A. Doy was the first chief engineer of the Union Pacific railway. He was an Iowa man, and he was succeeded by Gen. G. M. Dodge, of our own city, who continued to fill the position until the road was finished. The construction of the great bridge across the Missouri river was commenced in the fall of 1868, by Mr. Bloomer, of Chicago, General Smith being the superintendent in charge, on plans prepared by General Dodge. It went forward steadily from this time until finally, on the 22d day of March, 1872, the first passenger car drawn by the engine of the Union Pacific road crossed the bridge and moved eastward to the Rock Island road, where its advent was witnessed by a large number of the citizens of Council Bluffs. Thus the great work was accomplished, and the most sanguine hopes of the early settlers of the two cities had been fulfilled, and thenceforth the journey across the continent, through valley and over mountain, could be made with the greatest comfort and satisfaction over the greatest line of railroad then built in the world.

Then followed the contest over the manner in which the railroad should be operated across the new bridge, the location of the new depot and the point from which the trains from the west should be started. Into the particulars of that contest—attended, as it was, with not a little bitterness—it is unnecessary to enter. Suffice to say, that every point raised has been decided in favor of Council Bluffs, and the original order of President Lincoln that the Union Pacific railroad

should start from the western boundary of Iowa has been complied with to its fullest extent. Now is that we now have in the line of a city a magnificent Union depot, from which every train of cars over this great highway is made up, and starts westward on its long journey. The broad expanse of level land leading to and on either side of this depot is covered with iron tracks made necessary for the transaction of its business, and near by are extensive freight depots, stock yards, in which thousands of live stock are provided for and shipped for eastern markets, and the largest elevator for the convenient handling of grain in vast quantities, in the whole country. From this depot passenger and freight trains leave almost hourly for Denver, Ogden, Great Salt Lake, San Francisco and nearly every point in the vast regions, two thousand miles broad, lying beyond the Missouri. Let any one take his position at the Union Pacific depot on the afternoon of any of these glorious autumnal days, and he will see one long train of the Union Pacific well up to the depot from the west with its hundreds of passengers from every town under the sun. On the eastern side of the depot stand five trains ready to receive these travelers from the east, another for the south, and still another for the north. The work of transfer goes busily forward. It is an animating scene. One sees people of almost every nationality under the sun pass before him, while the piles of baggage, the big loads of express goods, including dozens of silver and gold bricks from the western mines, heaped upon drays and rolled through the depot for the eastern trains add animation to the scene. And when the numerous trains from the east, south and north arrive at the same point, the same scene is presented, only that the crowd and the rush is reversed, being from the east to the west, the crowd being sometimes even greater, owing to the great number of emigrants from our own and foreign countries who are seeking homes in the west.

Recently the track and cars of the Union Pacific have been extended for nearly a mile up to Broadway, right in the heart of the city, thereby adding greatly to the convenience of our citizens wishing to use the road, either for the purpose of travel or the transmission of freight. Another line is soon to be extended east from the depot to Main street, a point right in the midst of our great agricultural warehouses, so that their proprietors can ship their goods right from their very doors to supply the vast regions of the west with implements for their rapid development and cultivation. Thus at the expiration of about thirty years from the time the Gentiles first began to take the place of the original Mormon settlers, Council Bluffs has become a great railroad center of the greatest in the country, with trains of cars numbered by hundreds, leaving each day east, west, north and south, for every part of the union. Verily, on this glorious Thanksgiving day have the people reason to return abundant thanks for the many favors and blessings vouchsafed to them by the giver of all good.

Hamburg is first class, and among the number I mention some. Toedl Bros. are general hardware dealers, well established, carrying a fine and varied stock, and enjoy a very liberal trade. E. F. Noble is the recognized musical dealer of this section, and carries a fine stock, from a jaw-harp to the finest piano. E. F. Buff, lately located here with a stock of groceries, is already feeling at home. W. R. Calkins keeps a grocery store, well filled with plain and fancy groceries, and enjoys a splendid trade among the farmers of this section. Mr. Calkins has been a resident of Hamburg for the last thirty years. The pioneer merchant here is W. N. Smith, who has been doing business here for the last twenty-one years. He is located in the opera block, with a full line of general merchandises. Four clerks are kept busy waiting on the numerous customers of this establishment. E. W. Hill, the dentist, is a young man of fine education and experimental practice, has been located here for the past two years, and enjoys a liberal patronage in his line. F. B. Ramsey, M. D., a graduate of the state university, also of Cleveland, Ohio, and lately a practitioner of Iowa city, is comfortably at home in this thriving city. The legal profession is well and ably represented here, prominent among the representatives is M. P. Harris, who is also a Nestor of no small note. Stowe & Hammond have here a branch of their Omaha office. This firm is too well and successfully known to require any extended newspaper puff.

Commercial. Wheat—No. 2 spring, 70c; No. 3, 65c; rejected, 50c; good demand. Corn—Bakers are paying 32c for old corn and 25c for new. Oats—In good demand at 20c. Hay—4 000 lb per ton; 50c per bale. Rye—40c; light supply. Corn Meal—1 25 per 100 pounds. Wood—Good supply; prices at yards, 5 000 6 00. Coal—Delivered, hard, 11 50 per ton; soft, 6 00 per ton. Butter—Plenty and in fair demand at 25c; creamery, 35c. Eggs—Ready sale at 20c per dozen. Lard—Fatback's, wholesale at 11c. Poultry—Firm; dealers are paying for chickens 15c; live, 2 50 per dozen. Vegetables—Potatoes, 50c; onions, 40c; cabbage, 300 40c per dozen; apples, 3 000 3 50 per barrel. Flour—City Flour, 1 600 3 40. Brooms—2 000 3 00 per doz.

Just think of it! Only twenty-five cents will give you a life-like view of the wonderful Colorado scenery, the great cities of both continents, art, paintings, fun and instructive. Be sure to go to the Baptist church this evening.

FOUND IN A BOX. Mr. John Klesman, of Anzusa, Mo., writes, May 10, 1883, as follows: "I have been afflicted for some years with a severe kidney trouble, and having owned an article in one of our papers of the wonderful cure Hunt's Kidney had performed in many cases of dropsy, bladder and kidney troubles, and finding a bottle in a box of straw packing, I concluded I would try it, and commenced to take it, when, to surprise, I found that the first bottle benefited me so much that I decided that I would continue its use, and I kept on taking it until I had used in all six bottles, and my appetite is good, all pains in the back and side disappeared, and for some of my years, an now 50 years old I am able to attend to my business, and am strong and vigorous, as many of my friends and neighbors testify that know me well. I beg to state also, that many of our neighbors have used Hunt's Kidney with equally as good results, and one of my friends who has just purchased a bottle of Guppy, Kinsman & Allen, of Portland, says he would not be without it at any price."

Some Doubt the Bible. And the motives of its authors, but none who have used them doubt the efficacy of *Hunt's Kidney Pills*. This splendid blood tonic is still without a peer.

Why let your children die? Two dollars worth of Dr. Jeffrey's (Council Bluffs) preventive cure for diphtheria will afford perfect protection. Send at once for it. No physician required.

It costs only twenty-five cents to see the great paintings of the world by going to the Baptist church this evening.

STROLL ON THE STREET. What a Bee Man Found in Van Brunt. Thompson & Co's Buildings. The large brick building on Fourth street, near Broadway, with its handsome front, is familiar to our citizens, and its imposing appearance always attracts the attention of strangers. Everybody knows that it is Van Brunt, Thompson & Co's, but many do not know the full extent of that establishment. In fact one needs to go through it up-stairs, down-stairs—and see the variety and quality of agricultural implements being handled there. The Bee man tried it the other day, and was more than ever convinced that Council Bluffs must continue to be more and more the great western headquarters for this line of goods, so long as such establishments are permanently located here.

This main building is about seventy feet square, three stories and basement, and is certainly complete in all respects, with large elevator and all other conveniences for handling goods easily and quickly. The first floor is devoted to the offices and the display of samples, making a showing almost as interesting as an exposition. The second floor is filled mainly with carriages, buggies, etc., in great variety. The third floor and the basement are used for store rooms, the lighter goods being on the top floor, such as plows, etc., while the basement is filled with such heavier goods as farm wagons, powers, mills, etc.

But even this large building is not enough. Adjoining it is a large frame warehouse, about 60 feet square, and near the Northwestern depot there is another warehouse, a 400-story frame structure, and they are building still another.

There is too large a variety of implements to attempt a full enumeration. The chief goods handled are of the N. C. Thompson make, and include reapers, mowers, hay rakes, leathers, stalk cutters, cultivators, harrows, and plows. The reputation already gained for these goods ensures a constant demand and ready sale and yet each year sees improvement. This year there is especially noticeable what is known as the No. 2 mower, which has a chain-gear, something entirely new, making great lightening of draft and ease of running. A tongueless cultivator is also one of the new machines, which has some decidedly novel points and great advantages.

Besides the N. C. Thompson goods, the firm handle the Challenge planter, manufactured in Grand Haven, Mich., an old and popular planter, and which has been still further improved this year. Large numbers of the Ketchum wagon, made at Marshalltown, are handled by the firm, and a variety of buggies and carriages, noticeable among which are those made by the well known firm of Davis Gould & Co., Cincinnati. The Trabant iron pumps and cylinders are also handled by the firm, and a great variety of other goods of various makes, the firm doing a large transfer business for other manufacturers. They also keep a full supply of repairs, and parts for all the machinery handled by them, so that the establishment may well be said to be complete every way.

It need hardly be said that the enterprise of this house and the superiority of many goods handled by them, have not only won past success but insure future success as well. Together with these a responsiveness in filling orders, and a satisfactory treatment of customers, which gives Van Brunt Thompson & Co. a strong hold in the west.

Holiday goods received daily at Bliss.

Local Estate Transfers. The following deeds were filed for record in the recorder's office, November 30, reported for the Bee by P. J. McMahon, real estate agent: Rebecca Lindsay to Vincent Cleveland, a w. l. of 27, 77, 33—\$2,417. William Dond to Vincent Cleveland, a w. l. of 4, 77, 38—\$3,100. Margaret Hamilton to John N. Bruin, a w. l. of 1, 75, 39—\$4,200. Bridget Larkin to Horace Everett, a w. l. of 2, 77, 76, 42—\$5,100. Albert Schroeder to Frank Lange, lot

THE BAKER WAY. Mr. Alfred Nadeau, No. 22 Lincoln Street, Lewiston, Me., writes us, May 24, 1883: "I have been severely afflicted for a long time with indigestion and liver complaint, and at times all that I ate or drank would not get to the right of me. I had tried a good many different remedies for my complaint, and they all failed, until one day Mr. Martel, one of our druggists in Lewiston, recommended Hunt's Kidney Pills, as he knew of one who had used it with great success for dropsy, liver, and kidney troubles, as well as indigestion, and upon his recommendation I finally concluded to try a bottle, and commenced taking, with very little faith in it. The first bottle helped me so much that I purchased two more, and it has done me a wonderful amount of good, and cured me of indigestion. I can eat all kinds of food now, and can truly recommend Hunt's Kidney Pills as a sure cure for indigestion, liver and kidney troubles."

PRACTICAL EXPERIENCE. Mr. Geo. D. Bates, of No. 37 Cottage Street, Lewiston, Me., a reliable and prominent citizen, imparts the following information, May 14, 1883: "I have learned of the valuable quality of Hunt's Kidney Pills in a practical manner, I beg to state that I consider it a remedy of great merit, and can most cheerfully recommend it to any one troubled with indigestion or liver troubles."

PAVE WITH STIUX FALLS GRANITE.

AND your works done for all time to time to come.

WE CHALLENGE The World

to produce a more durable material for street pavement than the Sioux Falls Granite.

ORDERS FOR ANY AMOUNT OF Paving Blocks

—OR— MACADAM!

filled promptly. Samples sent and estimates given upon application.

WM. McBATIN & CO. STIUX FALLS, DAKOTA.

GOLD MEDAL, PARIS, 1878. BAKER'S Breakfast Cocoa. Guaranteed absolutely pure! Cocoa, from which the excess of Oil has been removed. It has three times the strength of Cocoa made with starch, Arrowroot or sugar, and is therefore far more economical. It is delicious, strengthening, easily digested, and admirably adapted for invalids as well as for persons in health.

Sold by Grocers everywhere.



W. BAKER & CO., Dorchester, Mass.