

me of concealing my views, to add that by the work 'light would be thrown on the origin of man and his history.' It would have been useless and injurious to have paraded, without giving any evidence, my conviction with respect to his origin." After the publication of the Origin of Species, therefore, he made use of the material in his possession to write his now famous book "The Descent of Man." One motive in doing this was that it gave him an opportunity of discussing sexual selection, "a subject," he says, "which has always interested me." He adds—"this subject (sexual selection) and that of variation of our domestic productions together with the causes and laws of variation, inheritance, and the intercrossing of plants, are the sole subjects which I have been able to write about in full, so as to use all the materials which I have collected."

The Descent of Man was published in 1871, and although it was received with marked favor by the biological world, nevertheless it brought down on the author's head a great amount of hostile and bitter abuse (it would be untruthful to dignify such invective by the name of criticism) from theologians and others not conversant with science. Darwin's attitude in the midst of all this hostility, misrepresentation, and often personal attack was an example for all time to those who may find themselves in a similar position. It has been well expressed by the late George Henry Lewes in the following words: "We must call attention to the rare and noble calmness with which he expounds his own views, undisturbed by the heat of polemical agitation which those views have excited, and persistently refusing to retort to his antagonists by ridicule, by indignation or by contempt. Considering the amount of vituperation and insinuation which has come from the other side, this forbearance is supremely dignified."

Sexual selection is so peculiarly a Darwinian factor of evolution, and plays so important a part in the Descent of Man that a few words concerning it seem desirable. Putting the facts as briefly as possible, it amounts to this: 1st. That the peculiarities of the one sex, such as striking beauty of color or form, or even greater strength—in some cases of the male, in others of the female—may preclude the least acceptable individuals from propagating their kind. 2nd. That as a consequence of the relation among animals the marked individuality of the one sex may be transmitted to that alone, and thus through inheritance, marked changes may be produced, and aid in the transmutation of one form into another. With his invariable industry, Darwin collected a vast army of facts and observations to support his theory.

Omaha is feeling better. A few weeks ago the Chicago Tribune exposed some of the raw spots in Omaha's financial record, and it hurt. They wanted the blood of the villain who had told. They thought at first it was a Bee man, but whoever it was they hushed it up quickly. Now they have prevailed on the Tribune to publish some statistics furnished by

their board of trade, which it did in an abridged form. We have not read them, but the Omaha people say they are convincing, and think they have scored a point. We rejoice with them, therefore, and so must all Nebraska; for is not Omaha our metropolis, our sun, diffusing light, heat and swiftness throughout our borders?

Some Nebraskans, however, occasionally wish that the metropolis had been fortunate enough to maintain so clear a record for integrity that it would not have been necessary to rush into print, either for or against. Confidence in the conduct of a municipality's money affairs, when once shaken, is hard to brace; when once destroyed it is next to impossible to raise a new crop.

LEWIS AND CLARK JOURNAL FOR THIS WEEK, 1805.

Sunday, 20. The day fair and cold. A number of Indians visited us with corn to exchange for articles, and to pay for repairs to their household utensils.

Monday, 21. The weather was fine and moderate. The hunters all returned, having killed during their absence three elk, four deer, two porcupines, a fox and a hare.

Tuesday, 22. The cold having moderated and the day pleasant, we attempted to cut the boats out of the ice, but at the distance of eight inches came to water, under which the ice became three feet thick, so that we were obliged to desist.

Wednesday, 23. The cold weather returned, the mercury having sunk 2° below 0, and the snow fell four inches deep.

Thursday, 24. The day was colder than we have had lately, the thermometer being 12° below 0. The hunters whom we sent out returned unsuccessful, and the rest were occupied in cutting wood to make charcoal.

Friday, 25. The thermometer was 25° below 0, the wind from the northwest, and the day fair, so that the men were employed in preparing coal and cutting the boats out of the ice. A band of Assiniboin, headed by their chief, called by the French, Son of the Little Calf, have arrived at the villages.

Saturday, 26. A fine warm day; a number of Indians dine with us; and one of our men is attacked with a violent pleurisy.

EXCURSION TO FLORIDA.

The Burlington Route is organizing a personally conducted excursion to Florida and Cuba, to leave Nebraska points, Wednesday, January 29. The route will be via St. Louis, thence to Jacksonville, Fla., through scenes which have been forever made historic by the dramatic events of the civil war.

An exceedingly low rate has been made, and members of the excursion have choice of several attractive trips after they arrive at Jacksonville.

This opportunity of escaping the most unpleasant portion of winter and enjoying in its stead the delights of a semi-tropical country will appeal to every one who has the money and can spare the time to make an extended pleasure trip.

J. FRANCIS,
General Passenger Agent, Omaha, Neb.

NOTICE TO BRIDGE BUILDERS.

Notice is hereby given that sealed bids for the construction of all new bridges for York County, Neb., for the year 1902, will be received at the office of the County Clerk, on or before noon of February 25th, 1902, said bridges to be constructed in accordance with the following plans and specifications, as adopted by the County Board, in regular session under date of Jan. 15th:

Piling to be not less than nine inches at the small end, and to be driven to the satisfaction of the Roads and Bridge Committee. Caps to be 8x12 inches, 16 ft. long, to be bolted to end of piling with 5/8x20 inch drift bolts to each piling. All bents of piling that project over 8 ft. above the ground, to be sway-braced with 2 3/4 sway-braces extending from end of cap to ground on opposite piling. All bents that project 20 ft. or more above the ground, to have double sway-braces with pieces extending across the center of the piling. All sway-braces to be fastened to caps and piling, with one 3/8 inch bolt, with nut and wash washer on each end. Joist to be not less than 3 inches thick.

12 ft. panels to have 9 string of 8x12 joist.
16 ft. panels to have 10 string of 8x12 joist.
18 ft. panels to have 11 string of 8x12 joist.
20 ft. panels to have 12 string of 8x12 joist.
24 ft. panels to have 13 string of 8x14 joist.
12 and 16 ft. panels to be bridged once with 2x4 white pine, 18 and 20 ft. panels to have 2 rows of bridging of 2x4 white pine. All panels over 24 feet in length to have three rows of bridging of 2x4 white pine. All joist to be sized to an even width where they rest on caps; to be securely nailed; and to rest at least 4 inches on caps. No joist to have more than 3 sound knots more than 2 inches in diameter.

Flooring to be 16 ft. long, not less than 10 inches wide, and 2 1/2 inches thick; and to be fastened to joist with one 50 penny nail to each joist.

Hand-rails to be 2x4 on the face of post, and 2x6 on the top of the post. Hub-rail to be 2x8, Posts to be 4x4, 4 ft. long. Hand-rail posts with 2 half-inch bolts; and hub-rail to be bolted to the posts with 2 half inch bolts.

All 12x16 ft. panels to have one hand rail post in the center; 18x20 ft. panels to have 2 hand-rail posts in center equally divided. 24 ft. or longer panels to have three hand rail posts in center equally divided. All hand rails to be surfaced and joints broken between the posts. Hand rail and caps to be painted with one coat of good mineral paint. One two-eighths inch bolt hook to extend from top of flooring to piling at end of each span. All wing piling to be of same dimension at small end as piling for bridges. All end bents when piling projects 3 1/2 ft. above ground to have 4 piling driven to the bent. Where bridge is constructed over old bridge contractor to remove all old material at least 20 ft. from end of new bridge; cut off all old piling at top of ground; and remove the same from under bridge.

All material to be of good quality, free from rotten spots or wainey edge; no material to be accepted unless conforming fully to the specifications as to quality and dimension—the usual width and thickness—shrinkage excepted.

All flooring to be of Burr Oak.
All piling to be of Red Cedar.
All bridging to be of White Pine.
All other material to be of Oregon Fir.
Party to whom contract shall be awarded will be required to give sufficient bond conditioned for the faithful performance of contract; and to be approved by the County Board.

Dated this 16th day of January, 1902.

C. C. BOSLAW,
County Clerk York County, Nebraska.

E. W. Grover

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