CHEESE—Full Cream, 15c; Part Skim, 11½c.
WOODENWARE—Two hoop, pails,

PAPER—Straw paper, 3½c; rag paper, 4c; dry goods paper, 7c; manila paper, 10c; news paper, 8c.

BRANDIES—Imported, $6 00@16 00; domestic 1 40@4 00.
GINS—Imported, 4 50@6 00; domestic,

Flour—Lower; XXX, 5 60@5 80; family, 6 10@6 20; choice to fancy, 6 25@7 00.
Wheat—Dull and lower; No. 2. red,

devotion amounted almost to fanaticism. This is the lesson—to put before us the duties we owe to society

J. E. BOYD, Proprietor.
R. L. MARSH, Business Manager.
ONE NIGHT ONLY

EMMA ABBOTT'S SUIT.

Her Name Used in a Scandalous Manner By John Evans.

Her Husband Institutes Legal Proceedings Against a Wealthy Citizen of Denver.

Philadelphia Press, Nov. 12th.

Eugene T. Wetherill, the husband of Miss Emma Abbott, the favorite prima donna, who is now fulfilling an engagement at the Chestnut Street Opera House, has taking the initiatory steps, through his attorneys, Dunning, Edsill, Hart & Fowler, of New York, toward bringing suit for $100,000 damages against John Evans, a wealthy resident of Denver, Colorado, for the scandalous use of his (Mr. Wetherill's) wife's name on the occasion of her appearance in that city in September last. The circumstances of the affair are of a somewhat complicated character, but, so far as can be learned, are substantially are follows: Some time sime Evans brought suit against Rothacker and Field, proprietor of The Denver Tribune, for defamation of character caused by the publication of certain articles reflecting upon his honesty and integrity. The institution of the suit was followed by various attacks upon Evans through the columns of the paper. On the occasion of Miss Abbott's engagement in Denver in the early part of September, the subjoined paragraph appeared in the Tribune:

"Deacon John Evans will be at the opera to-night front row parquet, with a double-barrel marine glass. He wouldn't miss the bed-chamber scene in 'Fra Diavolo' for the profit of a dozen libel suits, the sly red rooster."

On the following day another article of a similar character appeared with the additional information that Deacon John Evans was seen at the opera on the preceeding night intensely interested in the bed chamber scene.

Evans thereupon instituted proceedings against Rothacker and Field for criminal libel, and the grand jury of Denver found true bills of indictment against them. The first bill does not mention Miss Abbott's name, but merely alludes to her as "a singer." The second bill, however, gives her name, and adds, that in impersonating a character in the bed-chamber scene of the opera of Fra Diavolo, she "did indecently disrobe herself." Rothacker and Field were required to give bonds in the sum of $2,000 each, the bondsmen being United States Senators Hill and Teller, ex-Governor Routt and ex-Governor Tabor.

After leaving Denver Mr. Wetherill was informed by some of his friends in Colorado, of the scandalous use of his wife's name, and was urged by them to institute legal proceedings against the responsible persons. He immediately wrote to Denver requesting copies of the indictment, which he received a few days since.

NOTHING IMMODEST.

"I regret this thing very much," remarked Mr. Wetherill last evening to a Press reporter, "on account of my wife. Those who have ever seen her play in Fra Diavolo know full well that there is nothing immodest or even suggestive in her acting or appearance. I have consulted with Dunning, Edsill, Hart & Fowler, of New York, my lawyers, and the result is that I shall bring suit for $100,000 damages against Evans for the defamatory use of my wife's name. We intend to bring him on to New York to see the whole thing through. The whole matter is the outcome of a libel suit brought by Evans against the proprietors of The Denver Tribune for the publication of an article accusing Evans of having robbed people out of large sums of money by means of a railroad scheme. After the suit was entered the proprietors of The Tribune took occasion to assail Evans through its columns, and when my wife appeared, involving the name of Evans in an indelicate way. Personally I don't believe that Evans was at the opera. He is very wealthy—worth probably two or three million dollars—and is a professional Christian. I intend to sue Evans because, as the prosecuting witness against The Denver Tribune, he made a statement which furnished basis of the two indictments, therefore he alone is responsible for the language and names used in them. Although innocently involved in this scandalous affair, my wife has suffered more than any one else, and intend to make Evans pay for it."

MISS ABBOTT DISTRESSED.

"Oh! my," exclaimed Miss Abbott with a deep sigh, upon being told last evening by the reporter that the matter was going the rounds of the press. "Oh! just to think of it," she continued, sinking down upon a sofa in the parlor of the Continental hotel, with large tear drops trickling down her checks. "Will I never have any peace? This is scandalous." Here the little singer evinced deep emotion and sought to wipe away the tears which were flowing thick and fast. "It seems to me that I am destined to be forever in hot water. There is nothing suggestive in the bed-chamber scene in Fra Diavolo. I suppose it could be made so but I have always avoided anything of the kind. When I retire in that scene I wear the very same dress that I wear all through the opera, the only difference being that I remove the headdress and the little silk overskirt which leaves me in a white dress with elbow sleeves and cut square in the neck. It is literally impossible to detect anything immodest or suggestive in that costume. From infancy my character has been of such a character that I would not object to its publication in every newspaper in the world. Yet, with all that, my name is brought up in this scandalous connection. Oh, it is too much to bear. I heard of this matter when I was in Denver, but supposed it would end right there where it started, but, instead, it is going all over the country. I have taken no legal steps in the matter. I have no time to dip in law, and if I had, I know nothing of such matters. If any action is taken my husband will attend to it."

A WRONGED WOMAN.

Deserted by a "Friend." She Follows Him Across the Continent

Las Vegas Optic.

"Poor race of men," said the pitying spirit,
"Dearly we pay for your primal fall:
Some flowerets of Eden ye still inherit,
But the trail of the serpent is over them all."

Yesterday's Atlantic express brought to Las Vegas a female passenger—a woman in deep distress. She attracted no particular attention as she alighted from the train, being heavily veiled and modestly attired in a traveling ulsterette. She went to the St. Nicholas hotel and secured a room, but did not enter her name on the desk register. Shortly after her arrival she called at The Optic editorial rooms and asked for information concerning the whereabouts of

HARRY WARD, OF BODIE,

California, whom she had learned was in Las Vegas a few days since. The Optic men remembered the name, and by reference to the files it was learned that Ward was arrested on October 26, under the name of Clark, supposed by Officer Peltier to be an escaped convict named Pemberton. Clark (so called) turned out to be the wrong man, and on October 26 was released. On the 28th he left Las Vegas, ticketed for Kansas City. All these facts were told the lady, who appeared deeply agitated, and, obtaining a promise from a reporter to learn more about the case, she left the office and returned to the hotel. The reporter, having the case in hand, went to work and learned all that could be obtained concerning the man Ward and his present address.

WHO IS SHE?

This morning the reporter called upon the lady at the St. Nicholas parlors. She stated that her name was Miss Pedro. In broken English she told a tale as interesting as a French novel. Born in the city of Lima, Peru, South America, she was reared in the luxurious surroundings of the wealthy of that tropical city. She married a rich merchant and lived happily. Four years ago, at the death of her husband, she left her sunny home and sailed for San Francisco. The new mining town of Bodie, up in the mountains was attracting a great deal of attention, and thither she went. She became acquainted with Ward, a furniture dealer and undertaker, and loved him dearly as a "friend." Here the romance is jumbled together and veil of charity must be dropped.

THE MISSING MAN.

The next chapter opens under cloudy auspices. A period of nearly four years has elapsed and the month of October has come. The furniture dealer is missing. He was heard from at Las Vegas, and the fair Peruvian, feeling deeply the sting of wounded love, takes up the trail and yesterday arrived in this city only to find that the game had flown. In the most emphatic manner and with flashing eyes, "Miss Pedro told the proprietor this morning that she would follow Ward to the end. She was compelled to pay over $100 for passage to Las Vegas and finds herself nearly out of means. She pawned her jewelry today, and if her trunk comes on the next train she will continue her trip to Kansas City.

THE REPORTER TURNED DETECTIVE,

and by skillful maneuvering managed to find out where Mr. Waad, alias Clark, gets his mail while in Kansas City. This information has been furnished to the distressed woman, and about the time she arrives at the eastern terminal of the Santa Fe, there will be a scene of a domestic nature that will baffle description.

While Miss Pedro feels deeply wounded at heart she characterizes Ward as a good man, and states that she believes he will be true to her and will treat her warmly when they meet in Missouri. The poor woman has been unable to taste food for three days, and is suffering from indescribable mental anguish. She is indeed to be pitied.

Rapid Railway Building.

The total miles of railroad now definitely undertaken in the country, and to be completed during the next fifteen months, together with the effect upon the interests of the people, as suggestive of possible financial disaster resulting from excessive development, form the topic of an interesting article in a trustworthy financial newspaper. A comprehensive table is submitted, in which there is mention of no road which has not actually begun work which has a subscribed capital with which to commence operations. The great feature of railroad building now is the number of new enterprises undertaken within a few months past, on which definite arrangements for construction have already been made. The table is, however, necessarily incomplete, and in some cases the number of miles to be completed before Dec. 31, 1882, has been estimated; but these estimates have always been made below, rather than above, the figures which the known facts seem to warrant. From this table it appears that the grand total of miles to be built during the next fifteen months is 15,886. In the geographical section lying between the Atlantic coast and the upper Mississippi river, and north of the Ohio and Potomac rivers, the number of miles is 4,791, of which the following-named roads contribute the most largely: New York, Chicago and St. Louis, 400; New York, Pittsburg and Chicago (estimated), 309; Boston, Hoosac Tunnel and Western, 300; Chicago and Atlantic (Erie extension), 250; New York, Lackawanna and Western, 242; Toledo, Delphos and Burlington (all lines), 215; New York, Western Shore and Buffalo, 200; Chicago, Portage and Lake Superior (400 miles), 165; Indiana, Illinois and Iowa (estimated), 150; Indiana, Bloomington and Western, 140; Chicago, St. Paul, Minneapolis and Omaha, 135; Missouri Pacific (Omaha extension), 130; Rochester and Pittsburg extension, 120; Chicago and West Michigan, 115; Anderson, Paris and St. Louis, 110; miles to be built by forty-three other roads, 1,802.

In the section between the Atlantic coast and the Mississippi river, and

SOUTH OF THE OHIO

and Potomac rivers, the number of miles is 2,352, to be built as follows: Georgia Pacific, 350; Atlanta, New Orleans and Texas Pacific junction, 289; East Tennessee, Virginia and Georgia, 221; Richmond and Allegheny (river division), 200; Louisville and Nashville, Pensacola and Atlantic branch, 170; Elizabeth, Lexington and Big Sandy, 139; North Carolina Midland, 105; miles to be built by twenty-five other roads, 878.

In the section lying between the Rocky mountains and Mississippi river and north of the latitude of St. Louis, the number of miles is 4,063. The roads contributing the greatest number of miles are as follows: Union Pacific, 1,000; Denver and Rio Grande, 550; Atlantic and Pacific, 400; Chicago, Burlington and Quincy (Republican Valley lines and Denver extension), 394; Northern Pacific, 350; St. Paul, Minneapolis and Manitoba (estimated), 350; Chicago, Milwaukee and St. Paul, 250; Sioux City and Pacific, 120, Chicago and Northwestern (estimated), 100; miles to be built by thirteen other roads, 542.

In the section between the Rocky mountains and the Mississippi river and south of the latitude of St. Louis, the number of miles is 4,140, distributed among twenty-eight roads as follows: Fort-Worth and Denver City, 350; Texas and St. Louis, 300; St. St. Louis and San Francisco, 289; Galveston, Harrisburg and San Antonio, 275; Kansas City, Springfield and Memphis, 275; Northern Pacific, 250; St. Louis, Iron Mountain and Southern (Knoebel to Louisiana state line), 250; Austin and Northwestern (estimated); 200; Dallas Trunk, 200; New Orleans Pacific, 168; New York, Texas and Mexican (Richmond to Brownsville), 150; Chicago, Texas and Mexican Central (Dallas to Forth Smith, estimated), 160; Atchison, Topeka and Santa Fe, 150; Texas Mexican (proposed line, San Diego to Houston, estimated), 150; Texas Pacific, 145; Houston, Eastern and Western Texas (estimated.) 100; Sabine Pass and Texas Northern, (estimated, Marshall to Sabline Pass), 100; Missouri, Kansas and Texas, 100; St. Louis, Texas and Gulf of Mexico, 100; Texas Western (Houston and Fredericksburg, (estimated), 100; miles to be built by eight other roads.

In the section west of the Rocky mountains the number of miles is 540, to be built as follows: Oregon railway and navigation company, 274; California and Oregon, 150; California and Southern, 116.

In the foregoing statistics railroad projects in Canada, Mexico, and Central America are omitted, and in the present condition of

UNEXAMPLED ACTIVITY,

when new projects are springing into life every week, it must be obvious that the number of miles of road now absolutely in progress, or for which the money has already been engaged, will constitute only a moderate part of the entire number of miles to be constructed before the close of 1882.

The average cost of completing railroads in the whole country may be estimated at $20,000 per mile; but this means the amount of cash expended on the work, which is considerably less than the amount of capital called for on the companies' bonus. Several of the most prominent railroad loans have been marketed by the bankers, taking them at 10 per cent. advance on the prices paid by them to the companies. Thus, for each $1,000 of bonds issued, the company receives $900 in cash. Again, the construction per mile does not include equipment, and, all things taken into consideration, including tunnels, bridges, extraordinary grading, etc., it is a moderate estimate to say that every mile of railroad built and equipped calls for an average outlay of at least of $25,000. The roads, therefore, already undertaken, with track to be laid thereon between October 1, 1881, and December 31, 1882, will cost, with equipment, about $397,000,000.

From January 1 to October 1 of the current year there is a record of 5,034 miles of new road built, and an estimate of 16 per cent. additional, which would make the actual mileage 5,849 to October 1. This, at the rate of $25,000 per mile for road and equipment, would have cost $146,000,000.

Bradford, Pa.

Thos. Fitchan, Bradford, Pa., writes: "I enclose money for SPRING BLOSSOM, as I said I would if it cured me. My dyspepsia has vanished, with all its symptoms. Many thanks; I shall never be without it in the house." Price 50 cents, trial bottles 10 cents. 17eod1w

Buckin's Arnica Salve.

The best salve in the world for cuts, bruises, sores, ulcers, salt rheum, fever sores, tetter, chapped hands, chilblains, corns and all kinds of skin eruptions. This salve is guaranteed to give perfect satisfaction in every case or money refunded. Price, 25c per box. For sale by
IRE & MCMAHON, Omaha.

BOGGS & HILL,
REAL ESTATE BROKERS
No. 1508 Farnham Street,
OMAHA, - - NEB.
REFER—Nor h side opp. Grand Central Hotel.

GEO. W. DOANE. A. C. CAMPBELL
DOANE & CAMPBELL,
Attorneys-at-Law,
S W COR. 7TH & DOUGLAS STS.

BYRON REED. JEWISHED
BYRON REED & CO.
OLDEST ESTABLISHED
Real Estate Agency
IN NEBRASKA
Keep a complete abstract of title to Real Estate in Omaha and Douglas county. may1f

LEGAL NOTICE.

Francis H. Englebert and J. Lee Englebert, defendants, will take notice that on the first day of November, 1881, Max Meyer and Adolph Meyer, a firm doing business as Max Meyer & Brother, filed their petition in the District Court of Douglas County Nebraska, against said defendants; the object and prayer of which are to foreclose a certain mortgage executed by the defendants to the plaintiff upon lot three (3), in Geiss's addition, to the city of Omaha, in Douglas County, Nebraska, to secure the payment of a certain promissory note dated April 1, 1874, for the sum of three hundred and seventy-eight dollars and forty-eight cents, payable ninety days from date thereof; that there is now due upon said note and mortgage the sum of three hundred and seventy-eight dollars and forty-eight cents with interest thereon at twelve per cent per annum from the date of said note, and plaintiffs pray for a decree that defendants be required to pay the same, or that said premises may be sold to satisfy the amount found due. You are required to answer said petition on or before the 16th day of January, A. D. 1882.

Dated Nov. 14, 1881.

MAX MEYER & BROTHER.
By SMYTH & STULL, Attorneys. n15ev-tu5t

Gentle Women

Who want glossy, luxuriant and wavy tresses of abundant, beautiful Hair must use LYON'S KATHAIRON. This elegant, cheap article always makes the Hair grow freely and fast, keeps it from falling out, arrests and cures grayness, removes dandruff and itching, makes the Hair strong, giving it a curling tendency and keeping it in any desired position. Beautiful, healthy Hair is the sure result of using Kathairon.

"Great Rock Island Route!"

West for being the most direct, quickest, an safest line connecting the great Metropolis, CHICAGO, and the EASTERN, NORTH-EASTERN, SOUTH and SOUTH-EASTERN LINES, which terminate there, with KANSAS CITY, LEAVENWORTH, ATCHISON, COUNCIL BLUFFS and OMAHA, the COMMERCIAL CENTERS from which radiate

EVERY LINE OF ROAD

that penetrates the Continent from the Missouri River to the Pacific Slope. The

CHICAGO ROCK ISLAND & PACIFIC RAILWAY

Is the only line from Chicago owning track into Kansas, or which, by its own road, reaches the points above named. No TRANSFERS BY CARRIAGE! No MISSING CONNECTIONS! No huddling in ill-ventilated or unclean cars, as every passenger is carried in roomy, clean and ventilated coaches upon Fast Express Trains.

DAY CARS of unrivaled magnificence, PULLMAN PALACE SLEEPING CARS, and our own world-famous DINING CARS, upon which meals are served of unsurpassed excellence, at the low rate of SEVENTY-FIVE CENTS EACH, with ample time for healthful enjoyment.

Through Cars between Chicago, Peoria, Milwaukee and Missouri River Points; and close connections at all points of intersection with other roads.

We ticket (do not forget this) directly to every place of importance in Kansas, Nebraska, Black Hills, Wyoming, Utah, Idaho, Nevada, California, Oregon, Washington Territory, Colorado, Arizona and New Mexico.

As liberal arrangements regarding baggage as any other line, and rates of fare always as low as competitors, who furnish but a tithe of the comfort.

Dogs and tackle of sportsmen free.

Tickets, maps and folders at all principal offices in the United States and Canada.

R. R. CABLES, Vice Pres't & Gen. Manager, Chicago.
E. ST. JOHN, Gen. Tkt and Pass'r Ag. Chicago.

Sioux City & Pacific RAILROAD.

THE SIOUX CITY ROUTE

Runs a Solid Train Through from

Council Bluffs to St. Paul

Without Change Time, Only 17 Hours.

—IT IS—

100 MILES THE SHORTEST ROUTE, FROM

COUNCIL BLUFFS

TO ST. PAUL, MINNEAPOLIS DULUTH OR BISMARCK,

and all points in Northern Iowa, Minnesota and Dakota. This line is equipped with the improved Westinghouse Automatic Air-brake and Miller Platform Coupler and Buffer; and for

SPEED, SAFETY AND COMFORT

is unsurpassed. Pullman Palace Sleeping Car run through WITHOUT CHANGE between Kansas City and St. Paul, via Council Bluffs and Sioux City.

Trains leave Union Pacific Transfer at Council Bluffs, at 7:35 p. m. daily on arrival of Kansas City, St. Joseph and Council Bluffs train from the South. Arriving at Sioux City 11:35 p. m., and at the New Union Depot at St. Paul at 12:30 noon.

TEN HOURS IN ADVANCE OF ANY OTHER ROUTE.

☞Remember in taking the Sioux City Route you get a Through Train. The Shortest Line, the Quickest Time and a Comfortable Ride in the Through Cars between

COUNCIL BLUFFS AND ST. PAUL.

☞See that your Tickets read via the "Sioux City and Pacific Railroad."

J. S. WATTLES, Superintendent. J. R. BUCHANAN Gen'l Pass. Agent.
P. E. ROBINSON, Ass't Gen'l Pass. Ag't., Missouri Valley, Iowa.
J. H. O'BRYAN, Southwestern Agent, Council Bluffs, Iowa

PILES! PILES! PILES!
A Sure Cure Found at Last!
No One Need Suffer!

A sure cure for Blind, Bleeding, Itching and Ulcerated Piles has been discovered by Dr. William, (an Indian remedy,) called Dr. William's Indian Ointment. A single box has cured the worst chronic cases of 25 or 30 years standing. No one need suffer five minutes after applying this wonderful soothing medicine. Lotions, Instruments and electuaries do more harm than good. William's Ointment absorbs the tumors, allays the intense itching, (particularly at night after getting warm in bed,) acts as a poultice, gives instant and painless relief, and is prepared only for Piles, itching of the private parts, and for nothing else.

Read what the Hon. J. M. Coffinberry of Cleveland says about Dr. William's Indian Pile Ointment: I have used scores of Piles cures, and it affords me pleasure to say that I have never found anything which gave such immediate and permanent relief as Dr. William's Indian Ointment.

For sale by all druggists or mailed on receipt of price, $1.00.

HENRY & CO., Prop'rs., CLEVELAND, OHIO.

For sale by C. F Goodman. Oct16eod&weowly

C. F. Manderson,
ATTORNEY - AT - LAW
'2 Farnham St., Omaha N

TAKE THE

No Changing Cars
BETWEEN
OMAHA & CHICAGO,
Where direct connection are made with Through SLEEPING CAR LINES for
NEW YORK, BOSTON, PHILADELPHIA, BALTIMORE, WASHINGTON AND ALL EASTERN CITIES.

The Short Line via. Peoria
For INDIANAPOLIS, CINCINNATI, LOUISVILLE, and all points in the
SOUTH-EAST.
THE BEST LINE
For ST. LOUIS,
Where direct connections are made in the Union Depot with the Through Sleeping Car Lines for ALL POINTS
SOUTH.

NEW LINE FOR DES MOINES
THE FAVORITE ROUTE FOR
Rock Island.

The unequaled inducements offered by this line to travelers and tourists are as follows:

The celebrated PULLMAN (16-wheel) PALACE SLEEPING CARS run only on this line C., B. & Q. PALACE DRAWING ROOM CARS, with Horton's Reclining Chairs. No extra charge for seats in Reclining Chairs. The famous C., B. & Q. Palace Dining Cars. Gorgeous Smoking Cars fitted with elegant high-backed rattan revolving chairs, for the exclusive use of first-class passengers.

Steel Track and superior equipment combined with their great through car arrangement, makes this, above all others, the favorite route to the East, South and Southeast.

Try it, and you will find traveling a luxury instead of a discomfort.

Through tickets via this celebrated line for sale at all offices in the United States and Canada.

All information about rates of fare, Sleeping Car accommodations, Time Tables, etc., will be cheerfully given by applying to

PERCEVAL LOWELL, General Passenger Agent, Chicago.
J. POTTER, Gen. Manager Chicago.

Mary J. Holmes.

Just published:—Madeline. A splendid new novel by MRS. MARY J. HOLMES, whose novels sell so enormously, and are read and re-read with such interest. Beautifully bound; price, $1.50.

*,*Also handsome new editions of Mrs. Holmes' other works—Tempest an Sunshine, Lena Rivers, Edith Lyle, Edna Browning, Marian Grey, West Lawn, Forest House, etc., etc.

ALSO, SOLD BY ALL BOOKSELLERS:

MAY AGNES FLEMING.

A Changed Heart. Another intensely interesting novel by MAY AGNES FLEMING, author of those capital novels—Guy Earlscourt's Wife, A Wonderful Woman, Mad Marriage, Silent and True, Lost for a Woman, etc. Beautifully bound; price, $1.50.

G. W. CARLETON & CO., Publishers, N. Y. City.
Oct24eod1m.

1880. SHORT LINE. 1880.
KANSAS CITY,
St. Joe & Council Bluffs RAILROAD
IS THE ONLY
Direct Line to ST. LOUIS
AND THE EAST
From Omaha and the West.

No change of cars between Omaha and St. Louis, and but one between OMAHA and NEW YORK.
SIX
Daily Passenger Trains
REACHING ALL
EASTERN AND WESTERN CITIES with LESS CHARGES and IN ADVANCE of ALL OTHER LINES.

This entire line is equipped with Pullman's Palace Sleeping Cars, Palace Day Coaches, Miller's Safety Platform and Coupler, and the celebrated Westinghouse Air-brake.

☞See that your ticket reads VIA KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS Railroad, via St. Joseph and St. Louis.

Tickets for sale at all coupon stations in the West. J. F. BARNARD, Gen. Supt., St. Joseph, Mo.
A. C. DAWES, Gen. Pass. and Ticket Agt., St. Joseph, Mo.
ANDY BORDEN, Ticket Agent, 1020 Farnham street.
A. B. BARNARD, General Agent, OMAHA, NE

J. P. ENGLISH,
ATTORNEY - AT - LAW,
310 South Thirteenth Street, with
M. Woolworth.

MRS. A. L. BERGQUIST

Has for sale Mrs. F. C. Kellogg's Trailoring system. Through instruction in the Art of Basting is given in this system. Ladies desiring perfect fitting Corsets from the latest French designs can have the material cut, basted and draped at very reasonable prices, with a guarantee of perfect fit. Have removed from 311 to 911 18th St., up stairs. a6d1m

FRESH
Candies, Nuts, Fruits, Etc., Etc.
N. P. JENSEN'S
RESTAURANT
And Confectionery!
416 10th St., OMAHA, NEB.
FANCY FRUIT CAKES, &c. A SPECIALTY

GRAND OPENING!

Professor Fisher, (from St. Louis) Dancing Academy, Standard Hall, cor. Fifteenth and Farnham, Tuesday evening, September 6th.

Classes for Ladies and Gentlemen commence Tuesday evening September 6th; classes for Misses and Masters, commencing Saturday afternoon at 4 o'clock. Classes for Families, will be arranged to suit the honorable patrons. Also ballet dancing can be taught.

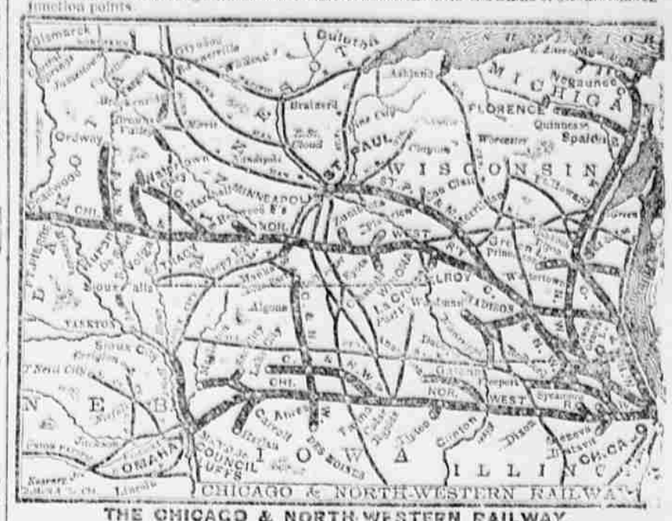
Terms liberal, and perfect satisfaction to scholars guaranteed. Private instructions will be given at the Dancing Academy or at the residence of the patrons.

Private orders may be left at Max Meyer & Bro's a29-tf

E. D. McLAUGHLIN,
ATTORNEY - AT - LAW
And Notary Public.
Rock, Opposite Post Office

THIS NEW AND CORRECT MAP
Proves beyond any reasonable question that the
CHICAGO & NORTH-WESTERN R'Y
Is by all odds the best road for you to take when traveling in either direction between Chicago and all of the Principal Points in the West, North and Northwest.

Carefully examine this Map. The Principal Cities of the West and Northwest are shown on this road. Its through trains make close connections with the trains of all railroads at junction points.



THE CHICAGO & NORTH-WESTERN RAILWAY,

Over all of its principal lines, runs each way daily from two to four or more Fast Express Trains. It is the only road west of Chicago that uses the

The Imperial Palace Dining Cars.

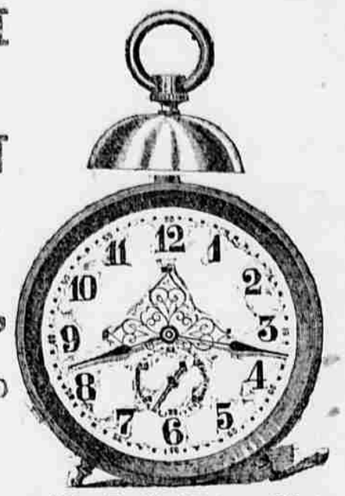
It is the only road that runs Pullman Sleeping Cars North or Northwest of Chicago. It has nearly *5,000 MILES OF ROAD.* It forms the following Trunk Lines: "Council Bluffs, Denver & California Line." "Winona, Minnesota & Central Dakota Line to Sioux City, Neb., Nebraska & Yankton Line." "Chicago, St. Paul and Minneapolis Line. "Sept. Illinois, Freeport & Dubuque Line." "Milwaukee, Green Bay & Lake Superior Line Tickets over this road are sold by all Coupon Ticket Agents in the United States and Canadas.

Remember to ask for Tickets via this road, be sure they read over it, and take none other.

MARVIN HUGHITT, Gen'l Manager, Chicago. W. B. STENNETT, Gen'l Pass. Agent, Chicago

HARRY P. DUEL, Ticket Agent C. & N. W. Railway, 14th and Farnham streets.
D. K. KIMBALL, Assistant Ticket Agent C. & N. W. Railway, 14th and Farnham streets
J. BELL, Ticket Agent C. & N. W. Railway, U. P. R. R. Depot.
SAMES T. CLARK General Agent.

EDHOLM & ERICKSON
Give the Bargains
—IN ALL KINDS OF—
JEWELRY,
WATCHES, CLOCKS, SILVERWARE, SOLID AND PLATED WARE AND DIAMONDS.



At Prices that Suit Any Customer Who Really Wishes a First-Class Article.

STAR TINTED SPECTACLES
Are also Sold Exclusively by us.
ALSO WESTERN AGENTS
—FOR THE—
SMITH AMERICAN ORGAN CO.'S ORGANS.
EDHOLM & ERICKSON,
THE JEWELERS, Opposite the Post Office.

MAX MEYER & BRO.,
the Oldest Wholesale and Retail Jewelry House in Omaha. Visitors can here find all novelties in Silver Ware, Clocks, Rich and Stylish Jewelry, the Latest, Most Artistic, and Choicest Selections in Precious Stones, and all descriptions of Fine Watches at as Low Prices as is compatible with honorable dealers. Call and see our Elegant New Store, Tower Building, corner 11th and Farnham Streets
MAX MEYER & BRO.

MAX MEYER & BRO.
OMAHA.
THE LEADING
MUSIC HOUSE
IN THE WEST!
General Agents for the Finest and Best Pianos and Organs manufactured.
Our prices are as Low as any Eastern Manufacturer and Dealer.
Pianos and Organs sold for cash or installments at Bottom Prices.
A SPLENDID stock of Steinway Pianos, Knabe Pianos, Vose & Son's Pianos, and other makes.
Also Clough & Warren, Sterling, Imperial, Smith American Organs, &c. Do not fail to see us before purchasing.

FURS! FURS!
Of the Very Latest Styles.
FOR LADIES, GENTS, AND CHILDREN.
—TA—
MRS. HUBERMANN'S,
16th Street, bet. Capitol Avenue and Davenport. Furs made to order and Repairing neatly done 10t

J. A. WAKEFIELD,
WHOLESALE AND RETAIL DEALER IN
LUMBER.
Lath, Shingles, Pickets,
SASH, DOORS, BLINDS, MOLDINGS, LIME, CEMENT
PLASTER, ETC.
☞STATE AGENT FOR MILWAUKEE CEMENT COMPANY
Near Union Pacific Depot, - - - OMAHA, NEB