

The Omaha Bee

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OMAHAPUBLISHING CO., Prop'rs E. ROSEWATER, Editor.

GENERAL VAN WYCK is proving himself an active investigator.

JUSTICE CONKLING will sound strangely to ears accustomed to "the senator from New York."

FEMALE suffrage is again worrying the Massachusetts legislature, where a bill has been introduced to confer upon women the right to vote on municipal affairs.

DOUGLAS street property owners have decided to take the bull by the horns and pave from Ninth to Sixteenth street on their own responsibility and without asking the credit of the city for the prosecution of the work.

DR. BLISS is to get \$25,000 for his professional services rendered to the late president. The weight of the bulletins and the muscular exercises in writing them was taken into account.

GENERAL ROSECRANS objects to Mr. Blaine's opinion that the Army of the Cumberland was greatly disorganized at the time Garfield became connected with it. Mr. Blaine has several historians and many army officers on his side of the case.

The plan of dropping Secretary Kirkwood from the department of the interior and making room for him in the Austrian mission will not meet with general satisfaction throughout the west. Mr. Kirkwood is making an excellent secretary of the interior and any change would not be in the line of an improvement.

ONE of the most monopoly ridden of states is New Jersey. Under a law lobbied through its legislature some ten years ago, all railroad property is exempt from local taxation. Taking advantage of this grossly unjust provision, the railroad companies centering in Hudson county, opposite to New York city, have acquired by purchase vast tracts of valuable river front which before was subject to taxation, in Jersey City and Hoboken, and assisted largely in carrying on the government of the two cities. Since its purchase by the railroads the loss to the citizens of Jersey City in taxes alone has been over \$200,000 annually. A bill has now been introduced in the legislature making all property hereafter acquired in cities by railroad corporations subject to local taxation, and notwithstanding a vigorous fight by the monopoly members, it has passed the house by a vote of forty-six to eight. The anti-monopoly movement is bringing forth good fruit in New Jersey and is spreading rapidly in all the counties.

THE BEE has been a consistent advocate of the interests of the laboring classes, and a staunch upholder of the rights of labor. It believes that labor is entitled to living wages. It has always insisted that well-paid workmen are more profitable to employers than starvation wages. It has further insisted that labor has the right to choose its employment, and to change whenever, in its opinion, its best interests will be subserved by such change. The right of laborers to strike for higher wages cannot be denied. Any man has the privilege of demanding more pay for his services whenever and as often as he wishes. Combinations formed for the purpose are called strikes, one of which now exists in Omaha. But while strikes are permissible so far as they represent individual demands for increased pay, no man or body of men have the right to prevent by force other laborers or mechanics from working at the wages which they themselves refuse. This is an infraction of the laws which is certain to prejudice public opinion against their case, and in the end to react injuriously against the end which they aim at by striking. No reasonable man in Omaha believes that a dollar and a quarter a day is enough to support a family on. And the demand of the laborers for a reasonable advance above this figure will meet with a general sympathy which can only be destroyed by acts of violence and offenses against law and order.

EXCESSIVE RAILROAD BUILDING

Some months ago Mr. E. P. Vining, general freight agent of the Union Pacific, was interviewed by a San Francisco paper upon the rapidity of western railroad construction. Mr. Vining expressed the opinion that the country was being overstocked with roads and that more lines were being projected and built than were demanded by present needs or than could be profitably operated for many years to come.

There may be some difference of opinion as to the soundness of Mr. Vining's judgment as applied to railroad construction in the far west. This is a country of magnificent distances, thinly settled as compared with the Atlantic seaboard and rapidly filling up with an industrious agricultural class. The development of the mineral resources of the territories is as yet in its infancy, and for many years to come may be expected to yield a constantly increasing revenue to transportation lines. But capital in the east and abroad is already becoming alarmed at the heavy expenditures of the trunk lines for their construction account and the recent heavy decline in stocks and the large sales of American securities in England are said to be largely the result of a feeling that the roads are pushing forward the development of a great system to an extent unwarranted by the present and prospective traffic and prejudicial to the dividend paying powers of the corporations.

For several years past there has been a race for consolidation among the railroad managers. Vast systems have been created by the purchase and linking together of isolated bankrupt roads and connecting lines have been built in all directions to join the smaller links into a single great chain. Three years ago Mr. Vanderbilt said that there were five trunk lines from Chicago to the coast without traffic enough for three. Since that time four additional systems have been begun. The Chesapeake & Ohio has been completed so that it is enabled to compete with the Baltimore & Ohio, The Washash combination has entered the arena. The New York & Chicago is being constructed parallel to the Lake Shore. The Lackawanna extension is being pushed rapidly towards Buffalo and the Ontario & Western is rapidly approaching completion as an additional link between New York and the lakes. Immense sums are being invested in these new lines in the hope of future dividends. Each one will divert a portion of the traffic from the older lines, which are now stocked to their full capacity. Vast amounts of stock and bonds are being issued and thrown upon the market for investment purposes and speculation is rioting in the stocks of roads which sooner or later must fall into the hands of the courts and litigating stockholders.

So far as the effect upon the gamblers who deal the railroad cards is concerned, the general public cares little. It is more interested in the certain results to the money and loan markets, which affects all prices, and more than all, in the fluctuations in tariffs and the war and truce policy which is sure to result from the fights of the rival lines to secure traffic and alternately cut their own their own throats and those of the public. Nothing is more certain than that every one of the fierce wars of rates by the trunk lines is followed by an advance in the tariff sufficient to more than cover the losses of the war, and for which the public have to pay. Railroad competition has always been a sham, and the over-production of railroads will be used as an excuse by the management to maintain exorbitant rates by showing earnings insufficient to pay more than ordinary dividends on the capital invested. So long as railroads are unrestricted by law in their charges, and the public are at the mercy of whatever charges their management may choose to inflict, just so long will capitalists continue in their belief that railroading is the most profitable of investments and that the dividend paying power of the lines is only limited by the avarice of the managers and the power of the people to bear the tariffs imposed on their products. It has been the unbridled license granted to the railroads in this country more than anything else which has been responsible for the state of affairs which is now so loudly deplored on the New York stock exchange, and the difficulty will only be adjusted when the transportation lines are brought under the control of laws which will compel publicity of their transactions and put a stop to the outrageous plundering of the public which has made them in the past the most powerful and prosperous pirates on the face of the globe.

WHEN the time comes to let paying contracts the city council should be on its guard against a class of sharks with which Omaha has had some experience in times past. These men, who are unfitted for the work, both by inexperience and character, go into the business of contracting for the purpose of making a stake by not carrying out their contracts. As they are entirely irresponsible, it is impossible to apply any remedy for the loss which accrues to the city.

THE EXPRESS CASES.

The long legal fight between the railroads and the express companies has finally resulted in a victory for the latter. The opinion of Justice Miller, which decided the controversy, was rendered last week in the circuit court of the United States at St. Louis and is of the highest importance as defining the relations between transportation companies and other common carriers using their lines. The case upon which the decision was based was that of the Adams express company vs. the Atchison, Topeka & Santa Fe. About a year ago the attempt was made by a number of railroads to oust the Adams company from off their lines. This action was resisted by the express company who claimed that they had a right to travel on the railroad as long as they paid a reasonable compensation for the passage of their messengers and for the use of cars for their packages. Thereupon the railroads refused to take either the Adams express company or their messengers, and the latter sued out an injunction to prevent the railroads from putting off their messengers and to compel them to transport their merchandise.

Justice Miller in rendering his decision states at the outset that the express business has become known and recognized as a distinct and necessary branch of the transportation trade and to deny to the companies the right to carry on this business through their messengers paid to protect and assist in the rapid forwarding of the parcels is destructive of the business and of the right which the public have to the use of the railroads in this branch of transportation. The court further decides that it is the duty of the railroads to furnish every convenience for the safe and proper transportation of express matter on their roads and that the use of these facilities shall be extended on equal terms to all who are actually engaged in the express business. Only reasonable remuneration for this service can be demanded, and the right of the court to determine what such reasonable remuneration is is distinctly affirmed from the bench.

This decision is of the highest importance. It marks another advance in the rapidly accumulating decisions which define the powers and duties of common carriers. It settles the question that railroads are for the public use, and cannot be used for the private ends of an unscrupulous management. In addition it reaffirms the decision that the service by common carriers must be rendered without favor or discrimination, and that charges must be fair and reasonable. The most interesting point advanced is that which affirms the right of the courts to determine what charges are just and reasonable, and gives to the victims of railroad extortion a safe and secure remedy by appeal to the courts.

ACCORDING to the new apportionment bill if the states having an increase of representation which necessitates a new apportionment do not make a new redistricting before the congressional election the increased number of congressmen must be elected at large. Some of the friends of Governor Nance are urging upon his excellency that an extra session will be expensive and useless and at the same time distasteful to the railroad politicians. It is easier to control one convention at which three congressmen are nominated than three separate conventions, at each of which only one candidate is selected. Recognizing this, the railroad managers are opposed to the calling of an extra session, and arguments against it may shortly be expected to appear in the monopoly organs. It may be well for Governor Nance to remember that the sentiment of Nebraska is overwhelmingly in favor of redistricting the state, and that the earlier the legislature is convened for this purpose, the better it will be for all concerned.

Fairbrother Calls the Turn. THE OMAHA BEE is without exception the best paper in the state.—(Tucumseh Torchlight.)

Not by a dam's height, Al. Read the State Journal and Omaha Republican before you decide which is the best paper in the state. You might read the Courier, too, while you are about it.—(Galveston Courier.) We'll go you two better, and call you down. We said that THE OMAHA BEE was, without exception, the best paper in the state. That's what we meant when we said it, and that's what we said when we meant it. The BEE is fearless in its criticisms, opposed to all evils, when they are known to exist; is ably edited; a friend of the people—and its enormous circulation in this and other states corroborates our statement, "that it is the best paper in the state." When THE BEE, a few weeks ago, was trying to purify the morals of Omaha—one of the hardest towns in the west—the Republican simply puffed for the 80 odd bell-holes of that sanctified city; it is subsidized by the monopolists, and like the State Journal is always on the fence. To say anything about the State Journal would be foolish, as we all know it is simply a taffy machine—which exists on state steals. The Lincoln Democrat is by far the best paper in Lincoln, and the second best in the state. And Mr. Courier you know it.—(Tucumseh Torchlight.)

Fifty new cars are being built at the shops of the Virginia & Truckee railroad at Carson, Nev., for the Carson & Colorado road. It is found that they can be built more cheaply there than they could be purchased in the east.

STATE JOTTINGS.

A case of small-pox is reported at West Point. The Wayne Review is the sunflower of Nebraska journals. An Iowa capitalist has made arrangements to start a bank at Wymore.

The city of Calcutta is troubled with wives, four and two-legged beasts of prey. A Bluff Springs genius has corralled the U. P. boom at that town and now claims a patent on perpetual motion.

Four hundred acres of broom corn will be planted by Orrin Sherwood. He offers to guarantee \$60 per ton to any one who wants to raise broom corn and deliver it at his own risk.—(Huron County News.)

A member of Rock Creek Alliance No. 201, Jefferson county, writes that farmers are taking great interest in the progress of the organization, and very few farmers refuse to join the Alliance.

A man named Kirby, an employee of the B. & M. at Lincoln, who lately arrived at Calmar, was taken with small pox on Saturday, and for want of any post-horse, riding the circuitous route of two days, and the city council members are beside themselves with fear, and grief and have refused to occupy the room.

Another county heard from G. W. Eddy, of Nebraska, who writes: "I see in THE BEE of February 18th that Rival Book, of Red Willow county, claims the ribbon for the big bag, weighing 2 1/2 when sealed and tied in pairs, and two bags that weighed 625 pounds each, live weight. I had 10 bags that averaged 544 pounds, 5 of them in five months and 5 in one month. They were of the Poland China breed."

It takes a Flattsomian man to thoroughly engineer an edit. Last week the owner of a new restaurant down there decided to open with a grand flourish, and in order to give it the requisite amount of respectability and tone, he invited a [the scribbles of Iowa?] "see him" during the quiet hours of evening. They came in pairs, armed with patent elastic bowels and buristal teeth waitbands prepared for an emergency and appetites sharpened for a square meal. The orator of the feast was visible in the next edition. Deacon Bushnell "bowed the combed air" with pious exclamations; the convulsions of the episcopal stomach in glowing colors, and McMurphy loudly clapped his palms for more. It is always safe to strike the scribes of Quality Hill before the bell.

RAILROAD NOTES.

The Pan Handle road has 364 first-class coaches in use on its lines. Already \$87,000,000 in railroad subsidies have been promised by the government of Mexico.

The business of the Pennsylvania Central system of roads for the calendar year 1881, according to the unaccompanied sum of \$11,124,000.

Pen d'Oreille Lake, one of the most picturesque points on the Northern Pacific, is 2,400 feet above sea level and is 400 miles east of Portland.

The men at the head of the Denver & Rio Grande Railroad company made arrangements to push forward into Mexico, a distance of 730 miles.

Losses sustained on German railway receive from \$225 to \$340 per year; miners, \$160 to \$180 per year; brakemen from \$150 to \$165 per year.

The Leavenworth, Topeka & Southwestern railway is said to be an offshoot of the Chicago, Rock Island & Pacific. Right of way has been granted for 250 miles west of Leavenworth, and construction is well advanced between Leavenworth and Topeka.

The Washash company now compels its brakemen and switchmen to use an ash-tick in making a coupling, and has suspended the employment of that branch of the service. Making a coupling without using the stick is cause for instant discharge of the employe.

The Mexican Central railway has been completed to point 104 miles from Paso del Norte. The Texas Pacific railway company is now availing to secure a Mexican grant to construct a bridge over the Rio Grande to tap the Mexican Central at Paso del Norte.

The gross earnings of the Northern Pacific in Minnesota for 1881 was \$1,609,125.04. The classification of these earnings is as follows: Total freight earnings, \$1,383,911.91; passenger earnings, \$229,512.66; mail, \$13,324.32; telegraph, \$1,732.77; rents, \$1,588.43; miscellaneous, \$2,015.94. The state tax on the gross sum at 2 per cent is \$32,182.50.

A syndicate, of which it is surmised the Milwaukee railroad company is the principal member, has purchased 3,000 acres of coal fields of the Philadelphia Coal Company in the vicinity of the town of Coalbrook. The beds have been thoroughly developed, showing veins eight feet thick, of an excellent quality of lignite, valuable for fuel, domestic use.

The New York, Lake Erie & Western Railway Company has decided to build a double track on the line west of Hornellville, and for that purpose has made a sale of the right of way to the Erie road for \$250,000. The Erie road now has double tracks from Jersey City to Hornellville, and an accomplishment of present purpose of the company will make it a double track the entire length.

Mr. Henry Hitchcock resigned his position as superintendent of the Galesburg division of the Chicago, Burlington & Quincy road, and was succeeded by Mr. J. B. Buehler, who has been in the service of the road for twenty-five years of efficient service, and the directors recently presented him an elegant gold watch and chain, and a handsome appreciation of his services, together with a copy complimentary resolutions handsomely engraved on parchment.

The Fitchburg R Road company (Hoosac Tunnel route) has greatly increased its terminal facilities in Boston for the receipt and shipment of all descriptions of merchandise and freight, exports and imports. A new covered dock, the first of its kind in the city, has been built, large enough for the largest class of steamships afloat, and a grain elevator of 600,000 bushels capacity have just been opened for use.

An inventor claims to have produced a railroad switch that can be operated by levers controlled by the engineer in the cab of a locomotive by which the switch can be successfully closed on a train whose train is running at the rate of sixty miles an hour. The levers operate on a balance wheel between the rails, opposite the switch in such a manner that the shifting rails can be moved either way at the will of the engineer.

The articles of incorporation of the Iowa North-western railway company have been filed in the office of the secretary of state. The principal place of business of the company is at Newton, and its object is to construct and operate a railroad, connecting the cities of Newton, Iowa, and county, and running thence in a north-westerly direction to a point in a northern part of the state of Iowa; also to construct and operate a branch line connecting the main line with the city of Newton. Capital stock not to exceed \$3,000,000, divided into shares of \$100 each.

DO NOT BE DECEIVED. In these times of quack medicine advertisements everywhere, it is truly gratifying to find one remedy that is worthy of praise, and which really does as recommended. Electric Bitters, we can vouch for as being a true and reliable remedy, and one that will do as recommended. They invariably cure stomach and liver complaints, difficulties of the Kidneys and Urinary passages. We know whereof we speak, and can readily say, give them a trial. Sold at fifty cents a bottle by Iah & McMahon (3)

Right Rev. Bishop Lynch, Charleston, South Carolina.

No Roman Catholic, prelate, clergyman or educated layman, within the limits of our states and territories, will hear without abiding regret, of the death of so distinguished a churchman as Bishop Lynch, for nearly a quarter of a century the Catholic ordinary of the ecclesiastical diocese of Charleston, South Carolina. Thousands of clergymen—representatives of various Protestant denominations—will sympathize with the Roman Catholic hierarchy and people of our republic for the loss of such a distinguished "Master of Christian theology."

No Irishman in the old land or settled in "far foreign fields" will fail to join in the sorrow which the death of an illustrious fellow countryman usually evokes amongst all classes and creeds. The Right Rev. Patrick N. Lynch, whose singularly brilliant career as citizen and bishop closed last Sunday forenoon, at Charleston, S. C., was born in the county Monaghan, Ireland, in the early days of March, thirty-five years ago. Within a year of his birth his parents emigrated to South Carolina and settled on a farm not far from Charleston. It appears that young Lynch inherited his transcendent talents from both parents, who were quite remarkable specimens of Irish culture in the first quarter of this century.

The celebrated John England, another great Irishman, and the first bishop of Charleston, had ample opportunity for appreciating the promising seminarian under his charge, and when sufficiently advanced in his classical course adopted him as a diocesan subject for clerical education in the celebrated Roman college for missionaries, popularly known as "the Propaganda." It is highly probable that Bishop Lynch was among the most prominent Irishmen who ever pursued ecclesiastical studies in any Roman college. Having received ordination at the hands of his illustrious diocesan, Bishop England, in 1840, he was immediately appointed as seminary professor, cathedral assistant, priest, and episcopal secretary.

Within a few years he was president of the seminary and vicar-general of his diocese, and about twenty-five years ago he was raised to episcopal rank. During the war of Secession his early associations had influenced his mind as to make him one of the most prominent Catholic secessionists in the southern states. In 1865 he accepted the issue of the war as a truly loyal citizen, and for nearly twenty years, in his social relations among northerners, nobly could fail to feel for the overwhelming losses sustained by the war on this noble but sorely distressed people. As theologian, philosopher, lecturer, preacher, essayist, linguist, and general scholar, he was scarcely ever surpassed and rarely equalled in the United States hierarchy.

Within the past two years his name was forwarded to Rome as "dignissimus" to be co-adjutor to the cardinal-archbishop of New York, and had not his physical infirmity so effectively hindered his influence in all human probability his remains would be lying in state to-day within the walls of the magnificent cathedral in Fifth avenue, New York. We take a mournful satisfaction in giving this summary biographical notice of this eminent prelate, and we express our earnest hopes that no member of the American Catholic hierarchy, of his varied erudition and eminent services to church and country, will be called for many more years, to swell the list of deceased prelates whose memories are revered by every liberal-minded citizen within the limits of our enlightened and progressive republic.

Postoffice Changes in Nebraska, During the week ending February 25, 1882, furnished by William Van Vleck, of the postoffice department.

ESTABLISHED. Abnawan, Knox county, James H. Nickerson; Carson, Nemaha county, John W. Ford; Hutton, Lincoln county, William A. Yroman.

POSTMASTERS APPOINTED. Baird, Nuckolls county, Samuel C. Baird; Brooks, Howard county, James A. Howes; Congdon, Dawson county, Emmon J. Godfrey; Elk Valley, Dakota county, James Knox; Girard, Saline county, John Blackner; Pleasant Ridge, Harlan county, Mrs. Mary M. Carlin.

Iowa. ESTABLISHED. Bromley, Marshall county, John C. Armstrong; Galtville, Wright county, Robert B. Hamlin.

POSTMASTERS APPOINTED. Adel, Dallas county, Walter A. Noel; Castle Grove, Jones county, Charles C. Scott; Corwith, Hancock county, Oliver H. Stilson; Danforth, Johnson county, Berthold Byer; El Dorado, Fayette county, Paul Busch; Mount Sterling, Van Buren county, Aaron H. Tischer; Nugent's Grove, Linn county, O. J. Nugent; Washburn, Black Hawk county, James Brown.

ROMANCE IN REAL LIFE. Eloquently, Exciting Race, and a Happy Finale. Dawson Co. Press.

There was a little dance on the south side of the river, near the Gosper county line, a few evenings since, and among the merry people there, was a prominent "Pete" pretent (familiar a middle aged, well-to-do bachelor) and his best girl, to whom he was to be married on the following Sunday. He was happy and had a jolly time, when the party broke up assisted his fair fiancée to mount her pony and then went to find his own steed, but returned to find the damsel gone, and with her a certain Gosper county youth. He returned home, uttering curses, not loud but deep.

The next day a brother of the young lady proceeded to the residence of the Gosper county young man, found his sister there alone, and induced her to accompany him home. They rode several miles together when suddenly the girl seemed to change her mind, wheeled her horse, and took the back track at a

dashing gallop, followed by her irate brother, but the girl had the best pony and won the race, her brother following at a distance until he perceived that his horse showed signs of exhaustion then he turned homeward, but had to hoof it part of the way, the poor horse dropping dead by the roadside from having been ridden too hard and far. Many of two after another brother of the girl hearing that she had returned to the Gosper county chap's "doby," and was frying his venison for him, etc., buckled on his artillery and rode over to the "doby" determined to have his sister or blood, he found the girl engaged in household duties, and endeavored to induce her to come home with him, but was unsuccessful. The Gosper county chap appeared on the scene and prevented a tragical termination to this affair by showing up a marriage certificate, and otherwise convincing the big brother that things were straight. The big brother left the young couple to enjoy their romantic honeymoon, and murdered as he rode home, all's well that ends well. The parties are all well known in this community.

A GREAT RAILWAY BRIDGE. Crossing a Ravine in the Allegheny Mountains 300 Feet Deep. N. Y. Herald.

On the top of the Allegheny mountains, at the point where the Bradford extension of the Erie railway is to pass, is a slight impediment in the way of a ravine 300 feet deep. The chief engineer of the Erie, Mr. Chanute, yesterday exhibited to a reporter of the Herald a plan of the proposed crossing at this impediment. For some time it has delayed a railroad connection between that section and Pittsburg. It is virtually a valley, running lengthwise the mountain range, whose walls are 2,200 feet above the level of the sea, and whose bottom is washed by the waters of Kinzua creek. In some places the depth of the valley is 700 feet, and 300 feet was about the first favorable crossing point that was to be found. The place is about twenty-seven miles from Johnsonburg, the terminus of the extension, and about thirteen miles from Bradford. Work was begun last fall upon a structure which, when completed, will be the highest railway bridge in the world. The length of the bridge will be over 2,000 feet; that distance to be covered with twenty-two piers of iron and twenty-three spans. Trinity church and its steeple might be put beside the shortest span and yet be fifteen feet short of it. Two low stone piers will underlie each iron one, the total masonry work amounting to 2,200 cubic yards.

The country thereabouts is extremely wild, and Mr. Chanute said that the masonry work, which is nearly completed, resembled the work approaches a forest of piers. The length of the piers will be 40 feet and the length of the spans 60 feet. The piers will be 110 feet wide at the base, tapering gradually to a width of 12 feet at the top. Mr. Clarke, of the firm of Clarke, Reeves & Co., of Phoenixville, Pa., the contractors of the iron work and the builders of the elevated roads in this city, called the reporter's attention to the fact that the piers at the base would be one-third of their height, which was considered by engineers to be the correct proportion for a staunch structure. The Tay bridge, whose fall recently cost so many lives, was constructed, he said, of piers 80 feet high and only 10 feet at the base. In a few weeks they would have a small army of men employed in the ravine putting up the iron, and they expected to complete the structure by about the 1st of June. Its total cost will be about \$300,000. Mr. Clarke said that some railroad bridges across wide ravines were lowered in the middle, leaving a downward and upward grade. This would not do for the Erie at this point, because no engine could pull the heavy freight trains up such a grade. There will be a constant weight of 2,500 tons of iron in the whole structure, and some of the hoisting methods employed in putting up the string pieces of the elevated road will be used again there. Work can be continued upon several pieces at once.

Both Mr. Chanute and Mr. Clarke agreed that there was no railway bridge in the world of so great height as this will be. The country river bridge is 276 feet high, the great Port Huron railway bridge is 235 feet, the Portage bridge, on the Erie's main line, is 234 feet, and the Niagara suspension bridge is 275 feet.

A Seat for Dorea. Denver Tribune.

For some time past a dilapidated chair has occupied a prominent place in one of the Tribune editorial rooms. It occurred to one of the gentlemen of the force to utilize it as a pitfall for bores. So he carefully cut the cane seat out of it, pasted a paper over the yawning hole thus created, and arranged a lot of old exchanges over the pasted paper in such a manner as to create the impression that they were thrown there from the exchange table. Very naturally, the visitor would plunk himself in this inviting chair, and as naturally, tumble through the papers upon the floor. Mr. Henry L. Feldwich, the gifted editor of The Inter-Ocean, had heard of this little scheme of entertaining strangers, and in his paper of Saturday made an elaborate notice of it. Last evening he paid a casual visit to the Tribune editorial rooms, and forgetting all about his exposure of the treasured secret, dropped into that same chair with a comfortable sort of a sigh. There came a crash like the bursting of a mill-dam, and Mr. Feldwich went through the frail seat of that chair like a greased lightning. He doubled up his legs, and his fingers, his knees striking him in the chin and knocking out two front teeth. His ears caught on the sides of the chair and were badly lacerated. It took two printers and a reporter to extricate him from his embarrassing predicament. The next time he gives away one of The Tribune's practical jokes, he will perhaps have a care not to tamper with the object of his betrayal.

Ex-Assistant Postmaster. CINCINNATI, O., Sept. 2, 1881. H. H. WARNER & Co., SIBS—I have used your Safe Kidney and Liver Cure for chronic dysentery, contracted while in the army, with the most happy results. J. B. 28-daily JOURNAL.

HOUSES AND LOTS!

For Sale By BEMIS, FIFTEENTH AND DOUGLAS STS.,

- 178, House 3 rooms, full lot on Pierce near 26th street, \$1,600.
177, One and one-half story brick house, on 19th street, near 24th street, \$1,700.
176, Beautiful residence, full lot on Cass near 26th street, \$2,000.
175, Two houses and lot on Dodge near 9th street, \$1,500.
174, Two houses and lot on Clinton near 9th street, \$1,500.
173, One and one-half story brick house, on 18th street, near 24th street, \$1,700.
172, House 2 rooms, well furnished, e. c. full lot near Pierce near 24th street, \$1,500.
171, One and one-half story house, 8 rooms and well, full lot on Convent street near 24th street, \$1,500.
170, One and one-half story house, 8 rooms and well, full lot on Convent street near 24th street, \$1,500.
169, House 3 rooms, full lot on Clinton near 9th street, \$1,500.
168, House 3 rooms, full lot on Clinton near 9th street, \$1,500.
167, House 3 rooms, full lot on Clinton near 9th street, \$1,500.
166, New house of 6 rooms, full lot on 12th street, near 24th street, \$1,500.
165, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
164, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
163, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
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151, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
150, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
149, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
148, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
147, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
146, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
145, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
144, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
143, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
142, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
141, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
140, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
139, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
138, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
137, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
136, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
135, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
134, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
133, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
132, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
131, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
130, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
129, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
128, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
127, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
126, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
125, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
124, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
123, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
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121, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
120, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
119, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
118, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
117, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
116, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
115, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
114, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
113, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1,500.
112, One and one-half story house, 8 rooms on 18th street, near 24th street, \$1