

## IN A MEXICAN BULL-RING.

An Afternoon's Sport in Monterey—Torturing a Bull for the Pleasure of the People

And Killing Him at the End of the Performance—How it is Done in Mexico.

Special Cor. of the Philadelphia Times.

MONTEREY, MEXICO, January 1.—The "plaza de toros" or bull ring of Monterey is not an imposing specimen of its class. Seen from the streets, it presents the appearance of an enclosure of reeds some eighteen feet high. In reality these reeds are fastened to a strong scaffolding of poles, which support the seats on the inside and serve as a shelter from the sun and from the cold winds which sometimes blow in winter time. In the low stone wall that separates the plaza from the street are two openings leading to the two opposite ends of seats in the amphitheater, known respectively as "Sol" and "Sombra." "Sol" means the sun, and if you choose to put up with the discomfort of sitting in the full afternoon blaze of that luminescent while the performance lasts you can witness it for the sum of two reales—about twenty-five cents. Respectable folks generally prefer, however, to pay a real extra and sit in "sombra," or shade, where the benches are sheltered from the sun by the above-mentioned reeds and their heads by a canvas awning.

## THE BULL RING.

Passing through the gate of the "sombra" then through a square opening cut in the reeds of the edifice, one finds himself in the hollow space under the tiers of seats. Up a ladder to the right and one lands on a platform of boards some eight or nine feet wide, running midway round the amphitheater, at a height of twelve feet or so from the ground. On this platform are three or four rows of rough, wooden benches. From the inner edge of it, and reaching to the ground, are several descending tiers of rough but strong steps or seats. Between the lowest of these seats and the ring proper, or "arena," is a space of five feet. The ring itself is formed of stout posts set in the ground about ten feet apart, with equally stout poles fastened to them horizontally, to a height of about eight feet, a space of some half foot being left between each pole. The arena is about 130 feet in diameter. At one side of it are large wooden folding gates, through which the bull fighters enter and through which the bull makes his exit, dead or alive. At the other side of the arena is a narrow gate, closing the entrance to a narrow pen just wide enough to admit a bull. Into this the bull is dragged, preparatory to making his entrance into the arena, by a rope or lasso thrown over his horns. Before turning him over to the fighters the tips of his horns are sawn off, nature having generally made them a "meat" sharper than his tormentors consider altogether desirable. On the platform and under a small curtain which is fastened over his seat at the "pen" or judge, with his secretary by his side and a trumpeter behind him. Below him sit the musicians, who discourse very tolerable music appropriate to the occasion.

## HOW THEY DRESS.

When everything is ready and the hour for commencing (generally 4:30 p. m.) has struck, the judge's trumpet adds to the music in a most discordant blast, and the performance enters. First come two "chulos" or "pallacos," next four or five "toreros" in single file, and lastly the mounted "banderillero" or "topador," as they call him in Monterey. The "chulos" in this part of the country are generally dressed to represent "pallacos," or clowns. In red dresses and hats their faces are whitened and smeared with black. Their duty is to lead the "banderillero" to the bull, to pick up the broken fragments of the former, and to make themselves generally useful. The dress of the "toreros" or bull-fighters, is a show one. Short jackets of bright-colored silk, richly embroidered front and back, sometimes with silver, sometimes with colored braid; waistcoats also of silk and embroidery; knee breeches of silk, to match the jackets; white stockings and pumps combining to set off their sturdy figures to the best advantage. On their heads they wear a cap or bonnet of some dark, soft, rough material, with a projection on either side having somewhat the appearance of hanging dog's ears; at the back of the head is a circular bow or knot of black silk fastened on by a string round the forehead, and looking rather like a woman's black hair. Each wears a knife in his belt, a light "cane," or cloak, of purple stuff, about three feet square, and generally rather faded. The "topador" is plainly dressed in an ordinary gray felt "sombrero," round black jacket, and cloth trousers. He is mounted on a sorry-looking horse, and carries a stout lance about nine feet long, a "topar," or stop the bull when he charges. The point is prevented from penetrating deeply into the animal by a knot or ball placed close to the end of it, leaving only about an inch of steel blade exposed. Over the right eye of the horse is a bandage. On the right side of the "topador" and fastened to his saddle horn hangs a broad sheet of leather, which covers the entire shoulders of the horse and the rider's leg, and reaches below the horse's belly. The leg of the rider is further protected by a heavy, stiff, leather boot, reaching to his knee.

## THE SHOW BEGINS.

The bull fighters having thus entered in single file, preceded by the "pallacos," and followed by the "topador," then continue to advance into the arena until opposite the judge's seat, where they form in line, with the topador behind them, and salute by raising their caps. They then scatter themselves over the arena, the topador takes his position close beside the door of the narrow pen, so as to be out of the way of the first rush of the bull, a trumpet sounds; the pen door is thrown back and the bull, whose feelings have been considerably hurt by the process of prodding him with a lance and inserting into his body a paper rossette, with a barbed point attached to it, rushes belching out and promptly makes for the nearest

"torero." The torero, seizing his cloak in both hands by the corners and holding it out to one side of him, waits for the bull and lets him dive his head into the cloak, under the impression that he is thereby hurting somebody, keeping his own body at the same time carefully out of reach of the horns and jumping out of the way as soon as the bull has made his charge. The topador meanwhile has started towards the bull, keeping his leather shielded side towards him. If the bull is a good bull he goes for the topador as soon as he sees him. The topador receives him on the point of his lance, and, after the bull has butted the horse furiously in the ribs and belly three or four times (most of the blows being received on the leather, and thereby rendered comparatively harmless), he generally retires, not relishing the feel of the lance point, which the topador has all the time been industriously directing into him. Sometimes, however, the bull perseveres until the horse, generally a feeble specimen of his kind, falls over, and his rider, of course, with him. The torero immediately rushes forward and endeavors to divert the attention of the bull from the fallen pair, being generally successful in so doing.

## PLAYING THE BANDERILLAS.

After the topador has retired and repulsed three or four charges of the bull, the banderilla business begins. The "banderillero" is a short stocky or rood, about a foot and a half long, profusely decorated with tinsel and colored paper, and armed with a sharp-barbed point. One of the pallacos fetches two of these darts from the side of the arena and hands them to the torero, who is about to act as "banderillero." The latter drops his cloak, takes a dart in each hand and places himself in position. The other toreros, by judicious use of their lances, draw the bull towards the "banderillero," who by stamping, leaping into the air, uttering short, sharp cries and reflections on the bull's personal character and that of his nearer relatives, endeavors to attract his attention and lead him into action. The bull finally puts down his head and goes for the banderillero. The latter, as soon as the bull starts for him, starts also for the bull, running somewhat in a curved direction, and, crossing just in front of the animal's nose, reaches well over, and, at the moment when the bull aims a blow at him with his horns, plants the two darts, one on each side of his back, just above the shoulder. When one considers that all this takes place while the two parties are going at full speed, and that the torero has not only to dodge the thrust of the bull's horns by twisting his body out of the way, but also has to plant the darts neatly and firmly in their proper place, it will be seen that to do the thing successfully requires no small nerve and dexterity. The bull, on receiving the darts, kicks, bellow, throws his head from side to side and expresses by all possible means his indignation and astonishment at the treatment to which he is being subjected. The banderillero, meanwhile, has received two fresh banderillas from the pallaco, the other toreros bring the bull into position as before and the poor misguided animal charges and gets banderillado a second time. And so on until three or four pairs are successively put into him.

If, when the banderilla business is over, it is decided to kill the bull, a pallaco goes to the side of the arena, draws from its sheath a slim, sharp-pointed sword three feet long, takes by the hilt the torero, who is to do the killing and leads him in front of the judge's seat. Both these move and the torero waves his hand with an interrogative air towards the sword which the pallaco holds up in front of him. The judge bows assent, the torero grasps the sword in his right hand and prepares for business. He takes a stout stick about two feet long and spreads over it his purple cloak, making a sort of flag out of it, and holding one end of the stick in his left hand and the sword in his right takes his stand in the arena. The other toreros then being the bull into position, and he charges the "matador" or "killer." The latter receives the charge in his cloak, the bull turns and repeats his charge again and again. At the third or fourth charge the matador, holding his sword hand on a level with and close to his right shoulder, thrusts forward and downward just as the bull is about diving his head into the cloak. The sword enters the bull just in front of the shoulder, penetrates a foot or so and is immediately withdrawn, having pierced the heart or lungs or some other important portion of the bull's internal economy. The thing is done so quickly that it is almost impossible to follow it with the eye. If the thrust has been effectual the bull staggers wildly for a few steps, falls over and dies, the matador meantime exaggerating onto the side of the arena, waving his bloody sword on his cloak and receiving with a complacent smile the applause of the spectators.

## A New Industry.

A reporter picked up a brass button on the sidewalk in East Fourteenth street, last night, on which was engraved "Hop Bitters." A police force, a steady looking individual approached and addressed the reporter of news thus: "That's my button, young fellow, and I have been looking for it for half an hour. I am hungry, but I wouldn't take \$5 for it. I was on the Cincinnati police for six years, and was broken the force on account of politics. That button saved me from being killed by a thief. See where it is fastened. I arrived here Thursday, and have been roaming the city looking for a job. Yes, sir, I am hungry, but I wouldn't take \$5 for that button." The reporter handed the man the button and winked at him, "Too big, eh?" ejaculated the tramp, as he hobbled away. The button was soon shining in the glare of the big lights in front of the United Square Theatre, and its owner was watching it from standing room against the bill-board. "Do you catch many at that game?" asked the reporter, as he suddenly tapped the tramp on the shoulder. The individual stepped back, but recovering himself said in good naturedly: "It all depends on who picks up the button. The best bitters are the fellows who are walking along with girls on their arms. The women generally see it first and go for it. Then I comes up and gets off my arm. Ten to one I get a nickel." "Did you ever catch a policeman?" "Did I? Well, you can just bet I

have. I have drawn the sympathy right out of many a New York cop, and they say that it is a hard thing to do. The other night, a policeman of the Eighteenth precinct picked it up in a Third Avenue, and when I spoke to him he arrested me. 'You played it on me for 16 cents night before last,' said he, 'and I've a great mind to 'frank' you for it; but, hey, it you give it to the man on Nineteenth street I'll let you go and give you a quarter.' So I landed it opposite a gas lamp just before the fellow came along swinging his club. He did not see it, and I had to plant it in front of eight lamps before he jumped for it. Guess he thought it was a \$10 gold piece. He only panned out ten cents and a 'chaw' of tobacco. I believe they now call him 'Battens' in the East Twenty-second street station."

"Have you ever taken in any big politicians?" "Yes, 'Shed Block,' who stooped for it in front of the Morton house, gave me a quarter. Br. Judge Duffy, who failed to recognize me, clipped in a few pennies at the same time, and I have worked the sidewalks in front of the Blossom club, Tammany hall, and other resorts for politicians, for all they are worth."

## Do Not Be Deceived

In these times of quick 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. They invariably cure Stomach and Liver Complaints, Diseases of the Kidneys and Urinary Difficulties. We know whom to trust, and we speak and write from a true and reliable source. Sold at fifty cents a bottle by C. F. Goodman.

OLD MR. SCHOFIELD DEAD.  
An Eccentric Octogenarian and His Automatic Gas Gun-02.

New York Jan. 25.—Author Schofield, who had lived in the Hotel St. Stephen, in West Eleventh street, for the last five years, was found dead in his room Thursday night. The gas was escaping from the burner and had filled the room. Mr. Schofield was 83 years old and suffered much from catarrh. He had no bed in his room, preferring to sleep on a mattress propped in a reclining position. Some time ago he invented an automatic contrivance by which he could lower and raise the gas jet without leaving his mattress. A lever that turned the gas nearly off was held shut by a spring. A string pulling against the spring ran to the old gentleman's bedside. When he was about to lie down for the night he used to wind the guard of his watch about his right wrist, so that the watch lay in the palm of his hand. If he woke and wished to know the time, he pulled the string, and thus threw the lever open, letting the gas on full. When he relaxed his pull the spring closed the lever again and lower the gas. He resorted to the appliance also when he was wakeful and wished to read, as he often did at night.

Coroner Kennedy was informed yesterday that the spring on the lever had been broken, but whether Mr. Schofield had been using his device on Thursday night, or had discontinued its use on account of the breaking of the spring, is not ascertained. He was partly dressed when found in the morning, and held his watch in his right hand. It is possible that he died suddenly of natural causes. Mr. Ryder, the proprietor of the hotel, says that Mr. Schofield was very careful about the gas, and conjectures that he turned it too low, so that it blew out.

Mr. Schofield was born in Pinckney street, Boston, 1800. He never married. He inherited or socialized in business a fortune variously estimated at from a quarter to a half million. Fifty years ago he retired from business and came to this city. He occupied rooms in the old City Hall on lower Broadway, and afterwards at the Union Palace hotel, the Spangler house, and other hotels. At the hotel St. Stephen he made a few acquaintances. He always wore good clothes, but put them on to suit himself. He was frequently seen in a frock coat and waistcoat, and was a member of the New York Society Library and for the last twenty-five years had visited the library daily.

## RAILROAD NOTES.

The Northern Pacific has been extended west from Merrill, Montana, a distance of 83 miles.  
The savings of the Wabash for the first week of December, 1925, were \$221,422, a decrease of \$1,225.  
Ten engine houses have been purchased by the Chicago and North Western railroad and the Chicago and Atlantic, which forms the extension of the Erie system, will be completed to Chicago very soon.  
The iron has been received for the extension of the trunk of the Florida transit company eleven miles to Leesburg.  
The Hannibal and St. Louis railroad, built jointly by the Wabash company and the C. B. and Q. is completed.  
The Salt Lake extension of the Denver and Rio Grande will probably be completed this month. Only a short gap remains.

A new railroad has been incorporated by Chicago capitalists with \$1,000,000 capital to run from Chicago to a point in Pike county, opposite Hannibal, Mo.  
An all rail route was made by the completion of the Natchez, Jackson and Columbus road to Jackson, from that point to New Orleans.  
The Pittsburg and Western railroad was lately changed from a narrow to standard gauge. The road is an important link in the Wabash system.

The Northern Pacific has put on a line of refrigerators for carrying fruits and other perishable goods to the west and hauling back desert beef.  
On the best authority it is stated that the Canadian Pacific company have expended on the road proper over \$14,000,000 in the past eighteen months.  
The track of the Northwestern division of the St. Paul, Minneapolis and Omaha line has been a junction with the Northern Pacific, two miles from Superior City.  
On the Chicago and Atlantic road track is all laid from Madison, Ohio to the junction with the Chicago and Western line at Hammond, a distance of 249 miles.

Track-laying on the Memphis extension of the Kansas City, Fort Scott and Gulf is progressing rapidly, the rails now being laid at a point 100 miles southwest of Springfield.  
The Fort Worth and Denver road is now completed to Wichita Falls, a distance of 106 miles, and the road in operation. Wichita Falls has the best water power in Texas.

The Wisconsin Central company are building a road from Chascon, a station on the main line to Rib Lake, a lumbering camp sixteen miles to the northeast. The work will cost \$2,000,000.  
There is a movement to build a railroad along the Palisades of the Hudson. The road is projected from the New Jersey state line to either Westhook or Hoboken. It will be about twenty miles long.  
Work on the Kansas City, Springfield and Memphis railroad is being prosecuted. Track laying has been completed to Chascon, eighty miles distant from Springfield. The road's business is already good.

Articles of incorporation have been filed at Jefferson City, Mo., for the Sedalia and Northern railroad. It will run north from Sedalia through the counties of Pettis and Saline to Marshall, a distance of 35 miles.  
A charter has been issued to the Gettysburg and Emmittsburg railroad company, the line of which will connect the Round Top railroad in Adams county, Penn., with any road to be incorporated in Maryland.  
The bridge over the Allegheny river on the New Orleans and Pacific has been completed. The terminal at the roundabout Gondolero will be improved as contracts have been let for additional tracks.

There are 1,600 men, 650 teams and three steam drills at work on the Ontario and Quebec railroad, between Toronto and Perth and the force is being increased as men may be found.  
Articles of incorporation of the Columbia, Fort Wayne and Northwestern railroad have been filed. The road will run from Van Wert, O., to Fort Wayne, a distance of forty-five miles.  
A charter has been granted by the Mexican government of the United States for the construction of the National railway connecting the Atlantic coast with the Gulf coast, from Vera Cruz to Mexico City. The route has been surveyed the route.

The Central railroad of Iowa is reported to have secured control of the Chicago, Burlington and Pacific, and to have bought the route running from Keokuk to Peoria in Illinois, thus securing an outlet to the east.  
The Baltimore and Philadelphia railroad was lately shattered. It will run from a point on the boundary line between Delaware and Pennsylvania to Philadelphia, where it will connect with the Delaware and Potomac railroad.

The Rochester, Kenosha and St. Louis railroad has been incorporated with a capital of \$15,000,000. The road will run from Rochester, N.Y., to Chicago, Ill., and will connect with the Illinois Central.  
The Chicago, Milwaukee and St. Paul has bought the Chippewa Valley and Superior road, and will lease 1,075,000 in bonds to pay for it. The roads extend from Eau Claire to Wabasha.

The Wisconsin Central's Milwaukee extension was completed December 11th. It is sixty-five miles long and runs from Neenah to Milwaukee, through Oshkosh and Fond du Lac to Schiobegon, where it connects with the Chicago, Milwaukee and St. Paul for Milwaukee.  
Construction on the new Michigan, Indiana and St. Louis road will soon be commenced. It will be 100 miles in length and run from Sturgis, Mich., to Danville, Ill., where it will connect with the Danville and East St. Louis road.

The Vanderbilt line has made an arrangement with the Illinois and Hamilton and Dayton, whereby the Cincinnati, Indianapolis and the former will use the latter's track instead of the Cincinnati, Indianapolis, St. Louis and Chicago as heretofore.

The wonders of modern chemistry are apparent in the beautiful Diamond Dyes. All kinds and colors of ink can be made from them.  
Hersford's Acid Phosphate removes the uncomfortable feeling sometimes experienced after excessive smoking or chewing.

"He who is ready to buy his medicines, may never want a supply of them." It is cheaper to buy a true friend in kidney-wort who will drive away those miserable enemies, a torpid liver, constipation, diabetes, piles, diseased kidneys and bowels. This remedy is now prepared in liquid as well as in dry form.

**KIDNEY-WORT**  
HAS BEEN PROVED THE GREATEST CURE FOR KIDNEY DISEASES.  
Does it? I have been a sufferer from kidney disease for many years, and have tried every remedy known to man, but have not found relief until I used KIDNEY-WORT. It has cured me of my disease, and I am now in perfect health. I can now do my work as usual, and I am able to enjoy life. I am a great believer in KIDNEY-WORT, and I can recommend it to all who are suffering from kidney disease. It is a true and reliable remedy, and it is the only one that will cure you of your disease. I am a great believer in KIDNEY-WORT, and I can recommend it to all who are suffering from kidney disease. It is a true and reliable remedy, and it is the only one that will cure you of your disease.

**KIDNEY-WORT**  
Ladies.  
To cure your kidneys, such as pain, weakness, KIDNEY-WORT is the only remedy. It is a true and reliable remedy, and it is the only one that will cure you of your disease. I am a great believer in KIDNEY-WORT, and I can recommend it to all who are suffering from kidney disease. It is a true and reliable remedy, and it is the only one that will cure you of your disease.

**BROWN'S IRON BITTERS**  
will cure dyspepsia, heartburn, malaria, kidney disease, liver complaint, and other wasting diseases.

**BROWN'S IRON BITTERS**  
enriches the blood and purifies the system; cures weakness, lack of energy, etc. Try a bottle.

**BROWN'S IRON BITTERS**  
is the only iron preparation that does not color the teeth, and will not cause headache or constipation, as other iron preparations will.

**BROWN'S IRON BITTERS**  
Ladies and all sufferers from neuralgia, hysteria, and kindred complaints, will find it without an equal.

**THE SHORT LINE**  
—OF THE—  
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY  
is now running the FAST EXPRESS TRAINS from  
OMAHA AND COUNCIL BLUFFS  
—WITH—  
Pullman's Magnificent Sleepers  
—AND THE—  
Finest Dining Cars in the World.

**IF YOU ARE GOING EAST**  
TO  
CHICAGO, MILWAUKEE,  
Or to any point beyond; or  
**IF YOU ARE GOING NORTH**  
TO  
ST. PAUL OR MINNEAPOLIS  
Take the BEST ROUTE, the  
Chicago, Milwaukee & St. Paul R'y

Ticket office located at corner Farnham and Fourteenth streets and at U. F. Depot and at Millard Street, Omaha.  
F. A. NASH, General Agent.  
G. H. FOSTER, Ticket Agent, Omaha.  
S. S. MERRILL, A. V. H. CARPENTER, General Managers.  
J. J. CLARK, G. M. H. BRADFORD, General Supts.  
Am. Gen. Pass. Agent.

**CHICAGO, PEORI, ST. LOUIS, MILWAUKEE, DETROIT, NIAGARA FALLS, NEW YORK, BOSTON,**  
And all points East and South-East.  
THE LINCOLN EXPRESS  
Nearly 4,000 miles. Solid Strength Steel Track connections are made in UNION DEPOTS. Has a National Reputation, as being the fastest through Car Line, and is universally known to be the FINEST EQUIPPED RAILROAD in the world for all classes of travel. 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 West. All information about Rates, Fare, Sleeping Car Accommodations, Time Tables, etc., will be cheerfully given by applying to:  
T. J. POTTER, Vice-President & Gen. Manager, Chicago.  
PERCIVAL LOWELL, Gen. Passenger Agt. Chicago.  
W. J. DAVENPORT, Gen. Agent, Council Bluffs.  
H. P. DUKER, Ticket Agent, Omaha.

**CHICAGO, PEORI, ST. LOUIS, MILWAUKEE, DETROIT, NIAGARA FALLS, NEW YORK, BOSTON,**  
And all points East and South-East.  
THE LINCOLN EXPRESS  
Nearly 4,000 miles. Solid Strength Steel Track connections are made in UNION DEPOTS. Has a National Reputation, as being the fastest through Car Line, and is universally known to be the FINEST EQUIPPED RAILROAD in the world for all classes of travel. 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 West. All information about Rates, Fare, Sleeping Car Accommodations, Time Tables, etc., will be cheerfully given by applying to:  
T. J. POTTER, Vice-President & Gen. Manager, Chicago.  
PERCIVAL LOWELL, Gen. Passenger Agt. Chicago.  
W. J. DAVENPORT, Gen. Agent, Council Bluffs.  
H. P. DUKER, Ticket Agent, Omaha.

**CHICAGO, PEORI, ST. LOUIS, MILWAUKEE, DETROIT, NIAGARA FALLS, NEW YORK, BOSTON,**  
And all points East and South-East.  
THE LINCOLN EXPRESS  
Nearly 4,000 miles. Solid Strength Steel Track connections are made in UNION DEPOTS. Has a National Reputation, as being the fastest through Car Line, and is universally known to be the FINEST EQUIPPED RAILROAD in the world for all classes of travel. 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 West. All information about Rates, Fare, Sleeping Car Accommodations, Time Tables, etc., will be cheerfully given by applying to:  
T. J. POTTER, Vice-President & Gen. Manager, Chicago.  
PERCIVAL LOWELL, Gen. Passenger Agt. Chicago.  
W. J. DAVENPORT, Gen. Agent, Council Bluffs.  
H. P. DUKER, Ticket Agent, Omaha.

**CHICAGO, PEORI, ST. LOUIS, MILWAUKEE, DETROIT, NIAGARA FALLS, NEW YORK, BOSTON,**  
And all points East and South-East.  
THE LINCOLN EXPRESS  
Nearly 4,000 miles. Solid Strength Steel Track connections are made in UNION DEPOTS. Has a National Reputation, as being the fastest through Car Line, and is universally known to be the FINEST EQUIPPED RAILROAD in the world for all classes of travel. 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 West. All information about Rates, Fare, Sleeping Car Accommodations, Time Tables, etc., will be cheerfully given by applying to:  
T. J. POTTER, Vice-President & Gen. Manager, Chicago.  
PERCIVAL LOWELL, Gen. Passenger Agt. Chicago.  
W. J. DAVENPORT, Gen. Agent, Council Bluffs.  
H. P. DUKER, Ticket Agent, Omaha.

**CHICAGO, PEORI, ST. LOUIS, MILWAUKEE, DETROIT, NIAGARA FALLS, NEW YORK, BOSTON,**  
And all points East and South-East.  
THE LINCOLN EXPRESS  
Nearly 4,000 miles. Solid Strength Steel Track connections are made in UNION DEPOTS. Has a National Reputation, as being the fastest through Car Line, and is universally known to be the FINEST EQUIPPED RAILROAD in the world for all classes of travel. 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 West. All information about Rates, Fare, Sleeping Car Accommodations, Time Tables, etc., will be cheerfully given by applying to:  
T. J. POTTER, Vice-President & Gen. Manager, Chicago.  
PERCIVAL LOWELL, Gen. Passenger Agt. Chicago.  
W. J. DAVENPORT, Gen. Agent, Council Bluffs.  
H. P. DUKER, Ticket Agent, Omaha.

**CHICAGO, PEORI, ST. LOUIS, MILWAUKEE, DETROIT, NIAGARA FALLS, NEW YORK, BOSTON,**  
And all points East and South-East.  
THE LINCOLN EXPRESS  
Nearly 4,000 miles. Solid Strength Steel Track connections are made in UNION DEPOTS. Has a National Reputation, as being the fastest through Car Line, and is universally known to be the FINEST EQUIPPED RAILROAD in the world for all classes of travel. 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 West. All information about Rates, Fare, Sleeping Car Accommodations, Time Tables, etc., will be cheerfully given by applying to:  
T. J. POTTER, Vice-President & Gen. Manager, Chicago.  
PERCIVAL LOWELL, Gen. Passenger Agt. Chicago.  
W. J. DAVENPORT, Gen. Agent, Council Bluffs.  
H. P. DUKER, Ticket Agent, Omaha.

**CHICAGO, PEORI, ST. LOUIS, MILWAUKEE, DETROIT, NIAGARA FALLS, NEW YORK, BOSTON,**  
And all points East and South-East.  
THE LINCOLN EXPRESS  
Nearly 4,000 miles. Solid Strength Steel Track connections are made in UNION DEPOTS. Has a National Reputation, as being the fastest through Car Line, and is universally known to be the FINEST EQUIPPED RAILROAD in the world for all classes of travel. 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 West. All information about Rates, Fare, Sleeping Car Accommodations, Time Tables, etc., will be cheerfully given by applying to:  
T. J. POTTER, Vice-President & Gen. Manager, Chicago.  
PERCIVAL LOWELL, Gen. Passenger Agt. Chicago.  
W. J. DAVENPORT, Gen. Agent, Council Bluffs.  
H. P. DUKER, Ticket Agent, Omaha.

**CHICAGO, PEORI, ST. LOUIS, MILWAUKEE, DETROIT, NIAGARA FALLS, NEW YORK, BOSTON,**  
And all points East and South-East.  
THE LINCOLN EXPRESS  
Nearly 4,000 miles. Solid Strength Steel Track connections are made in UNION DEPOTS. Has a National Reputation, as being the fastest through Car Line, and is universally known to be the FINEST EQUIPPED RAILROAD in the world for all classes of travel. 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 West. All information about Rates, Fare, Sleeping Car Accommodations, Time Tables, etc., will be cheerfully given by applying to:  
T. J. POTTER, Vice-President & Gen. Manager, Chicago.  
PERCIVAL LOWELL, Gen. Passenger Agt. Chicago.  
W. J. DAVENPORT, Gen. Agent, Council Bluffs.  
H. P. DUKER, Ticket Agent, Omaha.

**C. F. GOODMAN,**  
WHOLESALE DEALER IN  
**DRUGS, PAINTS, OILS,**  
Window and Plate Glass.  
Anyone contemplating building store, bank, or any other large building to secure and with us before purchasing their Plate Glass.  
**C. F. GOODMAN,**  
OMAHA NEB.

**STEELE, JOHNSON & CO.,**  
**WHOLESALE GROCERS**  
AND JOBBERS IN  
Flour, Salt, Sugars, Canned Goods, and  
All Grocers' Supplies.

A Full Line of the Best Brands of  
**CIGARS AND MANUFACTURED TOBACCO.**  
Agents for BENWOOD NAILS AND LAFIN & RAND POWDER CO.

**P. BOYER CO.,**  
—DEALERS IN—  
**HALL'S SAFE AND LOCK CO.**  
Fire and Burglar Proof  
**SAFES**  
VAULTS,  
LOCKS, ETC.  
1020 Farnham Street,  
OMAHA. --- NEB

**PERFECTION**  
HEATING AND BAKING  
is only attained by using  
**CHARTER OAK**  
Stoves and Ranges.  
WITH  
WIRE GAUZE OVER DOORS.  
For sale by  
**MILTON ROGERS & SONS**  
OMAHA.  
(full make)

**BERQUIST BROTHERS,**  
MANUFACTURERS OF  
**CARRIAGES, BUGGIES**  
AND EXPRESS WAGONS.  
Repair in all Branches  
419 S. THIRTIETH STREET  
OMAHA, NEB.  
**WILLIAM SNYDER,**  
MANUFACTURER OF  
**CARRIAGES, BUGGIES,**  
AND ROAD WAGONS.  
Fire-Class Painting and Trimming. Repairing Promptly Done  
1319 Harvey, Cor. 14th, Omaha

**MAXMEYER & 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 Choice Selections in  
PRECIOUS STONES and  
all descriptions of FINE  
WATCHES at as Low Prices  
as is compatible with our  
honorable dealers. Call  
and see our Elegant New  
Store, Tower Building,  
corner 11th and Farnham  
Streets

**THE BRADING**  
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 Chickering,  
Knabe, Vose & Son's Pi-  
anos, and other makes.  
Also Clough & Warren,  
Sterling, Imperial, Smith  
American Organs, &c. Do  
not fail to see us before pur-  
chasing.

**MAX MEYER & BRO.,**  
**MANUFACTURERS OF SHOW CASES.**  
A Large Stock always on Hand.

**J. C. KARBACH**  
PIONEER  
BUGGY AND SPRING-WAGON MANUFACTURER  
SPECIAL ATTENTION PAID  
HORSE HOEING GENERAL BLACKSMITHING  
315 Fifteenth Street, between Harvey and Farnham.

**VIENNA BAKERY,**  
Corner Sixteenth and Webster Streets.  
**Fresh Vienna Milk Bread**  
Cakes of all kinds, fancy and plain. An of the above can be ordered from  
dealer. Prompt attention given to all orders.  
HESSE & HOPPE.  
dec 4-1m

**VIENNA BAKERY,**  
Corner Sixteenth and Webster Streets.  
**Fresh Vienna Milk Bread**  
Cakes of all kinds, fancy and plain. An of the above can be ordered from  
dealer. Prompt attention given to all orders.  
HESSE & HOPPE.  
dec 4-1m

**VIENNA BAKERY,**  
Corner Sixteenth and Webster Streets.  
**Fresh Vienna Milk Bread**  
Cakes of all kinds, fancy and plain. An of the above can be ordered from  
dealer. Prompt attention given to all orders.  
HESSE & HOPPE.  
dec 4-1m