

TRUE Temperance

Is not signing a pledge or taking a solemn oath that cannot be kept, because of the non-removal of the cause—liquor. The way to make a man temperate is to kill the desire for those dreadful artificial stimulants that carry so many bright intellects to premature graves, and desolation, strife and unhappiness into so many families.

This fact! BROWN'S IRON BITTERS, a true non-alcoholic tonic, made in Baltimore, Md., by the Brown Chemical Company, who are old druggists and in every particular reliable, will, by removing the craving appetite of the drunkard, and by curing the nervousness, weakness, and general ill health resulting from intemperance, do more to promote temperance, in the strictest sense than any other means now known.

It is a well authenticated fact that many medicines, especially 'bitters,' are nothing but cheap whiskey vilely concocted for use in local option countries. Such is not the case with BROWN'S IRON BITTERS. It is a medicine, a cure for weakness and decay in the nervous, muscular, and digestive organs of the body, producing good, rich blood, health and strength. Try one bottle. Price \$1.00.

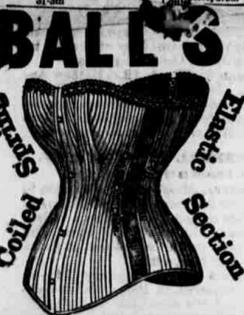
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Advertisement for COX'S STOMACH BITTERS and CLARK'S BLOOD PURIFIER, featuring product images and descriptive text.

THE EAST RIVER BRIDGE.

Facts and Figures About the Great Iron Link Between New York and Brooklyn.

A Marvel of Engineering Skill

"Gath" in the Cincinnati Enquirer. I went over the Brooklyn bridge today, which is not to be opened for about two months, and is just passable for an adventurer. It is a suspension bridge, the span between the towers being 1,600 feet, or nearly a third of a mile. The span between the towers at Cincinnati is 1,067 feet, so that the New York span is about one-third longer. The approaches to the New York bridge supported by the cables are 940 feet long each, but beyond the anchorages there are huge causeways above the two cities of about 1,300 feet long on the New York side, and about 850 feet on the Brooklyn side. The whole bridge, therefore, as I walked it to-day—going in at the gate in Brooklyn, which is rather on the top of a hill, to the gate where I came out opposite the City Hall park, New York—was 5,654 feet, or considerably more than one mile. This gives you a pretty good idea of the bridge. Some of the largest bridges in the world are only a mile, like that at Columbia over the Susquehanna river. No suspension bridge in the world bears a proportion to this East river bridge, either in length, weight, cost, or general character and appearance. It is a gigantic monument, or rather two such monuments, connected by a stupendous net, and approached by tremendous viaducts. The approaches, especially on the New York side, are magnificent, being made of granite and brick, the parapets in hewn granite cut in great sizes, and the galleries hewn out of the solid stone. The full length of the Cincinnati bridge from where it enters in Covington to where you leave it in Cincinnati is put down by Mr. Roehling as 2,252 feet. The principal problems before the bridge builder were to get his piers down in this deep water, and to raise the money out of two jealous and rather corrupt cities to carry on the work. Great coffer dams had to be made and caissons sunk, not only through the water, but through the quicksand and other deposits on the bottom to bed rock. I think that these two huge towers, which now seem to be connected with the shore, but were not so originally, stand something like eighty feet under the level of the tide, while they rise above it about 270 feet. The towers, therefore, are something like 350 feet high from where they begin under the river to where they end, higher in the air than almost any steeple, shot tower, flag staff, or other object in either city. Take either of these towers and set them beside the Washington monument, which is to be over 500 feet high, and they would be seven-tenths of its height, and a great deal more effective in breadth.

Each tower, as it stands up and down stream, is 134 feet at the bottom by 56 feet wide. This is a prodigious mass of masonry. The total quantity of stone in the two towers is said to be nearly 63,000 cubic yards. The towers are not built solid, but hollow, and at their summit, 350 feet above their foundations, they are 140 feet in diameter, forty feet thick. You could, it is said, stand on the summit of each of these towers two houses side by side, each twenty feet wide and extending backward 120 feet. Over these immense towers run four cables, essentially the same in appearance and construction as those at Cincinnati. It is said that the bridge carries a mass of masonry, and all the people, railroad trains fully loaded, teams, etc., will weigh 4,753 tons, or in the neighborhood of 10,000,000 pounds, or the weight of nearly 100,000 men of 100 pounds apiece. In short an army of 75,000 soldiers, ready for battle, would weigh about as much as these bridge towers have to sustain in their extremity.

The New York bridge floor is almost eighty feet wide, divided into five spaces. The bridge floor is said to be 118 feet above high water. In order to get on the bridge I had to walk up a steep hill from the East river to Fourth or Fifth street, and turning in there at the top of the hill I came to a huge ornamental iron house, the skeleton of which is just up, and which seemed to me to be something like 100 feet long, and to be, I suppose, the depot of the railroad company crossing the bridge. A much smaller depot is on the New York side, and not so far advanced. These cars are to cross on the second story of the bridge, so as to be above and out of the way, and that elevated railroad portion is but partly finished.

Although the ascent seems very gentle, it is like any reformation in life, however slight, if it is continued long enough it carries a man to a very high altitude. In a very few steps the town, whose level I had left, began to sink down, and very soon its highest roofs are far below me. As I approached the river, what seemed to be long and broad wharves I found to be the pebbled roofs of warehouses and factories. I had walked, it seemed to me, a third of a mile before I discovered the cables at all, they dropping below the bridge in order to get the proper dip to scale the towers. At the place where the ladder descended I found a crude wooden walk, intended I think, for vehicles, occupying the outside of the bridge. As I understand, the outside places are for wagons, the two spaces next within for street cars, and the middle walk for pedestrians, while the cable railroad goes over the top of everything in the middle.

When I finally came to one of the great towers it seemed even loftier and grander when I was within it than it looked from the ferry-boats on the river. There are two magnificent Gothic arches in each tower, and the stone shaft between them has to support two more cables. To stand within that huge arch of what seemed to be solid stone and look up at the lofty keystones made me dizzy, yet effectually destroyed the last lingering impression that there might be something unsafe about the support. The towers looked as if they were almost eternal. The cables which so gracefully streamed out above seemed merely links of

sausage strung between the houses of friendly Du chimen. Indeed, the iron pendants from the cables seemed so slight and indifferent to their responsibility that I looked at them in some wonder. Near the towers, of course, these rods, which I presume to be also made of wire, were very long, and seemed to have the height of a very tall tree or flag staff; then they gradually shortened as the bridge floor rose to the centre, and the cables descended until one could examine the entire pendant from where it clasped the cable like a human hand, with bolts in the wrist, to where it seized the truss below in a great U-shaped hook of steel, on the thread of which the nuts had been worked down in some cases to the length of two or three feet.

To look at the boats of all descriptions passing underneath was to feel at once timid and have an exaggerated sense of distinctness. Every object on their decks, every function of life, the moving of a cat or a dog, the long stride of a sailor, or the width apart of the feet of the man at the tiller, seemed very curious, while there was yet a propensity not to look. The big steam ferry boats, which always seemed so still before, were now seen to rock as if they were on a high sea. The movement of the top of a mast as it rolled with the vessel seemed to describe an arc of remarkable length. Large schooners went underneath, and their masts yet seemed to be nowhere near. Another world was exposed from the centre of the bridge. The prominent objects which I had been familiar with in the two cities were hardly visible on account of the distance, particularly when one considers that in the two cities something like three quarters of a mile of the most valuable property to the width of eighty to one hundred feet had to be bought outright for approaches.

After I came out of the western tower and entered into New York proper, I felt somewhat that I must have crossed the Atlantic ocean, so peculiar were the sensations of having arisen out of a city I had visited hundreds of times, and gone through the air like a bird and come down in New York without touching a boat of any kind. The magnificent height of the buildings in New York struck me at once as compared with the plain edifices of Brooklyn. I seemed like one who had come down a ravine, and suddenly found himself surrounded by tall mountains. I looked up at the great edifices as The Tribune building, the Morse building, the Kelly building, all of which seemed to stand guard around the bridge. I observed that two of the most conspicuous sentries upon this royal pathway were the new office of The Police Gazette, and a tremendous building where they publish the Seaside Libraries that have done so much to spoil good cooks and housekeepers, and destroy any native literature.

Although I went over this bridge in March weather, I did not perceive that the air was at all strong, and it occurred to me that it would make one of the most beautiful promenades in the world for persons wanting good air, good sunlight, and freshening, varied scenes. From that height the river below becomes as blue and calm as a lake. The surface made by river craft is some delicious variation of the tint, while the forms of boats, the sails, the flags, the infinite variety of forms attending the river craft here give the mind a real holiday.

An Essay on Roller Skates. Laramie Boomerang. The roller skate is a wayward little quadruped. It is as frolicsome and more innocent looking than a lamb, but for interfering with one's upright attitude in the community it is perhaps the best machine that has appeared in Salt Lake City.

One's first feeling on standing upon a pair of roller skates is an uncontrollable tendency to come from together. One foot may start out toward Idaho while the other is promptly strikes out for Arizona. The legs do not stand by each other as legs shown by blood should do, but each shows a disposition to set up in business alone, and have gone to take care of yourself as best you may. The awkwardness of this arrangement is apparent. While they are setting up independently, there is nothing for you to do but to sit down and await future developments. And you have to sit down, too, without having made any previous preparation for it, and without having devoted as much thought as you might have done had you been consulted in the matter.

One of the most noticeable things at a skating rink is the strong attraction between the human body and the floor of the rink. If the human body had been coming through space for days and days, at a million miles a second, without stopping at eating stations, and not excepting Sundays, when it strikes the floor he could understand why it struck the floor with so much violence. As it is, however, the thing is inexplicable.

There are different kinds of falls in vogue at the rink. There are the rear falls and front falls, the Cardinal Walsey fall, the fall one across the other, three in a pile, and so on. There are some of the falls that I would like to be excused from describing. The rear fall is the favorite. It is more frequently utilized than any other. There are two positions in skating, the perpendicular and the horizontal. Advanced skaters prefer the perpendicular, while others affect the horizontal. Skates are no respecters of persons. They lay out a minister of the Gospel or the mayor of the city as readily as they will a short-coated, one-suspender boy, or a giddy girl. When one of a man's feet starts for Nevada and the other for Colorado, that does not separate him from the floor or break up his fun. Other portions of his body will take the place his feet have just vacated, with a promptness that is surprising. And he will find that the fun has just begun—for the people looking on.

COCCIDENTAL JOTTINGS.

COLORADO. The workings of Denver have put up a ticket for the municipal election soon to be held there. The permanent exposition building at Denver is pronounced to be equal to those of Chicago, Pittsburg and Cincinnati. The city council of G-idea has awarded the contract for the construction of a fire engine house in that town at a cost of \$2,000.

The Cattle Growers' association of the state met last week at Denver to arrange for the collection of money due stock men from the railroads for killing cattle. The grand army commanders at Denver are in daily receipt of numerous letters from various parts of the country, which promise large delegations to the coming national encampment to be held there. During the holding of the exposition in Denver Brick Pomeroy will circulate 35,000 copies each week of his paper—the Democracy. This will be done to advertise Colorado throughout the United States.

The new concentration and reduction works which will be erected this year near Animas Forks will be very complete, and the amount of capital to be invested is 250,000 and every cent will be spent to make the works the best in the state. The City National bank of Denver moved into new quarters last week. By some mishap the combination lock of the vault came out of gear and for three days the bank did business on the purpose of poisoning wolves, and brought it to town and sold it with the above result.

DAKOTA. A man living in Iowa will soon start a large manufactory of sash, doors, blinds, etc., in Rapid City. The ground has already been selected for the buildings. A child died last week in Deadwood from eating poisoned buffalo meat. Some person had picked the animal up on the range, where it had been left by hunters for the purpose of poisoning wolves, and brought it to town and sold it with the above result.

THE reports are encouraging from the mines in the vicinity of Harney's Park, The Grizzly Bear, St. Elmo and several others are developing well and the prospects are good for an influx of people to that district. MONTANA. The capital stock of the First national bank at Helena has been increased from \$100,000 to \$300,000. A three story building is to be erected at White Sulphur springs. The masonic craft will build it and occupy the third story. The recent session of the legislature cost \$16,800, not including the cost of printing the laws and journals, which remains yet to be done.

Lewis and Clark county is about to refund \$30,000 of the debt at 6 per cent interest. The interest now drawn is considerably higher. An election will be held in the new county of Yellowstone for the purpose of electing officers on the second Monday in April. The new smelter at Hughesville has been compelled to shut down on account of not being able to secure sufficient fire brick for the furnace. It is announced that Fort Ellis is to be made a fns company post. Also that two companies will be detailed for service in the National park this summer.

The B. zeman Pass tunnel is progressing satisfactorily, over 500 feet of the tunnel already been excavated on the eastern side. The west end is not being pushed so rapidly. The late legislature of Montana passed an act creating a sheep commission for the purpose of examining into the different diseases common to this class of stock and devising means of cure. The commissioners of Silver Bow county have appropriated \$10,000 for the purchase of land whereon to erect county buildings. Two locations are in view, consequently the site has yet been determined.

WYOMING. The small known passenger steamer "Bluff" left last week at Pine Bluff while attempting to couple two cars. An aged Frenchman named M. Bon-tange was found dead in the water closet of an emigrant car at Laramie City one day last week. The bridge across Bear river near Evans-ton is nearly completed. When the work is completed travel in that locality will be greatly facilitated.

The sum of \$10,000 was recently subscribed in Cheyenne for the erection of a new Convention hall. The amount is regarded sufficient to commence work on and building operations are going forward. Letters received at Laramie City from Greeley, Colorado, whether Bill Nye, the funny party man, has not used his time in search of health, indicates that he is much better and likely soon to be well again. A party of Indians from one of the Snake reservations made a hunting tour through Wyoming last fall and winter caught them far away from home. They were snowed in in the Little Powder river country and are there yet.

MICELLEANEOUS. The heavy fogs are helping the crops in Salt Lake county, Utah. It is expected that trains on the Oregon short line will be running to the Wood River mines in Idaho by the 1st of April. Pyramid Lake, Nevada, has a monster-like alligator or hual that devours trout by the wholesale. A real fish is to be organized. Ogden, Utah, is soon to have a reduction and sampling works for the reduction and sampling of ores. They will be erected by the Ogden firm. A man named Keese, a pioneer of Benton county and a veteran of the Indian war of 1855-56, died recently near Corvallis, Oregon. At Fort Bend, Oregon, recently a horse and cart fell down a embankment 100 feet deep. The horse escaped uninjured but the cart was smashed to pieces. John O. Dunbar, the alleged defaulting treasurer of Cochise county, Arizona, has been bonded over in the sum of \$10,000 to await the action of the grand jury. He embezzled \$15,000. The existing drought has seriously crippled business in Colusa county, California, and hundreds of people will have to migrate in a short time. Already farmers are selling what stock they can, are are giving the remainder to the mountains for feed.

A FEW BARGAINS IN Houses

LOTS, Farms, Lands- HOUSES AND LOTS.

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Vacant Lots. No. 202—Two full lots on 19th Street near Lake St. \$1,000. No. 351—Twenty five lots in Parkers addition just north of the end of red street car line \$400 each easy terms. No. 350—Four lots on Delaware St. near Hancock park, \$650. No. 351—One half lot on South avenue, near St. Mary's avenue, \$550. No. 352—Eighteen 1/2 lots on 11th, 12th, 23rd and 24th streets, near Grace, \$500 each, and 200 easy terms. No. 348—Six beautiful residence lots on Catherine street, near Hancock park, \$4,500. No. 349—Two beautiful residence lots on Hamilton street, near end of old street car track; high and slightly, \$550 to \$700. Several acres and half acre corner lots on Cum-ling, Burt and California streets, in Lowe's second addition and Park Place—near Academy of Sacred Heart. Lots in "Prospect Place" on Hamilton and Charles street, just west of the end of Red Street car track and corner of the Sisters of Poor Clara, one and one half mile from postoffice, and one mile from U. P. shops, \$150 to \$500 each, and only 5 per cent down and 5 per cent per month. Lots in Lowe's addition one-half mile west of end of Red Street car track near corner of Poor Clara street in Shinn's addition, \$125 to \$200 each, and on very easy terms. Lots in "Prospect Place" on Hamilton and Charles street, just west of the end of Red Street car track and corner of the Sisters of Poor Clara, one and one half mile from postoffice, and one mile from U. P. shops, \$150 to \$500 each, and only 5 per cent down and 5 per cent per month. Lots in Lowe's addition one-half mile west of end of Red Street car track near corner of Poor Clara street in Shinn's addition, \$125 to \$200 each, and on very easy terms. Lots in "Prospect Place" on Hamilton and Charles street, just west of the end of Red Street car track and corner of the Sisters of Poor Clara, one and one half mile from postoffice, and one mile from U. P. shops, \$150 to \$500 each, and only 5 per cent down and 5 per cent per month. Lots in Lowe's addition one-half mile west of end of Red Street car track near corner of Poor Clara street in Shinn's addition, \$125 to \$200 each, and on very easy terms.

Business Lots. Three good business lots on Dodge Street 12th street, 23x120 feet each, \$1,500 each, or \$4,500 for all easy terms. Two good business lots on Farnam street, 33x 66 feet each, with frame buildings thereon, renting for about \$600 per year each; price \$4,500 each, or \$1,500 per lot on Farnam near 16th street, corner \$12,000. Splendid Warehouse lot on Union Pacific right of way, north of track and east of Natl Works—being 135 feet front on Farnam street, and 100 feet deep, with frontage on Mason street, by about 100 feet west frontage on 16th at Dodge, Washington, Burt, Wayne, Stanton, and other good counties in eastern Nebraska for sale. Taxes paid, rents collected, and money loaned on improved city and country property at low rates of interest.

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