

OUR BRIDGE OF SIZE

Division E, on Eleventh street south of Howard, E, on Howard street east of Eleventh.

Opens To-Day to Thousands of Gazing Eyes.

NO MORE OLD MISSOURI'S TIDE

Shall Omaha Fair and Council Bluffs Divide.

THUS THE CITIES TWO IN ONE

Shall in the Great Race of Progress Run.

INSPIRED BY LOVE AND COMITY

They'll Seek and Find Prosperity in Inter-State and Urban Trade

Which Has Been, Sadly, Long Delayed.

'Twixt Two Cities.

To-day the new wagon bridge between Omaha and Council Bluffs will formally be opened for the use of the public.

It was completed about two ago. At the same time it was connected with Council Bluffs with a paved roadway than which a finer drive is not to be found in this section of the country.

By these means instant communication may be kept up between both cities. The benefit of this communication will be almost incalculable to both cities.

It will enable the interchange of visits, business calls, commodities and the re-establishment of homes and industries such as may be suggested by changed conditions of affairs and the necessities of corporations and individuals.

The bottoms on the east side of the Missouri, so long almost a desert waste, will be dotted with residences, warehouses and manufacturing, and like the bottom on this side of the river, become animated with life and activity which shall afford employment and comfort to many a cozy home.

All of these will, of course, add to the commercial importance and advantage of the Bluffs, but it will also tend to the advantage of this city.

In a social way, it will tend to remove the barrier which, like a Chinese wall, has kept Omaha and Council Bluffs apart, and conduce to a harmonious relationship, which will bring to each its measure of prosperity and trade.

THE BRIDGE OPENING.

Elaborate Arrangements Made for the Great Event To-day.

More beautiful weather could not be desired than the present for the opening of the new Omaha and Council Bluffs bridge.

It has been foretold that it will continue to-day, and consequently the people will be enabled to enjoy the occasion with a proper appreciation of the display which is to be made.

The arrangements are now complete for the procession and the opening of the structure.

All the invited guests, including General Brooke and staff, governor and staff, the mayor, the council of this city and South Omaha, the judges of the district and federal courts, the bishops and clergy, the board of education, the police and fire commissioners and the county board, will meet at the Millard hotel at 12:30 o'clock to-day.

They will then take carriages and proceed immediately to the bridge under the escort of the military and civic societies.

They will be driven to the span over the middle of the stream, where the formal opening exercises will take place.

These will consist of the turning of the sod by the contractors. It will be accompanied in short speeches by the governors, Larrabee and M. Kitchell, of Nebraska, in behalf of their respective states, and by Mayor Kohrer and Broach, in behalf of Council Bluffs and Omaha. A bottle of wine will be broken by the wives of the mayors, and with the vintage the bridge will be baptized, which event will be saluted by all the steam whistles in Omaha and Council Bluffs, a salute which will be continued for five minutes.

This celebration will be distinct from the parade of the night, and will be held at 1:15 hours at the corner of Eleventh and Farnam west to Sixteenth thence to Douglas and thence to the bridge, the bridge display following the rear of the line. The head of the line will reach the bridge at the time of the closing of the bridge, the civic societies following organizations will march to the depot where they will take the cars for the Broadway display in the Bluffs. The trades display will drive across the bridge, the civic societies following those who have taken part in the opening exercises. The civic societies will be dismissed.

In the Bluffs the military, trades display and invited guests will be reunited, and, after parading on a number of streets, will be escorted to the depot by the military and the trades display and officials of that city being in the lead. The column will then come to thirty and march through a number of the streets of the city, the civic societies not re-form. During the parade, day fireworks will be exploded.

At 12:30 o'clock a competitive drill between the Omaha and Creighton guards and Captain Cole's company from Council Bluffs, on Capitol avenue, near Fourteenth street, will be given.

There will be other prizes of \$100, \$75 and \$50 for visiting military companies. The prizes will be known to the company and the awards will be made for the carriage and demeanor of the respective companies while on the march.

At 1:30 o'clock Aides J. E. Riley, Thomas Burrill, C. F. Weller, George M. Darrow, W. H. Alexander, F. E. Moore, C. E. Burmeister, M. Kitchell, O. H. Gordon, Paul Hersh, A. W. Aveder and W. B. Taylor will meet the marshal, Major T. S. Clark, mounted at the Millard hotel. At 1 o'clock all the military companies will take part in the procession must be in position as outlined in the following divisions:

First Division—Eleventh street, north of Farnam, right resting on Farnam.

Second Division—Twelfth street, north of Farnam, right resting on Farnam.

Third Division—Thirteenth street, north of Farnam, right resting on Farnam.

Fourth Division—Fourteenth street, north of Farnam, right resting on Farnam.

Fifth Division—Fifteenth street, north of Farnam, right resting on Farnam.

Sixth Division—Sixteenth street, north of Farnam, right resting on Farnam.

Seventh Division—Seventeenth street, north of Farnam, right resting on Farnam.

Eighth Division—Eighteenth street, north of Farnam, right resting on Farnam.

Ninth Division—Nineteenth street, north of Farnam, right resting on Farnam.

Tenth Division—Twentieth street, north of Farnam, right resting on Farnam.

Eleventh Division—Twenty-first street, north of Farnam, right resting on Farnam.

Twelfth Division—Twenty-second street, north of Farnam, right resting on Farnam.

Thirteenth Division—Twenty-third street, north of Farnam, right resting on Farnam.

Fourteenth Division—Twenty-fourth street, north of Farnam, right resting on Farnam.

Fifteenth Division—Twenty-fifth street, north of Farnam, right resting on Farnam.

Sixteenth Division—Twenty-sixth street, north of Farnam, right resting on Farnam.

Seventeenth Division—Twenty-seventh street, north of Farnam, right resting on Farnam.

Eighteenth Division—Twenty-eighth street, north of Farnam, right resting on Farnam.

Nineteenth Division—Twenty-ninth street, north of Farnam, right resting on Farnam.

Twentieth Division—Thirtieth street, north of Farnam, right resting on Farnam.

Twenty-first Division—Thirty-first street, north of Farnam, right resting on Farnam.

Twenty-second Division—Thirty-second street, north of Farnam, right resting on Farnam.

Twenty-third Division—Thirty-third street, north of Farnam, right resting on Farnam.

Twenty-fourth Division—Thirty-fourth street, north of Farnam, right resting on Farnam.

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Merchants desiring to join the parade who failed to get tickets are assigned to drive in the rear of the parade.

The packing houses of South Omaha will be represented by 100 mounted men under command of W. H. Lowe, foreman of Armour & Co.

All the county officers, postoffice, city hall, and railway headquarters will close in the afternoon.

Jim Stephenson's Tally Ho will lead the line of wagons with eighteen of the oldest citizens aboard.

A prominent merchant in the display is expected to have his float in line at 1 o'clock.

There is a great deal of rivalry between many of the leading merchants and it is expected that the result will be a grand variety.

The Chicago & Northwestern will run trains from the Bluffs to the east end of the bridge all day.

A desire for a general half holiday this afternoon, and in accordance with this desire Mayor Broach has issued the following proclamation:

Mayor's Proclamation, Oct. 29, 1888.—Whereas, The new bridge connecting Council Bluffs and Omaha will be opened to the public on Tuesday, October 30, A. D. 1888, with ceremonies of historic importance, and as this will make an important period in the friendly relations which already exist between the two cities, therefore, I direct that all city offices be closed at 12 m. on that day.

I further recommend that places of business be generally closed by 12 m. on that day, and that the opportunity of participating in celebrating so auspicious an event.

Given under my hand and seal this 29th day of October, A. D. 1888.

W. J. BROACH, Mayor.

THE BRIDGE MOVEMENT.

How it Arose, Progressed and was Brought to a Successful Issue.

Old time brings many changes. None are more marked than that of the change wrought in a few years in regard to the feeling between Omaha and Council Bluffs. Like individuals, each has her peculiarities and foibles. Omaha, with justifiable pride, at its phenomenal growth and its sudden outstripping of Council Bluffs, which for a time was larger and more thriving, fell into the natural mistake of ignoring the city on the other bank.

On the other hand, Council Bluffs, realizing that it had a future, was over-sensitive. It felt lonely every real or fancied slight on the part of her lusty rival, and more and more thriving, fell into the natural mistake of ignoring the city on the other bank.

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which forms the Iowa approach to the main structure. This crosses a low ground and necessitates the erection of two other bridges about 300 feet in length. One is for the use of the motor line only and is about twenty feet in width, while the other is for a highway and is thirty-three feet wide. Both are trestle bridges, and rest upon piles.

The 400 foot span is built on the double intersection Whipple system, and the remaining short spans, of 100 feet each, are built on the Whipple system.

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ant power for forty cars. There will be twenty-six pits at present, which will give to each car twenty minutes. Closed cars will be put on when the road is opened for the winter, but open cars will be put on during the summer. All that is necessary is to change the clock in the control house, so simple that the removal of a few bolts is all that is necessary.

The cars, heated in winter by gas, and cooled in summer by water, are of the most approved style, being the finest production of the famous Pullman Palace Car company of Pullman, Ill. They are each furnished with five incandescent lights, three upon the inside and one at each end, which will be turned on at night.

It is being planned for the cars to run every five minutes, and the trip from the Methodist church to this city will be made in twenty minutes.

The car shops are situated at the corner of Avenue A and Thirty-second street in Council Bluffs. The shops are on a high ground. The main building is 60x160 feet, and will hold forty cars. It is well lighted, and is equipped with all necessary machinery for doing an excellent business. There is a stock of forty cars, and the cars will be constantly employed there.

The shops are situated directly south of the car shops on Avenue A, and is 4x30 feet. It is very substantially built of brick and is very finished. A huge chimney, 175 feet in height, stands in the rear of the building. The chimney is sixteen feet square at the base and has a four-foot flue. At a distance of thirty feet from the ground the chimney assumes a circular form, which is continued to the top. The interior of the building is divided into two large rooms, one