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After reading these prices it would be absurd for you to think whether you could do any better—the only question would be whether you could do as well. We always lead, others follow. The secret of our success has been this: We buy in carload lots only, for spot cash, and can therefore almost dictate prices to manufacturers. We trade with no middlemen, but buy direct from the maker. We actually sell a great many goods for what the small dealer pays for them. We are jobbers in furniture. You are invited to inspect our goods, terms and prices.

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Plush Suits, \$35; worth \$60.

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\$50 worth of Goods,
\$2 a week, \$8 a month.

TERMS.

\$75 worth of Goods,
\$2.50 a week, \$10 a month.
\$100 worth of Goods,
\$3 a week, \$12 a month.
\$200 worth of Goods,
\$5 a week, \$20 a month.

RAMPARTS OF MAIL SACKS.

Andrew Rosewater's Account of Early Western Experiences.

ROUGHING IT ON THE RED DESERT

Second Chapter of the First Survey of the Union Pacific—Providential Supply of Water—Gambling in Cheyenne.

"Roughing It."

Through the courtesy of Mr. Andrew Rosewater we are enabled to present another chapter of his interesting reminiscences:

"Let me see, I left off at the death of Mr. Brown and the serious embarrassment of his men. It was a week before the straggling remnants of his advance party, worn out and discouraged, returned to our camp. Shortly afterwards we moved south to the stage road where we built up a fortification of mail sacks filled with second class matter, tons of which had been abandoned by the California mail coaches. The Indian war was raging so fiercely that only letter mail was carried through and that class not always with certainty.

"We remained in camp on this road two weeks until orders were received for the resumption of work. While lying at this place the spirits of the men revived wonderfully and the rest afforded was not the only contributor to that end for powerful auxiliaries were at hand in the shape of abundant water, grass and fresh meat. The sporting element of the party, including the military escort, bagged over one hundred of the elk and antelope that abounded in the vicinity. Those of the party not engaged in hunting or map work found entertainment in reading every variety of literature, from magazines to daily and weekly papers, to be had gratis in the mail sacks of our baricade.

Once again upon the field steady progress was made across the barren country beyond the main divide. While we were camping on Separation creek, so named from the fact that Brown and his party separated on its banks never to meet again, a company of 100 cavalrymen came upon us. In this troop were General Dodge, chief engineer of the road; General Rawlins, chief of General Grant's staff, and Mr. Blickensderfer, who succeeded General Dodge as chief engineer. This command went into camp several miles above us, and you can imagine how scant was the supply of water when I state it to be a fact that the presence of these men on the banks of the stream above absolutely deprived us of the supply of water we had heretofore enjoyed.

In consultation with General Dodge it was arranged that Mr. Appleton, next assistant engineer under Brown, was to continue the surveys and explorations on towards Green river. Mr. Blickensderfer at this time was a special commissioner appointed by the government to determine the limits of the 500 miles of what was termed by act of congress the mountain division of the

Union Pacific road. For every mile of road constructed upon the plains the government had made the company a loan of \$16,000 in addition to the land subsidy and upon the 300 miles of mountain work a loan of \$48,000 a mile. It is needless to say that with the exception of a few mountain range pieces of construction the building of the railway, in the intervening valleys, was not such an extraordinary undertaking as was generally supposed. To the exploring surveyors, of course, obstacles were presented, not encountered by the constructionists. The crossing of the Red desert, this side of Bitter creek, in the absence of maps or any other knowledge of the location of water, or adequate means of travel, was difficult and necessitated the carrying of water in barrels for weeks at a time. Another source of annoyance and labor was the inevitable stationing of camps at points inconvenient to the surveyors following the lines most suited to railway purposes.

"On this Red Desert we began work at daylight, and kept on till dark, often waking from ten to fifteen miles to our beds after knocking off for the day. This unavoidable state of affairs led many of our men astray in their efforts to reach camp after dark, and it was not infrequent that they were not discovered by searching parties before the next morning. I remember that on one occasion, supposing camp to be near at hand, we worked into the dusk, and dispelled the delusion only in essaying to reach home. Realizing that we were some distance from our tents, and not finding the trail, we separated into squads and moved in various directions, with the understanding that the squad coming upon the trail should fire a gun signal. The trail was found and guns were fired, but several of the surveyors got in hearing were left upon the desert without much prospect of sleeping under cover. Near midnight the others gained camp. After refreshments were had a signal fire was lit on one of the high peaks adjoining for the benefit of the missing ones. It seemed as if the signal was observed by the absentees, who, mistaking that it was of Indian origin, turned their backs on the beacon.

"It was 9 o'clock the next morning that the lost members of our party were overtaken. They had carried their instruments and weapons all night, constantly dreading an encounter with some savage band. This is but one of numerous similar incidents of our desert experience. One soldier of the escort, crazed with thirst, slipped away from us in search of water. He was next seen by our party in passing a military post about three months later. At that time he could give no satisfactory account of his wanderings, although he must have crossed the North Platte river, a very deep and swift stream. All that he had gleaned from him was that he had carried his gun, lived on wild roseberries, and was picked up by a detachment of troops crossing his path. Another occasion after being without water an entire day with the hot sun aggravating our toil we camped in a dry ravine. Not able to satisfy their great thirst the men disdained much food, spread beds in the open air, and sought in sleep strength to resist another dry day. But in the middle of the night terrific thunder awakened them, and a severe rain storm set in, filling the dry depression with a swift running mountain torrent. The creation of this flood was almost as rapid as the action of our men in placing the baggage on high ground. Our barrels were at once refilled, and our journey

to Bitter Creek was made without further occurrence worthy of note. "About the middle of November, our surveys completed, we turned our faces to the east and retraced our steps. The return was tedious and retarded by the extreme cold, supplemented with an unusually early fall of snow. The appearance of Fort Saunders, the terminus of the road at that time, near where Laramie station now is, greatly relieved us. Crossing the ranges about fifty miles back we had come across active construction gangs. To our surprise trains were running into Cheyenne, a place that six months before was laid out by our party in the midst of desolation. The most remarkable feature in connection with the change that half year had wrought was the population of 5,000 people. Gambling dens infested the greater part of the city and their business was followed by more people than were similarly employed in any other city of the United States. The rapid transfers of property involved were not unattended by danger, and no man thought of promoting the streets at night without a revolver.

"When you call again," concluded Mr. Rosewater, "I will relate the interesting anecdotes and incidents of the construction days of the Pacific railway that may occur to me in the meantime."

Railway For Railroads.

"Through by Daylight"—Night.
"Danger Signals"—Red noses.
"On the Down Grade"—An incipient mousetache.
"On the Up Grade"—Ballonists.
"Cowcatchers"—Milkmaids.
"Stalled"—Lucky cattle.
"All A-board"—A plank.
"In the Frog"—His croak.
"At the Throttle Valve"—Garrotters.
"Fast Feight"—Car load of race horses.
"Stops on Signal's Only"—A horse car.
"In the Sleepers"—Shores.
"On the Broad Gauge"—The man who laughs.
"Takes the Flying Switch"—Bad boys.
"The Nickel Plate"—At any church.
"The Grand Trunk"—The Saratoga belle.
"L. I. R. R." is heard daily by Austin Corbin, yet he never represents it.
"Union Pacific"—Peace after a domestic brawl.

A Cool Little Head.

Chicago Herald: Myself and wife left the house in the care of our two little daughters—Rosa twelve, and Gusta nine years old—one evening not long ago. During our absence some one rang the bell. Gusta opened the door. There she found a rather unprepossessing fellow offering stoveblack for sale. Like a flash it passed through her mind that if he knew their lonely position he might take advantage of it. She said: "Wait until I ask mamma first," and walking into the room, asked loud enough for him to hear it: "Mamma, do you want any stoveblack?" She then told him, "Mamma don't want any."

A Practical Application.

New York World: Amy Williams—Ruth, dear, won't you walk up to the corner with me? I don't like to go alone.
Ruth Ward—I'm never alone, Amy. The Lord is always with me.
Amy—Well, Ruth, you walk up to the corner with me, and then you will have company back.

A MENACE TO THE REPUBLIC.

An Unrecognized Source From Which Destruction May Come.

A TRUMPET OF ALARM SOUNDED.

The Consequences to Which Great Wealth and Its Increase in the Hands of a Few May Lead.

Wealth and Its Consequences.

Belford's Magazine for March: When the government established by our forefathers became a recognized fact both at home and abroad, and for three-quarters of a century thereafter, no one dreamed that the greatest danger which threatened its existence was the wealth which might accumulate within its realm; indeed, no one ever dreamed of the possibilities which lay in that direction.

It is only during the past twenty years that the accumulation of wealth has entered into the problem. Down to the period of 1861, the only disturbing element of any magnitude was slavery.

There is a question now of far greater magnitude than that which was settled by the sword, and that is the question of the enormous wealth, and its increase in the hands of the few. No reference is now made to the owners of thousands or the hundreds of thousands—to the industrious and prosperous people scattered all over the land; for moderate wealth, universally diffused, is the prime safe guard of a nation; but refer to the millions, the tens of millions, and the hundreds of millions owned and controlled by the few.

The ignorant poor and the no less ignorant rich may ridicule or sneer at the expression of fear that harm may come to the republic on account of great wealth; but ridicule never settled any question. It is always the weapon of the ignorant and the vicious. None but the ignorant will ridicule the subject, for the history of the world reveals the destruction of nations on account of wealth—never from poverty.

What if a man does have millions—is it any of the people's business? This is the query of the ignorant. This is the question that is to be solved. This is, in fact, the supreme question. If the government is a government of the people and for the people, under the people's constitution the people have a right to protect themselves. If the possession of millions by any person is a menace to the liberties of the people and to the permanence of their government, the people have the right to legislate upon the matter and protect themselves. That this republic belongs to the people no one can doubt. That it was established by their blood and treasure, as an asylum for the oppressed of all nations and the perpetual abode of free men, every page of American history attests. The protest of our forefathers to British tyranny, the Declaration of Independence, the war which followed, the steps taken for the adoption of a constitution, the bill of rights, and the constitution all declare, in terms not to be mistaken, the rights of the people to protect themselves against foes from within and foes from without. How this menace will be met, I have no means of knowing; but that it must be met, or sooner or later the

republic will be destroyed, no intelligent man can doubt.

As matters now stand, had as they are, it might perhaps be enduring; but wealth accumulates, and the man with ten millions to-day may have a hundred millions in ten years, and the man with a hundred millions may have a thousand. There is not a king or an emperor on a throne to-day that would be safe a single moment with a subject possessing a thousand million dollars; and can it be expected that a republic would be safe? The Rothschilds have a thousand million dollars, and they have been for a long time the wonder of the world. They held the purse-strings of nearly all Europe; kings, emperors and principalities were and are yet at their mercy. But the wealth of the Rothschilds, the accumulations of generations, pales into insignificance before the wealth of the Vanderbilts, the Goulds, the Astors, the Leland's, the Carnegies, and the Spreckels, when the period of accumulation is taken into account. History fails to record any accumulation of wealth so rapid and so colossal as that which has taken place in this country, and during a period of from five to twenty-five years.

The wealth of the Rothschilds was the marvel of generations until within the past decade; but their wealth ceases to dazzle and bewilder even the youths of America in this generation. Their wealth, however, covers the world, and their field of operations. Their accumulations do not represent the robbery of the masses. They never levied a tax upon or demanded a toll upon the necessities of the people. Their operations were mainly confined to the negotiation of loans, the placing of investments for the wealthy men of Europe, and to the legitimate sphere of banking. They had a bank in the capitals of France, Austria, Italy, England and Prussia; but neither of those nations ever gave them authority to issue money. The tolling millions of Europe are taxed to maintain armies and support dynasties; but they were never subjects of moneyed armies, or victims to their cupidity, in the sense that American toilers are. Emperors and kings did indeed make their burdens heavy, and oft-times intolerable, but they taxed to maintain governments. They were the sole despots or robbers; and there is this difference between the robbers of Europe and those of America: that European despots maintained a government, while the American despots rob the people by the aid of the government, for purely personal profit. True, the Rothschilds' power was great. They could probably make or unmake kings; but their power was never used to build up or tear them down in another; to build up manufacturing establishments and great monopolies in one kingdom or state and destroy them elsewhere. They never attempted to control lines of transportation, corner the price of meat, bread, coffee, sugar, light, fuel, and other necessities of life. No such operations were ever attempted by them, and no king or emperor would have been safe a day upon his throne who would have permitted such crimes as have been and are openly perpetrated by the millionaires of our country in their operations with beef, pork, coffee, oil, coal, sugar, wheat and almost every other necessary of life. Under an absolute, or even a limited monarchy, these evils can be prevented or remedied; but as yet no means have been discovered to remedy or prevent them under our form of government.

Events of great magnitude crowd fast upon each other in our rapidly growing country. New questions of great importance and new phases of old questions have arisen and assume huge proportions in a brief period, requiring the highest virtue, intelligence and patriotism to deal with; and, while yet there may appear no constitutional means for protection against the illegitimate use of wealth under the operation of trusts and syndicates, without infringing upon the constitutional rights of citizens, it is absolutely certain that a way must be found to do so, or this great republic, which promised so much for humanity, will cease to exist, and the hope of a "government of the people, for the people, and by the people" will be crushed from out the hearts of men.

N. G. PARKER.

A QUEER HUMAN ROCKET.

How You May Take a Flight Into the Clouds.

"Fizz! Bang! Boom! Ah! Imagine a man taking a flight into the clouds on a rocket!

The limit of human ingenuity has by no means been reached and we may yet see an electric projectile railroad, with cars speeding across the continent at the rate of 350 or 400 miles an hour, but even a credulous public which has invested millions in an electric sugar refinery, may draw the line at a human rocket.

Yet, now there appears a man, one "Professor D. Edselle," who delving in the field of explosives and studying the principles governing the parachute, has evolved what he pleases to call a human rocket, which he hopes to make practicable in taking observations from great heights and at the same time avoid many dangers that continually surround the balloon.

That, at least, is the story told by the Baron Munchausen of the Minneapolis Tribune, who assuringly states: "Professor Edselle is an American and for years has been connected with the United States navy, making experiments with rockets and different explosives.

"It was while in the United States service, on board the war steamer 'Farragut,' that he conceived the idea which has resulted in his strange and most wonderful invention. A trial of this 'rocket' was recently made in Callao, Peru, and proved a splendid success.

"Immediately after the trial the professor wrote a letter describing incidents of the trial to a brother of his, a young artist, who recently came to Minneapolis expecting to locate here. The letter contained also drawings to be filed in the patent office, together with a description of the machine and an instantaneous photograph of the rocket during the ascent taken by signor Camarara.

square about three feet apart. These tubes are round and light, but are capable of great resistance and are firmly bound together.

"The platform, parachute and gearing apparatus are all attached as shown in the drawing, making a substantial whole. In the machine used in the experiment at Callao these tubes were charged with the explosive compound which is the great and unexplained secret of the invention.

"Professor Edselle calls this compound 'lyno-acosmine,' and its peculiar property is that it is not detonating. A small volume of the solid makes an immense volume of vapor, and this rushing out from the four tubes and pressing with such force against the atmosphere lifts the machine with almost lightning rapidity into the higher regions.

"Professor Edselle has been in Peru for several years, where he is interested in manufacturing and has been working on his invention, and having many friends, succeeded in interesting government officials in his scheme, and it was before them that the first successful trial was made. This took place early in December and was made from a plain near Callao.

"The day was a beautiful one, the sky being without a cloud, and there was no wind. The invention has been the talk of the city and the surrounding country for weeks past and on the day fully 15,000 people gathered to see the trial.

"The machine stood on four pillars sufficiently high to raise the gearing clear off the ground. Government troops kept the crowd back and preparations went on very quietly.

"When everything was ready the professor took his position on the platform, and by means of straps fastened himself in the car. Then by means of an electric current the explosive matter in the tubes was lighted at the same instant. The vapor began to rush out, and slowly at first, then with greater rapidity the rocket shot up.

"The great multitude stood hushed, and with all its eyes gazing into the blue vault above. There was not a sound or a movement, except by those officials of the government, who, with telescopes, were watching the ascent, until one of them announced that the explosion had expended itself, the great parachute had expanded and the professor had begun his descent.

"He landed about one and two-thirds leagues from where he started up, and seemed no worse for the trip. The self-registering barometer attached to the machine showed that he had gone 4,783 metres.

"Cut No. 2 shows an instantaneous view taken as the rocket started upward. The bottoms of the tubes are funnel-shaped, and thus give a greater surface of pressure for the escaping vapor.

"The parachute was fifty feet in diameter, and cut No. 3 shows how it looked in the descent. It should be explained, also, that there is a parachute attachment to the gearing apparatus, which is not shown in the drawings.

"This gearing is so fastened to the car that as soon as the explosive is exhausted it is loosened and falls, the parachute preventing it from doing any injury by falling upon people or dwellings.

"Prof. Edselle says in his letter that the government officials were greatly pleased with the test, and have offered him government aid to perfect his discovery."