

THE NEW BRIDGE PROJECT.

Citizens of Eastern Nebraska Unanimous in its Support.

ALL NOW DEPENDS ON THE CHARTER.

Work on the Structure to Begin Immediately Upon the Passage of the Bill Now Before Congress.

During the past week the officers of the Interstate bridge and street railway company have been actively engaged in their efforts to secure the granting of a charter to build a railway bridge over the Missouri river at the foot of Twenty-first street in East Omaha, and on account of the hearty support that the movement has received they feel hopeful that the measure will become a law during the present session of congress.

Last Monday morning the bill furnished the information to the public that such a scheme was contemplated, and since that time not only the state, county and city officials, but the business men of Omaha and the towns in the eastern part of the state have joined in telegrams to the Nebraska congressmen, urging them to use their best efforts in the early granting of a charter to this company.

The bill for the same has been drawn by Senator Manderson, and it is understood that its provisions are perfectly acceptable to the bridge company. This bill provides for the construction of a bridge of steel, with draw-bridges to admit the passage of boats; double tracks for railroads, street railways and vehicles, together with walks for foot passengers. At intervals of twenty feet will be allowed to do up upon an equitable traffic basis.

Should any difficulty arise as to the terms of agreement entered into between the bridge company and any railroad, the settlement will be by arbitration, but if an agreement cannot be reached, the whole matter will be referred to the secretary of the interior for adjustment.

Arthur S. Potter, the general manager yesterday, said:

"We feel almost confident that we will be able to secure our charter at the present session of congress, and we also feel pleased to know that we are receiving the hearty cooperation of not only the citizens of Omaha, but of the entire eastern portion of the state. When the bill is published the facts regarding the probable building of this bridge will be made known to the public, and we are confident that we will be able to secure our charter as early as possible."

"We want it understood that this bridge will not be built in the interest of any railroad company, nor for any railroad company. The only railroad man who has a dollar of stock in the corporation is George W. Holdrege, and he is in the company for as a railroad man, but as a private individual."

"It is our bona fide intention to build a bridge free to traffic and for all roads that can reach the approaches."

"Some people may claim that there is no necessity for another bridge over the river at this point, but the present troubles that exist between the Union Pacific on the one hand and the Rock Island and the Missouri Pacific on the other furnishes the most conclusive evidence that Omaha stands in great need of another bridge, which she will get if we secure our charter."

"Judging from the number of telegrams and letters that we are receiving, it is quite evident that there is attracting a great deal of attention abroad as well as at home."

"You want to know when we will build the charter passes our order, and we will build the iron that will be used in the construction of the bridge. Immediately thereafter we will begin upon the approaches, and the work will go forward as rapidly as it can be pushed by human force."

"If the charter is granted, as we hope, we feel safe in saying that the structure will be completed and open for traffic next year, as you know that it will not take as long to build a low as it would a high bridge."

"Our reasons for building a low bridge are these: In the first place, the cost is not as great, while it is equally as good. In the second place, a low bridge is more easily crossed by the railroad people. It is a fact that a high bridge, such as is owned by the Union Pacific company, is an expensive luxury, as it costs thousands of dollars each year to raise the trains to such an elevation. The wear and tear on the rolling stock is great and the amount of fuel used in making steam to propel the engines up the approaches is enormous."

"This will not affect the building of the proposed street railway, but, instead, will tend to hurry its completion, and it is now given out that the line will be in operation by June 1. The cost of the work will be changed by the building of the railroad bridge, as the Nebraska division will start at the intersection of the Missouri river and Twenty-first street, East Omaha, and from there the line will run due north to Locust avenue, thence east to Seventeenth street, Omaha, and thence south to Ohio street, west to Eighteenth and south on Eighteenth to Farnam."

"On the Iowa side of the river the street railway will start from the corner of the bridge to avenue B, thence east to Third street and south to Broadway. The Iowa end of the line will be put in operation as soon as the bridge is completed."

"The motor line which will be operated between East Omaha and Omaha will be furnished with the best electrical equipments that can be obtained, will be operated according to the regulation standard, and will furnish a ten minute service between the terminal points."

"I have a cousin who is a printer, says ex-Mayor J. B. Loughran of North Des Moines, Ia. Some years ago he was engaged in the city where they were printing circulars for Chamberlain. He had a dead seated cold and a terrible cough, and while setting up the work made up his mind to buy a bottle. It cured him and that was the first I ever knew of Chamberlain's Cough Remedy. I have been strongly in its favor ever since, and my own experience and that of my family convinces me that this remedy is the best in the world. That may be strong language but that is what I think. For sale by all druggists."

"The secret art of beauty lies not in cosmetics, but is only in pure food, and a healthy performance of the vital functions, to be obtained by using Burdock Blood Bitters."

PERSONAL PARAGRAPHS.

H. J. Abrahamson and mother left yesterday for an eight weeks' pleasure trip at San Francisco and along the Pacific coast.

The Missouri, Kansas & Texas officials who came in to attend the funeral of Colonel J. M. Eddy left last evening for the Missouri Pacific in their special car.

Mr. and Mrs. T. B. Kennard gave a very enjoyable high five party at their home Thursday evening. The guests were Mr. and Mrs. H. P. Deuel, Mr. and Mrs. A. T. Ross, Mr. and Mrs. M. J. Kennard, Dr. and Mrs. John D. Peabody, Miss Wilkinson of Knightstown, Ind., Miss Kennard and Messrs. Davenport and Ross.

For rheumatism, lumbago, neuralgia, cramp and colic there is no remedy superior to the genuine Dr. Thomas' Electric Oil.

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The sale of Unatilla reservation lands will take place in the spring, it is thought by those engaged in the appropriation.

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Dead in Millions of Homes—Used in Millions of Homes—The Standard.

COLONEL EDDY'S FUNERAL.

The Remains Followed to the Grave by Many Sorrowing Friends.

"Ashes to ashes, dust to dust."

In accordance with the beautiful and impressive ritual of the Knights Templar, the remains of Colonel John M. Eddy were escorted to Forest Lawn by the surviving members of the order and tenderly consigned to their last resting place in the bosom of mother earth.

The funeral took place at 1 o'clock yesterday afternoon from the residence of Dr. I. Van Camp, corner of Twentieth and Webster. It was a very large gathering of old friends and acquaintances with whom the deceased had been very popular in life and who sorrowfully assembled to pay their tributes of respect to the memory of a sympathetic and valued friend.

The services were in charge of Mount Calvary commandery No. 1, Knights Templar. The command, comprising fifty swords, was under Captain General James S. France, Eminent Commander Devalon being with the escort.

Omaha lodge No. 39, Benevolent and Protective Order of Elks, of which order the deceased was a member, attended the funeral in a body. Hon. W. F. Cody, a prominent Elk, although not a member of the lodge, occupied a place in the line and participated in the exercises.

Rev. H. M. Kahms of the Southwest Lutheran church was the officiating clergyman. Mr. Kahms and likewise officiated at the marriage of the deceased, and his presence on this occasion was therefore singularly appropriate.

The floral offerings were numerous, and included several very beautiful pieces, the tributes of the Knights Templar, Elks and the railroad officials. The Knights gave an emblematical "Cross and Crown," and the International & Great Northern railway company offered a very appropriate piece to the memory of their late general manager. It represented a broken car wheel, and on the side appeared the letters "I. & G. N." There was a profusion of tributes from numerous friends, and the rich plush cover of the casket was well nigh covered with them while the house was filled with their fragrance.

The clergyman referred to the phenomenal success that had attended Colonel Eddy's career in the railroad world, his ever increasing popularity with his associates, and paid a touching and eloquent tribute to the character and many qualities of the deceased.

In the close of the service, the Knights and Knights, who had previously remained drawn up in line in the street in front of the house, filed past the casket to take their last view of the remains, after which the many friends who filled the grounds and adjacent sidewalks were given the same opportunity.

The Elks were allowed to head the funeral cortege, maintaining their position as far as the corner of Twenty-fourth and Cumine, where they fell out of the line and returned to the city.

The Knights preceded the hearse, and marched to the point above designated, where they opened ranks to allow the remainder of the line to pass, and then took carriage and resumed their place.

The Knights' escort, consisting of Commander Devalon, Sir Knight C. Hartman, Sir Knight W. S. Strawn, Sir Knight E. H. Haney, Sir Knight L. K. Long, Sir Knight C. B. Rustin, Sir Knight W. A. Page and Sir Knight Gustave Anderson, occupied positions on either side of the hearse.

The pall-bearers were: Colonel S. S. Curtis, J. S. Collins, A. U. Wyman, W. N. Babcock, V. H. Coffman, W. E. Jerome, Thomas Swobe and T. M. Orr. The visiting railroad officials who acted as honorary pall-bearers were: R. H. Howard, Traffic Manager J. E. Galbraith, General Passenger Agent D. J. Price, Assistant Superintendent G. W. Bartholomew, Auditor W. L. Manry, Superintendent Car Department W. P. Siddons, Purchasing Agent E. M. Alvord, Claim Agent Frank Mathews, all of the Indianapolis and Grand Rapids; R. W. Gibson of the Brotherhood of Locomotive Engineers and C. W. Bowerling of the Order of Railway Conductors.

Palmer, Tex., T. M. Orr, general agent at San Antonio, Tex.; Tom Horn, superintendent of the Iron Mountain, Little Rock, Ark.; G. T. Brown of San Antonio, Tex.; J. W. Brown, president of the Cotton Belt system; Colonel Wells H. Bloodgett of St. Louis, general solicitor of the Missouri Pacific; J. M. Eddy, general passenger agent of the Lake Shore; B. P. Humphrey, traveling passenger agent of the Lake Shore & Michigan Southern at Kansas City; William New, master mechanic of the Missouri Pacific at Kansas City; E. S. Jewett, transportation and ticket agent, Missouri Pacific at Kansas City; H. V. Maish, general agent of the Missouri Pacific at Chicago; George Jenkins, traveling passenger agent of the Pennsylvania at Davenport.

The Missouri, Kansas & Texas was represented by the following gentlemen, who came in over the Missouri Pacific in two special cars: H. C. Cross, receiver; J. J. Frey, general superintendent; George J. Pollock, auditor; Gaston Mosier, general passenger agent; J. M. Sweeney, master of transportation; W. O'Hara, master mechanic; R. T. Gentry, Sedalia, Mo.; John Elliott, Booneville, Mo.; and Division Superintendents W. B. Lynch and J. W. Welch and J. W. Welch.

The cortege was a very lengthy one, and it was many of the prominent people of Omaha.

The services at the grave were brief, occupying about ten minutes, being the regular Knights Templar burial service with readings and responses.

The casket was lowered, and as the obdols fell upon it a bugler from Fort Omaha sounded the charge, and the remains of the dead, and a generous friend and employer were left to sleep their last long sleep.

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Continental Clothing House. SPECIAL DISCOUNT SALE OF Overcoats and Ulsters. High Grade Clothing

20 PER CENT DISCOUNT. A bona fide discount of twenty per cent means more to the purchaser than some of the absurd offers of goods at half price and regardless of cost sales. Such clothing as the public wants can't be sold for half price. A discount of twenty per cent will be allowed at the desk on every overcoat sold this week in the Men's and Boys' Department. Every lot is included in this sale. We have many more overcoats than we wish to carry over, and have adopted this method, knowing that the discount from our already low prices will make this the most important sale of the season.

Men's Overcoats, 20 per cent discount. Men's Ulsters, 20 per cent discount. Boys' Overcoats, 20 per cent discount. Boys' Ulsters, 20 per cent discount. Boys' Cape Overcoats, 20 per cent discount.

FURNISHING DEPARTMENT—Special Sale of Fine Wool Underwear.

This week we place on sale the balance of our winter underwear. In fine grades we have carried a larger stock than usual this season, and the mild weather has affected the sale of heavy underwear. We are determined to close out the balance of our high cost grades, and have named prices that ought to interest every close buyer.

FREELAND, LOOMIS & CO.



DR. J. E. MCGREW, THE SPECIALIST.

More Than Fifteen Years Experience in the Treatment of

PRIVATE DISEASES. A cure is guaranteed in from three to five days without the loss of an hour's time.

STRICTURE Permanently cured without pain or instruments, no cutting, no dieting. The most remarkable remedy ever discovered.

SYPHILIS Cured in 30 to 40 days. Dr. McGrew's treatment for this terrible disease has been pronounced the most powerful and successful remedy ever discovered for the absolute cure of this disease. His success with this disease has never been equalled. A complete cure of GONORRHEA.

LOST MANHOOD The sexual organs, nervous system, and all internal discharges, are absolutely cured. Relief is immediate and complete.

SKIN DISEASES Eruptions and all diseases of the blood, liver, kidneys and bladder permanently cured.

FEMALE DISEASES Barrenness and diseases of the uterus, ovaries, and vagina, are cured. The Doctor's Home Treatment for Ladies is truly a complete and wonderful remedy. LADIES FROM 20 TO 40 YEARS.

DR. MCGREW'S marvelous success has been pronounced by the medical profession from the Atlantic to the Pacific. He is a graduate of "HOMOEOPATHIC" medicine and has had long and careful experience in hospital practice, and is classed among the leading specialists in modern medicine. Treatment by correspondence. Write for circulars about each of the above diseases. FREE.

Office, 14th and Farnam Sts., Omaha, Neb. Entrance on either street.

BLIZZARD HORSE

'Pearl-top' and 'pearl glass,' our trade-marks—tough glass. PITTSBURG. GEO. A. MCGRETH & CO.



BILE BEANS

Use the SMALL SIZE (40 Bile Beans to the bottle). They are the most convenient; suit all ages. Price per bottle, 25 cents per bottle.

KISSING

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ICE CREEPER

These Adjustable Ice Creepers fit any shoe. Anyone can put them on or off; they are always in order; and you are free for any change of weather. Agents Wanted. Send outline of shoe and hind shoe.

FISCHER'S ICE TOOLS.

Double Markers, Plows with Lifting Cams, Tongs, Bars and Fischer's Improved Ice Hooks.

Himebaugh & Taylor, SOLE AGENTS. Omaha, 1405 Douglas St.

DR. E. C. WEST'S NERVE AND BRAIN TREATMENT.

Specific for Hysteria, Epilepsy, Fits, Neuritis, Whooping Cough, etc. It is the only remedy that cures in 10 to 15 days. It is the only remedy that cures in 10 to 15 days. It is the only remedy that cures in 10 to 15 days.

"LUCK IS PLUCK"

If you have run a muck against some disease, and you are still a sufferer, remember that our new book, "LUCK IS PLUCK," is the only remedy that cures in 10 to 15 days. It is the only remedy that cures in 10 to 15 days. It is the only remedy that cures in 10 to 15 days.

THE BEST RUBBER BOOTS & SHOES IN THE WORLD. ARE MADE BY THE Woonsocket & Rhode Island Rubber Co. And we are their western agents and always carry a large stock. American Hand Sewed Shoe Co. 1204 and 1206 Harney Street.

The First Special After Stock Taking. MEN'S FINE TROUSERS Strictly All Wool. \$2.50, \$3.50 3.75 and \$5.00. WANTED—A FIRST CLASS CLOTHING SALESMAN. GOOD REFERENCES REQUIRED.

Robinson & Garmon OMAHA 1311 FARNAM

NO CURE! NO PAY. Dr. Loomis 1816 Douglas Street, Omaha, Neb.

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