NAME DOES NOT MEAN THE BIG MUDDY

Some Facts in Connection with the Great Stream that Was So Long the Principal Artery of Northwesters Commerce.

Again has iconoclasm overtaken tradition and this time the downfall of tradition will be welcomed by a host of people, for the beautiful and poetic. In his latest work, "History of Early Steamboat Navigation on the Missouri River," Captain Hiram

scribed by Captain Chittenden;

majesty of the great stream is thus described by Captain Chittenden:

Of all the rivers on the globe the longest is the Missouri-Mississippi. On the summit of the Rocky mountains, above the upper Red Rock lake, some forty miles west of the Yellowstone National park and directly on the boundary between the states of Idaho and Montana, the Jefferson fork of Idaho and Guif of Mexico the distance is 4,221 miles. The river is formed by the confluence of three fine mountain streams which unite at is a point fifty miles south of Heiena, Mont. They were named by their discoverers, Lewis and Clark, the Jefferson, Madison and Gallatin rivers, in honor of the administration which set on foot the expedition of these explorers. Two of these streams rise in the Yellowstone National park and the other, as we have seen, a little distance to the westward.

The river in its unrestrained rambles from bluff to bluff performs some curious yellows, which shown the set of the set of the set of the performs and the river abandons its old course, which soon fills up near the extremity of these bends and leaves crescent-shaped lakes in the middle. This process is a never-ending one, and the channel distances along the river are in a state of never-ending change. There is one bend in the upper river known from the earliest times as the "great bend," which was not formed in the way just described. The course of the river here is comparatively permanent, and is revidently that of the original stream bed. The distance around it nearly thirty miles, while that across is only a mile and a half. It was a regular custom with travelers, when the Indians were not too dangerous, so lo leave the boats at the beginning of this

In support of this latter statement, Captain Chittenden gives the following: tain Chittenden gives the following:
A curious illustration of the great changes which have taken place along the Missouri valley occurred a few years ago. In 1896 a farmer was digging a well near the mouth of Grand river, in Missouri, several miles from the present channel of the Missouri. A Bible was found in the excavation, and on its cover was the name "Naomi." The book was sent to Captain LaBarge to see if he could suggest any



Of the periodic pain which many women experience with every month it makes the gentleness and kindness always associated with womanhood seem to be almost a miracle. While in general no woman rebels against what she regards as a natural necessity there is no weman who would not gladly be free from this

recurring period of pain.

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not accept an unknown and unproved substitute in its place.

The aluggish liver made active by the use of Dr. Pierce's Pleasant Pelleta.

MISSOURI RIVER HISTORY

| explanation of its presence where it was found. The captain recalled perfectly the fact that the steamer Naomi was wrecked at that precise spot fifty-six years before. In those days the missionaries always left Hibles on board the various boats, attached by chains to the tables or other parts of the cabin and lettered with the names of the boats to which they belonged.

Beauties of the River. Captain Chittenden devotes some attenion to the efforts of the government to restrain the propensity of the river for wandering, saying: "In recent years the government has seriously undertaken to set metes and bounds to the migratory habits of the stream, but it has found a most refractory subject to deal with. Even with the expenditure of vast sums of money in the construction of the most powerful dikes and improved bank protection known to engineering, it can never feel certain change relieves a mighty and majestic that its prisoner will not break its bonds stream of a slanderous appellation and at any moment and escape." A further places its name in the category of the tributs to the river, and one which would suggest itself to the casual observer, is

thus set forth: on the Missouri River," Captain Hiram Martin Chittenden says:

The name of the river comes from the tribe of Indians just mentioned (the Missouris), who once dwelt at its mouth, but who were driven from this position by the Illinois Indians. The word means "dwelling near the mouth of the river," and has no reference to the muddy quality of the water.

That the epithet "Big Muddy" is not altogether undeserved, however, Captain Chittenden makes plain in paying a further tribute to the mighty stream with which he is so familiar. His book deals principally with the life and works of Captain Joseph LaBarge, the most famous of all the Missouri river navigators, the reason being, as set forth in the chapter at present quoted from, that for more than From an esthetic point of view, the Mis-

son being, as set forth in the chapter at present quoted from, that for more than 100 years the history of navigation on the Missouri is the history of the country it winds its way through. The might and majesty of the great stream is thus described by Captala Chittenden. their forms almost as rapidly as does the water those in the bed of the river. The willows and cottonwoods bend complainingly before the blast. The river is lashed into foam, and often becomes so tempestuous that rowboats cannot live in it, while

larger craft, making a virtue of necessity, lie moored to the shore until the wind has abated its fury.

Perhaps the most frightful scenes on the river are the violent summer storms of thunder, hall and rain, with the characterriver are the yiolent summer storms of thunder, hall and rain, with the characteristic tornado tendencies so common in the central prairies. When these black storms gather, and the incessant lightning seems to bend the clouds to the earth and the rolling and agitated vapors disclose the terrible play of the winds, the river man discreetly makes for shore and loses no time in gaining the shelter of some friendly bank. The fury of these storms, as they break into the valley, pouring down wind and rain, with terrific violence, until the river yields up clouds of spray, like the vortex of Niagara, forms one of the wildest and most sublime manifestations of the forces of nature. It cannot be truly enjoyed by an eye witness, because of the element of danger which is present, but the impression produced upon one who is fortunate enough to pass safely through remains ineffaceable in the memory.

Steamboat vs. Railroad.

Steamboat vs. Railroad.

Commerce made the Missouri river great artery, and brought it into prominence before the world, and then commerce abandoned the river and allowed it to with this phase of the matter, Captain

lass into all but foreotten disase. Dealing these is comparatively perminent, and the phase of the matter. Capital The distance around it nearly thirty miles and acceptance of the matter. Capital will that across is only a miles and a hair will that across is only as miles and a hair will that across is only as miles and a hair will the thousat at the beginning of the distance of the distance of the boats at the beginning of the distance of t

the American Per company overshadowed part was within the present of the present

concludes this section of his book in these

former. It is a victory not to be regretted some length by Captain Chittenden as significantly illustrating the strain of blood has passed beyond any use that can come from transportation methods like those of which took such an important part in the from transportation methods the Missouri river steamboat.

Omaha in the Book.

Omaha figures incidentally in the narrative of Captain LaBarge, several little affairs being recalled that necessitates the mention of this city, although in the main Council Bluffs is referred to as the port. These references are of a date when Omaha was but a struggling camp and Council Bluffs was a "metropolitan" station on the river. Later the conditions were reversed, but the flow of incidents has removed the narrative into another direction. One of the stories connected with Omaha is the tragedy of Captain Spear, an English officer who was murdered by an United States soldier on board a boat commanded by Captain LaBarge. At St. Louis General Sherman had arranged to send some troops from Omaha north by the boat Octavia.

Sherman had arranged to send some troops from Omaha north by the boat Octavia. The story goes on:

Octavia left St. Louis Tuesday, May 7, 1867, on the most important trip I ever made up the river. There were no incidents of note until the boat reached Omaha, where the troops were taken on board. We also received at this point a passenger in the person of Captain W. D. Spear of the Seventy-ninth Royal Rifles, an officer of the British army, on furlough from India. He was on his way to Sait Lake City by way of the Missouri river, and was going thence to California. He seemed to be a man of means. This embarkation of the troops and of this officer was the prelude to one of the most distressing tragedies that ever occurred on the Missouri river. The troops were mostly Irish Fenians, and the lieutenant in charge was an Irishman, all intensely hostile to the English. This fact may in part explain what subsequently transpired. Spear, himself, felt doubts for his safety, and one day remarked to me that he would be incky if he got out of this scrape without accident. I did not know what he meant, for he was a very fearless man, going on shore frequently in spite of danger from the Indians. Just after midnight on June 7, or more precisely, about 12:30 a. m., June 8, as Captain Spear and Joseph C. LaBarge, my son, were going up the steps to the hurricane deck. Captain Spear being a little ahead, a sentinel, William Barry, stationed near there, fired at Captain Spear, the bullet passing through his head at the base of the brain, and killing him instantly. The following day an inquest was held by a committee of the passengers, consisting of Thomas E. Tutt. Greene Clay Smith, Sam McLean, Richard Leach, T. H. Eastman, George W. McLean and W. J. McCormick, secretary. Several of the passengers and crew were sworn and their testimony taken. No motive could be discovered for the deed. The sentinel sorders required him to challenge only parties approsching the boat from the shore, and it was expressly agreed with me by Lieutenant The story goes on:

Murderer Goes Unpunished.

It is worthy of note that Barry was never punished. He was held under arrest for a time by the military authorities and finally sent back to his company. On representations from the British governmen he was finally taken to Yankton to be tried, lapse into all but forgotten disuse. Dealing where a verdict, written by the judge, was returned by the jury, acquitting Barry of

the charge of murder.

the American Fur company overshadowed Mgr.

The book in question has for its her words:

For seventeen years the Missouri River commission dragged out an unnecessary existence, and was finally abolished by act of congress June 18, 1802. But the lesson, if a costly one, has been well learned. So far as government work on the Missouri river is concerned, it will, in the near future at least, be confined to two purposes. On the lower stretches of the river it will be devoted to the protection of property along the banks; in the upper course to the building of reservoirs and cannis for the utilisation of its waters in irrigation.

Thus the battle between the railroads on the one hand and the steamboats, with their government ally, on the other, has resulted in overwhelming victory for the the late Captain La Barge, of St. Louis

exploration, settlement and development of the Mississippi and Missouri valleys. At the close of this ancestral review the

author appends the following interesting acknowledgment: The data for the sketch here given of the ancestry of the La Barge family are mainly derived from letters by Doctor Philemon Laberge, sheriff of the district of Beauharnois, Quebec, to Captain La

of Beauharnois, Quebec, to Captain La Barge.

Doctor Laberge had chanced to come across a copy of the St. Louis Republic of January 9, 1886, in which there were a blographical sketch and photograph of Captain La Barge.

Knowing that there was but one family of the name in America, he set about to trace the relationship, and presently sent to Captain La Barge a complete genealogical table of the family from Robert Laberge down.

The data relating to the maternal line are gleaned from Scharff's "History of St. Louis."

There is scarcely a page to be found in the two volumes that does not contain some record of peril or adventure or bold achievement characteristic of the life of that period and of the brave men who so triumphantly dared the dangers of those

pioneer days. Francis P. Harper, New York, is publisher of the work, which is in two volumes, handsomely printed and appropriately illustrated. It is No. 4 of the American Exploration series.

PRATTLE OF THE YOUNGSTERS.

Johnny-Ma, aren't they using kerosene oil to get rid of the mosquitoes? Mamma-Yes, I believe so, Johnny-I wonder why they don't give

them castor oll?

tin can to a dog's tail.

His Teacher-Don't you know, Tommy, you should not let your left hand know what your right hand does? Tommy-Yes'm, but you've just got to take both hands when you want to tle s

Sunday School Teacher-How many commandments are there. Willie?

Sunday School Teacher-And suppose you were to break one of them? Willie-Then there'd only be nine.

"Now, children," said the teacher, which little boy or girl can tell the meaning of the word 'humidity?' " Johnny Wise elevated his hand.

"You may tell us, Johnny." "Humidity is when your clo'es sticks." A 4-year-old boy, noticing for the

first time a lock of gray hair on his father's head, asked; "Papa, why are some of your hairs

Thinking to drive home a moral lesson the father answered: "Papa gets a gray hair every time his little boy is naughty." The child seemed lost in thought, but after a short pause said naively: "Well, then grandpapa must have had awful naughty boys."

RELIGIOUS.

The Episcopal diocese of Georgia has voted to place in Christ church, Savannah, a tablet in memory of Rev. John Wesley, who was the first rector of Christ church. Rt. Rev. Julius A. Castron, the Roman Catholic bishop of Ozaka, Japan, who has lived and labored in the Orient for thirty years, is visiting and lecturing in this coun-

Princeton's Theologi seminary is to receive \$2,130,391 as a sequest from Mrs. Mary J. Winthrop of New York City, who died last year. Rt. Rev. Thomas M. A. Burke, bishop of the Catholic diocese of Albany, announces that the \$40,000 recently willed to him by Mgr. McDermott would be disposed of by the establishment of scholarships for the education of young men for the priesthood.

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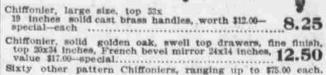
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4x7	5.75
6x9	11.00
7-6x10-6	15.00
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10x13	28.00

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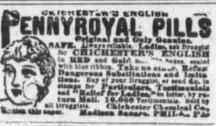
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I cheerfully give an endorsement for Wine of Cardui for the sake of suffering women who may read these lines. Eight months ago I was so ill that I was compelled to lie or sit down nearly all the time. My stomach was so weak and upset that I could keep nothing on it and I vomited frequently. I could not urinate without great pain and I coughed so much that my throat and lungs were raw and sore. The doctors pronounced it Bright's disease and others said it was consumption. It mattered little to me what they called it and I had no desire to live. A sister visited me from St. Louis and asked me if I had ever tried Wine of Cardui. I told her I had not and she went at once and bought a bottle. I really felt no better the first week after using it and had little hope that it would help me, but after a two weeks trial I began to slowly improve and I took nineteen bottles in all and believe that it saved my life. Can you wonder then that I am grateful to Wine of Cardui when I owe that medicine so much? Can you wonder then that I am grateful to Wine of Cardui when I owe that medicine so much?

I believe many women could save much suffering if they but knew of its value. Contrast the healthy and happy condition of this well-known woman when she "cheerfully" wrote this letter and her pitiable state when she cared little whether she had the dread consumption or the fatal Bright's disease, having no desire to live, and you will get an adequate idea of the benefit Wine of Cardui is to any woman who takes it as faithfully as Mrs. Dunbar took it.

Wine of Cardui often makes quick cures. In fact it is known as an instant relief for menstrual suffering and bearing down pains, but there are deep seated troubles that it takes time to cure. Wine of Cardui does not simply benumb the nerves by anaesthetic action, but goes directly to the root of the trouble, building up the tissue and thoroughly explicitly disease. and thoroughly eradicating disease. The cures that Wine of Cardui effects are lasting because this great woman's remedy does its work thoroughly. We could publish letters telling of 1,590,000 strong minded women who wanted health and when Wine of Cardui was put within their reach they grasped it and their efforts were crowned with success. Don't you want freedom from pain? Do not be an object of pity! Take Wine of Cardui and make the one supreme effort to be well. You do not need to be a weak, helpless sufferer. You can have a woman's health and a woman's work in life. Why not secure a bottle of Wine of Cardui from your drugg ist today? in life. Why not secuse a bound of the life is a terrible thing to suffer so when relief is so near. WINESTARDU