

Lawrence Bros. Hymn.

We have teas, from the flowery kingdom,
And coffee, that's Japanese,
And butter, that grew on the Sheyenne,
Which is richer than axle-grease.

We have spices from coral islands,
And crackers, baked in A. D.,
And eggs that were hand picked this autumn,
And fish from the Arctic sea.

We have cans that came from Cornwall,
And are filled with garden "sass,"
Tomatoes, and peaches, and apricots,
Baked beans, and "sparrowgrass."

We have silk from the looms Persia,
That is cheaper than calico cloth,
And elephants teeth, and ivory tusks,
And clothing to clothe a boss.

We turn beef cattle into flour,
With the wave of a magic pen;
And ship the beeves, to India,
To feed the Englishmen.

We feed the hungry, and clothe the cold—
For a small consideration.
Wake up! Walk up! our farmer friend,
Our prices beat creation.

"Say," said a rough looking customer that might have come in from threshing or have crawled out of a box car, "how much is this yere flour a hundred?"
"Two and a half," said the clerk at the Concrete with a smile.
"Well, suppose I take ten hundred?"
"It will be the same," said the clerk with another smile.
"Well, I aint no hog. I don't need no ten hundred any how. Just give me two crackers and an onion."
The tramp threw a nickel on the counter, and secured his breakfast, while the clerk paralyzed him by pleasantly remarking: "Is there any thing else this morning?"

After the harvest comes the trade. We desire to get our share of this, and to this end, have laid in an exceptionally large stock of general merchandise. We can sell a customer nearly anything he desires, and at reasonable prices. We do not propose to skin our patrons on their first visit, but will just remove the outer cuticle, so that they will call again.
LAWRENCE BROS.

Lost the Cone.

BELLE PLAINE, Ia. Sept. 5.—The great cone made to shut off the flow of the big well was enlarged to thirty-six inches across and was inserted in the big hole Saturday afternoon laden with sand. It went down nicely for sixty feet and lodged. A 1,600 pound hammer was then used to force it farther. As the strokes drove the cone into the blue clay, the flow of water diminished very perceptibly. Bags of sand were then thrown into the hole, after which the hammer was again applied in the hopes of shutting off the flow. A few strokes were given, when the cone, and five-inch pipe on which it was attached, went down like a shot. There was an immediate increase of the flow, but not in excess of what it has been. The men are now grappling for the five-inch pipe. Excursion trains from all directions, came in here to-day.

A merchantile firm that expects to be doing business at the old stand when the Twentieth century begins, must keep constantly on hand fresh goods at a narrow margin of profit.

Bank of Portland Falls.

St. Paul, Sept. 3.—The bank of Portland has failed. The cause of failure was inability to provide necessary funds. The assets and liabilities are not known at this writing. The bank was purchased last July by L. J. Prope and L. J. Danford, representing F. G. Steele, of Anoka, Ohio. N. L. Beach, the former owner, will take steps to reopen the bank.

A Hint to Smokers.

In Cuba where smokers are probably better acquainted with the methods of manufacture than elsewhere, and where the number of operatives afflicted with scrofula and other maladies is fully 37 per cent, it can be almost invariably noticed that a smoker before lighting his cigar will, instead of biting off the tip, carefully cut away fully half an inch of the weed. The cheroot, which is made without a tip, is in more general use in Cuba than anywhere else in the world. General Grant, after visiting Cuba, never again bit off the tip of a cigar. He cut away a noticeably large section of the end.

We would especially call the attention of the farmers to the fact that we will take beef cattle in trade, at the Concrete. Do not fail to remember it.

LAWRENCE BROS.

No trouble to show goods at Lawrence Brothers.

THE FALL TRADE!

LAWRENCE BROS.

CONCRETE STORE.

We have now one of the largest and most complete stock of goods ever carried in this section.

DRY GOODS!

NOTIONS,

BOOTS & SHOES,

For Men, Ladies, Boys and Misses, Children and Infants.

Felt Shoes for Ladies, Wool Boots, Arctic Overshoes.

GROCERIES

Flour and Feed, Crockery,

CLOTHING.

Cloaks, Carpets, Oil Clothes,

Grain Sacks, Etc.

And we will sell cheap for cash, or on approved security.

LAWRENCE BROS., Cooperstown, Dakota.



Mrs. Jones: When I was first married, John Henry would not let me brush the tears off my own cheeks—he used to kiss them away. Now if a house should fall on me, he would think I could stand it all right, and have dinner on time. There is one consolation; he is a good provider. He always trades at LAWRENCE BROS.

TWO FAMOUS BRIDGES.

High Bridge, Kentucky, and a New One Across the Hudson.

In one of the most beautiful and picturesque locations in America stands High bridge, Kentucky. It spans the Kentucky river, and is the railway crossing of the Cincinnati Southern road on its track to New Orleans. Picnics to High Bridge are the fashion in summer in that region for hundreds of miles around.

A flight of 600 steps leads the foot passenger down beside the bridge to the water below. Once an unwary traveler fell down the steps and was killed.



HIGH BRIDGE, KENTUCKY.

High bridge is one of the great bridges of the North American continent. Its three spans are together 1,125 feet long. It is 276 feet high. The idea of a bridge at this romantic spot is more than a generation old. It was first attempted to be carried out by the Lexington and Danville Railway company. They planned a suspension bridge. The president of the company had such faith in it that at his own expense he constructed the towers that appear in the illustration. Then the organization failed, and the towers stand to this day a monument of blasted hopes.

The Cincinnati Southern company bought the road bed of the former concern and built across the river a bridge of the ordinary construction, in which the towers were not utilized.



NEW HUDSON RIVER BRIDGE.

The bridge across the Hudson river at Peekskill is not built yet, except upon paper. It is not, but it is to be by the 1st of January, 1888, its charter says. The Union Bridge company, of New York city—Gen. W. C. Hurl, president—has the contract for its construction.

It is to be a suspension bridge, patterned after those at Brooklyn and Cincinnati. Peekskill is a picturesque and wealthy town on the left bank of the Hudson, forty-two miles north of New York city, chiefly noted for being the summer home of Henry Ward Beecher. Close by is Anthony's Nose, a mountain 1,500 feet high. The bridge will cross from the side of this mountain, at a height above the Hudson river of 133 feet. This will leave room below for the passage of ships and steamers. Washington Irving in his highly veracious history says the mountain got its name from the nasal organ of Anthony Van Corlear. The bridge will cross from Anthony's Nose to old Fort Clinton on the west bank. The height above the water of the towers supporting the cables will be something tremendous, 310 feet.

It is proposed to connect on the west side of the river with the Erie railway, the Lehigh and Hudson, the New York, Susquehanna and Western, the Ontario and Western, the Central Railroad of New Jersey, the Pennsylvania railroad, the Reading, the Baltimore and Ohio, the New Jersey and New York, the Delaware, Lackawanna and Western, the Pennsylvania and Slatington and the West Shore railroads; on the east side of the river with the New York Central and Hudson River railroad and the New York City and Northern railroad—thus giving direct communication with the elevated railway system of New York city and the New York and Harlem, the Housatonic, the Naugatuck, the New York, New Haven, Hartford and Springfield, and the New York and New England railroads; a direct all-rail connection between the great western and southwestern states and all New England, the western river counties of New York and the city of New York.

Eight members of congress have died during the present administration.