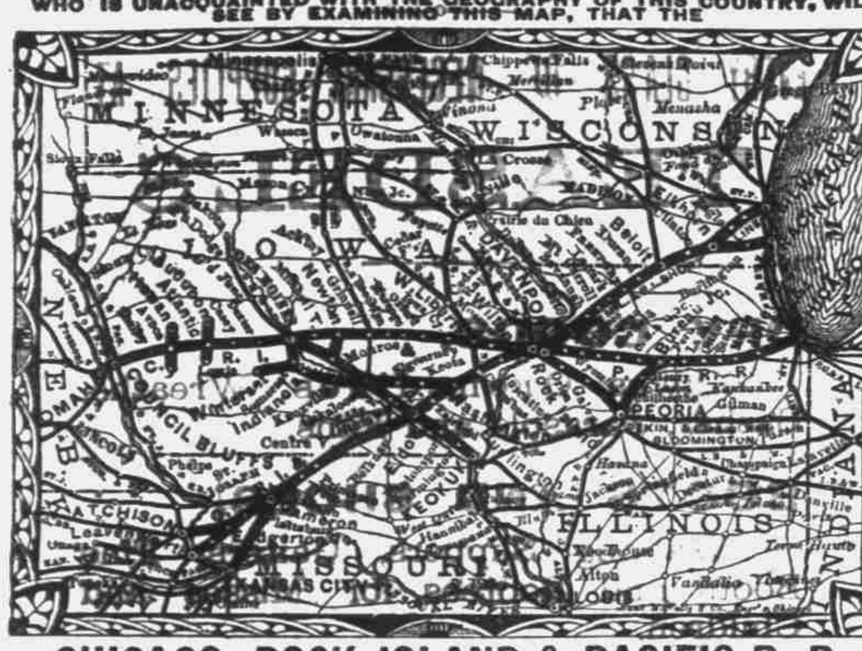
A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY EXAMINING THIS MAP, THAT THE



CHICAGO, ROCK ISLAND & PACIFIC R. R.

IS THE GREAT CONNECTING LINK BETWEEN THE EAST & THE WEST!

Its main line runs from Chicago to Council Bluffs, passing through Joliet, Ottawa, La Salle, Geneseo, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, Des Moines (the capital of Iowa), Stuart, Atlantic, and Avoca; with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City; Washington to Sigourney, Oskaloosa, and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independent, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Newton to Monroe; Des Moines to Indianola and Winterset; Atlantic to Lewis and Audubon; and Avoca to Harlan. This is positively the only Railroad, which owns, and operates a through line from Chicago into the State of Kansas.

Through Express Passenger Trains, with Pullman Palace Cars attached, are run each way daily between CHICAGO and PEORIA, KANSAS CITY, COUNCIL BLUFFS, LEAVENWORTH and ATCHISON. Through cars are also run between Milwaukee and Kansas City, via the "Milwaukee and Rock Island Short Line."

The "Great Rock Island" is magnificently equipped. Its road bed is simply perfect, and its track is laid with steel rails.

What will please you most will be the pleasure of enjoying your meals, while passing over the beautiful prairies of Illinois and Iowa, in one of our magnificent Dining Cars that accompany all Through Express Trains. You get an entire meal, as good as is served in any first-class hotel, for seventy-five cents.

Appreciating the fact that a majority of the people prefer separate apartments for different purposes (and the immense passenger business of this line warranting it), we are pleased to announce that this Company runs *Pullman Palace Sleeping Cars* for sleeping purposes, and *Palace Dining Cars* for eating purposes only. One other great feature of our Palace Cars is a SMOKING SALOON where you can enjoy your "Havana" at all hours of the day.

Magnificent Iron Bridges span the Mississippi and Missouri rivers at all points crossed by this line, and transfers are avoided at Council Bluffs, Kansas City, Leavenworth, and Atchison, connections being made in Union Depots.

THE PRINCIPAL R. R. CONNECTIONS OF THIS GREAT THROUGH LINE ARE AS FOLLOWS:

At CHICAGO, with all diverging lines for the East and South.
At ENGLEWOOD, with the L. S. & M. S., and P., Ft. W. & C. R. Rds.
At WASHINGTON HEIGHTS, with P., C. & St. L. R. R.
At LA SALLE, with Ill. Cent. R. R.
At PEORIA, with P. P. & J.; P. D. & E.; I. B. & W.; Ill. Mid.; and T. P. & W. Rds.
At ROCK ISLAND, with "Milwaukee & Rock Island Short Line," and Rock Isl'd & Peo. Rds.
At DAVENPORT, with the Davenport Division C. M. & St. P. R. R.
At WEST LIBERTY, with the B., C. R. & N. R. R.
At GRINNELL, with Central Iowa R. R.
At DES MOINES, with D. M. & F. D. R. R.
At COUNCIL BLUFFS, with Union Pacific R. R.
At OMAHA, with B. & Mo. R. R. R. (in Neb.)
At COLUMBUS JUNCTION, with B., C. R. & N. R. R.
At OTTUMWA, with Central Iowa R. R.; W., St. L. & Pac., and C. B. & Q. R. Rds.
At KEOKUK, with Tol., Peo. & War.; Wab., St. Louis & Pac., and St. L., Keo. & N.-W. R. Rds.
At CAMERON, with H. St. J. R. R.
At ATCHISON, with Atch., Topeka & Santa Fe; Atch. & Neb. and Cen. Br. U. P. R. Rds.
At LEAVENWORTH, with Kan. Pac., and Kan. Cent. R. Rds.
At KANSAS CITY, with all lines for the West and Southwest.

PULLMAN PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, KANSAS CITY, ATCHISON, and LEAVENWORTH.

Tickets via this Line, known as the "Great Rock Island Route," are sold by all Ticket Agents in the United States and Canada.

For information not obtainable at your home ticket office, address,

A. KIMBALL, Gen'l Superintendent.

E. ST. JOHN, Gen'l Tkt. and Pass'gr Agt., Chicago, Ill.

U. P. R. R.

UNTIL FURTHER NOTICE TRAINS will leave and arrive at Ogden daily, as follows:

LEAVE.

Daily 10.30 a.m.
Mixed 5.00 p.m.
Freight 3.30 a.m.

ARRIVE.

Daily Express 6.15 p.m.
Mixed 6.40 p.m.
Freight 2.15 p.m.

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern railway for points in Northern Utah, Idaho and Montana, and with Utah Central road for Salt Lake City and all points in Southern Utah.

At Green River with stages for Sweetwater mines.

At Cheyenne with the Colorado Division of the Union Pacific for Denver, Leadville, Central, Black Hawk, and all cities, mining camps and pleasure resorts in Colorado.

At Sidney with a daily line of superb Concord Coaches for Deadwood and other points in the Black Hills.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Chicago, Burlington and Quincy, Burlington and Missouri River in Nebraska, Kansas City, St. Joe and Council Bluffs Railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points east at Banking House of McCornick & Co., Salt Lake City, also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

THOS. L. KIMBALL, Gen. Ticket Agent, Omaha.
C. H. CLARK, Gen. Supt. d90

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

On and after November 4th, 1879.

NAME OF STATIONS.	No. 1 Passenger.	No. 3 Passenger.	Fare.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Wood's Cross	7 2[illegible]	4 08	[illegible]
Centreville	7 3[illegible]	4 16	[illegible]
Farmington	7 50	4 31	1 00
Kaysville	8 1[illegible]	4 52	1 3[illegible]
ARRIVE AT			
Ogden	9 00	5 40	2 00

NAME OF STATIONS.	No. 2 Passenger.	No. 4 Passenger.	Fare.
TRAINS LEAVE			
Ogden	9 40	6 20	
Kaysville	10 31	7 10	1 0[illegible]
Farmington	10 52	7 31	1 3[illegible]
Centreville	11 04	7 44	1 [illegible]
*Woods Cross	11 13	7 53	1 7[illegible]
ARRIVE AT			
Salt Lake	11 40	8 20	2 0[illegible]

* Passing places.

MIXED TRAINS

Will run daily, Sundays Excepted,

Leaving Salt Lake City at 8.40 a. m., arriving in Ogden at 11.50 a.m.; leaving Salt Lake at 5.05 p. m., arriving in Ogden at 8.20 p. m., leaving Ogden at 6.50 a. m., arriving in Salt Lake City at 10 a. m.; leaving Ogden at 3.20 p. m., arriving in Salt Lake City at 6.30 p.m.

For all information concerning Freight or Passage, apply to JAMES SHARP, General Freight and Ticket Agent
JOHN SHARP, Superintendent.

UTAH SOUTHERN RAILROAD.

To take effect June 13th, 1879.

GOING SOUTH.

NAME OF STATIONS.	No. 1 Passenger.	No. 3 Freight.	Fare.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 30	
Morgan	[illegible]	[illegible]	[illegible]
Germania	[illegible]	[illegible]	[illegible]
Lovendahls	[illegible]	[illegible]	[illegible]
Junction	[illegible]	[illegible]	[illegible]
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVES			
Sandy	7 [illegible]	9 00	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
American Fork	8 53	11 35	1 80
Pleasant Grove	9 [illegible]	11 [illegible]	[illegible]
Provo	9 [illegible]	12 45	2 50
Springville	9 53	1 10	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 [illegible]	[illegible]	3 40
Santaquin	10 [illegible]	2 [illegible]	3 [illegible]
Mona	11 [illegible]	3 [illegible]	4 [illegible]
Nephi	11 50	4 20	4 75
ARRIVE AT			
Juab	12 30	5 30	5 50

GOING NORTH.

NAME OF STATIONS.	No. 2 Passenger.	No. 4 Freight.	Fare.
TRAINS LEAVE	P. M.	A.M.	
Juab	1 00	7 50	
Nephi	[illegible]	[illegible]	[illegible]
Mona	[illegible]	[illegible]	[illegible]
Santaquin	[illegible]	[illegible]	[illegible]
Payson	[illegible]	[illegible]	[illegible]
Spanish Fork	[illegible]	[illegible]	[illegible]
Springville	[illegible]	[illegible]	[illegible]
Provo	[illegible]	[illegible]	[illegible]
Pleasant Grove	[illegible]	[illegible]	[illegible]
American Fork	[illegible]	[illegible]	[illegible]
Lehi	[illegible]	[illegible]	[illegible]
Draper	[illegible]	[illegible]	[illegible]
ARRIVE AT			
Sandy	[illegible]	[illegible]	[illegible]
LEAVES			
Sandy	[illegible]	4 45	
Junction	[illegible]	[illegible]	[illegible]
Lovendahls	[illegible]	[illegible]	[illegible]
Germania	[illegible]	[illegible]	[illegible]
Morgan	[illegible]	[illegible]	[illegible]
ARRIVE AT			
Salt Lake	[illegible]	[illegible]	[illegible]

Nos. 1 and 2 will be run daily.
Nos. 3 and 4 will be run daily, Sundays excepted. JAMES SHARP, General Freight and Ticket Agent.
JOHN SHARP, General Superintendent.

UTAH SOUTHERN RAILROAD EXTENSION.

On and after November 4th, 1879.

GOING NORTH.

STATIONS.	No. 1 Mixed.	Miles.	Fare.
TRAINS LEAVE	A.M.		
Deseret	7 00		
Riverside	7 45	9	[illegible]
Lemmington	9 15	22	1 5[illegible]
Mills	10 35	43	2 50
ARRIVE AT			
Juab	11 20	52	3 00

GOING SOUTH.

STATIONS.	No. 2 Mixed.	Miles.	Fare.
TRAINS LEAVE	P. M.		
Juab	1 30		
Mills	2 15	9	[illegible]
Lemmington	3 35	28	1 5[illegible]
Riverside	5 05	43	2 5[illegible]
ARRIVE AT			
Deseret	5 50	52	3 0[illegible]

Nos. 1 and 2 will be run daily.
For all information concerning Freight and Passage, apply to JAMES SHARP, General Freight and Ticket Agent.
JOHN SHARP, Superintendent.

THE OLD RELIABLE

FORT WAYNE AND PENNSYLVANIA R.R. LINE

CONTINUOUS ALL-RAIL ROUTE! NO CHANGE OF CARS!! ONE ROAD, ONE MANAGEMENT!!!

FROM

CHICAGO

TO

Pittsburg, Harrisburg, Baltimore, Washington, Philadelphia and New York.

GREAT SHORT LINE

TO BOSTON

Via New York City.

Reaches all Points in Pennsylvania and New Jersey.

PULLMAN PALACE CARS

On all Express Trains.

MAGNIFICENT CARS

Equipped with the celebrated Westinghouse air brakes and Janney's New Patent Safety Platform and Coupler.

Elegant Eating Houses

WITH AMPLE TIME FOR MEALS.

3 EXPRESS TRAINS

Leave CHICAGO as follows:

8.30 a.m. Special Fast Express Except Sunday.

With the popular vestibule sleeping car.

Reaches Pittsburg 2.30 a. m; Harrisburg 11.45 a. m; Philadelphia 4.00 p. m; New York 6.45 p. m; Boston 5.15 a. m; Baltimore 6.30 p. m; Washington 9.00 p. m. next day.

5.15 p.m. Atlantic Express, Daily.

With Drawing Room and Hotel Car.

Reaches Pittsburg 12.10 p. m; Harrisburg 10.55 p. m; Philadelphia 3.35 a. m; New York 6.45 a. m; special Philadelphia sleeping car on this train, which remains in depot until 7.30 a. m. affording Philadelphia passengers a full night's rest.

9.10 p.m. Night Express Except Saturday.

With Drawing Room Sleeping Car.

Reaches Pittsburg 7.30 p. m; Harrisburg 3.50 a. m; Baltimore 7.45 a. m; Washington 9.05 a. m; Philadelphia 8.00 a. m; New York 10.35 a. m; Boston 8.40 p. m. Through Baltimore and Washington Sleeping Car on this train.

Fare always as Low as any other Line.

Through Tickets for sale at all Principal points in the west. Ask for them via FORT WAYNE and PENNSYLVANIA LINE.

F. R. MYERS, Gen'l Pass and Ticket Agent, CHICAGO.

BINGHAM CANYON RAILROAD.

On and after Sunday, August 1st, 1880, the Bingham Canyon Railroad passenger trains will make close connections with Utah Southern Railroad, to and from Salt Lake, running as follows:

Leave Junction,	-	at 7.45 a. m.
" Jordan,	-	at 7.55 "
" Revere,	-	at 8.35 "
Arrives at Bingham		at 9.15 "
Leave Bingham		at [illegible] p. m.
" Revere,		at [illegible] "
" Jordan,		at [illegible] "
Arrives at Junction		at 4.05 "

ON SUNDAYS:

Leave Bingham		at [illegible] p. m.
" Revere,		at [illegible] "
" Jordan,		at [illegible] "
Arrives at Junction,		at [illegible] "

J. G. KENNEDY, Manager.
S. D. BEEBE, Ass't Supt.

DANGER IN DISGUISE!

Summer Pestilence Unearthed. Its Causes Explained and Some Timely Advice About How to Avoid it.

CERTAIN VALUABLE FACTS MADE PUBLIC.

It is well known that hot weather brings sickness, and that few people go through the summer without unpleasant symptoms. The mouth becomes dry and parched, the tongue furred and white, the pulse irregular, the head feverish, the body cramped and the limbs swollen and tired. Ladies especially, with their natural delicacy and tendency to female troubles, find the hot weather almost unbearable, while Little Children are dying every day from exhaustion and because Parents neglect precaution and care. A prominent and well known physician of New York asserts as his positive belief that more than three-fourths of all so-called Summer complaints arise from disordered secretions, and that these secretionary organs, which, by being out of order cause so much trouble, are the Kidneys and Liver. These organs are the governors of the system, and by their movements the other parts of the body are regulated. The brain controls the life, but the lower part of the body rules the health.

There is one, and only one known vegetable that will absolutely regulate and control the Kidneys and Liver at all times and thus prevent the many dangers of the Summer. That vegetable (a West India leaf,) is used as the basis of Warner's Safe Kidney and Liver Cure. It is pure, pleasant to the taste and absolutely certain in its results. It keeps those who intelligently use it in perfect health, and cures those whose secretions are deranged. For all urinary complaints of either sex it is infallible. For all bilious troubles it is certain. For the hot season it is invaluable, and it should be used upon the approach of the slightest symptoms. It may save your life or that of some dear friend; it will certainly prevent much suffering.

No remedy in America has ever received such high and enthusiastic commendations, and it is warmly

Endorsed by the Professions, the Press and the People.

An Editor's Escape.

OFFICE OF THE "INDUSTRIAL ERA," ALBIA, IOWA, May 26, 1880.

TO WHOM IT MAY CONCERN:

I take great pleasure in making the following statement: I have been afflicted with a disease of the kidneys for the past two years and have tried numerous remedies with only partial and temporary relief. Warner's Safe Kidney and Liver Cure was recommended to me, and after taking it the pain and distress left me, and I am to-day feeling *strong and well.* I am perfectly satisfied that Warner's Safe Kidney and Liver Cure is the medicine needed and can cheerfully recommend it to others. G. W. STAMM.

A Doctor's Certificate.

I hereby certify that I have been a practising physician for twenty-seven years, and for many chronic cases in my practice do recommend Warner's Safe Kidney and Liver Cure. It was upon my advice that G. W. Stamm, the editor, obtained this valuable remedy. A. A. RAMSAY, M. D.

A Pastor Made Happy.

I have been greatly troubled with my kidneys and liver for over twenty years, and during that entire time I was never free from pain. My medical bills were enormous, and I visited both the Hot and White Springs noted for the curative qualities of the water. I am happy to say I am now a well man, and entirely as the result of Warner's Safe Kidney and Liver Cure. With such glorious results, I am only too glad to testify regarding the remedy which has made me so happy.

(REV.) P. F. HARKLEE.

Coal Run Crossing, Arkansas.

An Educational Endorsement.

The Rev. C. A. Harvey, D. D., of the Howard University, of Washington, has written the following letter:

GENTLEMEN—I take great pleasure in stating that I have for two years past been acquainted with the remedy known as Warner's Safe Kidney and Liver Cure, and that in some cases which had been given up by practitioners of both schools, the speedy change wrought by this remedy seemed but little less than miraculous. I am convinced that no remedy for kidney troubles heretofore discovered can be held for one moment in comparison with it. Respectfully yours,

C. A. HARVEY.

Arousing its Readers.

An alarm of fire at midnight is a startling thing, but not half so startling to many who hear it as would be the sudden knowledge of their own dangerous physical condition. Thousands of thousands are hurrying to their graves because they are carelessly indifferent to the insidious inroads of disease and the means of cure. It is the mission of H. H. Warner & Co., with their Safe Kidney and Liver Cure, to arouse men to a sense of their danger and then cure them.—*Memphis Appeal.*

The Friend of Delicate Ladies.

Warner's Safe Kidney and Liver Cure is the remedy that will cure many diseases peculiar to women. Headaches, neuralgia, disordered nerves, weakness, mental shocks, and kindred ailments are effectually removed by its use.—*The Mother's Magazine.*

Its Grand Reputation.

Warner's Safe Kidney and Liver Cure has reached a reputation that is not limited by the confines of section or country. There are no injurious substances nor false and temporary stimulants in the preparation. It is purely vegetable and compounded under a formula that has passed severe tests and won endorsements from some of the highest medical talent in the country.—*New York World.*

Journalistic Opinions.

Our exchanges come to us bountifully laden with commendatory notices of the wonderful cures effected in diseases of the kidneys and liver, and especially of dropsy, by the use of Warner's Safe Kidney and Liver Cure used in connection with Warner's Safe Pills. We feel sure if our friends who are suffering from like troubles would use these remedies they would be benefited.—*St. Alban's Advertiser.*

"It is the Only Thing."

PEEKSKILL, N. Y., April 13, 1880.

MESSRS. H. H. WARNER & CO.:

GENTS—My wife has been suffering for the past five years from the results of a premature birth, and during that time she has been under the doctors' care and treatment, for a disease peculiar to the female sex, and generally named as *a falling of the womb.* After a thorough examination the doctors finally concluded she had inflammation of the bladder, and changed their treatment accordingly, but as before without helping her in the least. We at last despaired of her ever being any better, and after expending an enormous amount of money, gave it up. But a little while ago one of your pamphlets having been left at my house, and her symptoms being so accurately described therein, we concluded to try your Safe Kidney and Liver Cure, and I can truly state that after five years of faithful trial of physicians, this is the only thing that has done her the least good. Sincerely, G. R. WOOD.

"The Best and Only Efficient."

623 L St., WASHINGTON, D. C., June 3.

H. H. WARNER & CO.:

GENTLEMEN—I have known of the remedy called Warner's Safe Kidney and Liver Cure, and can personally testify to its efficacy in kidney and liver troubles. I can truthfully say that in my opinion it is the best and only efficient remedy for such troubles ever brought before the public.

Yours very truly,

(COL.) JOHN K. McCHESNEY.

This Great Natural Remedy, which has received so many enthusiastic endorsements and has performed such universal cures in all diseases of the urinary organs, is for sale by Druggists in every part of the world. Those who have never tried it should not fail to keep it on hand; those who have tried it and know its merits, would not be without it for a moment. It effectually avoids all

SUMMER DANGERS,

and furnishes the most complete and certain of

Seasonable Safeguards.

d-225 w60

EVENING NEWS.

Friday, - - - Sept. 3, 1880.

NEW LAND REGULATIONS.

DEPARTMENT OF THE INTERIOR,
General Land Office,
Washington, D. C.,
July 17, 1880.

REGISTERS AND RECEIVERS *Of United States District Land Offices.*

Gentlemen: I have to direct your attention to the provisions of an act of Congress approved June 15, 1880, entitled "An Act relating to the public lands of the United States," of which a copy is appended.

Section 1 provides that when any lands of the United states shall have been entered, and the Government price paid therefor, neither criminal nor civil suits or proceedings shall be had or further maintained for or on account of certain trespasses there-in specified.

The first proviso to this section restricts its application to trespasses, &c., of date prior to March 1, 1879.

This section extends to such trespassers the privilege of paying for the land upon which the offenses were so committed, at the price per acre for which, under the law in force at date of payment, the land could be sold. This privilege of purchase is not confined to lands subject to private entry, but extends to any lands—not mineral—subject to disposition under existing laws. This section cannot be construed to permit a party who falls within the class of offenders named to enter the land if the valid claim of another person shall have attached prior to his application to purchase and is still subsisting.

Whenever application shall be made to purchase under this section you will require the same to be presented under oath of the applicant, giving a full and detailed statement of all the facts upon which he bases his claim to purchase, such sworn statement should be corroborated by the affidavits of credible witnesses, and you will thereupon forward all the papers in a special letter to this office, allowing no entry until so directed by me.

Under section 2, duly qualified persons who, prior to June 15, 1880, entered under any of the homestead laws, lands properly subject to such entry, are permitted to obtain title by paying the government price, less the fee and commissions paid at date of original entry.

When homestead entries made prior to June 15, 1880, have been attempted to be transferred by *bona fide* instrument in writing, the persons to whom such transfers were made are likewise authorized to obtain title by like payments and with like deductions of fees and commissions. In allowing entries of the first-named class, you will require proof that the party was twenty-one years of age, had declared his intention to become a citizen of the United States, and was in other respects entitled to make the entry.

In permitting entries by transferees, you will require the instrument in writing, by which it was sought to transfer such homestead right, to be filed, together with the best evidence attainable of the *bona fide* character of the transfer, including the affidavit of the party who seeks to purchase. You will exercise all possible care in this matter, as it is not improbable that fraudulent entries will be attempted, and the proper execution of the law will largely depend upon your vigilance and discretion. In cases wherein you entertain a doubt of the propriety of allowing the application to purchase, you should refer all the papers to this office, with a full statement of facts and your opinion.

Under the *proviso* to this section you are specifically instructed to allow no entry which interferes with an entry of the land under the homestead laws made subsequent to the original entry on which application is made to enter under section 2; and if the land was embraced in a prior entry at date of such homestead, the section is inoperative, inasmuch as in that case the land was not properly subject to entry. The application to purchase must likewise be rejected, if at date of the original homestead entry a prior claim which has not been abandoned or forfeited existed under *any* law.

I do not construe this section as intending to permit the parties named as conditional purchasers to make entry of tracts to which adverse legal rights have attached prior to date of the act.

The third section reduces to one one dollar and twenty-five cents per acre the price of any lands which were subject to ordinary private entry at two dollars and fifty cents per acre at the date of the approval of the act, having been doubled in price by reason of the grant of alternate sections for railroad purposes, and which were put in market at that price prior to the 1st of January, 1861. Lands which have not been put in market for sale at ordinary private entry at two dollars and fifty cents per acre, or which were so put in market subsequent to the 1st of January, 1861, are not changed in price by this section. You will carefully observe the rule, as to price, thus introduced. By reference to your official records, it will be in your power to ascertain the facts with regard to any lands from which to decide as to its applicability to them. In case of doubt, you may correct your records to exhibit the facts by correspondence with this office.

You will further observe that under section 4, none of the provisions of this act apply to mineral lands, and that no person is entitled to the benefit of any provision of the entire act who falls within the inhibition named in this section.

Very respectfully,

J. A. WILLIAMSON, Commissioner.

[PUBLIC—No. 121.]

AN ACT relating to the public lands of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress Assembled, That when any lands of the United States shall have been entered and the Government price paid therefor in full no criminal suit or proceeding by or in the name of the United States shall thereafter be had or further maintained for any trespass upon or for or on account of any material taken from said lands and no civil suit or proceedings shall be had or further maintained for or on account of any trespass upon or material taken in the ordinary lands of the United States in the ordinary clearing of land, in working a mining claim or for agricultural or domestic purposes or for maintaining improvements upon the land of any bona fide settler or for or on account of any timber or material taken or used by any person without fault and knowledge of the trespass or for or on account of any timber taken or used without fraud or collusion by any person who in good faith paid the officers or agents of the United States for the same or for or on account of any alleged conspiracy in relation thereto: *Provided,* That the provisions of this section shall apply only to trespasses and acts done or committed and conspiracies entered into prior to March first, eighteen hundred and seventy-nine: *And provided further,* That defendants in such suits or proceedings shall exhibit to the proper courts or officer the evidence of such entry and payment and shall pay all costs accrued up to the time of such entry.

SEC. 2. That persons who have heretofore under any of the homestead laws entered lands properly subject to such entry, or persons to whom the right of those having so entered for homesteads, may have been attempted to be transferred by bona fide instrument in writing, may entitle themselves to said lands by paying the Government price therefor, and in no case less than one dollar and twenty-five cents per acre, and the amount heretofore paid the Government upon said lands shall be taken as part payment of said price: *Provided,* This shall in no wise interfere with the rights or claims of others who may have subsequently entered such lands under the homestead laws.

SEC. 3. That the price of lands now subject to entry, which were raised to two dollars and fifty cents per acre, and put in market prior to January, eighteen hundred and sixty-one, by reason of the grant of alternate sections for railroad purposes, is hereby reduced to one dollar and twenty-five cents per acre.

SEC. 4. This act shall not apply to any of the mineral lands of the United States; and no person who shall be prosecuted for or proceeded against on account of any trespass committed or material taken from any of the public lands after March first, eighteen hundred and seventy-nine, shall be entitled to the benefit thereof.

Approved June 15, 1880.

To Wash Brown Linen.—Heat as much water as is necessary, and press in all the hay that it will cover. Boil until the water is dark colored, then strain out the hay and soak the linen in the water. Rinse well, stiffen in weak glue water and dry in the shade.

Jewelers use a boiling bath of acid in a solution, for brightening silver that is very much discolored, but this would be unsafe in the hands of an inexperienced person. A boiling bath of washing soda answers just as well, and its harmlessness is vouched for by silversmiths of established reputation.

TROPIC FRUIT LAXATIVE

UNLIKE PILLS,

And the Usual Purgatives,

IS PLEASANT TO TAKE,

And will prove at once the most potent and harmless System Renovator and Cleanser that has yet been brought to public notice. For Constipation, Biliousness, Headache, Piles, and all disorders arising from an obstructed state of the system, it is incomparably the best curative extant.

TROPIC-FRUIT LAXATIVE is sold by druggists at 60 cents a box, or mailed on receipt of price (in currency or stamps) by the proprietor. Descriptive Book free. Address

J. E. HETHERINGTON,

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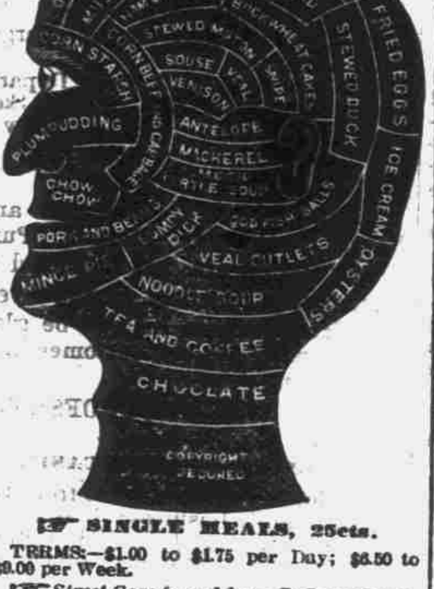

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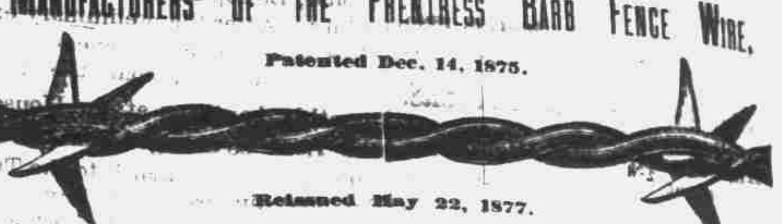

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