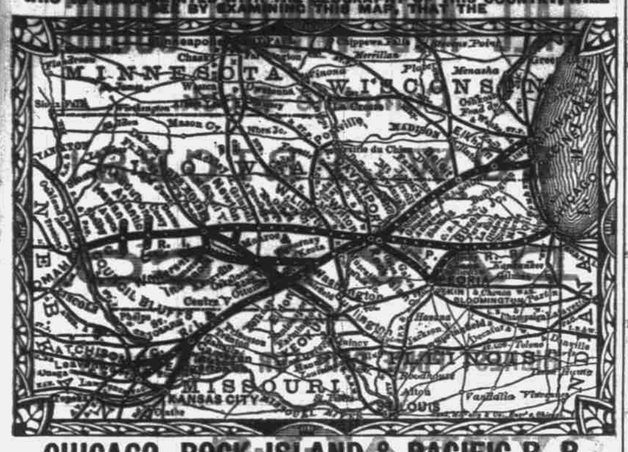
A MAN

WHO IS THOROUGHLY ACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL, 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), Guthrie, Atlantic, and Avoca; with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belmont, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City; Washington to Sigourney, Oskaloosa, and Keokuk; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, 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 day and night 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 warrants 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 PERU, with P., P. & J. R. R.; T. P. & W.; Ill. Cent. R. R.; C. B. & Q. R. R.; L. 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 CONNELL, 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. & M. 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. & K. C.

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, OMAHA, 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'g 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	5.30 p.m.
Freight	8.00 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 Ry. 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. Jos 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 McCormick & 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'l Ticket Agent, Omaha.

C. H. CLARK, Gen. Supt. d99

UTAH SOUTHERN RAILROAD EXTENSION.

On and after November 4th, 1879.

GOING NORTH.

STATIONS. TRAINS LEAVE	No. 1 MIXED. A.M.	MILES.	FARES.
Deseret	7 00		
Riverside	7 45	9	
Lemmington	9 15	27	1 [illegible]
Mills	10 35	43	2 [illegible]
ARRIVE AT			
Juab	11 20	53	3 00

GOING SOUTH.

STATIONS. TRAINS LEAVE	No. 2 MIXED. P.M.	MILES.	FARES.
Juab	1 30		
Mills	2 15	9	
Lemmington	3 30	22	1 [illegible]
Riverside	5 05	43	2 [illegible]
ARRIVE AT			
Deseret	5.40	52	3 00

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.

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

On and after November 4th, 1879.

NAME OF STATION. TRAINS LEAVE	No. 1 A.M.	No. 3 P.M.	Passenger	Freight
Salt Lake	7 00	3.40		
*Wood's Cross	7 25	4 08		00
Centreville	7 38	4 18		15
Farmington	7 53	4 30		30
Kaysville	8 12	4 45		1 30
ARRIVE AT				
Ogden	9 00	5.40	2 00	

NAME OF STATION. TRAINS LEAVE	No. 2 A.M.	No. 4 P.M.	Passenger	Freight
Ogden	9 40	6 25		
Kaysville	10 05	6 50		10
Farmington	10 22	7 03		1 00
Centreville	10 34	7 14		1 [illegible]
*Woods Cross	11 13	7 53		1 [illegible]
ARRIVE AT				
Salt Lake	11 40	8 20	2 00	

* Passing places.

MIXED TRAINS

Will run daily, Sundays Excepted,

Leaving Salt Lake City, at 8.00 a. m., arriving in Ogden at 11.35 a.m.; leaving Salt Lake at 5.05 p. m., arriving in Ogden at 8.30 p. m.; leaving Ogden at 6.50 a. m., arriving in Salt Lake City at 10 a. m.; leaving Ogden at 3.30 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 Nov. 24th, 1879.

GOING SOUTH.

NAME OF STATION. TRAINS LEAVE	No. 1 A.M.	No. 3 P.M.	Passenger	Freight
Salt Lake	7 00	3 00		
Morgan	7 18	3 00		30
Bernania	7 22	3 10		30
Lovendale	7 30	3 20		40
Junction	7 37	3 35		75
ARRIVE AT				
Sandy	7 [illegible]	3 [illegible]		
ARRIVE AT				
Sandy	8 [illegible]	3 [illegible]		
Draper	8 [illegible]	3 [illegible]		
Lehi	8 [illegible]	10 00		1 00
American Fork	8 50	11 35		1 50
Pleasant Grove	9 06	11 50		1 55
		P. M.		
Provo	9 37	12 25		2 00
Springville	9 53	1 10		2 75
Spanish Fork	10 06	1 35		3.00
Payson	10 25	2 00		3 50
Santaquin	10 37	2 20		4 00
Juab	11 20	3 40		4 25
Nephi	11 50	4 30		4 75
ARRIVE AT				
Juab	12 30	5 30		5 00

NAME OF STATION. TRAINS LEAVE	No. 2 A.M.	No. 4 P.M.	Passenger	Freight
Juab	1 00	7 30		
Nephi	1 40	8 00		
Mona	2 10	8 35		
Santaquin	2 40	9 00		
Payson	3 00	9 15		1 00
Spanish Fork	3 20	9 35		1 [illegible]
Springville	3 34	9 50		2 75
Provo	3 50	10 45		3 00
Pleasant Grove	4 07	11 00		3 50
American Fork	4 21	11 15		3 75
Lehi	4 40	11 30		4 00
Draper	4 50	11 40		4 25
ARRIVE AT				
Sandy	5 00	3 40		4 45
ARRIVE AT				
Sandy	5 [illegible]	3 [illegible]		
Junction	5 44	4 [illegible]		5 [illegible]
Lovendale	5 [illegible]	4 [illegible]		5 [illegible]
Bernania	5 [illegible]	4 [illegible]		5 00
Morgan	5 [illegible]	5 00		5 00
ARRIVE AT				
Salt Lake	5 [illegible]	5 [illegible]		5 [illegible]

Nos. 1 and 2 will be run daily.

Nos. 3 and 4 will be run daily, Sundays excepted.

JOSIE HOWE, General Ticket Agent.

UTAH SOUTHERN RAILROAD EXTENSION.

On and after November 4th, 1879.

GOING NORTH.

STATIONS. TRAINS LEAVE	No. 1 MIXED. A.M.	MILES.	FARES.
Deseret	7 00		
Riverside	7 45	9	
Lemmington	9 15	27	1 [illegible]
Mills	10 35	43	2 [illegible]
ARRIVE AT			
Juab	11 20	53	3 00

GOING SOUTH.

STATIONS. TRAINS LEAVE	No. 2 MIXED. P.M.	MILES.	FARES.
Juab	1 30		
Mills	2 15	9	
Lemmington	3 30	22	1 [illegible]
Riverside	5 05	43	2 [illegible]
ARRIVE AT			
Deseret	5.40	52	3 00

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 PENNSYLVANIA 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 Brake 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 East Express. Except Sunday. With the popular vestibule sleeping car. Reaches Pittsburg 2.30 a. m; Harrisburg 11.47 p. m; Philadelphia 4.00 p. m; New York 6.45 p. m; Boston 9.15 p. 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 12.15 p. m; Harrisburg 10.55 p. m; Philadelphia 3.35 a. m; New York 6.20 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 7.20 p. m; Harrisburg 3.50 a. m; Baltimore 7.45 a. m; Washington 8.05 a. m; Philadelphia 6.00 a. m; New York 10.35 a. m; Boston 8.40 p. m. Through Baltimore and Washington Sleeping Cars 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, at Ogden and from Salt Lake, running as follows:

Leaves Junction, - - - at 7.45 a. m.
" Junction, - - - at 7.45 "
" Bingham, - - - at 8.35 "
Arrives at Bingham, - - - at 9.45 "

Leaves Bingham - - - at 2.00 p. m.
" Bevere, - - - at 3.20 "
" Junction, - - - at 3.55 "
Arrives at Junction, - - - at 4.05 "

ON SUNDAYS.

Leave Bingham - - - at 4.20 p. m.
" Bevere, - - - at 4.50 "
" Jordan, - - - at 5.25 "
Arrives at Junction, - - - at 5.35 "

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

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. HARKLER.

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. Albans's Advertiser.*

"It is the Only Thing."

PERRYVILLE, 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 doctor's 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."

628 L. St., WASHINGTON, D. C., June 9.

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 efficiency in kidney and liver troubles. I can truthfully say that in my opinion it is the best and only efficient remedy for such trouble ever brought before the public.

Yours very truly, (COL.) JOHN R. 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 reliable of

Seasonable Safeguards

EVENING NEWS.

Thursday, Nov. 18, 1880.

Correspondence.

ST. GEORGE, Nov. 11, 1880.

Editor Deseret News:

Of late the St. George Dramatic Association have been entertaining our citizens with the fine play, entitled "Damon and Pythias," the principal characters being sustained by M. P. Romney, A. W. Ivins, A. R. Whitehead, D. Seegmiller, C. E. Johnson, E. G. Defrieye, and Mrs. A. S. Seegmiller, Miss Josephine Snow and Miss Farnsworth. The company have done well, and the public show their appreciation by their liberal patronage. To-morrow, the play will be presented both afternoon and evening, so that all the "little folks" may see the performance and go early to bed. Considerable expense has been borne by the company in properly presenting this fine play, and Bro. J. G. Bleak the able critic has given his time and attention to aid the company in the proper rendition of their parts.

Brother Angus M. Cannon, President of Salt Lake Stake, is visiting in our city and attending to work in the Temple. His many friends here greet him with pleasure. Last Sunday he addressed the Saints in the Tabernacle and the Fourth Ward Saints in the evening.

Pres. Snow has been home for several days, but leaves again to-morrow morning for his labors in Arizona. May he be blest in his labors is the universal prayer of the Saints in Dixie.

A few days ago, one of our "Christian" (?) friends, an acquaintance of our Presbyterian preacher, was arrested for seducing an Indian squaw, who has been raised in this city, and when he was brought back to the city, in order to escape punishment, married her, and deserted her the same afternoon. On the following morning, she followed him to the Reef, where I am informed he is now seeking labor, but has a strong desire to rid himself from his "dusky bride." This is a specimen of "modern Christianity," this is the effects of Christian civilization. ABRAM.

Over a Precipice.

The train which left Greytown for Wellington at 8.30 a.m. on September 12th, when just beyond Cross Creek, was blown off the line and hurled over a precipice 70 feet high. The luggage van and passenger carriages were overturned. The couplings did not break, but still held the carved frames to the engine, which remained tightly gripping the middle rail and luckily held firm, although swaying visibly under the strain. The whole of the upper part of the carriage, however, was smashed into match-wood and hurled over the precipice, passengers and debris being scattered among the boulders down the side of the declivity, but not falling to the bottom. For a while the wreck of carriages hung suspended above them, and had it given way or the engine fallen over, all must have been crushed to a jelly, as the gully at this place converges almost to a point a hundred feet below, so that had all gone down they would have been crushed into a compact mass at the bottom.

They lay around for a time unconscious, and those who first recovered their senses described the scene as a fearful one—killed and wounded lying around in all directions, covered with blood, and the train above suspended in mid-air, threatening every moment to fall on them. A Fell brake was detached to run down the incline for assistance. The two produce wagons were also capsized by the gale, and the engine had to sustain a double strain of the several vehicles hanging over the precipice at both ends, full weight on the couplings, which fortunately held fast. Two of the children killed on the spot were smothered in debris. The other was partially decapitated and its brains dashed out. The third was picked up not quite dead, by Herbert Dickson, one of the passengers, himself much injured. He tried to carry her up the bank, but she died in his arms before reaching the top. When the special train arrived at the spot with doctors the force of the wind was so great that they had to crawl on their hands and knees, tightly clutching the middle rail, to avoid being blown over the precipice.—*New Zealand Herald.*

A Woman's Curiosity Satisfied.

The proverbial curiosity of women led to a smash-up at the Continental Colliery, near Pottsville, Pa., recently. The slope engineer went home to his dinner, and the fireman remained in the engine house waiting for his wife to appear with his lunch. She being considerably behind time, the fireman became restless with hunger and started home. While he was gone, the wife, by another route, appeared at the engine house with his dinner. The fireman not returning immediately, his wife got tired waiting and commenced examining the pictures pasted around the room. This soon grew monotonous, and in casting about for something else to entertain herself with, she spied the lever that starts the huge engine. She wondered what that particular piece of iron was used for. First, she admired its smoothness, and then she marveled at its cleanliness. Becoming bolder, she gave it a sudden jerk. There was a burr and a whiz, and the ponderous machinery started as though animated with the breath of life. The woman clutched the lever in the hope of placing it as she found it, but to her horror it only increased the speed of the machinery. The drum was creaking and revolving with terrible rapidity; the piston rods flew in and out of the cylinder like lightning. The steam escaping hissed like fury, and the woman with a shriek rushed for the open air. Just then the wagon that started from the bottom when she started the machinery came out of the slope like a shot, landing on the top of the engine houses, smashing and crushing it into pieces. There was no work next day.

Newly-Painted Rooms.

The *British Medical Journal* sounds a warning against living in newly-painted rooms. The danger of inhaling the vapor of turpentine has been long known, and its pernicious influence on the health is beyond all doubt, as has been verified in several cases occurring in persons sleeping in newly-painted rooms, some of which have proved fatal. Several theories, more or less probable, have been propounded to explain the prejudicial effects of the inhalation of the vapors; but whatever be the correct explanation there is no doubt of the danger of occupying a room recently painted, in which turpentine has been employed, before complete evaporation has taken place. It was pointed out by the Council of Hygiene that a sudden death which recently took place in Paris was attributable to this cause, it being shown that it could not be ascribed to the lead which entered into the composition of the paint of the room in which the deceased slept; the lead, being fixed and non-volatile, cannot in these cases be accused of being the offending element.

A Strange Episode.

The Health Commissioner's office in the City Hall was to-day the scene of an episode of more than ordinary interest, and one which almost challenges belief.

A neatly-attired lady, with a veil drawn tightly across her face, called at the office and enquired for Mr. Francis. After being informed that he was absent, by Mr. J. J. Fitzwilliam, the chief clerk, she said:

"Has the ambulance from the female hospital arrived yet?"

"No, madame, it has not."

"Well, then, I will wait for it if you will permit me to do so."

"Certainly, madame. Walk in this way and be seated. You will not have long to wait. Were you expecting any friend?" said Fitzwilliam in the tone and manner of one fearful of being thought inquisitive, as the lady took the proffered chair.

"Not exactly a friend," she replied lifting her veil and exposing a naturally handsome face, which was just then animated by a pleasant smile, "but I am to meet a woman here from the hospital who is give me her baby. It's only three weeks old, and a pretty little girl it is, too."

Fitzwilliam is a father, and to say that he was highly astonished is to put it mildly.

In time the ambulance arrived, as also did the mother and her babe. When the two women met but a slight nod of recognition passed between them. The silence was broken by the clerk, who said:

"Here is the baby."

"Ain't it a sweet, pretty darling," exultingly exclaimed the mother-to-be.

The real mother held it up and looking at it sadly, murmured:

"I hate to part with it."

Then kissing it once only, she proffered it to the other, who pressed it to her lips in joy, as the mother said:

"Take it and be good to it."

"That I will, indeed; you may depend upon that."

The mother then gave her the nursing bottle, when she was asked:

"How is the milk prepared?"

"By boiling it and then letting it cool."

"Don't you put water to it?"

"No, just simply milk."

"I have heard of rice water being fed to babies. Did you try it?"

"Nothing has ever been given her but boiled milk."

A short pause of embarrassment here ensued, when the real mother said, "Good-by," and walked away. She was pale-looking, and evidently not very strong. Her features gave evidence of youth and beauty, but her bearing was not indicative of refinement or education.

The new mother retained her seat and fondled the child with as much affection as though it were her own. She remarked that she desired to allow the mother sufficient time to get away from the building, as she did not want to be followed by her, or have her know where the child's new home was. In a few moments the bona fide mother returned, approached Mr. Fitzwilliam, asked for and received two car tickets and then walked away without casting even one look or glance toward the babe. Shortly afterward the babe and its new mother went away in a carriage.

These two women are totally unknown to each other by name. Only the proper officials know the mother by adoption, and they are satisfied of her respectability and competency to provide the child with a good home. Will the mother and child ever meet again?—*St. Louis Chronicle.*

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