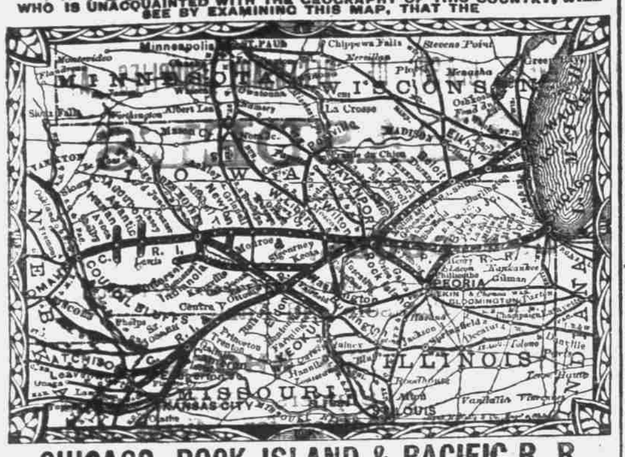
THIS MAN

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 unpleasantness connecting 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" as all lovers 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 R., 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'r 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, 1878.

NAME OF STATION.	No. 1 Passenger.	No. 3 Passenger.	Fare.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	3 40	
Wood's Cross	7 25	4 08	60
Centreville	7 35	4 18	75
Farmington	7 50	4 30	1 00
Kaysville	8 12	4 52	1 35
ARRIVE AT			
Ogden	9 00	5 40	2 00
NAME OF STATION.	No. 2 Passenger.	No. 4 Passenger.	Fare.
TRAINS LEAVE		P.M.	
Ogden	9 30	6 20	
Kaysville	10 21	7 10	1 00
Farmington	10 52	7 31	1 35
Centreville	11 04	7 44	1 50
Woods Cross	11 13	7 53	1 75
ARRIVE AT			
Salt Lake	11 40	8 20	2 00

* Passing places.

MIXED TRAINS

Will run daily, Sundays Excepted,

Leaving Salt Lake City, at 8.40 a. m., arriving in Ogden at 11.50 a.m., leaving Salt Lake at 3.00 p.m., arriving in Ogden at 6.20 p.m., leaving Ogden at 6.30 a.m., arriving in Salt Lake City at 10 a.m., and leaving Ogden at 4.30 p.m., arriving in Salt Lake City at 8.30 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 STATION.	No. 1 Passenger.	No. 3 Freight.	Fare.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 30	
Morgan	7 35	8 05	50
Germania	7 55	8 30	60
Lovendahls	7 58	8 35	60
Junction	7 57	8 38	75
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVE			
Sandy	7 45	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
American Fork	8 58	11 35	1 80
Pleasant Grove	9 08	11 50	1 95
		P.M.	
Provo	9 27	12 45	2 50
Springville	9 53	1 10	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 32	2 15	3 50
Santaquin	10 50	2 40	3 75
Pona	11 20	3 45	4 35
Levi	11 50	4 20	4 75
ARRIVE AT			
Juab	12 30	5 30	5 50

GOING NORTH.

NAME OF STATION.	No. 2 Passenger.	No. 4 Freight.	Fare.
TRAINS LEAVE	P. M.	A.M.	
Juab	1 00	7 00	
Nephi	1 40	9 00	75
Mona	2 04	9 40	1 15
Santaquin	2 40	10 10	1 75
Payson	2 55	11 15	2 00
Spanish Fork	3 10	11 55	2 50
		P. M.	
Springville	3 34	12 20	2 75
Provo	3 50	12 50	3 00
Pleasant Grove	4 08	1 40	3 50
American Fork	4 24	1 55	3 70
Lehi	4 48	2 20	3 85
Draper	5 25	3 20	4 50
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVE		A.M.	
Sandy	5 45	4 45	
Junction	5 54	4 55	75
Lovendahls	5 56	5 10	4 60
Germania	6 00	5 20	5 00
Morgan	6 07	5 30	5 00
ARRIVE AT			
Salt Lake	6 25	6 00	5 00

Nos. 1 and 2 will be run daily.

Nos. 3 and 4 will run daily, except Sundays and Mondays.

Connecting with Utah Central Railroad at Salt Lake City.

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		
Riversides	7 45	9	25c
Lemmington	9 15	27	1 00
Mills	10 35	43	2 25
ARRIVE AT			
Juab	11 20	58	3 00

GOING SOUTH.

STATIONS.	No. 2 Mixed.	Miles.	Fare.
TRAINS LEAVE	P. M.		
Juab	1 30		
Mills	2 35	0	
Lemmington	3 55	25	1 25
Riversides	5 05	43	2 25
ARRIVE AT			
Deseret	5 50	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 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 Jauncy'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 11.45 a. m; Philadelphia 7.40 p. m; New York 6.45 p. m; Boston 8.15 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 12.15 p. m; Harrisburg 10.55 p. m; Philadelphia 3.30 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 PORT 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:

Leaves Junction,	at 7.45 a.m.
" Jordan,	at 7.55 "
" Revere,	at 8.35 "
Arrives at Bingham	at 9.15 "
Leaves Bingham	at 2.00 p.m.
" Revere	at 2.20 "
" Jordan	at 3.05 "
Arrives at Junction	at 4.05 "
ON SUNDAYS	
Leaves Bingham	at 4.30 p.m.
" Revere	at 4.50 "
" Jordan	at 5.35 "
Arrives at Junction,	at 5.35 "

J. G. KENNEDY, Manager.

S. D. BURNS, Ass't Supt.

DANGER IN DISGUISE!

Summer Pestilence Unearthed—Its Causes Explained and Safe 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 28, 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. Albans 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, persuaded to try your Safe Kidney and Liver Cure, and I can truly state that after five years of fruitless trial of physicians, this is the only thing that has done her the least good. Sincerely, G. E. WOOD.

"The Best and Only Emetient."

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 troubles ever brought before the public.

Yours very truly,

(COL.) JOHN K. MCCHESNEY.

This Great Natural Remedy, which has received so many enthusiastic endersements 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

ever yet

EVENING NEWS.

Tuesday, . . August 31, 1880.

REFORM SPELLING.

No. 3.

Editors Deseret News:

The joyful news is at hand that Reform Spelling is rapidly progressing in different parts of the Union. It meets the aproval of the lernd, and they are organizing into "Filological Associations" and begining to reform in good ernest. The spelling of elevn words has alredy been amended and generally adopted, viz.: Ar, hav, giv, liv, definit, infinit, tho, thru, gard, catalog, wisht. These hav the sanction of the highest filological authority; they ar simple and easily understood; their adoption subjects no one to the suspicion of pedantry or eccentricity; they find abundant analogies thru our language, and they find almost immediate favor with the people at large. There is absolutely no good reason why they should not find a place in every journal in the land.

The rules which hav been adopted by these associations ar as folows: (1.) Use "e" for "ea" when the short sound of "e" is intended, as hed, sed, red, helth, welth. (2.) Omit silent "e" after a short vowel, as hav, giv, liv, definit, infinit, hypocrit. (3.) Use "f" for "ph," as fantom, filosofer. (4.) Omit one letter from final double consonants, as shal, wil, sel, eg. (5.) Use "t" instead of "ed" when it represents the sound, as wisht, prest, rusht. (6.) Omit the silent letters in thru, tho, altho, etc.

The above rules ar very good, but I think the fourth could hav been made a little better by being made a little longer, so as to read: "Omit one letter from double consonants when preceded by a short vowel, as shal, wil," etc. If the rule red thus a double consonant would indicate a long vowel preceding and would therefore be better.

Some words need to be respelt with new letters; *one*, not long ago pronounct as spelt, as it still is in its compounds al-*one*, at-*one*, at-*one*-ment, *on*-ly, should now be spelt *wun*; "rough" should be spelt *ruf*, and so *enuf*, *tuf*, and the like. Would it not be well for our scholars to make a note of these things and govern themselves accordingly? and especially, begin to use the elevn reformd spellings, which will be the easiest and most feasible step toward the desired goal. The good work has commenct; let each and every one lend it a helping hand and it will soon be finisht. There ar several papers of considerable prominence that hav actualy adopted the new spellings. A great many others ar in favor of it. Among them ar the Chicago *Tribune*, the Utica *Herald*, the *Home Journal*, the *Inter-Ocean*, the *Princeton Review*, the *Atlantic Monthly*, the *Oberlin News*, the *Toledo Blade* and *Scribner*.

The reformers ar meeting with but little opposition and the people ar generally acceding to the reformation. The *Inter-Ocean* says:

"To the most sanguine observer some features of the situation are quite obvious and significant. It is evident that the people as a mass are not horrified at the idea of altering our spelling, nor are they disgusted with it. Indeed the idea seems much more palatable than could have been expected from the ridicule with which the proposition used to be met. This is undoubtedly due in a large measure to the eminent scholarship and commanding influence of the men who head the movement. Whether wise or unwise, it is the legitimate effect of authority. When such distinguished scholars as Max Muller, of Oxford, England; Dr. Morris, of Cambridge; Prof. Whitney, of Yale; Prof. Childs, of Harvard, and Prof. March, of Lafayette, declare with sober, persistent and unflinching earnestness that a reform of English spelling is a thing that ought to be accomplished it would be a disgrace for intelligent people to refuse to give respectful consideration to the question. As Professor Lounsdale, of Yale, well says: 'A reform which numbers among its advocates every living linguistic scholar of any eminence whatever, which in addition includes every one who has made the scientific study of English a specialty, may be inexpedient, may be even harmful, but it cannot well be demolished by brief editorials nor supercilliously thrust aside with an air of jaunty superiority.'"

The historical objection is made light of by the eminent filologists. Max Muller says: "The present spelling in many cases is utterly misleading," and "no one can honestly call it either historical or etymological." Prof. Ellis says: "It admits of demonstration that fonetic spelling, so far as being a hindrance to etymology, is its only sure and safe guide." Prof. Marsh says: "Comparativ filology is founded on fonetics, and no scholar ever works in this field without lamenting the condition of the English language." Prof. Whitney says: "It is the height of unreason to assert that our reading of English etymology is in eny manner dependant upon correct historical spelling." So it seems that it is only the little great that urge this objection. "What the scholars want for historical spelling," says Prof. March, "is a simple and uniform fonetic system, which shall record the current pronunciation. If the written word is made a different thing from the spoken, and has a history of its own, as in English, the materials of science are lost. The spoken language is the most interesting and important of the creations of man. The writing is but the sign of a sign, of trifling importance in itself, and its proper function, whether as record or apparatus of communication is truthfully to represent the present speech." So the great work was commenct. The future prospects ar bright. The air is full of hope. Let us roll forth with every hand as a helper and we will reap therefrom everlasting benefits thruout all time.

ADVANCE.

Shoeing Horses.

The Rev. W. H. H. Murray, whose advice is worth heeding, says about shoeing: The nails should be quite small and driven in more gently than is custom. There is no reason why the smith should strike a blow at the little nail head as strong as he would deliver at the head of a spike in an oaken beam. The hoof of a horse is not an oak stick, and the delicately pointed and slender-headed nail is not a wrought iron spike, and yet you will see the nailer whack away at them as if it was a mattep of life and death to get them entirely set at two blows of the hammer. Insist that the nailer shall drive his nails slowly and steadily, instead of using violence. In this case, if his nail is badly pointed and gets out of proper line of direction, no great injury. It can be withdrawn and a new one substituted, without harm having been done to the foot. But the swift, blind and violent way prevents all such care, and exposes the horses to temporary, if not permanent injury. Gentleness should be exercised in clinching the nails. Never allow a smith to use a rasp to the outer surface of the hoof. Nature has covered it with a thin filament of enamel, the object of which is to protect the inner membrane and fibre from exposure to water and atmosphere. The enamel is exactly what Nature puts on the surface of your finger nails, reader. Under no circumstances should it ever be touched. If it is removed, nature will be wickedly deprived of her needed covering and cruelly left exposed to the elements.

THE late Isaac Butt, lawyer and member of Parliament, was going home late one evening, when he was accosted by a desperate looking ruffian in one of the suburbs of Dublin, and asked what he was going to stand. "Well," replied Mr. Butt, meekly' "I'm very sorry that I can't give you much, my friend, but what I have we will share. Here," he continued, drawing a revolver from his pocket, "is a weapon which has six chambers. I will give you three, and —" But here the lawyer found himself alone.

WHEN Wilberforce became rector of Brightstone, in the Isle of Wight, he was waited on by an old farmer, whose one desire in life was to rent the glebe acre. "Why?" asked the Bishop. "Well," said the old fellow, with a look of business shrewdness, "when tother parson was here he used to farm it his self, and there being so little of it he always got in bis hay before anybody else. Then he clapped on the prayer for rain."

AN Irishman once saw a clock which showed the Greenwich and Dublin time, and he saw that the Dublin time was twenty minutes behind that of Greenwich, and he asked how that was, and it was explained to him that Dublin being to the west of the first meridian, must have its time later than that of Greenwich. "Then, be the powers!" says Pat, "there's another injustice to ould Ireland!"

A three year old little girl was taught to close her evening prayer, during the temporary absence of her father, with, "And please watch over my papa." It sounded very sweet, but the mother's amazement may be imagined when the child said, "And you'd better keep an eye on mamma, too."

"Prisoner at the bar," said the Judge, "is there anything you wish to say before sentence is passed upon you?" The prisoner looked towards the door and remarked that he would like to say "good evening," if it was agreeable to the company.

THERE is a fortune in store for the milliner who shall devise a bonnet that can be worn in any part of a church and always present its trimmed side to the congregation.

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.*

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