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 AND THE WEST!

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

This Company own and control their Sleeping Cars, which are inferior to none, and give you a double berth between Chicago and Council Bluffs, Leavenworth, or Atchison for Two Dollars and Fifty Cents; and a section for Five Dollars, while all other lines charge between the same points, Three Dollars for a double berth, and Six Dollars for a section.

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 and Restaurant Cars that accompany all through Express Trains. You get an entire meal, as good as is served in any first-class hotel, for Twenty-five cents; or you can order what you like, and pay for what you get.

Appreciating the fact that a majority of the people prefer separate apartments for different purposes, and the enormous passenger business of this line warranting it, we are pleased to announce that this Company runs its PALACE SLEEPING CARS for sleeping purposes, and its PALACE DINING CARS for Eating purposes. 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, 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 Lake Shore & Michigan Southern and Pittsburg, Ft. Wayne & Chicago R. Rds.

At WASHINGTON HEIGHTS, with Pittsburg, Cincinnati & St. Louis R. R.

At LA SALLE, with Illinois Central R. R.

At PEORIA, with P., P. & J.; P., L. & D.; I. B. & W.; Ill. Midland; and T., P. & W. Railroads.

At ROCK ISLAND, with Western Union R. R. and Rock Island & Peoria Railroads.

At DAVENPORT, with the Davenport & North Western R. R.

At WEST LIBERTY, with the Burlington, Cedar Rapids & Northern R. R.

At GRINNELL, with Central R. R. of Iowa.

At DES MOINES, with D. M. & Ft. Dodge R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & Mo. R. R. R. (in Neb.)

At COLUMBUS JUNCTION, with Burlington, Cedar Rapids & Northern R. R.

At OTTUMWA, with Central R. R. of Iowa; St. Louis, Kan. City & Northern and C., R. & Q. R. Rds.

At KEOKUK, with Toledo, Peoria and Warsaw, Wabash, and St. Louis, Keokuk & N.-W. R. Rds.

At BEVERLY, with Kan. City, St. J. & C. B. R. R.

At ATCHISON, with Atchison, Topeka & Santa Fe; Atchison & Neb. and Cen. Br. Union Pacific R. Rds.

At LEAVENWORTH, with K. P. and K. Cen. R. Rds.

PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, 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.

CHICAGO & NORTH-WESTERN RAILWAY,

The Great Trunk Line from the West to Chicago and the East.

It is the oldest, shortest, most direct, convenient, comfortable and in every respect the best line you can take. It is the greatest and grandest Railway organization in the United States. It owns or controls over

2100 MILES of RAILWAY

PULLMAN HOTEL CARS are run alone by it through between

COUNCIL BLUFFS & CHICAGO!

No other road runs Pullman Hotel Cars, or any other form of Hotel Cars, through between the Missouri River and Chicago.

PASSENGERS GOING EAST should bear in mind that this is the

BEST ROUTE to CHICAGO AND ALL POINTS EAST.

Passengers by this route have choice of FIVE DIFFERENT ROUTES and the advantage of Eight Daily Lines Palace Sleeping Cars from CHICAGO to

PHILADELPHIA AND NEW YORK,

AND OTHER EASTERN POINTS.

Insist that the Ticket Agent sells you tickets by the North-Western Road. Examine your Tickets, and refuse to buy if they do not read over this Road.

All Agents sell them and Check usual Baggage Free by this Line.

Through Tickets via this Route to all Eastern Points can be procured at all Coupon Ticket Offices of Union Pacific, and all Western Railroads.

New York Office, No. 415 Broadway. Boston Office, No. 5 State Street. Omaha Office, supt 14th Street and U. P. Depot. San Francisco Office, 2 New Montgomery Street. Council Bluffs Ticket office at U. P. Transfer Depot and at Chicago & North-Western Railway Depot. Chicago Ticket Offices, 62 Clark Street, under Sherman House; 75 Canal, corner Madison Street; Kinzie Street Depot, corner West Kinzie and Canal Streets; Wells Street Depot, corner Wells and Kinzie Streets.

For rates or information not attainable from your home ticket agents, apply to

MARVIN HUGHITT, Gen'l Manag'r, Chicago.
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Cures Colds, Pneumonia, Bronchitis, Asthma, Croup, Whooping Cough, and all diseases of the Breathing Organs. It soothes and heals the Membrane of the Lungs, inflamed and poisoned by the disease, and prevents the night-sweats and tightness across the chest which accompany it. CONSUMPTION is not an incurable malady. It is only necessary to have the right remedy, and HALL'S BALSAM is that remedy. DON'T DESPAIR OF RELIEF, for this benign specific will cure you, even though professional aid fails.

HENRY'S CARBOLIC SALVE

the Most Powerful Healing Agent ever Discovered.

Henry's Carbolic Salve cures the worse sores.
Henry's Carbolic Salve allays the pain of burns.
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Henry's Carbolic Salve heals pimples and blotches.
Henry's Carbolic Salve will cure cuts and bruises.

Ask for Henry's, and Take No Other.
BEWARE OF COUNTERFEITS.

TOWNSLEY'S TOOTHACHE ANODYNE

CURES IN ONE MINUTE.

EDEY'S CARBOLIC TROCHES

A SURE PREVENTIVE OF Contagious Diseases, Colds, Hoarseness, Diphtheria, and Whooping Cough. *Pleasant to the Taste.*

JOHN F. HENRY, CURRAN & CO., SOLE PROPRIETORS, 24 College Place, New York.

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PITTSBURGH, FORT WAYNE & CHICAGO RAILWAY

Continuous all-rail Route! No Change of Cars! One Road, one Management!

FROM CHICAGO TO Pittsburgh, Harrisburg, Baltimore, Washington, Philadelphia, & 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.

PLEASANT EATING HOUSES On Average 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 Pittsburgh 2.30 a. m.; Harrisburg 11.45 a. m.; Philadelphia 4.00 p. m.; New York 6.45 p. m.; Boston 8.15 p. m.; Baltimore 6.20 p. m.; Washington 9.00 p. m. next day.

5:15 p. m. Atlantic Express, DAILY, With Drawing Room and Hotel Car. Reaches Pittsburgh 12.45 p. m.; Harrisburg 3.50 a. m.; Philadelphia 7.35 a. m.; New York 10.30 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 Pittsburgh 7.30 a. m.; Harrisburg 3.50 a. m.; Baltimore 7.45 a. m.; Washington 8.05 a. m.; Philadelphia 10.00 a. m.; New York 12.30 p. m.; Boston 5.40 p. m. Through Baltimore and Washington sleeper on this train.

FAST TIME TO NEW YORK BY THIS LINE.

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

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WASHBURNE & CO., Sole Importers' Depot, 212 Broadway, New York.

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U. P. R. R.

UNTIL further notice trains will leave and arrive at Ogden daily as follows:

LEAVE.

Daily Express	10:20 a.m.
Mixed	5:00 p.m.
Freight	8:20 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 No. River in Neb., Kansas City, St. Joseph and Council Bluffs railroads, and Missouri River line of steamers for all points East and South.

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

J. L. KIMBALL, Gen'l Ticket Agent, Omaha.
J. A. PETERS, Gen'l Supt. 690

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and after November 4th, 1879.

Stations.	No. 1 Passenger.	No. 3 Passenger.	Fares.
Trains leave			
Salt Lake	7 00	3 40	
Wood's Cross	7 25	4 08	60
Centreville	7 33	4 18	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 52	1 25
Arrive at			
Ogden	9 00	5 40	2 00

Stations.	No. 2 Passenger.	No. 4 Passenger.	Fares.
Trains leave			
Ogden	9 40	6 20	
Kaysville	10 31	7 10	1 00
Farmington	10 52	7 31	1 25
Centreville	11 04	7 44	1 50
*Wood's 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 5.05 p.m., arriving in Ogden at 8.20 p.m., leaving Ogden at 8.50 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 p.m.

For all information concerning Freight or Passage, apply to

JAMES SHARP, General Freight and Ticket Agent.
JOHN SHARP, Superintendent.

NARROW GAUGE SOUTHERN RAILROAD

To take effect June 13th, 1879.

Going South.

Name of Station.	No. 1 Passengr.	No. 3 Freight.	Fare.
	A. M.	A. M.	
Trains leave Salt Lake	7 00	7 30	
Morgan	7 18	8 00	50
Germania	7 22	8 10	50
Lovendahls	7 29	8 20	60
Junction	7 37	8 35	75
Arrive at Sandy	7 40	8 45	85
Leaves Sandy	7 55	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
American Fork	8 56	11 35	1 80
Pleasant Grove	9 08	11 50	1 95
		P. M.	
Provo	9 37	12 45	2 50
Springville	9 53	1 10	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 23	2 15	3 50
Santaquin	10 50	3 40	3 75
Moroni	11 26	3 40	4 35
Nephi	11 50	4 20	4 75
Arrive at Chicken Creek	12 30	5 30	5 50

Going North.

Name of Station	No. 2 Passenger.	No. 4 Freight.	Fare.
	P. M.	A. M.	
Trains leave Chicken Creek	1 00	7 50	
Nephi	1 40	9 00	75
Moroni	2 04	9 40	1 25
Santaquin	2 40	10 50	1 75
Payson	2 55	1 15	2 00
Spanish Fork	3 19	11 55	2 50
		P. M.	
Springville	3 34	12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 22	1 40	3 55
American Fork	4 34	1 55	3 70
Lehi	4 46	2 10	3 85
Draper	5 26	3 20	4 50
Arrive at Sandy	5 40	3 40	4 65
Leaves Sandy		4 45	
Junction	5 45	4 55	4 75
Lovendahls	5 55	5 10	4 90
Germania	6 02	5 20	5 00
Morgan	6 07	5 30	5 00
Arrives at Salt Lake	6 25	6 00	5 50

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 4, 1879.

GOING NORTH.

Stations.	No. 1. Mixed	Miles.	Fares.
TRAINS LEAVE	A. M.		$ c.
Deseret	7.00		
Riverside	7.45	9	50
Lemmington	9.15	27	1.50
Mills	10.35	43	2 50
ARRIVE AT Juab	11 20	52	3.00

GOING SOUTH.

Stations.	No. 2 Mixed	Miles.	Fares.
TRAINS LEAVE	P. M.		$ c.
Juab	1.30		
Mills	2.15	9	50
Lemmington	3.35	25	1.50
Riverside	5 05	43	2.50
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, Gen. Freight and Ticket Agent.
JOHN SHARP, Superintendent.

EVENING NEWS.

Tuesday, - - December 30, 1879.

BY TELEGRAPH.

FOREIGN.

GREAT BRITAIN.

THE TERRIBLE CATASTROPHE.

Further Particulars Regarding the Fallen Train.

LONDON, 29.—The train left Edinburgh at 4.15 in the afternoon, and consisted of four third-class cars, one first-class and one second-class and brakesman van. At the last station before entering the bridge, the tickets were taken and the train was then crowded. Vast quantities of wreckage, such as doors and roofs of carriages, pieces of bridge and articles of wearing apparel, are coming ashore. The entire 13 girders of the long central span of the bridge are gone. The night was one of bright moonlight, but the wind was blowing a hurricane.

A special from Dundee says: The appalling catastrophe of last evening has thrown the city into a state of frantic excitement, and the neighborhood of the fatal bridge is thronged with horror-stricken visitors. Not a soul escaped who was on the ill-fated train. The gallantry of James Roberts, locomotive superintendent of the North British Railroad, of Dundee, and station master Smith, in adventuring on the bridge, is highly commended. In spite of the fury of the gale, which rendered the attempt doubly perilous, after tremendous exertions, their hands were lacerated by clinging to the rails for dear life, they reached the edge of the fatal gap. Here they discovered that 13 girders, each 245 feet wide and weighing 250 tons, all forming a kind of tunnel in the middle of the bridge, had been washed away. Nothing remained but a bar of iron pi ra. About one-third of the whole structure had vanished. Thirteen brickwork stumps were to be seen in the midst of the waves. It is positively asserted that 315 people are lost.

The London *Standard*, in an editorial this morning says: When the first feeling of horror shall have subsided, a strict and severe investigation into the causes of the accident will be demanded by the people, and nothing short of a complete answer will be accepted. The gale to which the bridge succumbed was not exceptionally violent, the cars having apparently nothing to do with the accident, which had occurred before the cars reached the broken portion. National reputation is at stake, and the investigation must be searching indeed.

The tidings of the disaster were first conveyed by a gentleman who had left his house with a friend while the southwest gale was blowing with all its fury. They began discussing whether on such a night the Edinburgh train would venture across the bridge. They then went to the block telegraph signal box, situate at the north end of the bridge, where they found a number of men waiting information on the subject. Some of them asserted that they had seen the lights of the train in question enter on the bridge and cross the lower spans into the high girders. Then they saw on a sudden shower of fire which with the lights of the train seemed to descend with great velocity into the river. Then perfect darkness followed. Minutes and minutes passed, but no signs of the train were seen, and people asked themselves were those really the lights of the Edinburgh train they had seen so suddenly squelched. The horror stricken beholders made vehement appeals to the signal man to ascertain the truth. He replied that all he knew of the matter was that the train had been signaled to him from the south end of the bridge at 7:09 o'clock. Discovering no indications of the approaching train, the alarmed signal man endeavored to telegraph to the south tend of the bridge, but communication had ceased.

1 p. m.—The Provost of Dundee and the party of citizens who accompanied him on the steamer to the scene of the railroad disaster, have returned. Search was made about the bridge in small boats, but no trace of any survivors could be found. The fatal bridge is about half a mile long, comprising eleven of the longest spans, each 245 feet in length, and one span 145 feet long.

6 p. m.—The railway authorities now estimate the total number of lives lost at 77. Telegrams from Dundee state that only 56 passenger tickets at the last stopping places were taken up, but these do not account for the number of children requiring no tickets, for railway employes, nor for the number of passengers for Broughton, whose tickets were not taken up. However, if this statement is correct, it is evident that the loss of life has been greatly overestimated.

AFGHAN AFFAIRS.

Statements from Gen. Roberts Concerning His Movements.

The Viceroy of India, under date of the 27th, announces that telegrams from Gen Roberts report the defeat and dispersion of the enemy around Cabul on the 23 inst. before the arrival of Gen. Gough.

A dispatch from Gen. Roberts, dated the 24 inst. confirms the above, and gives details as follows: "Desultory attacks were kept up all yesterday. During the day information was received that a general attack would be made at daybreak to-day. A large number of the enemy were seen occupying distant villages and approaching near as it became dark. At 6 o'clock this morning a fire was lighted on Asmai Heights. We had been apprised this would be the enemy's signal for attack, and immediately afterwards the attack was commenced on three sides. We were prepared for it on the south and west. The enemy did not show much determination, but on the northeast corner of Behmarvo Heights, some thousands collected and evidently contemplated an assault. General Hugh Gough, ably assisted by Col. Jenkins, commanded.

"As soon as the enemy's intention was fully developed, I determined on a counter attack with cavalry and artillery. These issued by a gorge between the Behmarvo heights, opened fire on the enemy's flank and speedily dislodged them. The cavalry pursued and sabred numbers of the enemy, who retired from all points and hastily retreated to the city. We have now occupied some advanced villages, particularly those on the Butkak road. General Charles Gough's camp is visible six miles to the east."

A dispatch from General Roberts, dated Cabul on the 24th inst., and is as follows: "Our success yesterday was complete. The enemy's loss was severe. Our losses were five killed, including Captain Dundao and Lieutenant Nugent of the Engineers, by a premature explosion when blowing up towers of a neighboring village, and wounded a number, a majority of whom are doing well. Those of the enemy living in Cabul went straight to their houses after the defeat. The Kohistanic and Lagarie remained in Cabul a few hours, but all fled during the night. Two of the enemy's leaders, Mushki Ali, a priest, and Mahomed Jan, fled early in the day. Another prominent leader is reported to have fled with Yakoob Khan's eldest son, towards Wardak. The cavalry have gone in pursuit.

"The Bala Hussa and the city will be taken possession of this afternoon. The former will be occupied if it appears certain that there is no danger from hidden mines of powder. Yakoob Khan, wife and mother and a daughter of the late Akbar Kahn, who are reported to contemplate flight and who have done all in their power to incite the Afghans, will be brought to Shurpur to-day. I have telegraphed General Bright to push forward detachments from Jagduluk to Lehbaba and Letaband. I send a force to occupy Butkak to-morrow. Communication with India will thus be rapidly restored. General Charles Gough's brigade arrived this morning. A slight snow fell last night. All well."

Akbar Khan, referred to by Gen. Roberts, was the principal opponent of the British in 1841, and his daughter is reported to have distributed £20,000 among the Afghans to incite them to the present rising.

Gen. Roberts' total loss to date is 77 killed and 230 wounded.

Britain and Russia to Shake Hands—British Mediation.

A correspondent of the *Daily News* says he knows the first steps towards an approachment between England and Russia have been taken in an unusual and significant manner. He also says it is known that the greatest satisfaction exists in the highest official quarters here.

Troubles in New Calabar, West Africa, between King Amachree, New Calabar, and his followers on one hand and a powerful chief called Will Braid and his adherents on the other, have been settled by the mediation of a British naval officer and the British Consul.

Catarrhal POISON

Wel DeMeyer's Treatise on Catarrh, explains the following important facts:

1. That Catarrhal Colds become a poisonous infection, at first local, and finally constitutional.

2. That, being Constitutional, the infection is beyond the reach of mere local remedies.

3. That impurities in the nostrils, are necessarily swallowed into the stomach and inhaled into the lungs, thus poisoning the Digestive, Respiratory and Genito-urinary organs.

4. That Catarrhal virus follows the mucous membrane and causes Deafness Dyspepsia, Chronic Diarrhoea, Bronchitis, Leucorrhoea, and Consumption.

5. That Smokes, Douches, Inhalations and Insoluble Snuffs, cannot possibly remove infectious inflammation from the organs named.

6. That an efficacious Catarrh must possess an incisive affinity for, and the quality of being absorbed by, the purulent mucous wherever located.

Based upon these plain theories, Dr. Wel De Meyer's Catarrh Cure has proved to be infallible. It not only relieves, it cures Catarrh at any stage. Home testimony.

Cured! Cured! Cured! Cured!

W. D. Woods, 487 Broadway, N. Y., Cured of Chronic Catarrh.
F. J. Hawley, 829 Broadway, N. Y., 6 years Catarrh.
G. L. Brush, 413 Broadway, N. Y., 10 years Catarrh.
S. Benedict, Jr., Jeweler, 697 Broadway, N. Y., (lady friend), cured of Chronic Hay Fever.
Mrs. Emma C. Howes, 39 W. Washington Square, N. Y., cured of 30 years Chronic Catarrh.
Rev. Geo. A. Reis, 169 Jay St., Brooklyn. "It restored me to my ministerial labors."
Rev. Chas. J. Jones, New Brighton S. I. "Worth ten times the cost."
Rev. Alex. Funess, Cairo, N. Y., "It has worked wonders in six cases in my parish."
L. P. Newman, 305 Fulton St., Brooklyn, cured of 4 years Chronic Catarrh.
Mrs. J. Swartz, Jr., 200 Warren St., Jersey City, cured of 18 years Chronic Catarrh.

&c. &c. &c. &c. &c.

A real cure for this terrible malady, is the most important discovery for the relief of human suffering, since vaccination. Wel De Meyer's Catarrh Cure is sold by all druggists, or delivered by D. B. Dewey & Co., 46 Dey St., N. Y. for $1.50 a package. To Clubs, six packages for $7.50. Dr. Wel De Meyer's Treatise, with full explanations and overwhelming proofs, is Post-paid and sent free to anybody.

Children Cry for Pitcher's Castoria.

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The Builder and Supporter of Brain Power.

Fellows' Compound Syrup is composed of ingredients identical with those which constitute Healthy Blood, Muscle and Nerve and Brain Substance, while life itself is directly dependent upon some of them.

By its union with the blood and its effect upon the muscles, reestablishing the one and toning the other, it is capable of effecting the following results:

It will displace or wash out tuberculous matter, and thus cure Consumption.

By increasing Nervous and Muscular Vigor, it will cure Dyspepsia, feeble or interrupted action of the Heart and Palpitation, Weakness of Intellect caused by grief, worry, overtax or irregular habits, Bronchitis—Acute or Chronic, Congestion of the Lungs, even in the most alarming stages.

It cures Asthma, Loss of Voice, Neuralgia, St. Vitus Dance, Epileptic Fits, Whooping Cough, Nervousness, and is a most wonderful adjunct to other remedies in sustaining life during the process of Diphtheria.

Do not be deceived by remedies bearing a similar name, no other preparation is a substitute for this under any circumstances.

Look out for the name and address J. I. FELLOWS', St. John, N. B. on the yellow wrapper in water-mark, which is seen by holding the paper before the light.

Price, $1.50 per Bottle, six for $7.50.

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1879 HOLIDAYS 1880

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NEW ARRIVALS OF MEN'S AND BOYS' SUITS.

Be Thankful,
Be Happy,
Be Merry,
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