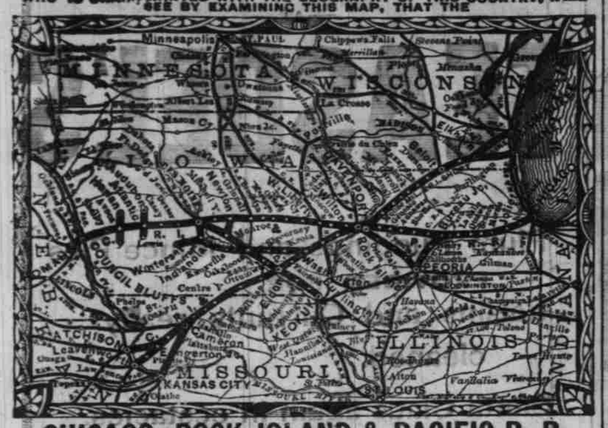
A MAN

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, Princeton, 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 our elegant 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., Ken. & 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 Way, 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.

J. H. CLARK, Gen. Supt. 390

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

To Take Effect November 15, 1880.

NAME OF STATION.	No. 1 PASSENGER	No. 3 PASSENGER	FARE.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Wood's Cross	7 25	4 08	50
Centreville	7 33	4 18	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 56	1 35
ARRIVE AT			
Ogden	9 00	5 40	2 00

NAME OF STATION.	No. 2 PASSENGER	No. 4 PASSENGER	FARE.
TRAINS LEAVE			
Ogden	9 40	6 20	
Kaysville	10 21	7 10	1 00
Farmington	10 42	7 31	1 35
Centreville	10 54	7 44	1 60
*Woods Cross	11 03	7 53	1 75
ARRIVE AT			
Salt Lake	11 30	8 20	2 00

* Passing places.

MIXED TRAINS.

Leaving Salt Lake City, at 8.40 a.m., arriving at Ogden at 11.20 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 3.30 p.m., arriving in Salt Lake City at 6.45 p.m.

For all information concerning Freight or Passage, apply to

JOHN SHARP, Superintendent.

JAMES SHARP, General Freight and Ticket Agent.

UTAH SOUTHERN RAILROAD.

To Take Effect June 18, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 PASSENGER	No. 3 PASSENGER	FARE.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	3 40	
Morgan	7 18	3 60	50
Germania	7 22	3 10	50
Lowndes Junction	7 29	3 20	60
	7 37	3 35	75
ARRIVE AT			
Sandy	7 40	3 45	85
LEAVE			
Sandy	7 55	9 00	
Draper	8 07	10 10	1 60
Lehi	8 44	11 30	1 65
American Fork	8 50	11 35	1 80
Pleasant Grove	9 05	11 50	1 95
Provo	9 37	12 45	2 50
Springville	9 55	1 10	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 22	2 15	3 50
Santaquin	10 40	2 40	3 75
Mona	10 55	3 40	4 25
Nephi	11 55	4 20	4 75
ARRIVE AT			
Juab	12 30	5 20	5 50

GOING NORTH.

NAME OF STATION.	No. 2 PASSENGER	No. 4 PASSENGER	FARE.
TRAINS LEAVE	P. M.	A. M.	
Juab	1 00	7 50	
Nephi	1 40	8 30	
Mona	2 05	9 25	1 25
Santaquin	2 40	10 10	1 75
Payson	3 05	10 35	2 00
Spanish Fork	3 19	11 05	2 50
	P. M.	A. M.	
Springville	3 34	11 20	2 75
Provo	3 49	11 45	3 00
Pleasant Grove	4 07	12 03	3 35
American Fork	4 20	12 16	3 50
Lehi	4 42	12 38	3 65
Draper	4 52	12 50	4 50
ARRIVE AT			
Sandy	5 05	1 40	4 60
LEAVE			
Sandy		4 45	
Junction	5 44	4 55	4 75
Lowndes	5 52	5 10	4 60
Germania	6 00	5 20	5 00
Morgan	6 07	5 30	5 00
ARRIVE AT			
Salt Lake	6 35	6 00	5 20

Nos. 1 and 2 will be run Daily.

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

JOHN SHARP, Superintendent.

JAMES SHARP, General Freight and Ticket Agent.

UTAH SOUTHERN RAILROAD EXTENSION.

To Take Effect November 25, 1880.

STATIONS.	No. 1 MIXED.	MILES.	FARES.
TRAINS LEAVE	A.M.		
Milford	3 00		
Black Rock	4 20	22	1 25
Neels	6 40	50	2 50
Deseret	7 55	69	3 50
Riverside	8 45	78	4 00
Lemington	10 00	96	5 00
Mills	11 20	112	5 75
ARRIVE AT			
Juab	12 00	121	6 25

STATIONS.	No. 2 MIXED.	MILES.	FARES.
TRAINS LEAVE	P. M.		
Juab	1 00		
Mills	1 40	9	50
Lemington	3 00	25	1 35
Riverside	4 15	43	2 25
Deseret	5 05	52	2 75
Neels	6 20	71	3 75
Black Rock	8 20	99	5 00
ARRIVE AT			
Milford	10 00	121	6 25

Nos. 1 and 2 will be run Daily.

For all information concerning Freight and Passage, apply to

JOHN SHARP, Superintendent.

JAMES SHARP, General Freight and Ticket Agent.

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 East Express Except Sunday. With the popular vestibule Sleeping Car. Reaches Pittsburg 2.50 a.m.; Harrisburg 11.45 a.m. Philadelphia 4.00 p.m.; New York 6.45 p.m.; Boston 6.15 a.m.; Baltimore 4.30 p.m.; Washington 9.00 p.m. next day.

5.15 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 6.45 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 8.00 a.m.; Philadelphia 6.00 a.m.; New York 10.35 a.m.; Boston 8.40 p.m. Through Baltimore and Washington Sleeping Car on this line.

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, General Passenger 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 "
" Lovendahl	at 8.05 "
Arrives at Bingham	at 8.15 "
Leaves Bingham	at 2.30 p.m.
" Lovendahl	at 3.20 "
" Jordan	at 3.35 "
Arrives at Junction	at 4.05 "

ON SUNDAY.

Leaves Bingham	at 4.30 p.m.
" Lovendahl	at 4.40 "
" Jordan	at 4.50 "
Arrives at Junction	at 5.00 "

J. H. ROGERS, Agent.

S. D. PARRY, Agt. Bingham.

ROYAL BAKING POWDER

Absolutely Pure.

Made from Grape Cream Tartar.—No other preparation makes such light, flaky hot breads, or luxurious pastry. Can be eaten by Dyspeptics without fear of the ills resulting from heavy indigestible food. Sold only in cans, by all Grocers.

ROYAL BAKING POWDER CO., New York. d208 1y

TUTT'S PILLS!

AS AN ANTI-BILIOUS MEDICINE, are incomparable. They stimulate the TORPID LIVER, invigorate the NERVOUS SYSTEM, give tone to the DIGESTIVE ORGANS, create perfect digestion and regular movement of the bowels.

AS AN ANTI-MALARIAL They have no equal; acting as a preventive and cure for Bilious, Remittent, Intermittent, Typhoid Fevers, and Fever and Ague. Upon the healthy action of the Stomach and Liver depends, almost wholly, the health of the human race.

DYSPEPSIA. It is for the cure of this disease and its attendants, SICK-HEADACHE, NERVOUSNESS, DESPONDENCY, CONSTIPATION, PILES, &c., that these Pills have gained such a wide reputation. No remedy was ever discovered that acts so speedily and gently on the digestive organs, giving them tone and vigor to assimilate food. This accomplished, the NERVES are BRACED, the BRAIN NOURISHED, and the BODY ROBUST. Try this Remedy fairly and you will gain a Vigorous Body, Pure Blood, Strong Nerves, and a Cheerful mind.

Price 25c. 35 Murray St., N. Y.

TUTT'S HAIR DYE. GRAY HAIR OR WHISKERS changed to a GLOSSY BLACK by a single application of this DYE. It imparts a Natural Color, and acts Instantaneously. Sold by Druggists, or sent by express on receipt of $1. Office, 35 Murray St., New York. dem&eow&w

STAKE AND WARD REPORTS.

We are now prepared to furnish President of Stakes with the necessary Blank Forms for their Reports.

STAKE REPORTS, 5 cts. per copy.
WARD " 35 cts. per doz.

Mailed on receipt of price.

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CASH.

CASH PAID FOR CLEAN, ALL WOOL Rags, delivered at this Office. 74d sw & w

ARRIVALS AND DEPARTURES OF MAILS.

ARRIVALS.

East—Through mail daily	8.40 p.m.
Alta, daily	5 00 p.m.
Parley's Park, Big Cottonwood and Wanship, Tuesdays, Thursdays and Saturdays	5 00 p.m
Park City, daily except Sunday	5 00 p.m
Summit and Wasatch counties, Tuesdays and Thursdays	1 40 p.m.
ch county, Tuesday Thursday and Saturday	8 40 p.m.
organ county, daily	8 40 p.m.
North—Davis county, daily	11 40 a.m
Weber county, daily	8 40 p.m
Ogden, semi-daily, 11 40 a.m. and	8 40 p.m.
Cache and Box Elder counties, daily	8 40 . .
Corinne and Kelton, daily	11 40 a.m
Idaho and Montana, daily	8 40 p.m
Boise City and Idaho City, daily	11 40 a.m
West—Nevada, California, Oregon, etc.	11 40 a.m
Ophir, Tooele, Stockton, Jacob City, &c.	2 30 p.m.
Bingham Canyon, daily	6 30 p.m.
South—From Beaver and intermediate points, daily	5 50 p.m.
Picche, Star and San Francisco districts, daily	5 50 p.m.
St. George and points south of Beaver, alternate days	5 50 p.m
Sanpete and Sevier counties, daily, except Sundays	6 00 p.m
Cedar Valley, Fairfield and Tintic mining district, Tuesdays, Thursdays and Saturdays	5 00 p.m.

DEPARTURES.

East.—Through mail, daily	6 30 a.m.
Alta, daily	6 00 a.m.
Parley's Park, Big Cottonwood and Wanship, Mondays, Wednesdays and Fridays	7 00 a.m.
Park City, daily, except Sunday	7 00 a.m.
Summit and Wasatch counties, Mondays and Fridays	6 30 a.m.
Rich county, Mondays, Wednesdays and Fridays	6 30 a.m.
Morgan county, daily	6 30 a.m.
North.—Davis county, daily	3 30 a.m.
Weber county, daily	6 30 a.m.
Ogden, semi-daily 3 30 p.m. &	6 30 a.m.
Cache and Box Elder counties, daily	6 30 a.m
Corinne and Kelton, daily	3 30 p.m.
Idaho and Montana, daily	6 30 a.m.
Boise City and Idaho City, daily	3 30 p.m.
West.—Nevada, California, Oregon, etc., daily	3 30 p.m.
Ophir, Tooele, Stockton, Jacob City, etc., daily	6 30 a.m
Bingham Canyon, daily	6 30 a.m.
South.—Beaver and intermediate points, daily	6 30 a.m.
Picche, Star and San Francisco districts, daily	6 30 a.m.
St. George and points south of Beaver on alternate days	6 30 a.m
Sanpete and Sevier counties, daily, except Saturdays	6 30 a.m
Cedar Valley, Fairfield and Tintic mining districts, Tuesdays, Thursdays and Saturdays	6 30 a.m.

OFFICE HOURS.

General Delivery open from 6 a.m. to 6 p.m. Sundays, 9.30 to 1.30 p.m. Money Order and Register Department, from 9 a.m. to 6 p.m. Outside door open from 6 a.m. to 10 p.m.

EVENING NEWS.

Thursday, Jan. 20, 1881.

MR. DARWIN'S LATEST DISCOVERIES.

At the age of 71 Mr. Darwin has just produced another, which is not less interesting and curious than its predecessors, and which, it cannot be doubted, is destined to mark an era in biological science. The drift of much of his recent labors has been to break down the sharp divisions supposed to exist between the animal and vegetable kingdoms. Plants and animals are, in his pages, brought under the operation of the same great laws. Most of the fancied peculiarities of the latter are shown to be shared by the former. Plants move; they are sensitive; they have appetites; they are carnivorous. We learn from this new book how they sleep, how certain leaves like beasts of prey, rise in the evening and sink in the morning, and how there are plants which take pains to avoid intense light. He demonstrates that plants and animals have acquired habits of moving at stated periods, and that many of the actions of the former closely resemble the unconscious movements of the latter. The tips of the radicles of plants are so sensitive; their influence on all adjoining parts is so great, that, Mr. Darwin tells us, they act like the brains of the lower animals. What strange revelations of functions may we not expect as these investigations proceed, when we learn that the momentary touch of a piece of raw beef will cause a leaf of a carnivorous plant which has been motionless for hours to curve? "The Loves of the Plants," as magniloquently sung by Mr. Darwin's grandfather, do not seem so fabulous and fanciful after all, when the latent and subtle capacities of the vegetable world are disclosed by the grandson. In short, Mr. Darwin has shown, to the discomfiture of old notions, that unity reigns where it was imagined there were diversity and confusion. His latest book, "The Movements of Plants," continues the investigations described in "Movements and Habits of Climbing Plants," and helps to complete the revolution which Mr. Darwin has for years been working in the domian of botany.

His methods of observation are curious and ingenious; they are similar to those which chemists and physicists have employed, but which it was left for Mr. Darwin to prove could be applied with signal success to plants. Sometimes the subjects on which he experimented were protected from the light; at other times the light was admitted from one side, or from above. A glass filament of inappreciable weight was delicately attached to a part of the plant to be observed, and a minute bead was cemented thereto. The movements of the latter relatively to a black dot on a bit of card placed at hand were magnified and faithfully recorded. In this way and in others, Mr. Darwin was able to note the smallest motions of the radicles of seeds, or flower stems. One interesting class of observations was directed to the so-called sleep of plants,—a phenomenon noted so long ago as the time of Pliny and described by Linnæus in his *"Somnus Plantarum,"* and the subject of many modern monographs, but never so clearly analyzed and explained as it is by Mr. Darwin. His plan of observation was to keep the plants awake, or, speaking less figuratively he tied down the leaves of plants subject to periodical movements to prevent them from assuming their normal vertical position at night. Curious and decisive results were obtained from these experiments, conducted apparently with unique care: the leaves pinned out horizontally were frost-bitten in a temperature which was not injurious to the free leaves which were allowed to go to sleep. In short it was demonstrated that the natural vertical positions of the leaves protected them in some degree from the effects of radiation and cold and the working of a beautiful law, which is, as Mr. Darwin says, "a question of life and death" in the economy of the plant, was revealed with new precision. Study of the movements by night of plants, pursued in this thorough fashion, tended to show the operation of simple and all-pervading principles. For instance, one kind of plants, the leaves of which stand almost horizontally during the day and hang down vertically at night, did not observe the ordinary law when kept in a hall lighted only from the roof; the sufficient explanation was that plants do not sleep at night unless they are bathed in light during the day. Mr. Darwin's observations were continued through the 24 hours, and they revealed the fact that there is no rest for the sleeping plants, but that day and night the leaves are in motion. The well-known sensitiveness of certain plants to light has also been examined and illustrated by Mr. Darwin in a new and striking manner, and by means of experiments of much ingenuity. The exquisite machinery of the human eye is the subject of much admiration; but he has found that vegetable organizations, such as the seedlings of the *Phalaris canariensis*, can detect differences in light which are not appreciable by that organ. They will follow sympathetically the smallest point of light. When Mr. Darwin capped young cotyledons with glass tubes unpainted, they showed their sensitiveness to light, while those from which light was excluded by means of opaque caps, remained vertical. Mr. Darwin's rich and varied observations have proved that light acts on plants, especially certain parts of them, in much the same way as it does on the nervous system of animals, and that it is an agency of unsuspected importance in the economy of the former.—*English Paper.*

A Peculiar Case.

A singular lawsuit has been commenced in France. At Toulouse, on the night when the Jesuits were to be expelled, the door of their retreat was found barred and locked. The police did all they could, but their efforts were unavailing. It was easy to find a locksmith, but it was not easy to get him to work. The Jesuits of Toulouse were popular, and the middle classes had almost a superstitious dread of taking any definite part in their expulsion. The chief locksmith in town declined the job, but eventually picked the lock, and the police got in and the Jesuits were turned out. Since that night the locksmith, who had a very good business before, has lost all his clients. They have deserted his shop and patronized his rival, and have told him so in so many words the cause of their conduct. He protested, but it was no use to protest, and now he has sought the tribunals to protect him from the consequences of what they compelled him to do.

The Starry Heavens in 1881.

All star gazers will have plenty of phenomena in the heavens to occupy their attention for the next twelve months. The sky will not present such brilliant pageants again this century. There will be a remarkable series of conjunctions, and double and triple conjunctions. The most interesting of these is the great twenty-year conjunction of Jupiter and Saturn in April. This conjunction is one of the astrological of the astrologers. As it occurs in the sign Taurus, which they say rules Turkey and Ireland, they feel safe on account of recent occurrences in predicting very momentous effects in those countries from the conjunction. There will also be conjunctions of Jupiter and Mars, Venus and Jupiter, Saturn and Venus, and the far away giants Uranus and Neptune will play a part in this remarkable planetary levee. Venus will reach her greatest brightness in the spring, and will be so brilliant as to be visible at noonday. Her delicate crescent will be a favorite object in the amateur astronomer's telescope. Saturn will open still wider its wonderful rings, and will be one of the chief attractions of the evening sky for several months. Jupiter will not loose much of its present brilliancy before he becomes a morning star in April. Mars will begin to brighten in the latter part of the year, and then his snowy poles and shadowy continents will again become the admiration of those who gaze through telescopes. In short, there will be no end of attractions in the starry heavens, and all the prognostications of the soothsayers will not be able to darken the sky of 1881.—*New York Star.*

Bismarck's Coolness.

About 35 years ago, when the German Chancelor was only plain Otto von Bismarck, a Pomeranian 'squire and Inspector of Dykes, he went out one day snipe-shooting with a friend on some marshy land, into which his companion, a stout, heavy man, suddenly sank up to his armpits. Vainly struggling to extricate himself, the gentleman shouted for help, and, seeing Herr Bismarck approach him very slowly and cautiously, apparently still looking out for the rising of some stray snipe, piteously appealed to him to "leave the confounded snipe alone and pull him out of the abominable swamp, into which he had sunk so deeply that its slime was all but in his mouth!" "My dear friend," replied Bismarck, with the utmost calm, "you will certainly never get out of that hole. Nobody can possibly save you. I'll save you the agony of suffocation by putting a charge of shot into your head. Thus will you die at once more swiftly and more respectably." Stimulated to superhuman effort by the imminent peril menacing him, the unlucky sportsman contrived to wriggle out of the mud on all fours, and when he had recovered his feet broke out into a storm of vehement reproach. Herr Bismarck listened to him with a sardonic smile, merely observing: "Can't you see how right I was, after all? Every man for himself!" and turning his back on his infuriate companion coolly walked away in search of more game.

Wei De Meyer's CATARRH CURE. Unquestionably the most important medical discovery since vaccination. A remedy which assimilates with the mucous membrane and forms not only local, but a permanent and final cure at any stage. One package generally suffices. Delivered by Druggists or by D. B. DEWEY & CO., 48 Dey Street, N. Y., $1.50 complete. Treatise and remarkable testimonials by the cured, mailed free. The afflicted can refer to:

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SHELDON COLLINS, Baldwin's Hotel, San Francisco;
Miss MARCHY E. RANKER, 494 Clark St., Chicago;
Mrs. M. E. SHENEY, 3022 Savannah St., St. Louis;
MILLE AIMEE, Opera Prima Donna;
PAUL BOYNTON (the Swimmer), Flushing, L. I.;
SAM'L BENEDICT, 607 Broadway, N. Y.;
Rev. C. H. TAYLOR, 140 Noble St., Brooklyn, N. Y.;
Dr. F. M. CLARK, 8 Montgomery St., San Francisco;
Rev. GEO. E. PRATT, St. Stephens Church, Phila.;
Rev. O. B. JONES, New Brighton, N. Y.; &c.
A real cure for Catarrh for $1.50!
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THE "LITTLE DETECTIVE," A Family Scale for $3.00, Nothing Equal to it sold for less than $8 to $12. WEIGHS FROM 1-4 OZ. TO 25 LBS.,

—MADE BY— Chicago SCALE Co.,

Over 300 Different Varieties manufactured. Equal to the Very Best, and Sold at less than Half Usual Prices.

2-ton Wagon Scales, - - - - $45
4-ton " " " - - - 60
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