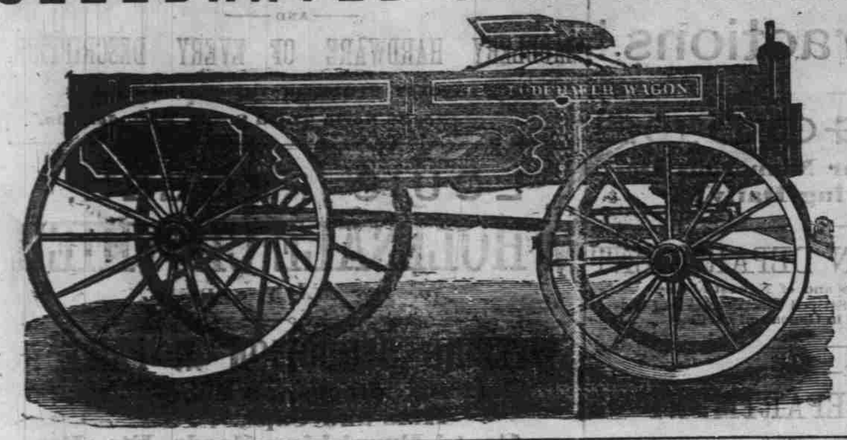
TRY THE CELEBRATED STUDEBAKER



UTAH CENTRAL RAILWAY.

TIME TABLE NO. 1.

TO TAKE EFFECT JULY 20th, 1881.

GOING SOUTH.

No. 7. FREIGHT.	No. 5. FREIGHT.	No. 3. PASSENGER	No. 1. PASSENGER	Distance. MILES.	Fare	STATIONS.
						....Ogden....
Lv 3.20 pm	Lv 6.40 am	Lv 6.15 pm	Lv 10.10 am			....Summit....
" 4.03 "	" 7.20 "	" 6.39 "	" 10.34 "	8	.45	....Kaysville....
" 4.35 "	" 7.53 "	" 7.03 "	" 10.55 "	16	.85	....Farmington....
" 5.05 "	" 8.25 "	" 7.18 "	" 11.09 "	22	1.20	....Centreville....
" 5.30 "	" 8.45 "	" 7.28 "	" 11.20 "	26	1.40	....Woods Cross....
" 5.45 "	" 8.57 "	" 7.31 "	" 11.26 "	28	1.50	....Salt Lake....
Ar 6.30 "	Ar 9.40 "	Ar 7.35 "	Ar 11.50 "	37	2.00	
		FREIGHT.				
		Lv 7.00 am	Lv 2.00 pm	37		....Salt Lake....
		" 7.30 "	" 2.23 "	43	2.30	....Morgan....
		" 7.50 "	" 2.28 "	44	2.35	....Germania....
		" 8.05 "	" 2.34 "	46	2.45	....Lovendahl's....
		" 8.15 "	" 2.43 "	49	2.55	....Junction....
		Ar 8.30 "	" 2.48 "	50	2.70	
		Lv 9.15 "				....Sandy....
		" 9.35 "	" 3.00 "	54	2.90	....Draper....
		" 11.00 "	" 3.40 "	63	3.65	....Lehi....
		" 11.15 "	" 3.50 "	71	3.80	....American Fork....
		" 11.30 "	" 4.00 "	74	3.95	....Pleasant Grove....
		Ar 12.20 pm	" 4.30 "	85	4.50	....Provo....
		Lv 12.40 pm				
		" 1.03 "	" 4.44 "	90	4.80	....Springville....
		" 1.35 "	" 4.58 "	95	5.10	....Spanish Fork....
		" 2.00 "	" 5.20 "	103	5.50	....Payson....
		Ar 2.30 "	" 5.35 "	108	5.75	....Santaquin....
		Lv 2.50 "				
		" 3.45 "	" 6.07 "	120	6.40	....Mona....
		" 4.23 "	" 6.29 "	128	6.85	....Nephi....
		Ar 5.30 "	Ar 7.05 "	144	7.60	....Juab....
			MIXED.			
			Lv 7.35 pm	142		....Juab....
			" 8.15 "	151	8.05	....Mills....
			" 9.40 "	167	8.90	....Lemmington....
			" 11.05 "	185	9.90	....Riverside....
			" 11.45 "	194	10.35	....Deseret....
			" 1.15 am	213	11.35	....Neels....
			" 3.35 "	241	12.85	....Black Rock....
			Ar 5.30 "	263	14.00	....Milford....
			Lv 6.30 "			
			Ar 8.30 "	290	15.00	....Frisco....

GOING NORTH.

Fare	Distance. MILES.	No. 2. PASSENGER	No. 4. PASSENGER	No. 6. FREIGHT	No. 8. FREIGHT.
15.00	340	Ar 5.20 pm	Ar 8.40 am	Ar 11.10 am	Ar 3.15 pm
14.60	272	Lv 4.58 "	Lv 8.18 "	Lv 10.34 "	Lv 7.40 "
14.20	264	" 4.35 "	" 7.55 "	" 9.54 "	" 7.03 "
13.85	253	" 4.21 "	" 7.41 "	" 9.29 "	" 6.38 "
13.65	254	" 4.10 "	" 7.30 "	" 9.09 "	" 6.00 "
13.55	252	" 4.04 "	" 7.24 "	" 8.57 "	" 5.45 "
13.00	243	" 3.40 "	" 7.00 "	" 8.10 "	" 5.00 "
				FREIGHT.	
	243	Ar 10.00 am	Ar 5.25 pm	Ar 5.25 pm	
12.70	237	Lv 9.37 "	Lv 4.55 "	Lv 4.55 "	
12.65	236	" 9.32 "	" 4.25 "	" 4.25 "	
12.55	234	" 9.27 "	" 4.15 "	" 4.15 "	
12.35	231	" 9.19 "	" 4.00 "	" 4.00 "	
				Ar 3.50 "	
12.30	230	" 9.15 "	Ar 3.25 "	Ar 3.25 "	
12.10	226	" 9.00 "	Lv 3.00 "	Lv 3.00 "	
11.35	212	" 8.19 "	" 1.40 "	" 1.40 "	
11.20	209	" 8.07 "	" 1.25 "	" 1.25 "	
11.05	206	" 7.55 "	" 1.10 "	" 1.10 "	
10.50	195	Lv 7.28 "	Lv 12.20 pm	Lv 12.20 pm	
		Ar 7.05 "	Ar 11.45 am	Ar 11.45 am	
10.20	190	" 6.51 "	Lv 11.22 "	Lv 11.22 "	
9.90	187	" 6.38 "	" 11.00 "	" 11.00 "	
9.50	177	" 6.16 "	" 10.22 "	" 10.22 "	
				" 10.00 am	
9.25	172	" 6.03 "	Ar 9.40 am	Ar 9.40 am	
8.00	160	" 5.30 "	Lv 8.45 "	Lv 8.45 "	
8.15	152	" 5.08 "	" 8.07 "	" 8.07 "	
7.40	138	" 4.30 "	" 7.00 "	" 7.00 "	
		MIXED			
	138	Ar 4.00 am			
6.55	129	Lv 3.15 "			
6.10	113	" 1.50 "			
5.10	95	" 12.25 "			
4.45	86	" 11.45 pm			
3.55	67	" 10.15 "			
2.20	39	" 7.35 "			
		" 6.10 "			
1.00	17	Ar 5.15 "			
		Lv 4.00 "			

No. 1 Train, Freight, leaving Salt Lake City at 7 a. m., will connect with the B. C. R. R. at Junction for Bingham; also with the W. & J. V. R. R. at Sandy for Alta, and will run on Sundays between Salt Lake and Sandy, until further notice.

No. 1 Train connects with the stage at Nephi for San Pete and Sevier Valley; at Juab for Fillmore and Millard County; also at Milford with stage for Southern Utah.

No. 2 Train, leaving Salt Lake City at 4 p. m., will connect with the Utah and Northern Railway at Ogden for all points North; also with the Union Pacific Railway for Pez City, and the Central Pacific Railway for the West.

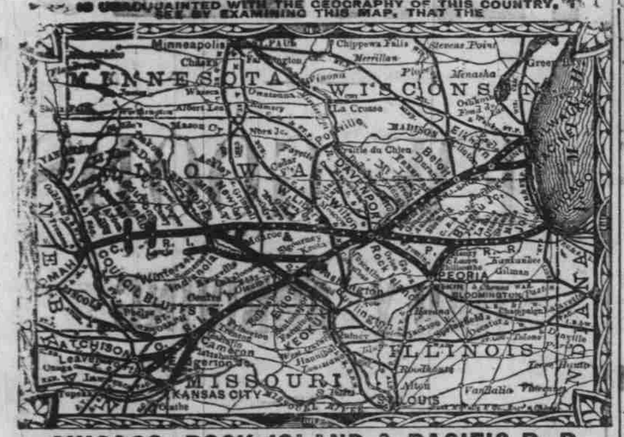
No. 4 Train, leaving Salt Lake City at 7 a. m., will connect with the Union Pacific Railway at Ogden for Pez City and the East.

Nos. 1, 2, 3 and 4, Passenger Trains, will be Run Daily. Nos. 3, 4, 5, 6, 7 and 8, Freight Trains, will be Run Daily, Sundays Excepted.

FRANCIS COPE, Gen'l Fr't and Pass. Ag't. 1604 — JAMES SHARP, Ass't Gen'l Sup't. — JOHN SHARP, Gen'l Superintendent

A MAN

IF YOU ARE UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, IT WILL BE SEEN 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, Tonnesco, 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, Bloomfield, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City; Nevada to Shenandoah, Oakland, Missouri Valley, Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldora, Chauncey, Rome, Mediapolis, Oakaloosa, 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, Iowa, Missouri, at our magnificent Dining Cars that accompany all Through Express Trains. You get an entire meal, cooked and served in any first-class hotel for ~~twenty-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 the), we are pleased to announce that the celebrated new Pullman Palace Sleeping Cars for sleeping purposes, and Palace Smoking 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 C. R. I. & P. CONNECTIONS OF THE GREAT CHICAGO LINE ARE AS FOLLOWS:

At CHICAGO, with all diverging lines for the East and South.

At ENGLEWOOD, with the I. 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.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & Mo. 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., Kan. C. & N.-W. R. Rds.

At CAMERON, with H. St. J. R. R.

At LAWSON, with A. T. & S. F., 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, LEAVENWORTH, ATCHISON, and KANSAS CITY, without change.

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, General Superintendent. — E. ST. JOHN, Gen'l Tkt. and Pass'r Agt., Chicago, Ill.

ASTHMA Quickly and Permanently CURED

Dr. Stinson's Asthma Remedy is unequaled as a positive Alterative and Cure for Asthma and Dyspepsia, and all their attendant evils. It does not merely afford temporary relief, but is a permanent cure. Mrs. B. F. Lee, of Belmore, O., says of it: "I am surprised at the speedy effects of your remedy. It is the first medicine in six years that has loosened my cough, or given me sufficient rest to sleep all night without coughing." If your druggist does not keep it, send for treatise and testimonials to Dr. R. H. Stinson & Co., 853 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	10.30 a.m.
Mixed	5.00 p.m.
Freight	8.30 a.m.
ARRIVE.	
Daily Express	5.15 p.m.
Mixed	6.40 p.m.
Freight	3.15 p.m.

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern R'way, or points in Northern Utah, Idaho and Montana, and with Utah Central R'way at 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 towns and pleasure resorts in Colorado.

At Sidney with a daily line of super-b 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 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, General Ticket Agent, Omaha.

G. H. CLARK, Gen'l 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 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 9.30 a.m.; Harrisburg 11.45 a.m.; Philadelphia 4.00 p.m.; New York 6.45 p.m.; Boston 6.15 a.m.; Baltimore 6.30 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.

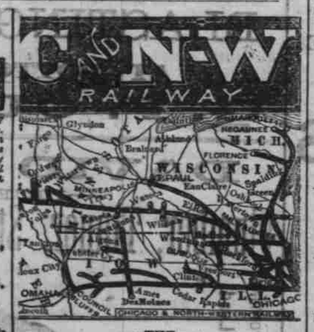
9.10 p.m. Night Express Except Sunday. With Drawing Room Sleeping Cars. Reaches Pittsburg 7.30 p.m.; Harrisburg 3.50 a.m.; Baltimore 7.45 a.m.; Washington 9.05 a.m.; Philadelphia 6.00 a.m.; New York 10.35 a.m.; Boston 8.40 p.m. Through Baltimore and Washington Sleeping Car on this line.

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.

C. AND N-W RAILWAY



—THE— Chicago & North-Western RAILWAY

is the Oldest Best Constructed Best Equipped and hence the

LEADING RAILWAY —OF THE— WEST AND NORTHWEST!

It is the Short, Sure and Safe Route between

COUNCIL BLUFFS —AND— CHICAGO, MILWAUKEE

And all points East, such as Niagara Falls, New York, Philadelphia, Boston, Washington, Baltimore, Pittsburgh, Montreal, Toronto, Detroit, Cleveland.

At Council Bluffs the Trains of the Chicago & North-Western and the U. P. R'ys depart from, arrive at and use the same joint Union Depot.

At Chicago, close connections are made with the Lake Shore, Michigan Central, Baltimore & Ohio, Ft. Wayne and Pennsylvania, and Chicago & Grand Trunk R'ys, and the Kankakee and Pan Handle Routes.

PULLMAN PALACE DRAWING-ROOM CARS Are run on all through trains on this road.

It is the Only Road Between COUNCIL BLUFFS and CHICAGO Upon which is run the celebrated

PULLMAN HOTEL DINING CARS

Insist upon Tickets Agents selling you tickets via this route. Take no other, but your tickets, and see to it that they do not read over the Chicago & North-Western Railway.

If you wish the Best Traveling Accommodations you will buy your Tickets by this Route. IT IS THE ONE AND WILL TAKE NONE OTHER.

All Ticket Agents sell Tickets by this Line. MARVIN HUGHITT, Gen'l V.P. and Gen'l Manager, Chicago.

FOR SALE. UNIVERSITY LETTER PAPER AT DESERET NEWS OFFICE.

Wednesday, - - Nov. 9, 1881.

CITY COUNCIL.

Proceedings at the City Council, Tuesday evening, November 8th, 1881, Mayor Little, presiding:

A petition was submitted from Feramorz Little, J. E. Dooly and four other property owners upon the south side of Second South, between East and West Temple Streets, asking that the grade of the sidewalk fronting their properties be brought to the established grade and graveled at the expense of said property owners. Granted.

On motion, the Supervisor of Streets was instructed to make estimates of the cost of graveling the sidewalks on both sides of Commercial Street, on the south side of First South, between First and Second West Streets, and the south side of Second South, between East and West Temple Streets, and report to the Council.

A communication from George A. Meears, addressed to the chairman of the committee on improvements, was submitted, setting forth that he had noticed some time since, that the matter of placing street lamps on the State Road, between Second and Third South streets had been referred to the committee on improvements. That he had learned, incidentally, that the Council understood that the property owners upon said street expected the establishment of gas lamps, but that knowing the expense attendant upon the introduction of gas, he wished to inform the Council they did not expect any immediate favorable action on that basis. They merely expected, and would be satisfied with the old fashioned coal oil lamps, and the communicant asked the Council to grant this request, and accommodate not only those residents upon said block, but the many pedestrians who now blunder blindly along this important thoroughfare. The communication was received and action thereon deferred until arrangments can be perfected for the extension of the gas mains upon said street.

A petition was presented from St. Mark's Hospital, signed by R. M. Kirby, secretary, asking the Council to remit the license fee charged for the use of water flowing through the city mains and used by said hospital for household purposes and sprinkling a lawn. The petitioner represented that this request was based upon the ground that the St. Mark's Hospital, a corporation acting under the laws of this Territory, was largely charitable in its character and that it put in its own service pipes for a distance of one block. The petition was received and the use of water for hospital purposes granted free of charge for one year.

H. J. Clawson petitioned for the privilege of using a portion of the street and sidewalk on First South street, between East Temple and First East streets, upon which to place building material. Granted for thirty days, under the usual restrictions.

Cook & McKinney petitioned for an auctioneer's licence, to do business at No. 169, East Temple street, for the term of three months from the 10th day of November, 1881, under the ordinance relating to auctioneers' licenses. Granted.

Gierisch Bros. petitioned for the transfer of the unexpired portion of their fresh meat and water licenses to Messrs. William Vier and Chas. Caldwell. Granted.

The city auditor, in accordance with the law governing the matter, reported the condition of the sinking fund, provided for the payment of interest and the final redemption of the canal bonds, giving a detailed account of the revenue collected for the six months ending October 31st, 1881, and setting aside one-fifth of said revenue, amounting to $5,760.72, to the sinking fund. Report received and the amount named ordered to be placed in the sinking fund, as required by law.

Alderman Pyper presented his report of the Police Court for the month ending October 31st, 1881, showing: Cases tried, 79; cases dismissed, 6; cash fines, $603.25; labor fines, $173; total of cash and labor for month, $776.25. Approved and placed on file.

The chief engineer of the fire department submitted a statement of the street sprinkling fund for the season of 1881, showing: Total collection, $2,283.42; expenses incurred, $2,027.07; paid treasurer, $256.35. Referred to the committee on fire department.

The committee on construction of the Jordan and Salt Lake City Canal, reported that $1,101.61, had been expended on the various accounts connected with said canal, during the month of October, 1881. Adopted and placed on file.

The committee on streets and alleys, to whom was referred the petition of the Denver and Rio Grande Western Railway Company, asking the use of certain streets whereon to construct a temporary track for the transportation of ties and other material to be used in the construction of their railroad south of the city, reported that they had visited the locality indicated in the petition, and that having examined into the matter they would recommend the granting of the petition, under the direction of the supervisor of streets. Adopted.

The committee on construction of the Jordan and Salt Lake City Canal, to whom was referred the petition of the Denver and Rio Grande Western Railway Company for the right of way over the city's right of way for its canal through the Jordan Narrows, reported that in company with Mr. Lowe, vice-president of the road, and Mr. Burgess, chief engineer, they had visited the locality and found, as set forth in the petition, that said railroad survey runs along the embankment of the Jordan and Salt Lake City Canal a distance of nearly one mile, and that said committee and the representatives of said railway company had effected a compromise of $5,000 for said right of way, to be paid by said company to the corporation of Salt Lake City, subject, however, to ratification by the City Council. The committee therefore recommended that the right of way for said railroad be granted over and along the embankment of the city canal through the Jordan Narrows for the consideration named above, the proper documents conveying the right of way to be legally drawn up and the conditions therof mutually agreed upon. Adopted.

The bill of the city collector of dog tax for the month of October, viz. $16, was allowed.

The bill of David James for two Fire on the Hearth stoves for City Hall, and furnishings complete, viz. $180.50, was allowed.

Alderman Sheets, chairman of the committee on irrigation, reported in relation to the verbal petition of certain farm owners in the vicinity of Liberty Park, representing that the cost of cleaning out the mill race, etc., would be about $150, and recommended that the city pay $100, and the other parties interested $50, which amount would suffice to place the ditch in proper running order.

On motion the verbal report was received, and the city watermaster was authorized to expend the proportion of the total amount named for the improvement, which the city, as an individual owner of property, may be required to pay towards the cleaning out of said ditch.

The sum of $1,750 was appropriated to pay six months interest upon a composition note for $50,000, in the hands of Thomas Worrall, of Omaha.

Adjourned for one week.

NOTICE.

In the Probate Court in and for Salt Lake County, Territory of Utah.

IN THE MATTER OF THE ESTATE OF MARY M. NORTH, DECEASED.

PURSUANT TO AN ORDER OF SAID Court in said matter, notice is hereby given that Monday the 14th day of November, A. D. 1881, at 10 a.m. of said day, at the County Court House in Salt Lake City, has been appointed by said Court the time and place for hearing of a petition of George M. Scott praying that a certain document therewith filed, purporting to be the last will and testament of Mary M. North, deceased, be admitted to probate, and that letters testamentary be issued to petitioner, at which time and place all persons interested may appear and oppose the probate of said will.

Dated Salt Lake City, October 25th, 1881.

D. BOCKHOLT, Clerk of Probate Court, Salt Lake County, U. T.

d 238 td

"Q. L. C." WILLIAMS' LIGHTNING CURE!

Universally acknowledged to be the Best Family Medicine of the Age!

THOUSANDS TESTIFY TO ITS WONDERFUL CURATIVE POWERS!

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PREPARED BY W. H. WILLIAMS, Corner of First and East Sts., Ogden.

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BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

FOREIGN.

Bismarck's Antecedents.

BERLIN, 8.—The *Post* publishes an article which causes considerable sensation. After announcing that Bismarck will return to Berlin in the course of a week to report to the Emperor in regard to the future Constitution of the government, in view of results of the elections, it proceeds as follows: "We hear that Prince Bismarck has expressed himself weary of being made to bear all the wickedness, calumny and envious suspicions of 45,000,000 people. According to the principles of parliamentary government, the majority ought always to assume succession to office of the Imperial Chancellor. At the same time the progressists and members of the centre party, although able to combine for the purpose of opposition, are not capable of governing in concert. As it is impossible to govern Prussia on a monarchial system, and at the same time on the principles of the progressist party, the Chancellor's successor, in choosing between the centre party and the progressists, would have no other alternative but to decide in favor of the former, and endeavor to form a government in the majority with the co-operation of Catholics. The struggle waged for years by Bismarck against the centre party renders it apparent that persons who have taken no part therein are more fitted for the task of forming the government than the Chancellor, who thought he could carry on the conflict with the support of the formerly great liberal party, but was compelled to abandon it, when, on the failure of the negotiations with Von Bennigsen, the liberals left them in the lurch. The leadership having been allowed to pass into the hands of more radical elements, the liberal party path, which the government kept in view up to 1877, became closed against them for new paths, which must be struck out. The responsibility had better pass to a statesman who does not possess Bismarck's antecedents."

Satisfactory Assurances.

The *Kreuze Zeitung* says: The meeting of the Emperor Francis Joseph and King Humbert were made the subject of diplomatic communication. The representatives of Italy and Austria were empowered to give the respective governments to which they are accredited identical and most satisfactory assurances in regard to the interview.

Rescued.

LONDON, 8.—Another boat containing 27 persons from the Dutch steamer *Konig Der Nederlander*, foundered on her voyage from Batavia to Amsterdam, was picked up, and the survivors landed at Dondra head. Four boats with 129 persons are still missing. They have now been a month on the Indian Ocean, and their provisions must be exhausted.

Gladstone's Escort.

Precautions continue to be taken for Gladstone's safety. Leaving Howarden for London to-day, Gladstone was escorted to the train by two constables.

Ireland.

DUBLIN, 8.—The police took down the names of all who entered the new rooms of the Ladies Land League, Monday, with a view to prosecution.

In view of the great expense involved, there will be only three more sub-commissioners under the land act for the present. Nine additional commissioners are appointed for one year only, the government believing that by the expiration of that time undue pressure of work will be removed.

Despite the suppression of the Land League, several local branches continue to meet secretly. A circular has been issued to the police, instructing them to report all meetings proposed to be held for League purposes, though held ostensibly for another object, with a view to the arrest of the participants. The executive is considering what to do in regard to the Ladies' League.

Parnell writes a report, printed in the *Freeman's Journal*, of an interview between him and two prominent members of the Home Rule League on Saturday, which is almost wholly inaccurate and misleading.

That was a happy suggestion of our friend Jones' four-year-old hopeful, who instantly prescribed St. Jacobs Oil for his grandmother, who was limping around with rheumatism.

AYER'S CHERRY PECTORAL,

For Diseases of the Throat and Lungs, such as Coughs, Colds, Whooping Cough, Bronchitis, Asthma and Consumption.

The few compositions which have won the confidence of mankind and become household words, among not only one but many nations, must have some extraordinary virtues. Perhaps no one ever secured so wide a reputation, or maintained it so long as this. AYER'S CHERRY PECTORAL. It has been known to the public about forty years, by a long continued series of marvelous cures, that have won for it a confidence in its virtues, never equaled by any other medicine. It still makes the most wonderful cures of Coughs, Colds, Consumption, that can be made by medical skill. Indeed, the CHERRY PECTORAL has really robbed these dangerous diseases of their terrors to a great extent, and given a feeling of immunity from their painful effects, that is well founded, if the remedy be taken in season. Every family should have it in their closet for the ready and prompt relief of its members. Sickness, suffering, and even life is saved by this timely defense. The prudent should not neglect it, and the wise will not. Keep it by you for the protection it affords by its early use in sudden attacks.

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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. Nevermore 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. THAT HAIR OR WHISKERS changed to a GLOSSY BLACK by a single application of this dye. It imparts no injurious ingredients, and is sold by Druggists, or by express, on receipt of $1. Office, 35 Murray St., New York.

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WEDGE TENTS,

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WALL TENTS.

All Wall Tents are made of 10 oz. Duck, Triple Sewed, Ropes Sewed in Eaves, Two Extra Long Guy-Ropes from Top of Ridge Pole, Front and Rear, and all complete with Poles and Pins.

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Which Contractors say are worth double any other.

Besides my Usual Supply of Plows, Wagons, Barb Wire, Wagon Stock,

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Which I will Sell for the next 30 days, Cheaper than ever before, to close them out before Winter.

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WITH OR WITHOUT RESERVOIR AND CLOSET.

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MARSHALL'S BUCHU BALSAM & DUPLICATE KIDNEY PADS.

A household remedy. Warranted to cure and remove all of those symptoms peculiar to woman commonly known under the name of Female Complaints, Nervous Debility, Indigestion, Palpitation of the Heart, Chronic Liver and Kidney Complaints, etc. Kidney Pads accompany each bottle, with full directions for duplicating them. They are used with perfect satisfaction upon the back, side, breast, over the lungs and heart in chronic cases where you have doctored and doctored in vain.

Use Marshall's Buchu Balsam and Compound Wahoo Syrup, and a cure is certain. Address orders to DR. S. MARSHALL, Agents Z. C. M. I. Drug Department. P. O. Box, 270.

And Your Days Shall be Long in the Land the Lord thy God Giveth Thee.

MARSHALL'S COMPOUND WAHOO SYRUP.

Is the most certain and speedy cure for Dyspepsia, Indigestion, Palpitation of the Heart, Nervous Debility, Female Complaints, Chronic Liver and Kidney Complaints, Rheumatism, etc. The Wahoo Syrup is anti-bilious, it stimulates the internal organs to healthy action, changes the secretion, purifies the blood, and gives a new lease of life. Wahoo is the great corrective and invigorator of the whole system. Old chronic complaints that have defied all other remedies, have and can be cured by using the Wahoo Syrup by using the Buchu Balsam and the Wahoo Syrup together. Address orders to DR. S. MARSHALL, Agents Z. C. M. I. Drug Department. P. O. Box, 270.

Remember! Abstinence and Diet is More Than Half the Battle.

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Is a quick and certain cure for Diphtheria of the most malignant type, and for Canker in all its forms and symptoms, the most common of which are Diphtheria, Quinsey, common Sore Throats, coughs and colds, croup, whooping cough, cramps, cholera, measles, small pox, epidemic fevers, etc. As a household remedy it may be used in every sudden emergency with perfect satisfaction, for breaking and curing fevers it is without an equal. Also for children cutting teeth. It may be given in small or large doses, and repeated as often as the case may require without the least danger of any bad effects. Price 25 cents per bottle. DR. S. MARSHALL, Agents, Z. C. M. I. Drug Department.

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