

Pacific coast by a system of railways is said to have been first given public expression in the Emigrant, a weekly published at Ann Arbor, Mich., from November 18, 1829, to December 1, 1831, during the next ten years followed a period of inattention or neglect. A transcontinental railroad was eagerly agitated in a number of newspapers, magazines and other periodicals in this country and abroad. The time between 1840 to 1850 may be termed the period of agitation and ferment, in which the idea of a railroad across the continent was more vigorously discussed. Asa Whitney, a merchant of New York who had traveled in Europe, China and Japan considerably, was most prominent in urging the project. The aim and object of his life was the building of a railway from Lake Michigan to the Mississippi river on the Pacific coast.

Sectional and local interests soon made their appearance. The project to build a railroad from various localities to the Pacific coast. The wealth and influence of Boston, New York, Philadelphia and Baltimore were all directed to the project. The Pacific railway was made the basis of the business of the Atlantic seaboard. This might be called the era of sectional interests, and was attended by the most persistent opposition of the eastern states. It was that of St. Louis, represented by Thomas H. Benton, who had the reputation of being the ablest legislator in the Missouri legislature in Washington for a livelihood in his declining years.

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It was made a second mortgage, the company being authorized to issue its own bonds to an amount equal to the government bonds. The project was approved by congress in 1852, and the charge for government transportation should be credited to it in liquidation of its bonds, and the government should be allowed to pay the interest on the bonds at a rate of 5 per cent of the net earnings also be applied to the same purpose. The act was subsequently modified so as to allow the company to retain one-half of the charge of transportation on government service as the rest of the same. It also authorized the government to pay the interest on the bonds at a rate of 5 per cent of the net earnings. The whole available capital of the road that was ultimately to cost \$50,000,000 was only \$2,000,000.

It is now generally believed that the liberal offers of congress were inspired in its committee on the Pacific railroads by Daniel Ames of Massachusetts. So-called head-billed was that though doing so immune private business, gaining the affairs of three railroads, he was able to keep the affairs of the railroads in his hands, and to keep the affairs of the railroads in his hands, and to keep the affairs of the railroads in his hands.

PLAN TO MAKE MONEY. The first object of Ames and his associates was to get the railroad across the continent. The project was approved by congress in 1852, and the charge for government transportation should be credited to it in liquidation of its bonds, and the government should be allowed to pay the interest on the bonds at a rate of 5 per cent of the net earnings also be applied to the same purpose.

tion of the Credit Mobilier. The Union Pacific had little or no timber along its line, except some extension of the Platte valley. The project was approved by congress in 1852, and the charge for government transportation should be credited to it in liquidation of its bonds, and the government should be allowed to pay the interest on the bonds at a rate of 5 per cent of the net earnings also be applied to the same purpose.

IMPORTED LABOR EMPLOYED. The project was approved by congress in 1852, and the charge for government transportation should be credited to it in liquidation of its bonds, and the government should be allowed to pay the interest on the bonds at a rate of 5 per cent of the net earnings also be applied to the same purpose.

THINKS SALE WILL COME OFF. The project was approved by congress in 1852, and the charge for government transportation should be credited to it in liquidation of its bonds, and the government should be allowed to pay the interest on the bonds at a rate of 5 per cent of the net earnings also be applied to the same purpose.

WAKE UP. The project was approved by congress in 1852, and the charge for government transportation should be credited to it in liquidation of its bonds, and the government should be allowed to pay the interest on the bonds at a rate of 5 per cent of the net earnings also be applied to the same purpose.

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MUMMY PRESENTED BY REV. H. V. RUMINGE OF CRAWFORD, WHICH DATES BACK AT LEAST TO THE PROLONATE PERIOD. The project was approved by congress in 1852, and the charge for government transportation should be credited to it in liquidation of its bonds, and the government should be allowed to pay the interest on the bonds at a rate of 5 per cent of the net earnings also be applied to the same purpose.

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IN TEN YEARS THE UNIVERSITY WILL HAVE AN ENDOWMENT OF \$300,000. The project was approved by congress in 1852, and the charge for government transportation should be credited to it in liquidation of its bonds, and the government should be allowed to pay the interest on the bonds at a rate of 5 per cent of the net earnings also be applied to the same purpose.

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OF OFFICE HOURS WAS DONE BY ONE OF MY CLERKS. The project was approved by congress in 1852, and the charge for government transportation should be credited to it in liquidation of its bonds, and the government should be allowed to pay the interest on the bonds at a rate of 5 per cent of the net earnings also be applied to the same purpose.

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Hood's Pills advertisement. Stimulate the stomach, cleanse the liver, cure biliousness, etc. Price 25 cents per bottle.

Queen of the Ice Carnival advertisement. Ballot Boxes located at Millard Hotel and Bee Office. My Choice for Queen Polaris.

Advertisement for a contest. The contest is for the Queen of the Ice Carnival. Ballot boxes are located at the Millard Hotel and Bee Office.

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Advertisement for Famous in Foods and Domestic Science. "I am having a delightful time with it (Postum) personally; had two cups of it for breakfast, and have recently converted a cynical friend who said days with me, even try cereal coffee." But she spent several days with me, and DID drink Postum and when she went home ordered some for herself. It is very fine, we think.