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RAILWAY TIME TABLE.

LEAVING OMAHA EAST OR SOUTH BOUND.

C., B. & Q. 5 a. m.—3:40 p. m.
C. & N. W., 6 a. m.—3:40 p. m.
C., R. I. & P., 6 a. m.—3:40 p. m.
K. C., St. J. & C. B., 8 a. m.—3:40 p. m. Arrive at St. Louis at 6:25 a. m. and 7:45 a. m.

WEST OR SOUTHWESTS.

B. & M. in Neb., Through Express, 8:35 a. m.
B. & M. Lincoln Freight.—7:00 p. m.
U. P. Express, 12:15 p. m.
O. & R. V. for Lincoln, 10:20 a. m.
O. & R. V. for Osceola, 9:40 a. m.
U. P. freight No. 5, 5:30 a. m.
U. P. freight No. 9, 8:15 a. m.
U. P. freight No. 7, 6:10 p. m.—emigrant.
U. P. freight No. 11, 8:25 p. m.

ARRIVING—FROM EAST AND SOUTH.

C. B. & Q., 5:00 a. m.—7:25 p. m.
C. & N. W., 9:45 a. m.—7:25 p. m.
C. R. I. & P., 9:45 a. m.—9:05 p. m.
K. C., St. Joe & C. B., 7:40 a. m.—6:45 p. m.
W., St. L. & P., 10:55 a. m.—4:25 p. m.

ARRIVING FROM THE WEST AND SOUTHWEST.

O. & R. V. from Lincoln—12:12 p. m.
U. P. Express—3:25 p. m.
B. & M. in Neb., Through Express—4:15 p. m.
B. & M. Lincoln Freight—8:35 a. m.
U. P. Freight No. 10—1:40 p. m.
No. 6—4:25 p. m. Emigrant.
No. 8—10:50 p. m.
No. 12—11:35 a. m.
O. & R. V. mixed, ar. 4:35 p. m.

NORTH.

(Nebraska Division of the St. Paul & Sioux City Road.

No. 2 leaves Omaha 8 a. m.
No. 4 leaves Omaha 1:50 p. m.
No. 1 arrives at Omaha at 4:30 p. m.
No. 3 arrives at Omaha at 10:45 a. m.

DUMMY TRAINS BETWEEN OMAHA AND COUNCIL BLUFFS.

Leave Omaha at 8:00, 9:00 and 11:00 a. m.; 1:00, 2:00, 3:00, 4:00, 5:00 and 6:00 p. m.

Leave Council Bluffs at 8:25, 9:25, 11:25 a. m.; 1:25, 2:25, 3:25, 4:25 5:25 and 6:25 p. m.

Sundays—The dummy leaves Omaha at 9:00 and 11:00 a. m.; 2:00, 4:00 and 5:00 p. m. Leaves Council Bluffs at 9:25 and 11:25 a. m.; 2:25, 4:25 and 5:25 p. m.

Opening and Closing of Mails.

ROUTE.	OPEN. a. m.	OPEN. p. m.	CLOSE. a. m.	CLOSE. p. m.
Chicago & N. W.	11:00	9:30	4:30	2:40
Chicago, R. I. & Pacific	11:00	9:00	4:30	2:40
Chicago, B. & Q.	11:00	9:00	4:30	2:40
Wabash		12:30	4:30	2:40
Sioux City and Pacific		11:00	4:30	
Union Pacific		5:00	11:40	
Omaha & R. V.		4:00	11:40	
B. & M. in Neb.		4:00	8:40	5:30
Omaha & Northwestern		4:30	7:30	

Local mails for State of Iowa leave but once a day, viz: 4:30.

A Lincoln Mail is also opened at 10:30 a. m. Office open Sundays from 12 m. to 1 p. m.

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Broatch W J	Burns Sam
Burquist P A	Boyce J R
Bierbower E L	Brash Lewis
Bowman A	Baswitz M
Baswitz H	Aristol M V B
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Bonner W H	Bamford John
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Boehneke Max	Boller J F
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Bushman H H	Bowen F E
Brophy James	Balch E E
Boggs G N	Brooks D C
Bechell W F	Bixby F H
Baldwin C A	Bouten C E
Baswitz S	Bonsal E C J
Boyton G W	Ball D B
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Brooks S O	Barrett J J
Balcombe S A D	Barker Joseph
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Bartlett E M	Ballenger W F
Boyd Jas E	Balbach C
Bowers L M	Backus P C
Burt F H	Barker Wm
Bedson Thos	Blake L J
Bellis E D	
Campbell Jno	Campbell C R
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Conner H G	Crow B F
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Chrisrensen J C	Carrier Jno
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Conley Jno	Christensen H
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Cahn M	Cranz H C
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Davenport P F	Duke E T
Davis E P	Donnegan A H
Drew E H	Dinsmore C W Dr
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Deveries E P	
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Egan T H	Edholm P L
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Nielsen A	Nielsen Bendt
Nielsen N W	
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Oakes J J	O'Brien E A
O'Brien J	Overall E R
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Ogden W B	Olsen Ola
Olsen Anton	Orchard W N
Perine P L	Paxton W A
Pettingill G W	Pundt H R A
Pritchett Geo E	Paterson Geo
Paterson Jas Rev	Paterson S
Peterson C	Peterson John
Peterson Wm	Petersen J A W
Pentzell J	Petty J W
Plenlen Andrew	Putnam J S
Person Mon	Parrott J B
Parrott J H	Pierce J H
Piper J B	Place W E
Philbin J J	Ponn Frank
Poland L	Peet W W
Park John	Patrick S
Pratt John	Peacock A
Quarnstrom P A.	
Reed Byron	Reed Robt A
Reed J M	Reed L S
Richards T W T	Ringer E S
Rosewater E	Rosewater A
Rice J R	Rheinhart E
Rheinhart Julius	Ritter W L
Ramge M	Ramge F M
Rofert A F	Rogers A F
Ringer F B	Ruth E
Rowley A	Reechenberg S
Roberts S	Rudolph J
Rose C	Robinson C (col)
Redick W A	Rohwer H
Richmond A (col)	Rhoades W G
Rhodes H F	Redick C
Randolph H E	Randolph Wm
Rooss A S	Robbins G S
Rhodes H S	Raapke L
Redman A	Richmond Hugh
Schneider F A	Scott Wm
Sherer D	Snyeer Webster
Scott W H	Stevens R
Saxe D W	Striffles G
Spears E D	Sharp H C
Search S W Dr	Sanders P
Salter C A	Soll S
Slack C F	Sherrill A F Rev
Stephens G F	Schroder Jno
Snow H W	Shiverick C
Sharp P H	Stockdale Jas
Sterricker E	Shelton F N
Speckhart M	Stevens W J
Saxe A W	Stevenson G
Schiff Isaac	Smeaton D D
Stoelting E	Sandberry Jno
Sharp J C	Scribner D M
Smith H W	Sharkey P
Seymour W A	Smith C W
Spratlin S W	Snow B
Seybolt G L	Simmonds C
Sharp W A	Shelton N
Scott H C	Schneider H
Sterricker Thos	Stull Homer
Sudborough Thos	Stels W E
Sasstrom Frank	Stinson F A
Schertz G F	Simpson G
Smith Roswell	Sanden J P
Scott J H	Schon Jean
Simeon E	Shaw F N
Tunnell A F	Thompson F
Test E F	Towle G C
Turney C R	Taylor J L
Teal Frank	Tucker Albert
Thurston J M	Troupe A C
Tilden G (Dr)	Thayer F M
Taylor C T	Tomsett A N
Thomas J C	Turner C
Turncott J M	Thorn J
Torbitt W F	Torbitt C S
Thrall Geo	Tallon Thos
Turner James	Thompson C
Turner C N	
Vandenberg L H	Vandwegen G A
Van Etten D	VanBuren S S
Vapor J C	VanScoten M L
Wood Jno S	Wood O S Dr
Wood A P	Whitney D
Wilcox G A	Woodman J E
Wilson Thos	Williams Chas
Walter Frank	Williams H
Wright J S	Westerdahl B C E
Whipple C S	Watson J M
Winter H A	Weaver H E
Walker G L	Wulf N
Wheeler J C	Windhum G P
Welsh E	Wueser Julius
Wead C M	Webster J L
Wilbur R H	Wilbur J E
Wilbur W H	Webb J E
West C L F	Waugh M J
Wilkins C F	Welch W P
Watkins C (col)	Whelpley D P
Welsh W L	Ward Geo E
White J Jr	Williams A (col)
Welkins J W	Whitlock J C
Woodbridge S F	Witman E
Watt J M (col)	
Yates H W	Yates W M
Yates G C	Yates Thos

STATE OF NEBRASKA, } ss.
DOUGLAS COUNTY.

This is to certify that the above is a true list of the registered voters of the Fourth ward, city of Omaha, to date.

JOHN S. WOOD,
Registrar.

The Queen of Stock Raisers.

Denver Tribune.

It is a fact well known in the west that Mrs. L. S. Iliff, of Denver, is the owner of the largest cattle range in the state of Colorado, with a herd in point of numbers second to none. The territory of this range extends from Greeley to Julesburg, embracing a belt of country about 100 miles wide, with a herd constantly numbering about 25,000 head of cattle. Upon the death of her husband, three years ago, Mrs. Iliff intrusted the management of her entire cattle business exclusively to the hands of Messrs D. H. and J. W. Saunders. Under their control the range has yielded within these three years nearly a round million of dollars, a result that is exceedingly gratifying to Mrs. Iliff, and which she attributes to the personal integrity of the gentlemen as well as to their sagacious management of the business. The Messrs. Saunders have recently purchased a one-half interest in all the business and property of Mrs. Iliff's herd, and will continue the management of her part in the future as in the past. The cattle on this range sustained but little loss during the winter, and are now reported in good condition.

What Durango Sighs For.

Durango (Col.) Record.

We want girls! Girls who can get themselves up in good shape to go to a dance. The boys are getting tired of receiving invitations with a request that they "bring ladies." They are like oranges and apples—very scarce. We want girls who will go to church and to Bible class on Sunday, and that kind who can draw a congregation of the other sex, and who will take a buggy ride after the lesson is over. This will help the livery business and will also hasten the sale of residence lots; for buggies are the vehicles in which homes are first thought of by many people. We want girls that can wait on the table, who can smile us into an appetite when stomach bitters are impotent, and who will make the boarders regular at their meals. We want girls for sweethearts, so that when we get an arm shot off, or kicked by a mule, or thrown from a bucking horse and laid away for repairs, we may hear a gentle voice and see the glitter of a crystal tear spoken and dropped in unconscious sympathy for our pain.

The Latest Fashion in Mouth and Eyes.

Troy, (N. Y.) Times.

The Philadelphia Times says large mouths are now the fashion, but they must be accompanied with blue eyes. How a fashion can be set up with regard to the mouth and eyes it is hard to understand. Neither can be changed in size, color or appearance very well so as to meet this new demand of those who set the style of beauty. It is as hard to alter the size of one's mouth as it is to change the color of the eye; and a woman with a small mouth, and black eyes, who has considered herself or been considered by others a beauty, will, if The Times' statement is correct be relegated to the company of the plain and unattractive—a kind of folk she has despised all her life. We are glad however, that it is the mouth and not the nose or ears or the feet that, being large, is to constitute the one great element of beauty. A large mouth is pretty generally accompanied by a generous expanse of the lips, and woman's lips are a thing of such actual delight that the inventor of the fashion of large mouth doubtless supposed there could not be too much of them. And there can't be—except in the case of mother-in-law.

An Accommodating Conductor.

Chicago Inter-Ocean.

A nice-looking old lady, with a snowy circle of lace about her head, sat in a Wabash avenue car the other day, and drew up her skirts nervously, lest the cataract of tobacco juice that was pouring from the mouths of two loafers next her should deluge them.

"Conductor," she asked timidly, when he came in, "isn't it against the rules to spit on the floor of the car?"

"No, ma'am," replied the gallant conductor. "Spit wherever you like."

Blaine as Editor.

Portland Press.

Mr. Blaine was the readiest and most versatile man I ever saw in an editorial room. He never kept anybody waiting for him, and he was equally exact in requiring that the printers should have his copy in type and proofs ready at the time appointed. Mr. Blaine writes a graceful, fluent hand with few embellishments, and the printers could read it readily, though sometimes a new compositor would—remonstrate overit. Heseldom made "alterations from copy." He seemed to fling his words down like lightning, and they struck right every time. He always, when in town, superintended the "making up" of the editorial page, and in the mechanical process he displayed a rare faculty; a phrenologist would say that his "organ of size" was extremely well developed. "There," he would say to the foreman, "put this article at the head of the column, and follow it with this, and then this," pointing to a third, "will just fill out," and he rarely ever erred materially.

Cylindrical Grain Cars.

A company has been formed in Milwaukee to manufacture the Prosser cylinder grain cars. The Milwaukee Sentinel says: The company has secured the right to operate on all of the railroad lines centering in Milwaukee with the thousands of miles of lines that cover the vast wheat growing belt of the Northwest. The feature will be the transportation of grain, and a revolution is promised in the line and the entire main branch and leased lines of the Chicago, Milwaukee & St. Paul road will be controlled, so far as the operating of the Prosser car is concerned, by the new company. They also own the territory covered by the Chicago & Northwestern road leading toward and into Milwaukee, the Lake Shore & Western, Wisconsin Central and all other lines in the state, touching Milwaukee in any way. The enterprise of transporting in the Prosser car is comparatively new. The prospects are that the Prosser car will soon be a common freight conveyor in this country. It consists of two or four cylinders or drums, much larger in diameter than ordinary car-wheels, and long enough to fit the standard grade of railway tracks, the cylinders forming the respectacles of grain, being trunnioned at the ends, the trunnions having bearings in a substantial frame. The cylinders, when filled with grain, are pulled along, and revolve as ordinary wheels, the centrifugal force keeping the grain from damaging by abrasion. The grain, by suitable and effective ventilation, is at the same time kept cool and dry. It is claimed that the Prosser car will in time supersede the ordinary box or grain car. The business of manufacturing, selling, repairing and leasing and operating these cars have been undertaken here by the Milwaukee Trausportation company, and operations will be commenced in about ten days. The handling of grain at certain seasons of the year has been attended with great difficulty with the ordinary car, on account of its tendency to heat while in transit. The shaking of the car packs the grain closer together, and thus generates such an amount of heat in wet grain as to cause fermentation to take place. In the Prosser car arrangements are made to utilize the centrifugal force to prevent the grain from packing, and to cause a circulation of air constantly passing through it while the car is in motion, carrying off the the heat and vapors developed by the action of the grain, thus cooling and drying it. The liveliest interest is manifest in the new organization in Milwaukee, from the fact that it is one of the leading grain centers of the western country. The new car consists simply of two or four immense cylinders, into which the grain is spouted from the elevator; the aperture is then closed, and the car rolls away. A pair of these cylinders holds 500 bushels of grain—nearly double the capacity of the box-car now in use, and where an engine will move fifty of the present clumsy affairs, it will draw over 100 of the Prosser cars. Some time ago two or three cars were filled with rejected wheat and kept moving for ten days, running over 1,000 miles—and when the grain was taken out it was pronounced by experts to have improved fifteen cents per bushel.