

A REMARKABLE LIFE.

Settling Down to a Steady Life and a Fortune After a Career of Crime.

Correspondence of the Philadelphia Times. HONOLULU, Pa., July 2.—The news has just been received here of the marriage of George Avery in one of the far western states. The history of this young man—at one time the most notorious character in this entire section—has been quite as romantic as that of Hamlet's hero, Jean Valjean. In 1870 Avery, then about 21 years of age, was charged with the murder of John Hayes, of Rowlands, Pike county, Pa. He was arrested and an officer detailed to bring him to Milford. Evidence of the murder was reported to be so conclusive that he could not possibly escape hanging. On their way to Milford the officer limbered freely of liquor, and finally got "blind drunk." Avery secured the keys which unlocked his handcuffs and shackles and took them off, putting them in the bottom of the wagon. He took the reins from the "stupidly drunk officer's" hands and drove to the nearest hotel, where he arrived with the officer in charge at a late hour. He put the drunken man in bed, roused him the next morning, got him in the wagon, on to Milford, the county seat of Pike county, where, after he had put the officer in bed at a hotel, he went up to the jail and delivered himself up to the keeper. He was confined there till September, 1870, when he was tried for murder, and to the great surprise of every one acquitted. Immediately after he was discharged by the court he was arrested, charged with burglary, convicted, and sent to the state's prison for a year and a half. He served his term, and then, having secured his confinement. When he left the Eastern Penitentiary he returned home, opened a law office, arrested several citizens who had testified against him when he was on trial for burglary, charging them with perjury, and, failing to make out his case was sentenced to pay the costs. He had no money, so he went to prison again, where he remained till his friends could scrape up enough money to get him out. When finally he became a free man he returned to his old home at Rowlands. From that time forward burglaries were numerous in that section, but never could evidence sufficient to convict Avery be obtained. After a while the young man went to Oil City, Pa., and hung out his shingle as a lawyer. Clients were plenty and fees large. Avery was reaping a golden harvest, when he was convicted of forgery and sent to the Western penitentiary, at Allegheny City, for four years and eleven months. While there he fell in love with the keeper's daughter, and she proposed to assist him to escape, but he refused to leave prison till his time was out. At the end of the term he returned again to Lackawanna, where he soon after professed religion, and was released on parole for the sum of \$100 and was induced by the neighbor, who enforced his arguments with a shot-gun, to refund the money. He then went to Luzerne county, where he got into a difficulty and went to the eastern penitentiary again for a short term. Upon being released the last time he went to the mining regions of the west, where he opened a law office and speculated in stocks. A few weeks ago he "struck it rich" and cleared over half a million dollars, gave up his stock speculation forever, sent for his fiancée, the prison-keeper's fair daughter, who went west, and they have just been married. Avery is only about 32 years of age, and is writes to friends here that he is now an honest, upright man, and that the next time he comes east it will be as a United States senator from one of the western states.

TRADE ON THE MISSISSIPPI.

The Growth of the River Trade—How the Western Farmers Have Been Benefited by the Jetties.

From the New York Herald. Capt. James B. Eads of St. Louis was in town yesterday, at the Fifth Avenue hotel. He has been traveling a good deal of late, and expects to leave for Europe in a few weeks. He returned from Mexico on the same steamer with Gen. Grant, after having his concession to authorize the building of a ship railroad across the isthmus of Tehuantepec confirmed by both houses of the Mexican congress. Recently he had been examining the harbor of Toronto, at the request of the Canadian government, for the purpose of discovering its capacity for further improvement. The Canadian appear to him to be earnestly engaged in leaving no stone unturned toward utilizing all the advantages they possess of securing the carrying trade of the west and northwest, and the improvement of Toronto harbor is an auxiliary step in this direction. Capt. Eads, in referring to the growth of business on the Mississippi river since the deepening of the water at New Orleans, said: "The shipment of grain from that port to the river has increased forty-fold in six years. Before that time not half a million bushels of grain were shipped from New Orleans, while during the past year the exports were between 17,000,000 and 20,000,000 bushels. The cotton export has also greatly increased, and the cost of transportation has been reduced \$1 to \$1.25 a bale. The only drawback at this moment to a rapid and continuous increase in the grain-carrying business is the lack of barge capacity. Mr. Jackson, president of the elevator company of St. Louis, tells me that they could do twice as much shipping if they had the barges. So great is the pressure on their resources that they have been forced to fix the price for carrying grain at 5 cents a bushel when it would pay them to carry it at 3 cents if they had the accommodation; but of course efforts are being made to meet the wants of shippers, and the present state of affairs only goes to show that a strong and widespread appreciation of the advantages of the Mississippi river as a channel of transportation has taken hold out west. Railroad men from abroad intended for roads in the northwest now come to New Orleans, though it formerly went by way of New York and the Erie canal. The Mississippi shippers at no distant day to be a serious rival of the Erie canal, and in

order that the latter's capacity may be enlarged the stated ought to abolish the tolls on it.

"People think it is an idle boast that the deepening of the water at the mouth of the Mississippi river saves the states tributary to the river \$25,000,000 a year, but figures prove that it does. There were about two thousand million bushels of grain produced in the entire country last year, and three-fourths of that quantity came from the states tributary to the Mississippi. A saving of a cent a bushel on that amount would be \$15,000,000, but the actual saving cannot be less than 5c a bushel, and if it were not there would be no inducement for the trade to go that way in preference to other routes."

"What is the present condition of the mouth of the river?"

"There are twenty-nine feet of water at low tide, so that the largest vessels can come into port at any time, day or night. This they cannot do here, but must wait at Sandy Hook until the tide rises on the bar."

"What improvements are contemplated on the river above New Orleans?"

"There was a proposition originally to devote \$5,000,000 to the improvement of the river above, but this was cut down to \$1,000,000, which under a commission appointed for the purpose, will be applied initially to the work of improvement at a point in the river about 100 miles below Cairo."

"What average depth of water is it possible to secure on the main portion of the river?"

"It is perfectly practicable to secure 20 feet of water from Cairo down."

"How long does low water interfere with navigation to any extent?"

"For three months of the year—September, October and November."

"What other shipping ports are there on the river besides St. Louis?"

"Cairo must become a great shipping point. It is already doing a large business. Davenport and other places are mentioned, and, as I said before, there appears to be nothing to stop the increase in the traffic on the river but the want of sufficient means of conveyance."

THE RAILROADS.

Basis of Agreement Between the Union Pacific and Santa Fe Roads.

The agreement between the Atchison, Topeka & Santa Fe and the Southern Pacific regarding through freight traffic over the southern route to the Pacific coast provides that the Union Pacific shall not compete for business to New Mexico and Arizona points, while the Atchison, Topeka & Santa Fe agrees not to take any business to Utah and Nevada points. For California and Pacific coast business the Union Pacific and Southern routes can compete, but the rates by both lines will be the same. The new agreement, therefore, will be of little benefit to anybody and will not change the course of the Pacific business materially. The new route is the natural and direct route for New Mexico and Arizona, and business for points in those territories naturally belongs to it just as the Utah and Nevada traffic naturally inhere to the Union Pacific. As far as Pacific coast trade is concerned, the Union Pacific will suffer but little from the new competition, as, with equal rates, it will get most of the business, except that for Southern California points. At equal rates shippers to California will prefer the Union Pacific, as it takes two to three days less time to ship freight over the Union Pacific than over the southern route.

A Nevada Paint Mine.

The ledge of terra sienna discovered by H. R. Logan, of Empire, near the Carson river, has been practically tested by house and sign painters in Carson, and all pronounce it equal in all respects to the burnt sienna which is sold in San Francisco at 25 cents a pound. It has a fine, a blanket formation, and is eight feet in depth. The supply is inexhaustible, and all that has been so far found simply has to be ground up and mixed with oil and it is ready for use. An Appeal reporter was shown samples of it yesterday. Two coats is sufficient, and when varnished is of a bright cherry color, and when placed alongside the paint manufactured in San Francisco an expert cannot tell the difference. When taken from the ground it looks like red chalk, and can be made into paint on the spot by simply mixing it with saliva. The Indians use it to paint their faces, and manufacture it by combining it with fish oil. Mr. Logan says that he can manufacture it by the ton, and coin money at five cents a pound. The dome of the capitol needs to be painted, and what would be more appropriate than to have it covered with paint taken from Nevada soil?

Heavy Cattle Losses.

The annual rodeos having been finished, full accounts of the losses of cattle during the last severe winter in the Snake and Columbia river basin up to the British line are now coming up on record. It has been the most severe winter on record, and the loss of 1881-2 has been thrown into the shade. Messrs. Phelps & Wadleigh lose about 17,000 head out of 24,000;

G. J. Germaine, 4,400 out of 6,000; Austin, 2,500 out of 3,200; Kennedy & Niece, 4,000 out of 5,000; and others in proportion. Of herds of 1,000 and 2,000 head on the Columbia, 50, 100, or 200 head only have been found. Cows suffered the most, and what the hard winter spared were lost by miring down in the spring. Best cattle in the upper country are very scarce and selling higher than even Cheyenne.

No Humbugging the American People.

You can't humbug the American people, when they find a remedy that suits them; they use it and recommend it to their friends. Just exactly the case with Spruce Blossom, which has become a household word all over the United States. Price, 50 cents; trial bottles 10 cents.

A Blighted Body

does not allow to be an inebriate. Kidney troubles will cause blood, but Warner's Safe Kidney and Liver cure has never failed to remove it.

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If you are suffering from a severe cold, cough, asthma, bronchitis, consumption, loss of voice, tickling in the throat, or any affection of the throat or lungs, we know that Dr. King's New Discovery will give you immediate relief. We know of hundreds of cases it has completely cured, and that where all other medicines had failed. No other remedy can show one half as many permanent cures. Now to give you satisfactory proof that Dr. King's New Discovery will cure you of Asthma, Bronchitis, Hay Fever, Consumption, Severe Coughs and Colds, Hoarseness, or any Throat or Lung Disease, if you will call at J. K. Isa & McManis's Drug Store you can get a trial bottle free of cost, or a regular size bottle for \$1.00.

United States Depository.

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OF OMAHA. Cor. 13th and Farnam Sts. OLDEST BANKING ESTABLISHMENT IN OMAHA. SUCCESSORS TO KUNTZE BROTHERS. CAPITAL AND PROFITS OVER \$300,000. Organized as a National Bank August 20, 1863. OFFICERS AND DIRECTORS: HERMAN KUNTZE, President. A. W. YATON, Vice President. H. W. YATON, Cashier. A. J. POPPER, Attorney. JOHN A. CARLTON. F. H. DAVIS, Asst. Cashier.

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WILL BEGIN SEPT. 7, 1881. For particulars, apply to the Editor.

REMOVAL,

THE ANTIQUARIAN BOOK STORE

Has removed to 1430 Douglas street, between 14th and 15th (Opp. Bushman's). New and Second Hand books bought, sold and exchanged.

Notice to Contractors

SEALED proposals for the erection and completion of the new Grand Central Hotel at Omaha, Neb., for kitchen, etc., will be received at the Willard House, Omaha, and the Pacific House, 801 1/2 Douglas Street, Omaha, Neb., until 10 o'clock a. m. July 25, 1881.

J. G. RUSSELL, M. D., HOMOEOPATHIC PHYSICIAN.

Diseases of Children and Chronic Diseases a Specialty. Office at Residence, 2202 Cass street. Hours—8 to 10 a. m., 1 to 2 p. m., and after 6 p. m. au161m

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St. Paul & Sioux City RAILROADS.

THE OLD RELIABLE SIOUX CITY ROUTE 100 MILES SHORTER ROUTE 100 FROM COUNCIL BLUFFS TO ST. PAUL, MINNEAPOLIS, DULUTH OR BISMARCK, and all points in Northern Iowa, Minnesota and Dakota.

SPED, SAFETY AND COMFORT is unsurpassed. Elegant Drawing Room and Sleeping Cars, owned and controlled by the company, run through WITHOUT CHANGE between Union Pacific Transfer depot at Council Bluffs, and St. Paul.

Returning, leave St. Paul at 8:30 a. m., arriving Sioux City 4:45 a. m., and Union Pacific Transfer depot, Council Bluffs, at 9:50 a. m. Leave for St. Paul tickets from 7:30 a. m. to 11:30 a. m. moving TEN HOURS IN ADVANCE OF ANY OTHER ROUTE.

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No Changing Cars

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For INDIANAPOLIS, CINCINNATI, LOUISVILLE, and all points in the SOUTH-EAST.

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The unrivaled inducements offered by this line to travelers and tourists are as follows: The celebrated PULLMAN (16-wheel) PALACE SLEEPING CARS run only on this line. C. R. & Q. PALACE DRAWING ROOM CARS, with Horton's Reclining Chairs. No extra charge for seats in Reclining Chairs. The famous R. B. & Q. Palace Dining Cars. Gorgeous Smoking Cars fitted with elegant high-backed rattan revolving chairs, for the exclusive use of first-class passengers.

Steel Track and superior equipment combined with their great through arrangement, make this, above all others, the favorite route to the East, South and Southwest.

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Tickets for sale at all coupon stations in the West, St. Joseph and St. Louis.

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