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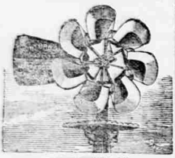

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C. & N. W. R. R., 5:30 a. m., 2:40 p. m.
C. B. & Q 5:30 a. m., 2:40 p. m.
C. R. I & P. R. R., 5:30 a. m., 2:40 p. m.
C. & St Joe 5:30 a. m.
S. City & P. 5:30 a. m.
U. P. R. R., 11:40 a. m.
O. & R. V. to Lincoln, 10 a. m.
B. & M. R. R., 8:40 a. m.
O. & N. W., 7:30 a. m.

OPENING

C. & N. W. R. R., 11 a. m., 11 p. m.
C. B. & Q., 11 a. m., 9:30 p. m.
C. R. I. & P., 11 a. m., 11 p. m.
C. B. & St, Joe., 11 a. m., 11 p. m.
U. P. R. R., 4 p. m.
O. & R. V. from Lincoln, 12:10 p. m.
S City & P., 11 a. m.
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do do	8:15 a. m.	12:20 a. m.

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Express......3:40 p. m.	Express......10:00 a. m.

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Mail......6:00 a. m.	Mail......7:20 p. m.
Express......3:40 p. m.	Express......10:00 a. m.

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The only line running Pullman Sleeping Cars out of Omaha to Union Depot.

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Express......8:00 a. m.	Express......4:30 p. m.

Daily Except Sundays.

B. & M. R. R. in NEBRASKA.

[WEST]	[EAST]
Omaha (lv)......9:00	Kearney J'nc(lv)6:50 a m
Plattam'th ar 10:25 a m	Bloomington(lv)5:10 a m
Kearny J'nc(ar)7:55 p m	Red Cloud (lv) 6:25 a m
Red Cloud (ar)7:55 p m	Plattsm'th (ar) 4:20 p m
Bloom'gton(ar)9:25 p m	Omaha (arr)......4:55 p m

REPUBLICAN VALLEY RAILWAY.

Hastings (lv) 8:05 a m	Bloom'gton (ar) 1:30 p m
Bloomington 1:35 p m	Hastings (ar) 6:55 p m
Orleans (lv) 7:30 a m	Indianola (ar) 1:00 p m
Orleans (ar) 7:00 p m	Indianola (lv) 2:30 p m

SIOUX CITY & ST. PAUL R. R.

Mail......6:10 a m	Express......10:00 a m
Express......8,40 p m	Mail......7:20 p m

WABASH, ST. LOUIS & PACIFIC.

LEAVES.	ARRIVES.
Mail......8 a. m.	Mail......11:55 a m
Express......3:40 p. m.	Express......4:25 p. m.

BRIDGE DIVISION U. P. R. R.

Leave Omaha, daily.—8 a. m., 9 a. m., 10 a. m., 11 a. m., 1 p. m., 2 p. m., 3 p. m., 5 p. m., 6 p. m.,

Leave Council Bluffs;—8:25 a. m., 9:25 a. m., 10:25 a. m., 11:25 a. m., 1:25 p. m., 2:25 p. m., 3:25 p. m., 5:25 p. m., 6:25 p. m.,

Four trips on Sunday, leaving Omaha at 9 and 11 a. m., 2 and 5 p. m.; Council Bluffs at 9:25, 11:25 a. m., and 2:25 and 5:25 p. m.

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Daily except Sunday.

OMAAA & REPUBLICAN VALLEY R. R.

	LEAVE,	ARRIVE.
Mail	10:45 a. m.,	4:35 p. m.

Daily except Sundays.

COMMERCIAL.

Omaha Wholesale Markets.

OMAHA, August 26, 1880.

BUTTER AND EGGS.

Choice table	10@14c
Packers lots	7@10
Fresh eggs, per doz	12½
Honey	20

POULTRY.

Chickens, per doz	2 25
Ducks	8@9

GROCERIES.

SUGARS.

Cut Loaf	10
Powdered	10⅛
Granulated	10⅝
Standard "A"	10¼
Off A	10
Extra "C"	9⅝

SYRUPS.

Extra choice and very bright	50
Bright Table Drips	45
New Orleans Molasses	60

Market advancing.

COFFEE.

Rio, prime to choice	17½
Rio good to prime	16½
Rio fair to good	15
Mocha	27½
O. G. Java	27½

RICE.

Choice	8½
Good to prime	7½a7¾

DRIED FRUITS.

New Prunes	8½
Old Prunes	6¾
Currants, choice new	7½
Black Berries	12½
Raspberries	33½
Pitted cherries	20
Michigan grtd Apples	8
N. Y. Sliced "	9
Evaporated "	5½
State Peaches	8
Salt Lake Peaches	15
California Peaches	15

CANNED GOODS.

"S" Oysters, 2 lb cans, ℔ case	3 70
do do 1 lb can, per case	2 40
Light Weight Oysters 2 lb ℔ case	2 90
Salmon, 1 lb, ℔ dozen	1 75
do 2 lb, ℔ dozen	2 65
Standard Tomatoes, 2 lb, ℔ case	2 30
" " 3 lb, ℔ case	3 00
Standard Peaches, 3 lb, ℔ case	4 40
" " 2 lb, ℔ case	3 40
Raspberries, 2 lb, ℔ case	3 00
Blackberries, 2 lb, ℔ case	2 80
Corn, 2 lb, ℔ case	3 80
Apples, Gal, ℔ doz	3 75
Narrow Fat Peas, 2 lb, ℔ case	4 00
String Beans, 2 lb, per case	2 40

SUNDRIES.

Nutmegs	10
Pepper	17
Allspice	17
Cloves	45
Cossia	25
Rope	9½
Candles, 16 oz	13
Greenwich Lye, per case	3 85
Beans, per bushel	1 80
Cheese full cream	11½

GLASS.

Window Glass, 60 per cent. discount off list.

HARDWARE.

IRON.

Common bar	3
Horse-shoe bar	4
Norway nail rod	9

STEEL.

Cast plow	9
Am. cast, tool	18
Jes'p's, Eng. do	25

NAILS.

Tens, upwards	5 50
B'rd'd's shoe'g	5 50
" mule"	6 50
Omaha nails—tens, upwards	3 50
Nw'str's h n	23@30
Putnam nails	23@30

DRY GOODS.

BROWN COTTONS.

Atlantic "H"	7¾
do "P"	7
Pepperell "O"	7¾
do "R"	7¾
do "E"	8¼
Indian Head	8
Lawrence XXX	10
Nebraska, Standard "AA"	

DENIMS.

Amoskeag	16
Beaver Creek, "AA"	14½
do "BB"	13½
Haymakers	9½
Palmer	8
Otis "AXA"	15
do "BB"	14
do "CC"	13
Warren "AXA"	15
do "BB"	14
do "CC"	13

BLEACHED COTTONS.

Lonsdale	9½
do Cambric	12½
Cabot	8½
Fruit of the Loom	10
New York Mills	12½
Hills' Muslin	11
Wamsutta	12½
Pepperell	13½@27½

TICKINGS.

Amoskeag	18
Falls O. B. O	20
do "AA"	14½
do "AAA"	16
Pearl River	16½
Holyoke	18

PRINTS.

Albany	7½
Albion	7¾
Harmony	5¾
American	7
Allen's	6 1-2
Allen's Pinks	8
Ancona fancy	7 1-2
Manchester	8
Merrimac	7 1-2
Merrimac shirtings	6 1-2
Richmonds	6 1-2
Richmonds, E	7 1-2
Sprague's	6 1-2
Simpson's mourning	7 1-2
Simpson's black	7 1-2

STRIPES.

American	10@11
Amoskeag	12
Awning stripes	13½
Lewiston, A	17 1-2
Hamilton	11 1-2
Omega	11a12
Pittsfield	10

LUMBER.

Framing, 18 ft. and under	$20 00
Each add. ft. over 18, per M	50
Fencing, No. 1, 12 to 20 ft	22 00
" No. 2, 12 to 20 ft	20 00
Sheeting, dressed, No. 1	20 00
" " No. 2	19 00
Common boards, dressed	22 00

STOCK BOARDS.

A stock	40 00
B "	35 00
C "	30 00
Common stock	25 00

FLOORING.

No. 1 flooring	40 00
No. 2 "	35 00
No. 3 "	25 00
Yellow pine flooring, No. 1	45 00

SIDING.

No. 1 siding	25 00
No. 2 "	22 50
No. 3 "	20 00

PICKETS.

No. 1 pickets, per M	32 50
No. 2 " "	25 00

FINISHING.

No. 1 finish, 1¼, 1½, and 2 in	55 00
No. 1 " 1 in	50 00
No. 2 " 1¼, 1½, and 2 in	45 00
No. 2 " 1 in	40 00
No. 3 " in	35 00

SHIP LAP.

Plain ship lap	23 00
O G " No. 1	30 00
" " No. 2	25 00
" " No. 3	

CEILING.

⅝ beaded, 6 in., No. 1	25 00
" " No. 2	23 00
⅞ " 4 and 6 in., No. 1	40 00
" " " No. 2	35 00
Corrugated ceiling, No. 1	50 00

SHINGLES.

A star (best) shingles	3 75
No, 2 "	3 00
No. 3 "	2 50
Lath	4 00
Lime, bbl	1 35
" bulk, per bu	40
Cement, bbl	2 50
Iowa plaster, bbl	2 50
Michigan plaster, bbl	2 75
Hair, per bu	25
Tarred felt, 100 lbs	3 00
Straw board, "	4 00
O G battons, per 100 ft. lin	1 25
Well curbing	30 00
Rough ½, and 2 in., in batts, per 100 ft. lin	50

POSTS

Cedar halves, 7 in	13
" " 6 in	16
" Quarter 8 in	16
Oak, 4x4	30
" 4x6	40
O G casing, 5½ and 6 in., per 100 ft. lin	3 00
Oak plank and timber, per M	40 00
Clear poplar	50 00
Black Walnut	100 00

HIDES.

Green hides, per lb	6½
Green cured hides	7½
Dry hides	15a17
Dry salted hides	10a12
Sheep Pelts	25a1 50
Tallow	4½

LIQUORS, WINES, ETC.

High wines, per gal	1 08
Alcohol, 180 per cent. per gal	2 10
French spirits, proof	1 18
Marshall's bourbon whisky	1 23
Miller's bourbon whisky	1 25
Brandy, very fine, per gal	2 00a8 00
" common to fine	1 50
Gin, 100 per cent	1 50
" Holland, 90 per cent	1 25
Rums, mixd Jamaica, per gal	1 50a3 00
" New England	2 00
Kennedy Bitters per gal	1 50
" " per case	7 50
" " per 100 cases	7 00
Champagnes, pints in baskets	25 00
Domestic champaigne	22 00
Port wine, per case	1 50a3 00
Sherries	1 50a3 00
Ales, Edinburg	2 75
" Bass & Co.'s	2 25
Guinness Dublin stout	2 25

LEATHER.

Best slaughter sole	32
Best oak	41
French kips	1 10a1 40
French calf, leading brands	1 50a2 10
Domestic kips	75a1 10
Domestic calfs	1 10a1 30
Hemlock upper, per foot	25a26
Oak upper, per foot	25a26
Grain, upper per foot	25
Linings, per doz	8 00a9 50
Toppings, per doz	11 00
Morrocco (bootleg) per foot	35a38
" oil dressed	35
" Simon per skin	3 00a3 25
" glove kid	30
Boot webbing, per foot	45

HARNESS LEATHER.

No. 1 Pittsburg oak	44
No. 1 Pittsburg oak	42
No. 1 Cincinnati oak	41
No. 2 Cincinnati oak	39
No. 1 hemlock	39
No. 2 Hemlock	37

COAL—RETAIL.

Anthracite	10 50
Blossburg	12 00
Wyoming	8 50
Oskaloosa	5 50
Iowa nut	5 00
White Breast	5 50

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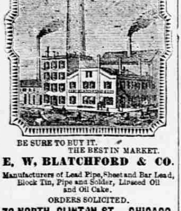

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BONNER'S HORSES.

THE FASTEST COLLECTION OF ANIMALS—WHAT THEY COST.

N. Y. Cor. Indianapolis Herald.

Gentlemen of refinement taste and wealth are given to indulging some particular fancy, mania or hobby to the fullest extent. Some spend fortunes on fine pictures and bric-a-brac, some collect antique books, both old and new, while others invest largely in diamonds and other precious gems. And these are hung, cased and cherished, and exhibited to friends and admirers as treasures of the highest order. But the world is made of many men of many minds. While works of art are loved by some, they give back no affection in return to the owner. Mr. Robert Bonner, the widely known connoisseur, has an expensive but humane fancy for horses. They are not only loveable, but loving, and give affection in return for the tender care and admiration bestowed upon them. No gentleman in America possesses this extravagant taste and gratifies it so royally as Mr. Bonner. Nothwithstanding he already owns over twenty of the most valuable and best known horses in the country, he is continually making additions to the collection whenever he comes upon one that strikes his fancy. No one is ever, under any circumstances, permitted to run upon a public track, but is only driven for the pleasure and amusement of the owner, who derives no benefit other than enjoyment. Dexter, the oldest of the animals, was twenty-two years old last May, and, although he still retains his great beauty, has lost his good disposition, for he is awful cross and curls his haughty lip and shakes his aristocratic head most significantly at strangers. He is driven twice or three times each week, and is as fast as when he was purchased for $33,000. Rarus is as well known as Dexter, and with Music, a beautiful chestnut, makes a team often used by Mr. Bonner, before a plain black top wagon, with red running gear. Edwin Forrest comes well nigh on to $40,000, and makes remarkable time. Lately he made a mile in 2:17½ before a heavy wagon of 270 pounds weight, when driven by his owner. Major Morton is a superb bright bay, handsome, rapid and valuable. May Bird is a shapely creature as black as a crow, but as graceful as the bird is awkward, and travels as well under saddle as in harness. Mosley is another beauty; bay, with black mane, tail and feet, and soft, gentle eyes, which are very attractive. Grafton is a 2:15 trotter, and, like Joe Elliott, is as high priced as fast. Pocahontas is known far and wide. Elsie Venner and Lucy Colyer are wonderful travelers, with fine records, and are valued away up in the thousands. Maude Macy is a recent addition to the stables, and is a gem in every sense. Emma B., named for Mr. Bonner's only living daughter is "too darling for anything." She is a light chestnut, with a satin coat, the trimmest feet and legs, and prettiest ears, the mildest, most intelligent eyes, and the carriage of a handsome woman. She is used in harness or with saddle, and is one of the particular pets.

A Hoosier Desperado.

St. Louis Republican.

The other day the telegraph from Chicago told how a burglar had killed a good citizen. Yesterday it brought news from Indianapolis, telling how a good citizen had killed a burglar. The latter is the notorious Bill Rodifer, the Jack Sheppard of Indiana. He was killed early yesterday morning in the residence of Dr. Walker, of Indianapolis. The doctor's wife happened to see the man under her bed. She got up, and without saying a word to her husband went and awakened her two sons, then walked down stairs, got a revolver, and then came back and gave it to one of her boys. While she was doing this the burglar poked his head out of his hiding-place, and the doctor seeing it, hit him square in the face and then jumped out of bed and grappled with him. Rodifer pulled out his revolver and shot at the doctor, the ball grazing his side. After firing the shot Rodifer drew his bowie-knife, and with that in one hand and his revolver in the other, he ran out into the hall. The doctor's son, John, stood at the doorway a half dozen feet away, and as Rodifer approached shot him twice, once in the left breast, near the nipple. This did not stop the burglar in his efforts to escape. He ran down stairs and out of the door, but fell dead before reaching the threshold.

"Did I know Roditer?" said ex-Detective Page to a *Republican* reporter last night. "Yes, I knew him well."

"I want you to tell me, then, of his wonderful escapes from penitentiary, as well as a little about his early career."

"Well, then," said Mr. Page, "let me tell you first that he was born in Indianapolis, where his mother and sister live now, and both are respectable people. When a bit of a boy, Bill, that's what we called him up there, was caught stealing and sent to the reform school. He escaped from there and was sent to the Southern Indiana penitentiary, at Jeffersonville, for a graver offense. I was a guard there then, and took particular notice of Bill because he was such a quiet and easy-going fellow. He always kept away from the rest, and wanted no man to cell with him."

"I always thought he was scheming to get away. One morning while the gang were going out to breakfast Bill sat down and hid behind the door of the trip-hammer shop. When all the prisoners and guards had got into the dining room he crossed the court to the door he had come out of. Running from that point to the roof of the main building, which was four stories in hieght, was a cast-iron water-pipe. Bill shinned up that pipe ilke a monkey, got on the roof, through a skylight to the guard room, and hid there all day. He was missed early, but not a soul suspected his mode of escape. That night he took off his striped suit and taking possession of the uniform of a sleeping guard, walked boldly down stairs and out into the world. He was away for a long time before they heard of him again. A jeweler at Terre Haute was in the habit of taking the jewelry out of his store and transfering it in a satchel to a neighbor's for safe-keeping. One night while doing this he was attacked by two men who not only failed to attain their object, but were captured by the police. One of these two was Bill Rodifer, who, with his comrade, was tried for highway robbery, found guilty and sent back to the prison from whence he had escaped for a term of ten years.

"The next time he got away was under a coal cart. The guards were on the walls watching the carts. If Bill had got inside of one of them they would have seen him. He knew this, and he got right in under the bed of one of them and onto the coupling. He got two hundred yards away from the building, when a trusty saw him and raised an alarm, which resulted in his capture before getting three hundred yards away.

"In the wagon shop they finished spokes, and these were packed in boxes six feet long by two square. Bill got some of his comrades to nail him up in one of these boxes, and they did this. It was the custom to stand these boxes on end, and in standing the box which contained Bill they placed the wrong end up and Bill on his head. Of course he squealed and was let out and punished.

"One day while working with a lot of men in the yard, Bill, Mike Colleman of the Reno gang, and others got a steel shaft used for pulleys, and using it as a battering-ram, jammed a hole through an eighteen-inch wall and made their escape, but not until they had knocked one guard down and ran another off. They were all captured before getting far away. He made other attempts and was engaged in many interesting happenings too tedius to mention."

Rodifer was pardoned out of the penitentiary five weeks ago by Gov. Williams for good behavior. At that time he had served six years of his ten years' sentence. He was 35 years old and had blue eyes and white eyelashes, making him look more like a saint than a thief.

Mr. Page says he was an awful stout fellow, and but for luck would yesterday morning have made matters more than lively for Dr. Walker and family.

How Railroads Eat Up Forests.

Cincinnati Commercial.

But few people comparatively have any idea of the amount of timber used in the construction of a single railroad. We hear that our forests are rapidly disappearing, and we know that material for building and fuel causes the sacrifice of many leafy monarchs of the forest; yet only the initiated know that it yearly takes 200,000 acres of forests to supply cross-ties for the railroads of the United States. We interviewed a gentleman who has been in the business for 13 years, and concluding that his observations and experience would be of interest, we give the substance of his talk. It takes 15,000,000 ties to supply the demand on our railroads, for which, on an average, the contractors get 35 cents apiece, making in the aggregate $5,250,000. In building a new road the contractors figure on 2,700 ties to the mile, while it takes 300 ties to the mile to keep a constructed road in repair. Contractors, of course, buy pieces of timber land as near to the proposed line of road as possible, paying for the timber an average of about $20 per acre, or giving the proprietor of the land 10 cents for every tie got out. The average of a good piece of timber land is 200 ties to the acre and 12 ties to the tree. The size of a cross-tie differs on different roads, but the usual size demanded is eight feet six inches long and eight inches face. White or burr oak is considered the best timber for the purpose, although cherry, maple, ash, and even locust, have been used. The last named were first used on the Little Miami railroad, and after a time thrown aside as unfit for the purpose. Railroad men much prefer ties hewn out with an axe to those sawed in a mill, and many contend that the first named will considerably outlast the sawed ties. This theory is probably a mistaken fallacy, as sawed ties have been placed alongside of hewn ties, and remained sound twice as long. This business gives employment to an army of choppers, who are paid 10 cents apiece for each tie. A continued practice makes the choppers expert in the use of the axe, and a single man has been known to get out 35 ties in a day; yet the average is only 10, while an expert will probably get out 20. During the war, when ties sold from 50 to 65 cents, choppers were paid 12½ cents apiece. Although the contractor nets 35 cents apiece from the railroads for each tie, still there is a loss of from 5 to 7 per cent. on dockage and stealage. An inspector is sent by the company to inspect the ties. This is generally a clerk from some of the offices, who frequently knows but little as regards the strength or durability of timber, and as a consequence, some of the best ties are docked and only bring 20 cents apiece. The stealage is where the section men put in new ties which have not been inspected and received, and fail to report the use of the same to the roadmaster. Most all cross-tie men also contract for bridge timbers and trestling, as well as telegraph poles. For the latter chestnut and cedar are mostly used. They bring about $1 75 apiece, and are cut mostly in the Tamaraca swamps of Michigan and the forests of Southern Kentucky and Tennessee. Large sums of money have been made by lucky contractors above described, and each only adds to increased demands. Ohio has over 4,000,000 acres woodland, yet the ever-increasing demand for railroad purposes alone, if supplied entirely from our forests, would leave us without a single stick to mark the existence of our once dense forests.

The liver is more frequently the seat of disease than is generally supposed, for upon its regular action depends, in a great measure, the powers of the stomach, bowels, brain and the whole nervous system. Regulate that important organ by taking Simmons' Liver Regulator, and you prevent most of the diseases that flesh is heir to. d&w

COUNTERFEITERS are ever on the alert to find fresh fields to work, but they never imitate a worthless article. Prof. Guilmette's French Kidney Pad was brought out about ten years ago, and since then a host of chaps without skill or conscience have sought to imitate it by many worthless affairs; but a discriminating public will hold "fast to that which is good," and the Guilmette Pad more than holds its own. It cures all kidney diseases and succeeds where medicine often fails. Ask your druggist if this is not so.

ECONOMY AND PLEASURE.
are united in SOZODONT. A few drops on the brush make a delightful lather for the mouth, which is fragrant and healthful. SOZODONT tightens the teeth in their sockets, restores them to the original color, and is altogether the most agreeable wash ever offered to the public. It is economical and pleasant.

"A stitch in time saves nine,' is a good motto for SPALDING'S GLUE. It preserves the furniture from destruction, and can be applied by any householder. e-o-d&waug 26

RESOLUTION ORDERING SIDEWALKS.

Be it resolved by the City Council of the City of Omaha:

That a sidewalk be within fifteen days from this date, constructed and laid to the permanent grade in said city, in front of and adjoining the following described premises viz:

West 78 feet of east 210 feet of north 146 3-20 feet of lot 2, Capitol addition, south side of Dodge street—6 feet wide.

West 60 feet of east 270 of north 146 3-20 of lot 2, Capitol addition, south side of Dodge street—6 feet wide.

West 72½ feet of north 146 4-20 feet of lot 2, Capitol addition, south side of Dodge street—6 feet wide.

East 60 feet of west 137½ feet of north 146 3-20 feet of lot 2, Capitol addition, south side of Dodge street—6 feet wide.

Lot 2, south side of Chicago street in block 57—6 feet wide.

To be repaired—Lot 8, west side of 19th street in block 46—6 feet wide.

Such sidewalk to be constructed of 2-inch plank, and to be in width as above specified, and the respective owner or owners of the above described premises are hereby required to construct the same.

Omaha, August 25th, 1880.

J. F. McCARTNEY,
County Clerk.

FOUR HUNDRED CATTLE
For sale at my Ranche, one mile from
FULLERTON, NANCE COUNTY, NEBRASKA,
60 yearling steers, 40 yearling heifers, 275 2 and 4-year old steers, 25 cows and calves, also 5 thoroughbred short horn Durham cattle, 2 bulls and 3 heifers, 2 Norman stallions. au4-w4w

OMAHA, Neb., July 15, 1880.

NOTICE is hereby given, that at a meeting of the Stockholders of the Niobrara Stock Growing Association, held in this city, July 1st, 1880, the capital stock was increased from twenty-two thousand six hundred and twenty-five dollars to twenty-six thousand two hundred and twenty-five dollars. E. A. MILLS,
jy21w4t Secretary.

"I suffered terribly with nervous debility caused by deranged kidneys, and was permanently cured by Prof. Guilmette's French Kidney Pads, when other remedies gave me no relief," writes a young Dayton merchant.

Ask the recovered dyspeptics, bilious sufferers, victims of fever and ague, the mercurial diseased patient, how they recovered health, cheerful spirits and good appetite; they will tell you by taking SIMMONS' LIVER REGULATOR.

The Cheapest, Purest and Best Family Medicine in the World.

For DYSPEPSIA, CONSTIPATION, Jaundice Billious Attacks, SICK HEADACHE, Colic, Depression of Spirits, SOUR STOMACH, Heart Burn, Etc., Etc.

This unrivalled Southern Remedy is warranted not to contain a single particle of MERCURY, or any injurious mineral substance, but is

Purely Vegetable.

containing those Southern Roots and Herbs, which an all-wise Providence has placed in countries where Liver Disease most prevail. It will cure all Diseases caused by Derangement of the Liver and Bowels.

THE SYMPTOMS of Liver Complaint are a bitter or bad taste in the mouth; Pain in the Back, Sides or Joints, often mistaken for Rheumatism; Sour Stomach; Loss of Appetite; Bowels alternately costive and lax; Headache; Loss of Memory, with a painful sensation of having failed to do something which ought to have been done Debility, Low Spirits, a thick yellow appearance of the skin and Eyes, a dry Cough often mistaken for Consumption.

Sometimes many of these symptoms attend the disease, at others very few; but the Liver, the largest organ in the body, is generally the seat of the disease, and if not regulated in time, great suffering, wretchedness and death will ensue.

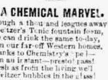
I can recommend as an efficacious remedy for disease of the Liver, Heartburn and Dyspepsia, Simmons' Liver Regulator. Lewis G. Wunder, 1625 Master Street, Assistant Post Master, Philadelphia.

"We have tested its virtues, personally, and know that for Dyspepsia, Billiousness, and Throbbing Headache, it is the best medicine the world ever saw. We have tried forty other remedies before Simmons' Liver Regulator, but none of them gave us more than temporary relief; but the Regulator not only relieved, but cured us."—Editor Telegraph and Messenger, Macon, Ga.

MANUFACTURED ONLY BY

J. H. ZEILIN & CO.,
PHILADELPHIA, PA.

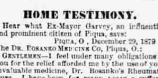
Price, $1.00 Sold by all Druggists.
sept4eodawly



A CHEMICAL MARVEL.

Though a thousand leagues away
Seltzer's Tonic fountain foam,
We can drink the same to-day,
In our far-off Western homes.
Thanks to Chemistry's spell—
In an instant—presto! pass!
Fresh as from the living well
Seltzer bubbles in the glass!
TARRANT'S PURE APERIENT
Gives the rare elixir birth,
Healthful as the fluid sent
Flashing from the breast of Earth.
Time and distance what are they?
When Art thus can reproduce
Springs a thousand leagues away,
For the sick man's instant use!

SOLD BY ALL DRUGGISTS!



HOME TESTIMONY.

Hear what Ex-Mayor Garvey, an influential and prominent citizen of Piqua, says:

PIQUA, O., December 29, 1879

The DR. BOSANKO MEDICINE CO, Piqua, O.:

GENTLEMEN—I feel under many obligations to you for the relief afforded me by the use of your invaluable medicine, Dr. Bosanko's Rheumatic Cure. I have been for many years a sufferer from Chronic Rheumatism, suffering at times most excruciating pains, and depriving me of many nights' sleep. After consulting a number of physicians and obtaining no relief, I commenced using your Rheumatic Cure and after using four bottles, and taking the Blood Purifier in connection with it, I am absolutely cured, free from any pain, able to attend to my business, and resting perfectly comfortable at night.

Respectfully yours, S. B. GARVEY

FREE Dr. Bosanko's Treatise on Rheumatism and Piles sent on application.

Address

The Dr. Bosanko Medicine Co,
PIQUA, OHIO.

C. F. GOODMAN,
m24-d&wtf Agent, Omaha

FEVER AND AGUE.

Defensive Medication

Is a precaution which should never be neglected when danger is present, and therefore a course of the Bitters at this season is particularly desirable, especially for the feeble and sickly. As a remedy for biliousness, dyspepsia, nervousness, and bowel complaints, there is nothing comparable to this wholesome restorative.

For sale by all Druggists and Dealers generally

ATTENTION, BUILDERS AND CONTRACTORS.

The owner of the celebrated Kaolin Banks, near LOUISVILLE, NEB., has now ready at the depot at Louisville, on the B. & M. railroad,

WHITE BRICK

to fill any order at reasonable prices. Parties desiring a white front or ornamental brick will do well to give us a call or send for sample.

J. T. A. HOOVER, Prop.,
Louisville, Neb

SANTA CLAUS FOUND.
Greatest Discovery of the Age.

Wonderful discoveries in the world have been made
Among other things where Santa Claus stayed,
Children oft ask if he makes goods or not,
If really he lives in a mountain of snow.
Last year an excursion sailed clear to the Pole
And suddenly dropped into what seemed like a hole
Where wonder of wonders they found a new land,
While fairy-like beings appeared on each hand.
There were mountains like ours, with more beautiful green,
And far brighter skies than ever were seen,
Birds with the hues of a rainbow were found,
While flowers of exquisite fragrance were growing around.
Not long were they left to wonder in doubt
A being soon came they had heard much about,
'Twas Santa Claus' self and this they all say,
He looked like the picture you see every day.
He drove up a team that looked very queer,
'Twas a team of grasshoppers instead of reindeer,
He rode in a shell instead of a sleigh,
But he took them on board and drove them away.
He showed them all over his wonderful realm,
And factories making goods for women and men
Furriers were working on hats great and small,
To Bunce's they said they were sending them all.
Kris Kingle, the Glove Maker, told them at once,
All our Gloves we are sending to Bunce,
Santa showed them suspenders and many things more.
Saying I also took these to friend Bunce's store.
Santa Claus then whispered a secret he'd tell,
As in Omaha every one knew Bunce well,
He therefore should send his goods to his care,
Knowing his friends will get their full share.
Now remember ye dwellers in Omaha town,
All who want presents to Bunce's go round,
For shirts, collars, or gloves great and small,
Send your sister or aunt one and all.

Bunce, Champion Hatter of the West, Douglas reet, Omaha

DR. A. S. PENDERY,

CONSULTING PHYSICIAN

HAS PERMANENTLY LOCATED HIS MEDICAL OFFICE,

493 Tenth Street, - OMAHA, NEBRASKA

Offering his services in all departments o medicine and surgery, both in general an special practice, acute and chronic diseases. Ca be consulted night and day, and will visit a parts of the city and county on receipt of lette or telegrams.

TWO DOLLARS WILL SECURE

THE WEEKLY BEE

For One Year.

GO EAST

—VIA THE—
Chicago & Northwestern
RAILWAY.

2,380 MILES OF ROAD!

It is the SHORT, SURE and Safe Route Between
COUNCIL BLUFFS
—AND—
CHICAGO, MILWAUKEE
and all points EAST and NORTH.

IT OFFERS THE TRAVELING PUBLIC GREATER FACILITIES AND MORE ADVANTAGES THAN ANY OTHER ROAD IN THE WEST.

It is the ONLY ROAD between
COUNCIL BLUFFS and CHICAGO
Upon which is run
PULLMAN HOTEL CARS!

In addition to these and to please all classes of travelers, it gives FIRST-CLASS MEALS at its EATING STATIONS at 50 cents each.

ITS TRACK IS STEEL RAILS!
ITS COACHES ARE THE FINEST!
ITS EQUIPMENT FIRST CLASS

If you wish the Best Traveling Accommodations you will buy your ticket by this Route ☞ AND WILL TAKE NONE OTHER.

All Ticket Agents can sell you Through Tickets via this road and Check usual Baggage Free of Charge

OMAHA TICKET OFFICES—1244 Farnham St., Cor. 14th, and at Union Pacific Depot.
DENVER OFFICE—In Colorado Central and Union Pacific Ticket Office.
SAN FRANCISCO OFFICE—2 New Montgomery Street.

For information, folders, maps, etc., not obtainable at Home Ticket Office, address any agent of the Company, or

MARVIN HUGHITT, Gen'l Manager,
W. H. STENNITT, Gen'l Pass. Agent,
CHICAGO, ILL.
JAMES T. CLARK,
Gen'l Ag't Omaha & Council Bluffs.

SHORT LINE
1880.

K. C., ST. JOE & C. B. R. R.,

Is the only Direct Line to
ST. LOUIS AND THE EAST
From OMAHA and the WEST.

No change of cars between Omaha and St. Louis and but one between Omaha and New York.

SIX DAILY PASSENGER TRAINS
REACHING ALL
Eastern & Western Cities

With less charges and in advance of other lines. This entire line is equipped with Pullman's Palace Sleeping Cars, Palace Day Coaches, Miller's Safety Platform and Coupler and the celebrated Westinghouse Air-Brake.

☞ SEE THAT YOUR TICKET READS ☜
☞ Via Kansas City, St. Joseph and ☜
☞ Council Bluffs R.R., via St ☜
☞ Joe and St. Louis. ☜

Tickets for sale at all coupon stations in the West.

J. F. BARNARD, Gen'l Supt., St. Joseph, Mo
A. C. DAWES, Gen'l Pass. & Ticket Ag't St. Joseph, Mo,
W. C. SEACHRIST, Ticket Agen.,
214 Fifteenth Street, between Farnham and Douglas, Union Block, Omaha,
JOS. TEHON, Pass. Agent, Omaha.
A. B. BARNARD, Gen'rl Agent, Omaha.

SIOUX CITY & PACIFIC
AND
St. Paul & Sioux City
RAILROADS.

The Old Reliable Sioux City Route!

100 MILES SHORTEST ROUTE!
From COUNCIL BLUFFS to
ST. PAUL, MINNEAPOLIS
DULUTH, or BISMARCK,

And all points in Northern Iowa, Minnesota and Dakota. This line is equipped with the Improved Westinghouse Automatic Air Brakes and Miller Platform Coupler and Buffer. And for

SPEED, 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, Council Bluffs, and St. Paul. Trains leave the Union Pacific Transfer Depot at Council Bluffs, at 5:15 p. m., reaching Sioux City at 10:20 p. m., and St. Paul at 11:05 a. m., making

☞ TEN HOURS IN ADVANCE OF ANY OTHER ROUTE.

Returning, leave St. Paul at 3:30 p. m., arriving at Sioux City at 4:45 a. m., and Union Pacific Transfer Depot, Council Bluffs, at 9:50 a. m. Be sure that your tickets read via "S. C. & P. R. R."

F. C. HILLS,
Superintendent, Missouri Valley, Iowa.
P. E. ROBINSON, Ass't Gen'l Pass. Agent.
J. H. O'BRYAN,
Southwestern Freight and Passenger Agent,
my20-tf Council Bluffs

THROUGH TO CHICAGO
Without Change of Cars!
THE

CHICAGO
BURLINGTON & QUINCY
RAILROAD.

With Smooth and Perfect Track, Elegant Passenger Coaches, and

PULLMAN SLEEPING & DINING CARS

It is acknowledged by the Press, and all who travel over it, to be the Best Appointed and Best Managed Road in the Country.

PASSENGERS GOING EAST

Should bear in mind that this is the

BEST ROUTE TO CHICAGO,

And Points East, North and Northwest.

Passengers by this Route have choice of

FOUR DIFFERENT ROUTES,

And the Advantage of Six Daily Lines of Palace Sleeping Cars from Chicago to

New York City Without Change.

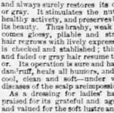
All Express Trains on this line are equipped with the Westinghouse Patent Air Brakes and Miller's Patent Safety Platform and Couplers, the most Perfect Protection Against Accidents in the world.

PULLMAN PALACE SLEEPING AND DINING CARS
Are run on the Burlington Route.

Information concerning Routes, Rates, Time Connections, etc., will be cheerfully given by applying at the office of the Burlington Route, 513 Fourteenth Street, Omaha, Nebraska.

C. E. PERKINS, Gen'l Manager.
D. W. HITCHCOCK, Gen. West'n Pass. Ag't. St. Joe., Mo.
J. O. PHILLIPPI, General Agent, Omaha.
H. P. DUEL, Ticket Agent, Omaha.
fep5-d1

AYER'S HAIR VIGOR,
FOR
RESTORING GRAY HAIR
To Its Natural Vitality and Color.



Advancing years sickness, care, disappointment, and hereditary predisposition all turn the hair gray, and either of them incline it to shed prematurely.

AYER'S HAIR VIGOR, by long and extensive use, has proven that it stops the falling of hair immediately; often renews the growth and always surely restores its color, when faded or gray. It stimulates the nutritive organs to healthy activety, and preserves both the hair and its beauty. Thus brashy, weak or sickly hair becomes glossy, pliable and strengthened; lost hair regrows with lively expression, falling hair is checked and stablished; thin hair thickens; and faded or gray hair resume their original color. Its operation is sure and harmless. It cures dandruff, heals all humors, and keeps the scalp cool, clean and soft—under which conditions diseases of the scalp are impossible.

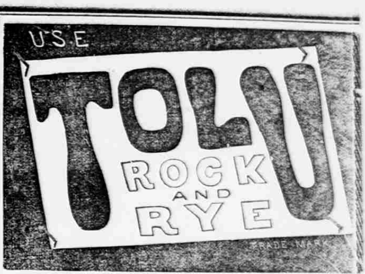
As a dressing for ladies' hair, the VIGOR is praised for its grateful and agreeable perfume, and valued for the soft lustre and richness of tone it imparts.

PREPARED BY

Dr. J. C. AYER & CO.,
Lowell, Mass.,
Practical and Analytical Chemist

LD BY ALL DRUGGISTS, AND DEALER IN MEDICINE

$66 a week in your own town. Terms and outfit free. Address H. Hallett & C Portland, M.



THE GREAT AND

APPETIZER---SURE CURE

For COUGHS, COLDS, BRONCHITIS, ASTHMA, CONSUMPTION, and all Diseases of the THROAT and LUNGS.

The most acceptable preparation in the known world. By adding to TOLU ROCK and RYE a little **Lemon juice**, you have an **exellent Appetizer** and Tonic, for general and family use. The immense and increasing sales and the numerous testimonials received daily are the best evidences of its virtues and popularity.

Put up in Quart Size Bottles, giving More for the money than any article in the market.

CAUTION.---DON'T BE DECEIVED by unprincipled dealers who try to palm off upon you common Rock and Rye in place of our TOLU ROCK and RYE, which is the only MEDICATED article made, the GENUINE having a GOVERNMENT STAMP on each bottle.

Extract from Report of the Commissioner of Internal Revenue:

TREASURY DEPARTMENT, OFFICE OF INTERNAL REVENUE,
WASHINGTON, D. C., January 26, 1880.

Messrs. LAWRENCE & MARTIN, 1111 Madison St., Chicago, Ills.:

GENTLEMEN: This compound, in the opinion of this office, would have a sufficient quantity of the BALSAM OF TOLU to give it all the advantages ascribed to this article in pectoral complaints, while the whisky and the syrup constitute an emulsion rendering it an agreeable remedy to the patient. Compounded according to the formula, it may properly be classed as a MEDICINAL PREPARATION under the provisions of U. S. Revised Statutes, and when so stamped, may be sold by Druggists, Apothecaries and Other Persons without rendering them liable to pay special tax as liquor dealers.

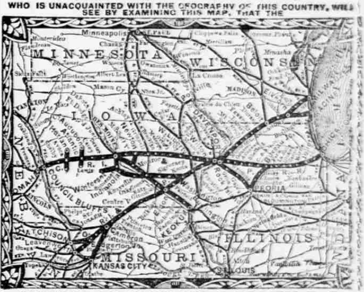
Yours Respectfully, (Signed) GREEN. B. RAUM, Commissioner.

LAWRENCE & MARTIN, Proprietors, Chicago, Ills.

Sold by DRUGGISTS, GROCERS and DEALERS everywhere

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, Geneseo, 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 one of our magnificent 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., Keo. & 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'gr Agt.,
Chicago, Ill.

CHAS. SHIVERICK.

FURNITURE, BEDDING, FEATHERS,

WINDOW SHADES.

And everything pertaining to the Furniture and Upholstery Trade.

A COMPLETE ASSORTMENT OF NEW GOODS AT THE LOWEST PRICES.

CHAS. SHIVERICK
1208 and 1210 Farnham Street.

ap 14 mon th sat

Improved Buckeye Combined Riding Corn Cultivator

FOR 1880.

MANUFACTURED BY P. P. MAST & CO., SPRINGFIELD,

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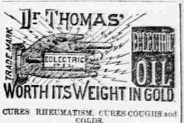

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