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TIME TABLES

## THE MAILS.

C, & N. W. R. R., 8:50 a. m., 2:40 p. m.
C. B. & Q. 8:30 a. m., 2:40 p. m.
C. R. I. & P. R. R., 8:30 a. m., 2:40 p. m.
C. & St. Joe 8:30 a. m.
S. City & P. 8:30 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., 8:30 p. m.
C. R. I. & P., 11 a. m., 11 p. m.
C. St. P. M. & O., 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.
B. & M. in Neb., 4 p. m.
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### Arrival And Departure of Trains

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| | LEAVE. | ARRIVE. |
|---|---|---|
| Daily Express | 12:15 p. m. | 3:25 p. m. |
| do Mixed | 6:10 p. m. | 4:25 p. m. |
| do Freight | 5:30 a. m. | 1:40 p. m. |
| do do | 8:15 a. m. | 12:20 a. m. |

TIME CARD OF THE BURLINGTON.

| LEAVE OMAHA. | | ARRIVE OMAHA | |
|---|---|---|---|
| Express | 3:40 p. m. | Express | 10:05 a. m. |
| Mail | 6:00 a. m. | Mail | 10:00 p. m. |
| Sundays Excepted. | | Sundays Excepted. | |

CHICAGO, ROCK ISLAND & PACIFIC.

| | | | |
|---|---|---|---|
| Mail | 6:00 a. m. | Mail | 10:00 p. m. |
| Express | 3:40 p. m. | Express | 10:30 a. m. |

CHICAGO NORTHWESTERN.

| | | | |
|---|---|---|---|
| Mail | 8:40 a. m. | Mail | 7:50 p. m. |
| Express | 6:40 p. m. | Express | 10:00 a. m. |
| | | Sundays excepted. | |

KANSAS CITY, ST. JOE & COUNCIL BLUFFS.

| LEAVE | | ARRIVE. | |
|---|---|---|---|
| Mail | 8:00 a. m. | Express | 7:40 a. m. |
| Express | 6:00 p. m. | Mail | 7:20 p. m. |

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| LEAVE. | | ARR VE. | |
|---|---|---|---|
| Through Exp | 8:40 a m | Through Exp | 4:00 p m |
| Lincoln Exp | 6:15 p m | Lincoln Exp | 9:30 a m |

SIOUX CITY & ST. PAUL R. R.

| | | | |
|---|---|---|---|
| Mail | 8:10 a m | Mail | 10:00 a m |
| Express | 8:40 p m | Express | 7:20 p m |

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| LEAVES. | | ARRIVES. | |
|---|---|---|---|
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| Express | 8:40 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., 3 p. m., 5 p. m., 7 p. m., 9 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., 3:25 p. m., 5:25 p. m., 7:25 p. m., 9:25 p. m.

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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 th le they all say,
He looked like the picture y ssee 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 green 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 those to friend Bunce's store.
Santa Claus then whispered a secret be 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,
If you want presents to Bunce's go round,
For shirts, collars, or gloves great and small,
Send your sister or aunt one and all.
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## THE BRINY METROPOLIS.

### Remarkably Steady Growth of Ogden in Wealth and Influence.

### A Vast Tributary Territory.

Correspondence of THE BEE.

OGDEN, Utah, November 4 1880.—To Ogden city the year 1880 has been one of more than unusual prosperity. More capital has been put into good buildings than during any year of the city's history. Every year we see better business houses going up uto supplant the old shells which have stood so long, and been used until they have become too small and dilapidated for the purposes of the occupants. These are being torn out and good substantial brick blocks are rapidly taking their place. The Z C. M. I., are now completing a fine brick, located on the corner of Fourth and Main streets. It is a three story brick, with an imposing frontage on both sides, and a basement is under the entire structure, giving four floors for business and storage. It occupies a space 115x117 feet, and in the corner angled by the two streets, a room has been placed in each story for counting rooms and land offices. In each there is a substantiel vault for storage and safety of books and valuables. This building when completed will reach in cost about $80,000, I am told. Many structures of less importance are the result of this season's labors in way of buildings. In nothing is Ogden's progress better shown than in this single item of new buildings. The great improvement in dwelling houses has been very marked within the past three years. Up to that time, simply a place of abode was about all that seemed required by the great mass of the people, but now the class of new dwellings will compare well with that of any city of six thousand inhabitants.

As the junction of so many railways, the city possesses advantages of location superior to any place between Omaha and Sacramento on the overland railways, and this importance is daily growing as new roads and extensions of old ones reach out into new territory. The business of the Union Pacific and the Central Pacific, gradually increases, while that of the Utah Central, becomes greater more rapidly because of extension of connecting lines south. But the most rapid increase in railway business is seen in the history of the Utah & Northern railway, which is a three-feet guage. During the past two years the road has been extended over 200 miles, and has now reached a point on the Beaver Head river, nearly 100 miles beyond the northern line of Idaho, and at a distance from Ogden of 348 miles. This track of about 100 miles that is laid on Montana soil, is the first and only railway in that territory, except the Northern Pacific has within the past few days crossed the line in their progress from the east. While the Utah & Northern road has been pushing northward, the increase of population and business in Montana has kept pace with them, and to-day it requires more teams to haul their supplies from the end of the track than it did three years ago to take their goods from Corinne, the distance then being nearly 400 miles greater than now. Idaho has filled up still more rapidly because of the rich silver fields of the Salmon and Wood river countries All these help Ogden City in trade, and when early spring comes we will see another road added to our present lines of four important lines which centre and have a common junction here. I refer to the Ogden & Portland railway, which will be a standard guage and reach from here in an almost air line to the Pacificat Portland, Oregon, there to tap the China and Japan trade and divert a portion from San Francisco. This a move to cut off a portion of the trade for which the Northern Pacific is being built. This line will pass near enough to the great falls and other wonders of Snake river to make the road popular for the tourist and lover of nature's grand works. These falls are vast in proportions, and possess many attractions superior to those of Niagara, which has attracted citizens of the entire world to come and look upon its grandeurs. Besides these railway interests in favor of this city, other interests are growing in importance.

As the centre of a rich agricultural region she affords fine shipping facilities for reaching a country comprising eight or ten states and territories, and the vast quantities of produce and goods thus sent out is an evidence that his facilities are duly appreciated.

Much has been done this season towards developing the mines in the near neighborhood, and we can now safely say that the present outlook is far from being discouraging. What has been done shows that a little capital will develop good mines here. What manufacturing interest we have are reaping good returns for capital invested and the increase of business requires constant additions to the facilities for doing it. We are sadly in need of a live newspaper that will not be tied down to church and state, but be independent and outspoken, and for such there is, right here, a good opening.

Our telephone exchange has now in operation fifty-two instruments and applications are on file for fifteen more. Besides the exchange there is in operation two other lines. This system of communication has become very popular with our citizens, and is very extensively used in ordering goods and other classes of business. Waterworks are so far talked of that a company has secured certain rights and propose to soon have the system in operation.

One thing strikes the denizens of this valley very forcibly at times, and that is the great difference in climate between that with which we are blessed and that through the east as we get it in newspapers and telegraphic reports.

Here it has been up to this time, very mild and pleasant, with only two or three nights in which ice was formed, and now many of the trees and the grass are green, and there is none of that dreary weather such as you had a taste of. No climate can be pleasanter than this, take the year round, and yet we line at an elevation of forty three hundred (4300) feet above sea level, and a few hours ride will take us up into perpetual snow which lies in sight of our beautiful city the year round. J.

### Saddle Horses.

The American Stockman has some interesting chat about saddle horses, from which we quote as follows: To the man, who travels over the face of the earth, migrating from country to country, nothing will appear as more extreme in the manners of the different people he comes in contact than their various methods of riding horses. While the Arab is the ancient ideal of a perfect horseman, yet our own country probably furnishes as great variety and styles of horsemanship as all the nations of the world put together. Let us take a hasty glance at the different patterns our country affords: In Mexico, Texas and the extreme southern states the style of riding is quite unique. On the other side of the Mississippi river a suitable costume is quite indispensable. The bridle is armed with a curb bit of terrific leverage The saddle bears an immense pommel to ease the strain of the lariat or the elbows of the sleepy rider. A common buckled girth would never do in such scientive riding. The broad hair band is tightened with a cunning twist from a long loose strap that has been "sprung" upon until the band is as tight as wax. We are all, at least in pictures, familiar with the broad sombrero, slashed breeches and large silver spurs with their attached "jingles." This rider, in his appointments and horsemanship, is certainly worthy of much admiration, for he always looks "at home" and graceful, when he tries to be, even on the most veritable plug of a mustang. It is seldom, however, that his charger calls forth anything but a feeling of pity from the educated horseman. The native breeds of those sections are a long way off from the ideal saddle horse of the middle states. In Tennessee, Kentucky and Virginia we probably see the art of horsemanship both in its relations to horse and rider carried to a higher standard than in any other part of the world. Here we find the horse bred for generations under the most enlightened rules for breeding, and with the sole purpose in view of making him the perfection of a saddle horse. In physical features he is a model of the artist. In gaits his variety is infinite—a rapid walk, fox-trot, rack, trot, lope and run, changing from one motion to the other at a practised signal from the rider; in temper perfect, quick and comprehensive. This is a point which no one but the practised rider can appreciate. The bridle lines are actually useless to him. A slight bending of the body forward informs him you wish the gait quickened; settling firmer back in the saddle intimates to him to slacken the gait; a slight bending of the body in the saddle, with a little pressure of the opposite knee, and perhaps an unconscious motion of the bridle hand in the direction you wish to turn, is all the management he needs. The lines are never pulled to turn him right or left, but pressed against the side of the neck opposite the direction you wish to turn. Leaning forward in the saddle puts him in a fast walk or fox-trot. To put him in a rack the bridle reins are pulled taut, while the heels bring the spur pressure to his sides. To make him trot, the reins and heels are let loose, the hands pressed upon the withers, and the body slightly raised in the saddle until he gets settled in his gait. To make him canter or lope settle in the saddle and wave one hand in the air. These are now the inventions of a single individual, but the universal custom among those who train saddle horses in the states named.

We now come to the rider of this perfected saddle horse. He sits in his seat with an easy, comfortable grace that shows his familiarity with it from earliest boyhood. The stirrups are so long that his toes barely rest with ease in them, while his heels turn slightly outward, relieving the appearance of extreme awkwardness that is so often seen in riders whose toes point at right angles with the horse's sides. These horses are thoroughly bitted when young, and thus taught to carry a high and stylish head, so that when in full motion, with the favorite gait, a rack, and bestrid by this superb rider, the whole makes a picture that challenges our highest admiration.

### Wealth in Wool.

New York Commercial Advertiser.

The United States census of 1810, which was the first one where elements other than that of population were introduced, shows twenty-four woolen factories that spun yarn, and 9,238 269 yards of woolen cloth woven in families, valued at $4,413,000 In 1860 woolen establishments had increased to 2020, employing 46,000 work people of various grades, and producing goods valued at $67,300 000 annually. The demand for blankets and clothing for soldiers during the rebellion caused a general advance in prices, and a corresponding increase in factories, so that in 1870 persons employed in the manufacture numbered 97,000, who produced goods valued at $177,000,000 The demand for woolen fabrics naturally increases with the population. Since 1873 this country has imported wool, either manufactured or in the raw, to the value of over $1,200,000,000, and for the past four years, in the aggregate, $170,000,000 has been brought in; while the export has been comparatively triffling. In 1875 the total duties on wool and woolen textures amounted to $30,814,036, which is the largest annual revenue the government has received on these articles, with the exception of those of the four years previous to 1846. By this exhibition it will be seen that the wool grower in the United States meets with a remunerative reward for his labor. In fact, it is another evidence that almost any legitimate occupation in this country "pays" when properly attended to.


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The most sensible remedy, and the only safe sure and permanent cure for all diseases of the liver, blood and stomach, including billious fevers, fever and ague, dumb ague, jaundice, dyspepsia, &c; is Prof. Guimette's French Liver Pads, which cures by absorption. Ask your druggist for this noted cure, and take no other, and if he has not got it or will not get it for you, send $1.50 to French Pad Co, Toledo, O., and they will send you one post-paid by return mail.

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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, 245 Fourteenth Street, Omaha, Nebraska.
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J. O. PHILLIPPI, General Agent, Omaha. St. Joe., Mo.
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K. C., ST. JOE & C. B. R. R.,
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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.
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THE GREAT AND
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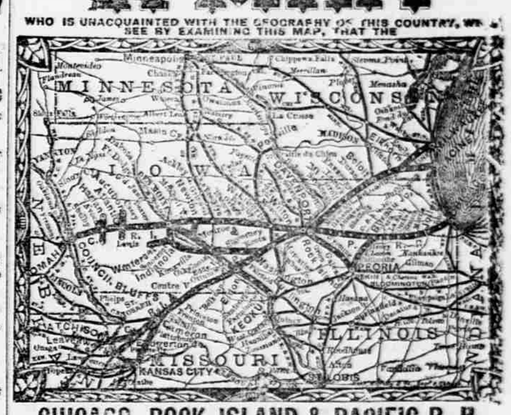
For COUGHS, COLDS, BRONCHITIS, ASTHMA, CONSUMPTION, and all Diseases of the THROAT and LUNGS.
The most acceptable preparation known. By adding to TOLU ROCK and RYE its Lemon Juice, we have an excellent Appetizer and Tonic, for general and family use. The immense and increasing sales of these goods testimonials received daily at the best evidence 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, Wilton Junction, Muscatine, Brooklyn, Grinnell, Des Moines (the capital of Iowa), Stuart, Atlantic, and Avoca, with branches from Burlington to Peoria; Wilton Junction to Muscatine, Washington, Kalona, Iowa City, Belle Plaine, Centreville, Princeton, Trenton, Gallatin, Cameron, Lathrop, Atchison, and Kansas City; Washington to Sigourney, Oskaloosa, and Knoxville; Keokuk to Farrington, Bonaparte, Bentonsport, Independence, Fulton, 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 a marvel, 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 great feature of our Palace Cars is a SMOKING SALOON where you can enjoy your cigar 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 MADE BY THIS GREAT THROUGH LINE ARE AS FOLLOWS:
At CHICAGO, with all diverging lines to the East and South.
At ENGLEWOOD, with the L. S. & M. S. Ry., W. & C. C. 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., & W., B. Mid., and P. P. & W. Rds.
At ROCK ISLAND, with "Milwaukee and Rock Island Short Line," and Rock Island & Cedar Valley Rds.
At DAVENPORT, with the Davenport and C. M. & N. P. Rds.
At WEST LIBERTY, with the R., C. R. & D. R. R.
At GRINNELL, with Central Iowa R. R.
At DES MOINES, with D. M. & N. W., R. R.
At COUNCIL BLUFFS, with Union Pacific
At OMAHA, with B. & Mo. R. R. in Neb.
At COUNCIL BLUFFS JUNCTION, with R. C. R. R.
At OTTUMWA, with Central Iowa R. R.
At KEOKUK, with Tol., Peo. & War.; wes. Louis & Pac., and St. L. Kan. & N.-W. R. R.
At CAMERON, with H. St. J. & K. C. R. R.
At ATCHISON, with Atch., Topeka & Santa Fe, Atch. & Neb. and Con. Br. U. P. R. Rds.
At LEAVENWORTH, with San. Pac., 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 at all Ticket Agents in the United States and Canada.
For information not obtainable at your home ticket office, address,
A. KIMBALL, Gen'l Superintendent.
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