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U. P. R. R., 11:40 a. m.
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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 grow ing around.
Not long were they left to wonder in doubt,
A being soon came they had heard much about,
'Twas Santa Claus' self and in kindly all say,
He looked like the picture we once 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 COURT 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 in 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,
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AGRICULTURAL.

Burying Apples.

Iowa Homestead.

The Ben Davis apple is peculiarly abundant this reason, and it may be useful to many to know that this variety, as well as the Romanite, Lansingburg and other thick-skinned, close-fleshed varieties, may be kept with little loss and a positive improvement of texture and flavor, by burying in the earth. Select for this purpose a dry spot, where the surface drainage may be made perfect. Excavate about two feet in depth in the center in the form of a deep circular dish. Cover the bottom with a thick layer of straw. Put the apples on in the form of a regular cone, and cover with a thick layer of dry wheat chaff; over this place evenly a thick layer of dry straw, and over all above twelve inches of earth, smoothly compacted on the outside so as to shed water. A piece of old stove pipe or pump stock should be placed on top of the mound to give ventilation until severe weather comes on, when it should be closed and the whole mound covered with horse manure.

The apples with us treated in this way have always come out in the spring with little loss and with far better color, texture and flavor than when kept in the best cellar.

In connection we may give a translation from the German of Dr. Lucas, by Miss M. Sinclair, of the I. A. A.: "In the summer gather a quantity of clean wood moss, pick it fine, and wash it to remove all insects; then dry and lay away in a dry airy place. In autumn select perfect uninjured specimens and keep on straw in an airy place, so as to become thoroughly dry. Then cover the bottom of a box six inches deep with the moss; on this place the apples or pears close together with the stems up. Over this the second layer of fruit; so continue until the box is filled. Then nail on the cover and bury in a dry spot so deeply as to exclude frost.

Fruit preserved in this way will retain its aroma and be as fresh the next July as when first gathered from the trees."

We cannot bury in this way, but the plan we have outlined comes near enough to it for coarse fleshed, tough-skinned apples.

Hints for Window Gardens.

Pretty window gardens may be made by taking the tin boxes in which mackerel is put up; paint them green or scarlet, and put in such plants as grow well together When watering them do not use more water than will be absorbed during the day. A few experiments will soon enable one to judge correctly in regard to the amount, and it is surprising to see how the plants will thrive, in utter defiance of all the wise things that are said about drainage. The tin or zinc cases in which thread is packed will also, when painted and placed in a stand, make very good window gardens. Water in which the gridiron and frying-pan have been washed is an excellent fertilizer.

Timber Experiments.

A correspondent of the Iowa State Register writes: Last spring I put on my farm 2,000 black cherries, 2,000 catalpas and 2,000 white oaks, and was congratulating myself on their fine growth, when Mr. Foote, a neighboring farmer, informed me that in Connecticut, where he was raised, the growing of black cherry trees along the highways was prohibited by law, as the leaves were poisonous to cattle that eat them. Now, not wishing to poison my neighbors' cattle, will you please state the fact about the poisonous qualities of these trees? As I have set this variety along my fences, to be used exclusively as living posts, will you let me know if they are proof against hungry cattle and horses as well as sheep? If not, they must all be taken up and box elder put in their place.

This is a wonderful year for mast of all kinds; never the like known here before. I shall improve the opportunity to plant fifty bushels of black walnuts, as well as some hickory and white oak, as I am satisfied that we must plant timber that has some commercial value. Do you recommend fall or spring planting of nuts, and how deep should the different kinds be covered? Fifteen years since I obtained a bushel of butternuts and distributed them among the farmers of Pottawattamie county. They were planted, came up, lived, some one year, some two, and now every one is dead; and to-day I only know of one single tree in this county that is bearing nuts, and for the first time, and only a few young ones in the nurseries and brought from abroad.

There is something very singular about the fatality of our soil to the chestnut, beach, sugar-maple and white butternut, while they all do well and most of them are indigenous to the Des Moines valley. Yet after repeated efforts I have never been able to make a single tree of either of the varieties mentioned, grown from the nut, live for more than two years; neither do I know of any living specimen in Western Iowa, except such as may be in our nurseries. This fall I shall again make the experiment with chestnuts and white walnuts, as we at first had equally bad luck with our fruit trees. It is certainly remarkable that of the butternut and sugar-maple, so common in Central Iowa, there is not a single indigenous specimen in Western Iowa.

My first experiment in tree-planting was with the cottonwood, 9 years ago, when I put out 15,000 6 feet apart. These trees have made a varied growth, some of them being now 10 inches through and 35 feet high, and many not over 3 inches through and about the same heighth. Many were killed by the gophers, others decayed without known cause, so that now not over seventy five per cent remain. Wherever the cottonwoods die I refill with white ash. I do not consider cottonwood groves a success. Since then I have put out some 15,000 white and green ash, black-walnuts, catalpas, alanthus, and black cherries and planted some 30 bushels of black walnuts. The walnuts were three years old when bought of Douglass & Sons, sent to me in the fall and very carefully covered up in the ground till spring, and when taken out and planted were found to be somewhat mouldy, and have generally made a bad growth, three-fourths at least having died. The other trees have done remarkably well, but require as much cultivation as corn. Very little timber or wood is now required for farming purposes since wire fences and cob fuel have come into use, and I am satisfied that tree growing as a matter of profit is too expensive, except such varieties as will be used and shipped for manufacturing purposes.

Andersonville.

The Anderzonville prison pen has just been visited by a correspondent, who found oaks fifteen feet high growing on part of it, while near the southern limit was a thrifty cotton field. The caves in which the men burrowed are all gone. On the north hill, which sent its slope down to the south, the rains of fifteen years have carried away their roofs and have washed the earth away until they have gullied ravines thirty feet across at the top and deep, with crumbling, precipitous sides. On the south hill, facing the north, the caves are marked only by the depressions of the ground where the roofs have fallen. The hollows have not entirely filled, and probably never will, now that they are covered with the meager grass and weeds of southern Georgia. The stream which was such a horrible agent of death is now a clean brook about four feet wide and ten inches deep. The sides, which, trodden by the feet of tens of thousands of men daily, were a soggy quagmire, are gaining solidity, though still swamy, and in some places impassable.

Chinese Ponies.

The ponies used for racing in Japan being Japanese, Chinese, and half-bred, they cannot be run together, though formerly no distinction was made between the first two breeds. This, however, was found to be a mistake, the Chinese pony proving almost invariably the faster of the two, so the races were divided between the two classes of animals, though one or two "events" were still left open for both to enter. But later, when the half-bred was discovered to have even more speed than the Chinese pony and to approach more nearly to the foreign idea of a horse than either the Japanese or the Chinese ponies, the races were again divided and a certain number set apart for the half-bred exclusively. As, however, there are comparatively so few half-breds, the number of races open to them is necessarily limited. The China pony is without exception the ugliest of the equine species. A long head, frequently with a Roman nose; ears often slit part way down, giving the animal almost the appearance of having four ears, legs short and dumpy, though straight and firm, and a short neck, together with a great depth of girth and breadth of chest make him look extremely unwieldy and unattractive. As a weight carrier, however, especially considering his height, which averages about thirteen and a half hands, he cannot be excelled. As a racer, he is frequently ridden across the country (which in China means over the ridge and furrow and across ditches, but as the land in that country is not fenced off, seldom over a high jump), with as thirteen stone (162 pounds) on his back. If it were not for the expense of importation no ponies could be better fitted for polo playing in America. They are fast, powerful, and as quick as cats on their feet, and many of them are trained to obey the pressure of the reins upon their necks. In China a thoroughly good hack pony would cost about 100 taels ($130) or perhaps a little less, but when the expense and risk of the voyage to America are taken into consideration it is questionable if the experiment would be worth the trial. The China pony is a hardy little brute, and does not require oats. In fact, it is not fed on oats, unless he be used for racing or hunting, but is kept in good condition on hay and barley, which also applies to the Japanese pony. This, of course, renders a pony's keep in China or Japan much less costly, as oats, not being indigenous to either country, are imported from America and sold here at a high figure.

Chinese mares are seldom if ever seen, land the horses, when brought down from the country, are branded, generally on the flank (sometimes also hp having their ears slit, as mentioned above), and, unlike the Japanese ponies, are all geldings.

"Let Politics Alone."

Detroit Free Press

A real clean, nice looking couple were at the Union depot yesterday to take a train going south. The husband was nearly 70 years old and pretty lively, and the wife was only a year or two behind him, with a voice that meant business every time she opened her mouth. There was considerable political talk around the depot, and the old man at once became interested.

"I've been over in Canada in the woods for the last two weeks, and I hain't heard a thing," he explained. "Is the 'lection over with?"

"Yes," replied one of the men.

"Many riots and knock-downs?"

"Thousands of them."

"I used to be the worst man around the polls you ever saw," continued the old man as he spit upon his hands. "I've seen the time it took four constables to hold me."

"Peter, what are you doing here?" asked the old lady as she suddenly appeared.

"Finding out about politics."

"What kind?"

"All kinds."

"Well, you let politics alone and come into the waiting-room."

"Purty soon. So they had riots and knock-downs, eh! Lord! don't I wish I had been around!"

"Peter!" called the wife.

"Yes, I'm here. I suppose the candidates set up the drinks, didn't they?"

"Oh, yes."

"Great shakes! But I wish I'd been over here. Take it along about forty years ago, and after I had three drinks down it took the whole whig party to hold me. My great hold was in cleaning out the voting place and walking off with the ballot box."

"Peter, I want you!" called the wife.

"Yes, Nancy. Well, which side"—

Peter was choked off right there. Nancy got hold of his collar and lifted his heels off the floor, whirled him around and headed him for the waiting room with the remark:

"After you have lived with me another forty years you'll learn that when I say Peter I don't mean Paul! The idea of your standing out here and talking politics when we've got to look around for a piece of bed-cord to tie that old satchel up or lose half our duds! Pike!"

When they came out to take the train the old man had his eye out, and seeing the man who had answered his question, he askad:

"Who did you say was 'lected?"

He was yet on the last word when the wife brought her handbox down on top his head with the exclamation:

"Shet up!"

That "shet" him. He looked back once with a sorrowful, injured air, but she punched him in the back with the box, and he humbly entered the car and was driven into the seat on the side next to the dark wall.

Get a Corner.

Wall St. News.

On one of the morning trains over the Erie road the other day, a farmer looking man walked the length of the car without finding an empty seat, and he slowly returned to one occupied by a lone man, who at once spread himself out as much as possible, and suddenly became deeply interested in his newspaper. The farmer halted beside the seat, but the other made no movement. Even after a full minute had passed there was no sign that he meant to share his quarters with the other. Then the farmer touched his arm and said:

"If you can hang on long enough you'll make a fortune."

"What—what's that, sir?" demanded the other as he looked up."

"It's a big thing—hang onto it!" whispered the farmer.

"What is it? What do you mean, sir?"

"I tumble; but I won't give it away," chuckled the farmer.

"What do you mean, sir?"

"I mean that you've got the biggest corner on the hog market ever known in this country, and if you don't make a million dollars out of it I'll eat codfish for a year."

Half that seat was suddenly vacated, but the farmer preferred to brace up against the stove.

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Insist upon having the genuine Dr. C. McLANE'S LIVER PILLS, prepared by
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—VIA THE—
Chicago & Northwestern RAILWAY.
2,330 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
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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!
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If you wish the Best Traveling Accommodations you will buy your ticket by this Route AND WILL TAKE NONE OTHER.
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JAMES T. CLARK, Gen'l Ag't Omaha & 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
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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, 518 Fourteenth Street, Omaha, Nebraska.
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K. C., ST. JOE & C. B. R. R.,
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
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Tickets for sale at all coupon stations in the West.
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The most thorough appointed and complete Machine Shops and Foundry in the state.
Castings of every description manufacted.
Engines, Pumps and every class of machinery made to order.
pecial attention given to
Well Augurs, Pulleys, Hangers, Shafting, Bridge Irons, Geer Cutting, etc
Plans for new Machinery, Mechanical Draughting, Models, etc., neatly executed.
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E. F. COOK,
UNDERTAKER,
Odd Fellows' Block.
Prompt attention given to orders by telegraph.

$5 to $20 per day at home. Samples worth $5 free. Address Stinson & Co. Portland, Maine.

USE FOREST LEAF & JUNIPER BARLEY MALT KIDNEGEN THE GREAT KIDNEY REGULATOR AND DIURETIC. TRADE MARK
KIDNEGEN is highly recommended and unsurpassed for Weak or Foul Kidneys, Dropsy, Bright's Disease, Loss of Energy, Nervous Debility, or any Obstructions arising from Kidney or Bladder Diseases. Also for Yellow Fever, Blood and Kidney Poisoning, in infected malarial sections.
By the distillation of a FOREST LEAF with JUNIPER BERRIES and BARLEY MALT we have discovered a DIUETIC which acts specifically on the Kidneys and Urinary Organs, removing injurious deposits from the blood and preventing any stinging, smarting sensation heat or irritation in the membranous tubes of the ducts or water passages. It excites a healthy action in the Kidneys giving them strength, vigor and restoring these organs to a healthy condition, showing its effects on both the old and any form of urine. It can be taken at all times, in all climates and under all circumstances without injury to the system. Unlike any other preparation for Kidney difficulties it has a very pleasant and agreeable taste and flavor. It has been difficult to make a preparation containing positive curative properties which will not nauseate, but be acceptable to the stomach. Before taking any liver medicine try a bottle of KIDNEGEN to CLEANSE the KIDNEYS from foul matter. Try it and you will always use it as a family medicine. Ladies especially will like it and Gentlemen will find KIDNEGEN the best Kidney Tonic ever used.
NOTICE—Each bottle bears the signature of LAWRENCE & MARTIN, also a Proprietary Government Stamp, which permits KIDNEGEN to be sold (without license) by Druggists, Grocers and Other Persons everywhere.
Put up in Quart size Bottles for General and Family Use.
If not found at your Druggists or Grocers, we will send a bottle prepaid to the nearest express office to you
LAWRENCE & MARTIN, Proprietors, Chicago, Ills.
Sold by DRUGGISTS, GROCERS and DEALERS everywhere
Wholesale agents in Omaha, STEELE, JOHNSON & CO., will supply the trade at manufactur prices.

A MAN
WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY EXAMINING THIS MAP, THAT THE
MINNESOTA, WISCONSIN, IOWA, MISSOURI, ILLINOIS, KANSAS CITY, ATCHISON, LEAVENWORTH, ST. JOSEPH, COUNCIL BLUFFS, PEORIA, BURLINGTON, QUINCY, 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 Burlington Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Bolknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City; Washington to Sigourney, Oskaloosa and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Newton to Monroe; Des Moines to Indianola and Winterset; Atlanta 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 Western."
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 can 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 of the great features 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 the 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 for the East and South.
At Englewood, with the L. S. & M. S., Ft. W. & C. R. Rds.
At Washington Heights, with P., Ft. W. & C. R. Rds.
At La Salle, with Ill. Cent. R. R.
At Peoria, with T., P. & W., C. B. & Q., C. R. I. & P., Ill