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S. City & P. 5:30 a. m.
U. P. R. R., 11:40 a. m.
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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 expedition 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 th is being 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. Aris Kingie, 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 st., Omaha

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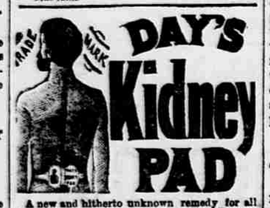

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AGRICULTURAL.

The Coming Fence.

The Farm Journal thus discusses the fences of a not distant day: "1. The fencing material of the era now dawning will consist more largely of iron than heretofore; but, 2. Iron posts will not be used unless there is a great fall in the price of iron, a circumstance that is not likely to occur. 3. To turn cattle and horses only, a fence consisting of wooden posts with three No. 6 wires will prove the cheapest and best fence. The bottom wire, about two feet from the ground, may have barbs upon it, to prevent cattle from pushing against it; the top wire should have plastering lath wired to it horizontally, the lath white-washed, to prevent animals running into the fence. 4. To turn sheep and hogs wooden fences are the cheapest and best. 5. As to the fence of the more distant future for turning cattle, we are not prepared to name it, but many farmers in the old diary sections will say, 'fence, no fence.' The soiling system that will feed and support 100 cows on 100 acres requires no fence at all, for the cows do not graze, but are fed at the barn winter and summer."

Condiments for Poultry.

A moderate quantity of cayenne pepper, mustard or ginger can, with great benefit, be added to the food for fowls to increase their vigor and to stimulate egg production. This diet, although apparently artificial, is really natural; for wild birds of the gallinacean family have access to very many highly spiced berries and buds—articles that give the "game flavor" to their flesh. Although there is more or less of an aromatic principle in wheat, Indian corn and other grains consumed by the domestic fowl, yet the quantity is not sufficient to supply the place of the stronger spices, a taste for which is inherited by the fowl.—[Live Stock Journal.

How to Test Cows.

The difficulty of establishing the value of each cow in the dairy is not as great as is generally supposed. The method usually employed is to weight each cow's milk upon a spring scale as soon as it is drawn, and before pouring it into the general receptacle. A small record-book, containing the name of each cow, and columns for date, weight of milk, etc., renders it a comparatively easy matter. To get a fair average through the year one week's trial for each month is sufficient. In making tests for butter it is only necessary to set each cow's milk separately and churn it by itself, which will give the yield of butter for a certain quantity of milk.—[Prairie Farmer.

The Sheep Fold.

Some way or another agriculture seems incomplete without a flock of sheep. They are essential to the thick-set longevity of the old grassland, and all the world over and in olden times they were esteemed as most important, and in the most improved agricultural country of England they are cherished by every farmer, from the highest to the lowest. The wool is one of the incomes which cannot be dispensed with, and the flocks are so managed that the tegs cut heavier and more valuable fleeces than the older sheep; in fact, teg fleeces in England not only weigh 30 per cent. heavier than those of ewes, but make ten or more per cent. higher prices. There is no excuse in the west for the absence of sheep on every farm.—[Spirit of Kansas.

Fodder Corn.

N. Y. Tribune.

By the analysis of Prof. Collier we learn that he found the per cent. of sugar in the stalks of Indian corn to be much greater the more perfect the stalks were and the nearer they were to maturity. These experiments demonstrate the importance of planting fodder corn thinner, in order to get a more valuable crop. The reason why there has been so much controversy in regard to the value of corn-stalks as a green forage plant is because of the difference in the value of the stalks grown by thin or thick planting. When the crop is too thick in the rows or broadcast, the stalks are soft, weak and and washy, and worth little except to fill up the stomach; but when the stalks grow their natural size, with all the joints perfect and ears set on them, there is, as Prof. Collier has demonstrated, a great deal more sugar in them, and hence they possess more value for food. Farmers should learn by these facts to put in the cornstalk crop much thinner than they have been in the habit of doing, as it is not so much the bulk of the crop or the stand upon the ground as it is the perfection and maturity of the stalks which make them valuable. This condition can best be reached by planting in drills. When this is done and perfect stalks produced there will be less controversy about the value of corn as a fodder plant.

AN UGLY INVENTION.

CAPT. ERICCSON INVENTS A WONDERFUL PROJECTILE BOAT.

New York Special to Pioneer-Press.

Capt. John Ericcson is experimenting in New York harbor with the most formidable engine of death known to naval warfare. The inventor of the Monitor, one of the most modern and unpretentious machines of the age, is not likely to exaggerate the merits of his own work. He is satisfied with the results of recent experiments with his torpedo boat, and some of the most experienced officers do not hesitate to pronounce it an unequivocal success. It will be seen that Capt. Ericcson has invented three things, a boat, a gun, and a projectile boat. The latter is submerged like the Monitor, with all the machinery below an intermediate deck of plate iron, which is strongly ribbed and supports inclined armor plates. The deck house, above water, has no ports at the side, and can be split away without the vessels being disabled. Heavy wood packing gives additional protection to the wheel, and the electric battery and steering gear is

TEN FEET BELOW THE WATER LINE,

attacking the bours and defying with her armor the heaviest ordnance destroyers. It is practically invulnerable, and at the same time the most terrible antagonist. Her arms consist of a single breech-loader of wrought iron, hooped with steel and with a bore of sixteen inches. This gun lies seven feet under water, and discharges a projectile containing 250 pounds of dynamite. When the boat with its crew of ten men is within 300 or 400 feet of the enemy, the gun is fired by electricity, and the projectile explodes by concussion. If the first shot fails, another follows in a few minutes, and a torpedo bombardment proceeds with extreme rapidity. The substitution of gunpowder for compressed air in the operation of charging the gun vastly increases the efficiency of the armament. It may not be too much to say that it leaves the mightiest iron ships of the world completely at her mercy.

LOVE'S LEGACY.

THE SEQUEL TO THE FLIRTATION ON THE STEAMER "FRANCE."

Special to St. Louis Globe-Democrat.

NEW YORK, November 19.—Mrs. Eliza Bergmann, the young woman who was taken into custody Wednesday evening, having fled from her husband in Philadelphia, remained at police headquarters all day to-day. Early in the morning her husband, Charles Bergmann, her brother, and an elderly woman, said to be her aunt, called at the central office. The aunt and President French visited Mrs. Bergmann, while the husband and brother remained in the superintendent's room. Mr. Bergmann is a man of medium height, fair complexion and has a sandy moustache. His arm, which was injured a few days ago in a riding school, was wrapped in a bandage.

HE WAITED OVER TWO HOURS

for the arrival of physicians who were to examine into the mental condition of his wife. He is a Swede by birth, and is the son of a wealthy merchant in Sweden. In conversation with her aunt and President French Mrs. Bergmann spoke rationally on general subjects, but declared that she wanted to see Emanuel Gonzales, a young Spaniard whom she met on the steamer France, which arrived here November 2. He had been very pleasant to her on the steamer and she wanted to see him again, although she did not know where he was. He was young and handsome, and she supposed he was staying at some of the Spanish hotels in this city. She had sent a telegram to the Spanish hotel, but had received no answer. Then she came to the city to look for him, and expected to find him at the Fifth Avenue Hotel. "If I did not find him at the Fifth Avenue Hotel," she said, "I intended to look at the register at all the hotels. If I did not then see him I could easily have watched for him on Broadway.

WALKING UP AND DOWN.

Mrs. Bergmann expressed affection for her husband, and seemed to be annoyed that she had caused him any trouble. At Mr. Bergmann's request, President French told her that she would probably not be annoyed by her husband any more, who had given her up, and now only wanted to save the family from disgrace. Mr. Bergmann has no intention of leaving his wife, but wanted to see what effect the words would have on her. The wife's manner changed when this statement was made to her; her eyes filled with tears, and she exclaimed: "How foolish I was to leave such a man." From that time she talked less about the Spaniard. She insisted on remaining at headquarters, but said she did not care to see the Spaniard any more. Dr. Marion Sims, of Philadelphia, examined Mrs. Bergmann yesterday and concluded that she was insane about the Spaniard. Dr. William J. Morton, of No. 15 East Forty-fifth street, reached the same conclusion. What the physicians advised the family to do the police officers refused to say. It is stated, however, on good authority, that they recommended keeping her under restraint for a short time in a private house in this city,

UNDER PROPER MEDICAL TREATMENT.

Mrs. Bergman asked to see Dr. Wm. A. Hammond, and it was arranged that he and Dr. Morton should examine her to-day. Emanuel Gonzales, the Spaniard referred to, is as yet ignorant of the result of his flirtation on the steamer France. He is only 20 years of age, but is tall, and appears much older. His father is a wealthy importer, and his brother conducts a branch in Tabasco, Mexico. Gonzales has just finished his studies at a college in Hamburg, and was directed to join his brother in Tabasco. When he arrived here on the France he went to the Spanish hotel in Great Jones street, called the Hotel del Recreo. He intended to sail for Mexico Thursday, but he received a dispatch from his brother to remain in this country to learn English. Therefore, on Thursday, he went to the military academy at Yonkers, where he is now. At the Spanish hotel the guests had heard of Mrs. Bergmann, from Gonzales. "We were standing in a group one evening talking about our experiences on shipboard," said one of the guests yesterday, "when Gonzales remarked that he had had a singular experience on his voyage. He

MET AN AMERICAN WOMAN,"

he said, "who could speak a little Spanish, and he occasionally spent some time on deck with her. Finally he found that the husband was jealous and had ordered his wife away from the stranger. The lady had an Irish servant who would tell the husband whenever she found Gonzales talking with her mistress. The husband was sick and spent most of his time below. One evening when the voyage was nearly over the servant approached Gonzales and said: 'You keep away from her or you will be shot.' Well, we all laughed over the young fellow's adventure, and then some one else told a story. We asked Gonzales if he knew where the lady lived, and he said he didn't, and declared that he did not even know her name."

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DR. C. McLANE'S
LIVER PILLS
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ACUE AND FEVER.
No better cathartic can be used preparatory to, or after taking quinine. As a simple purgative they are unequaled.
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FLEMING BROS., Pittsburgh, Pa., the market being full of imitations of the name *McLane*, spelled differently, but same pronunciation.

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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.
THROUCH 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 offices of the Burlington Route, 815 Fourteenth Street, Omaha, Nebraska.
C. E. PERK NS, Gen'l Manager.
D. W. HITCHCOCK, Gen. West'n Pass. Ag't.
J. O. PHILLIPPI, General Agent, Omaha.
H. P. DUEL, St. Joe., Mo. Ticket Agent, Omaha.
sep6-d1

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 s. 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. BEACHRIST, Ticket Agent, 214 Fifteenth Street, between Farnham and Douglas, Union Block, Omaha.
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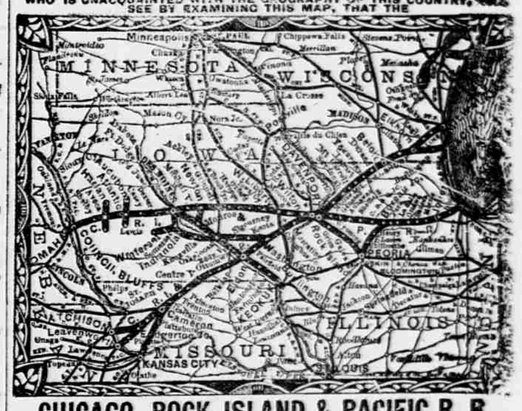
WROUGHT IRON FENCES.

Wire Fencing and Railing a Specialty.
Their beauty, permanence and economy daily working the extinction of all fencing cheap material.
Elegant in design, indestructible Fences for Lawns, Public Grounds and Cemetery Plats.
Iron Vases, Lawn Settees, canopied and of rustic patterns; Chairs and every description of Iron and Wire ornamental work designed and manufactured by E. T. BARNUM'S Wire and Iron Work, 27, 29 and 31 Woodward Ave., Detroit, Mich. Send for illustrated catalogue and price list. sep24

USE
TOLU ROCK AND RYE
TRADE MARK
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, little Lemon juice, you have an excellent 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 Burlington Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centerville, 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