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C. & N. W. R. R., 5:30 a. m., 2:40 p. m
C. B. & Q. 5:20 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.

OFFICE

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 Freight	6:30 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.....10:00 a. m.
Mail.....6:00 a. m.	Mail.....10:00 p. m.
Sundays Excepted.	Sundays Excepted.

CHICAGO, ROCK ISLAND & PACIFIC.

LEAVE	ARRIVE
Mail.....5:00 a. m.	Mail.....10:00 p. m.
Express.....3:40 p. m.	Express.....10:00 a. m.

CHICAGO NORTHWESTERN.

LEAVE	ARRIVE
Mail.....6:10 a. m.	Mail.....7:20 p. m.
Express.....3:40 p. m.	Express.....10:00 a. m.
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Freight.....6:05 p m	Express.....4:10 p m

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Express.....8,40 p m	M.....7:20 p m

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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 cure, 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,
Is lookd like the pictures we 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 gloves and small,
To Bunco's they said they were sending them all.
Kris Kingle, the Glove Maker, told them at once,
All our Gloves we are sending to Bunco,
Santa also showed them suspenders and many things more.
Saying I also took these to friend Bunco's store.
Santa Claus then whispered a secret he'd tell,
All in Omaha every one knew Bunco 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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HOOTED OUT OF ERIN.

Tyrannies of the English Slave-Driver of Lough Mask.

Correspondence of The New York Herald

DUBLIN, Dec. 6.—One of the most extraordinary incidents in the history of Ireland has been the "Boycotting" of Lord Ross's agent at Lough Mask. Three weeks ago it will be remembered how a small British army marched from the railroad station at Claremorris to Ballinrobe and Lough Mask, guarding a small band of Ulster laborers who had volunteered to get in this man Boycott's turnips and other crops. It was a strange, weird march that stormy night, when the country people from all the surrounding district assembled along the road and hooted and hissed the passing procession, and uttered dark threats against the invading Orangemen. I said country people, though it should be added that only women and children took part in the demonstration, for the men, old and young, in obedience to the word of command, given by the powerful organization known as the Land League, carefully kept out of the way, treating the expedition with silent contempt. The Land League was guided by men who were wise enough to know that a conflict with the large military force sent out to protect the relief expedition could only end in bloodshed, and, perhaps, disaster, though I am informed that 40,000 armed Irishmen could have been collected at Ballinrobe at a day's notice, and they gave orders, transmitted quickly to all parts of Mayo, that the expedition should not be disturbed or attacked. And so the Ulstermen arrived safely at Lough Mask, and went to work amid rain, and snow, and storm, and in three weeks succeeded in getting in Boycott's crops, saving a few hundred pounds' worth of farm products at a cost to the country estimated at from £7000 to £10,000. On Friday last, the relief work being completed, the Ulstermen were escorted from Lough Mask to Ballinrobe, and on Saturday morning from Ballinrobe to Claremorris, where they took the train for the north.

ESCAPE OF BOYCOTT AND FAMILY.

On the same day (Saturday) Boycott and his family were removed, hidden in an ambulance wagon, from Lough Mask, Claremorris, guarded by a company of hussars. On Sunday night Mr. Boycott, with his family, took the mail train for London, leaving Ireland forever, banished from a beautiful home by an impoverished and wretched band of peasants (laborers), who had been driven to desperation and to "Boycotting" because of his petty tyranny, exercised in a manner that would have done no discredit to the hardest-hearted slave-driver that ever held the whip over the serfs placed under his charge. It must be remembered that Boycott was driven out of Ireland not because of any crimes committed by him against the tenets of the land league. Lord Erne, for whom Boycott was the agent, is not a hard landlord, and his tenants did not band together to punish the agent because of the earl's misdemeanor. Pressed down by poverty and wretchedness, they were apparently the most abject of human creatures, living on without a hope and without a future. For years they bore in patience the indignities put upon them by this petty tyrant, and they would have borne these indignities much longer had not some of the leaders of the land league taught them that they were human beings and how to take revenge for the indignities that had been put upon them. It is not many years ago since Mr. Boycott went to Lough Mask, hoping, as he said a few days ago, to end there, with his family, his life in peace, and as he might have done had he not abused his position and his trusts. A small man, possessed of an iron will, quite out of comparison with his physical strength, he resorted to a method of enforcing obedience that angered the peasantry placed under his care,

PETTY TYRANNY.

If one of his farm laborers, wearied after a day's work, took a short cut across the fields to his miserable hut, which he called his home, "Capt." Boycott would fine him a small sum of money. If a peasant's hen was found trespassing on the Captain's fields, another fine would be imposed. If a peasant left one of his implements in the wrong place, a fine ranging from two to six pence would be imposed. In fact, he fined them for all and everything, and at the end of the week the poor herd would find that instead of receiving his miserable dole of eight or nine shillings, he would only get from five to seven, the rest being confiscated by the "Captain" for fines. It was a miserable life that he led his peasant workmen, bullying and cursing them from morning till night, marching round his farm gun in hand, and his hard face, his gray beard, and his bandy legs, a terror to those around him. He treated the peasants worse than if they had been slaves.

THE DAY OF RETRIBUTION.

But finally retribution came. The land lesguers visited the country; they taught the miserable serfs the great lesson that they were human beings, and told them to join together and to refuse to labor on the farm. Imagine, if you can, the depth of misery to which these Irish peasants had been driven and the desperation which they felt before they gained courage enough to carry out the resolution of "Boycotting" the offender. Peasants who had to live on the miserable pittance of a few shillings a week displayed a heroism that should be duly honored and chronicled. Accepting starvation for themselves and their families, they refused to work for the man who had so long tyrannized over them, and so it came about that "Capt." Boycott saw his turnips and his crops rotting in the ground and not a laborer within a radius of twenty miles who would lend a hand to rescue them or touch his polluted money, even to save themselves from want. You can scarcely gain any idea of the dread work of this revenge unless Mr. Boucicault sends you his revised drama of "The O'Dowd," where the scene recently enacted at Boycott's is given in drastic faithfulness. And so it came about that "Capt." Boycott had to appeal to the British government for assistance, and a large army of soldiers had to be sent to Lough Mask to protect the Ulster volunteers in their worn of gathering the crops.

THE RELIEF EXPEDITION.

This relief expedition was the work of a few Dublin Orangemen, who might have been the means of evoking a riot if nothing worse, had not the government sent its soldiers to protect them. As to the wisdom of this relief expedition opinion differs; but in the end the expedition did good, and to themselves more than to anybody else. They learned while away in the Papist lands that they had come on a fool's errand, that they were assisting a cause which they themselves saw to be an unjust one. They left their northern homes with a dark hatred of the Catholics of Mayo; the returned home filled with sorrow for their suffering fellow-countrymen. In this way the expedition has been productive of good in bringing about a kindlier feeling between rival factions, and I do not think it will be long hence before Parnell and the leaders of the League will find friends and sympathizers by the thousand in the very districts whither the Ulster relief men have gone.

GATAMOUNT CHARLEY.

HOW THE HUNTER OF PIKE'S PEAK BAGGED AND BROUGHT IN HIS GAME.

Colorado Springs (Col.) Gazette.

Yesterday the well-known hunter of Pike's Peak, Catamount Charley, appeared in town riding his piebald mustang, Captain Kid. The personal appearance of this famous hunter and trapper is familiar to every resident of Colorado Springs. His tall, loosely-knit figure, his long legs, his dark face, black eyes, and flowing black beard, which sweeps in a sable cataract over his bosom, are all well known to our citizens. Catamount Charley was dressed in his Sunday clothes, which consisted of a yellow buckskin shirt and buckskin trousers, both trimmed with a fringe of buckskin cut into strips, a cartridge belt filled with the loaded shells of a heavy repeating rifle, which he carried in his hand, a wide white sombrero on his head and moccasins on his feet. Catamount Charley dismounted in front of Aiken & Hunt's museum, and leaving his mustang unhitched, removed a heavy bale of skins from the crupper of the saddle, and walked into the store. Mr. Hunt was the only one in the store at the time.

"I say, boss," remarked Charley, "I've got some skins yere I'd like to sell yer." "Certainly," said Mr. Hunt, with his usual politeness, "I shall be glad to look at them." "Yere," said Charley, "is a mountain bison's hide, yere is a mountain lion's hide, and yere are two more lion's hides. That fust lion's skin is the biggest I ever see. It's nine feet from tip to tip; the critter must have weighed 500 pounds. You see it was this way. I was looking around for game back of the Peak, when all at once I heard a growlin' and howlin', which reminded me that the mountain lions was not all dead yet. So I crawled around a p'int of rock, and I'm blamed if I didn't see three mountain lion havin' a fight with a monstrous bison I tell you, it was a big fight. The lions would make a leap, and the bison would back up against a root and take them on his horns. I don't know how the fight would have come out, but it was just too good a picnic for me to let it pass, so I drawed a bead on the fust lion as come in range and pulled my old rifle off. The surprising part of the affair was that just as I pulled one of the lions jumped in between me and the one I shot at and caught the ball just back of his ribs. It passed clean through him, and bein' turned a little from its course, it cut the throat of the second lion, and broke the back of the bison. They all dropped in a heap, and I was so tickled that I incautiously jumped out from behind the rock, when the third lion saw me."

"Indeed," said Mr. Hunt. "Yes," said Charley, "the third lion he saw me, and made a jump in my direction. As I saw him comin' I didn't have time to take aim, but I took my repeatin' rifle up under my arm and took a fly shot at him. Lucky for me, I took him in the breast and he tumbled over dead." "Indeed," said Mr. Hunt. "Yes," said Charley, "the tumbled over dead; and now what will you give me for the four skins, three mountain lions and one bison?" We left Mr. Hunt engaged in a mercantile combat with Charley over the price of those skins.

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Domestic Blister "man's wife catching him at it"
More Domestic Bliss "wife rubbing Eclectric Oil into the
Wounds caused by the aforesaid Contretemps.

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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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NOTICE TO CONTRACTORS.

Notice is hereby given that sealed bids will be received at the office of the county clerk of Furnas county, Nebraska, at Beaver City, the county seat of said county, up to the 3rd day of January, A. D. 1881, at 12 o'clock M. of said day, for the construction of a wagon bridge across the Republican river, south of the town of Cambridge, in Medicine Creek precinct, in Furnas county, Nebraska, said bridge to be 400 feet in length. Bidders are required to accompany their bids with plans and specifications of the work, and also with a bond in a sum double the amount of the bid, conditioned for the faithful execution of the contract. The county commissioners of said county of Furnas reserve the right to reject any and all bids.
By order of the county commissioners of Furnas county, Nebraska. Dated at Beaver City, Furnas county, Nebraska, the 19th day of November, A. D. 1880.
J. KINSMAN, County Clerk.
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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!
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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.
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For information, folders, maps, etc., not obtainable at Home Ticket Office, address any agent of the Company, or
MARVIN HUGHITT, Gen'l Manager, CHICAGO, ILL.
W. H. STENNITT, Gen'l Pass. Agent.
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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.
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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
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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
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Tickets for sale at all coupon stations in the West.
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Wire Fencing and Railing a Specialty.
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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 Works, 57, 29 and 31 Woodward Ave., Detroit, Mich. Send for illustrated catalogue and price list. sep24

USE FOREST LEAF & JUNIPER 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 KIDNEGEN, which acts specifically on the Kidneys and Urinary Organs, removing injurious deposits formed in the bladder and preventing any straining, smarting sensation heat or irritation in the membranes of the passage. 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 color and quantity 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 diuretic properties which will not nauseate, but be acceptable to the stomach. Before taking any other 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 manufacturer prices.

A MAN
WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, CAN 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, Independence, 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," and Rock Isld & Pac. Dining Cars for eating purposes only. Our great feature of our Palace Cars is a SMOKING SALOON where you can enjoy your "weed" at all hours of the day.
Magnificent Iron Bridges span the Mississippi and Missouri rivers at Rock Island and Plattsmouth, and transfers are avoided at Council Bluffs and 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 divergent lines for all points East and South.
At ENGLEWOOD, with the Lake Shore & Michigan Southern R. R.
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., C. B. & W., C. Rd. Ind.; and T. P. & W. Rds.
At BURLINGTON JUNCTION, with "Milwaukee and Rock Island Short Line," and Rock Isld & Pac.
At DAVENPORT, with the Davenport Division C. R. I. & P. R. R.
At WEST LIBERTY, with the B., C. R. & N.
At GRINNELL, with Central Iowa R. R.
At DES MOINES, with D. M. & F. D. R. R.
At COUNCIL BLUFFS, with Union Pacific
At COLFAX, with B. & M. R. R. in Neb.
At COLUMBUS JUNCTION, with B. C. R. & N.
At OTTUMWA, with Central Iowa R. R.
At ST. L. & Pac., and C. B. & Q. R. Rds.
At KEOKUK, with Tol., Peo. & West. R. R.
At ST. LOUIS, and St. L. K. C. & N. W. R. Rds.
At CAMERON, with H. St. J. & K. R.
At ATCHISON, with Atch., Topeka & Santa Fe, and C. B. & Q.