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Most Choice and Original Designs

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A RAILWAY STORY.

Railroader.

I am a railroad engineer. Away along in 1857, during the recent panic, I was running on the F. & C. railroad. The railroad companies were running under in all directions. Every day we heard of new failures and quite often in a quarter where we least expected it. Our road was generally looked upon as one of the most substantial in the nation; nobody seemed to have any fears that it would fail to survive the general smash-up; but yet I did not fully share in the general confidence. Wages were cut down, arrearages collected, and a great many other little matters seemed to indicate to me that the road had got into deeper water than was agreeable all around. Among other things the master mechanic had told me in the spring that the company had ordered four first quality Taunton engines for the fall passenger business. The road was put in the very best condition, and other preparations were made to cut down the time and put the trains through quicker than was ever known before when the new engines should come. Well, there was but one of the engines came.

I said there was but one engine came; but she was, in my opinion, altogether the best ever turned out of the Taunton works, and that is saying as much as can be said of any engine She was put in my charge immediately, with the understanding that she was mine. It was Saturday when she came out of the shop, and I was to take a special train up to Y——. The train was to carry up the president and several officers of the road to meet some officers of another road, which crosses ours there, and arrange some important business with them. I had no trouble at all in making my forty miles an hour going out. The engine handled herself most beautifully. We were just holding up at Y——, when Aldrich, the treasurer, who had comd out on the platform to put the brake on, slipped and fell. As we were still under good headway he was much injured, and carried to the hotel insensible. According to the president's direction, I switched off my train, turned my engine, and stood ready to start back to C—— at a moment's notice.

Aldrich's presence was of so much importance that the business could not be transacted without him, so all those I had brought out, except the president and Aldrich, went back to C—— on the 3 o'clock express train. This was the last regular train which was to pass over the road until the next Monday. Early in the evening I left the machine in charge of my fireman, and went over to an eating-house to see if I could not spend the time more pleasantly than on the engine. The hours dragged themselves slowly away. I was playing a game of dominoes with the station agent, when in came Roberts, the president, in a state of great excitement.

"Harry," said he, "I want you to put me down in C—— at 12 o'clock."

As it was nearly 11 o'clock then, and the distance was seventy-five miles, I thought he was joking at first; but when we got outside the door he caught me by the arm and hurried me along so fast that I saw he was in earnest.

"Harry," said he, "if you don't set me down in C—— by 12 o'clock, I am a ruined man, and this road is a ruined road. Aldrich is dead; but he told me before he died that he had embezzled from time to time $800,000 of our money, and his clerk is to start with it on the 12 o'clock boat from C—— for Canada. If we don't have that money on Monday morning to make some payments with, the road goes into other hands; and if you put me down in C—— at the right time so that I save my money, you shall have $5000. Understand it, Harry—five thousand dollars."

Of course, I understood it. I saw now the reason why the wages had been cut down. I understood it all and my blood boiled. I felt that I would save the road, if I lived, and told Roberts so.

"See that you do it Harry," he replied, as he climbed upon the steps of the coach which was coupled to my engine.

I sprang up into the footboard, got up the switch-tender to help my fireman, opened the throttle, and, just as she commenced moving, looked at my watch; it was just 11 o'clock, so that I had one hour to made my seventy-five miles in. From Y—— to C—— there were few curves on the road, but there were several heavy grades. I was perfectly acquainted with every of it, so that I knew exactly what I had to encounter, that when I saw how the engine moved I felt very little for the result. The road for the first five miles was an air line, and so smooth that my engine flew along with scarcely a perceptible jar. I was so busy posting myself up as to the amount of wood and water, etc., that we danced by the first station almost before I was aware of it, having been five minutes out and having five miles accomplished.

"You are losing time!" yelled a voice from the coach. I looked around, and there stood Roberts with his watch in his hand.

I knew very well that we would have to increase our speed by some means if we carried out our plans of reaching C—— by midnight, and looked anxiously around to see what I could do to accomplish that purpose. She was blowing off steam fiercely at 110 pounds, so I turned down the valve to 200, for I knew we should need it all to make the heavy grades which lay between us and C——. It was three miles to the next station. With the exception of a few curves the track was as good as the last. As we started around what commonly seemed a rather long curve at the station, but which was at our rate of speed short enough, I looked at my watch, and we had done it in two minutes and a half.

"Gaining," I shouted back to Roberts, who was standing on the platform of the coach.

"Look out for the heavy grades," he replied, and went inside the car.

The next six miles rose gradually from a level to ten and a half feet grade, the last of which lay between us and the next station. My fireman kept her full, and now she began to get hot. The furnace door was red, and the steam raised continually, so that she kept her speed, and passed the station like a streak of light in five minutes. Now came nine miles like the last, over which she kept pace with her time, and passed the station in seven and a half minutes. Here for ten miles we had a twenty-foot grade to encounter, but the worst of it all was at this place we would be obliged to stop for wood. I was just going to speak to Roberts about it, when I looked around and saw him filling the tender from the coach with wood which had been placed there before starting, while he had gone after me.

I believe we would have made this ten miles with the same speed as before, but through the carelessness of the fireman the fountain-valve on the left hand side of the engine got opened, and the water rose in the boiler so fast as to run the steam down to 100 pounds before I discovered where the difficulty was. At first Roberts didn't appear to notice the decrease of speed, and kept at work at the wood as for dear life. But presently he looked up, and seeing that the speed had decreased, he shouted: "Harry, we are stopping!" and then coming over to where I was, he said: "Why, here we have been ten minutes on the last ten miles, and we will come to a dead stand if something is not done. The speed is continually slacking. What is the matter?" I explained the cause. He was apparently satisfied with my explanation, and, having tied down the safety valve, he climbed over the tender, exhorting me to "put her through, for God's sake, or we are all beggars together."

Just then we passed the next station, having taken nine minutes to eight miles. We were now more than half over the road, but we had lost nearly ten minutes' time and had only left twenty seven minutes to do thirty-seven miles in. I had shut the water off from both my pumps a little distance back, when I discovered what was the matter, and she was now making steam finely down a light grade. From less than one hundred, with which we started over that ten mile stretch, she had over two hundred pounds before we finished it, and as the gauge indicated no higher than that, and the valve was tied down, I could not tell how much over two hundred pounds she carried; but she certainly carried none less the remainder of the journey. And well she might carry such an enormous head of steam, for after passing over that ten miles in eight minutes there lay ten miles of five-feet up-grade and fourteen miles of twenty feet to the mile depression between us and C——, and it was now thirteen minutes to 12 o'clock.

Now the engine was hot in earnest. The furnace-door, smoke-arch and chimney were all red, while she seemed to fly onward as if the very evil one himself operated her by machinery. Six minutes carried us over that ten miles, and we darted by the last station that had lain between us and C——. Now we had fourteen miles to go, and my time showed fifty-three minutes past 11 o'clock. "If I live," said I to myself, "I will make it." And we plunged down that twenty-foot grade with all steam on. Persons who saw the train on that wild run said that it was so soon after they heard the first sound of her approach, when the strange object, which looked as if it was a flame of fire, darted by, and then the sound of its traveling died away in the distance, that they could hardly convince themselves that they had really seen anything. It seemed more like the creature of a wild dream than a sober reality.

And now let me tell you that no engine ever beat the time we made on those fourteen miles. Those great wheels, seven feet in diameter, spun around so swift that you couldn't begin to count the revolutions. The engine barely seemed to touch the tracks as she flew along, and although the track was as true as it was possible for it to be, she swayed fearfully, and sometimes made such prodigious jolts that it required considerable skill for one to keep his feet. No engine could hold together if crowded to a greater speed.

Well, just as I came to a standstill in the depot at C—— the big clock boomed out 12, and the steamboat was getting her steam on. Roberts got on board in time and nothing to spare. But he saved the money. He found it hid away in some old boxes, as Aldrich had directed him.

A Philosophical Youth.

A boy about 14 years of age was smoking a cigar on the south portico of the city hall the other morning, when a citizen halted before him and said:

"Boy, do you realize what you are doing?"

"Smokin' a powerful good five-center, won on a bet," was the reply.

"But don't you know you are filling your system with poison?"

"Naw."

"Well, you are. That cigar contains enough nicotione to kill a cat."

"I'm no cat."

"I know. It does not kill you suddenly, but poisons the blood and sows the seed of fell disease. You may drop dead on your way home."

"I ain't going home."

"It fills me with horror to see a lad of your age destroying both soul and body. Boy, I entreat you to throw away that vile cigar."

"I dasn't. Some one else would pick it up and be pizened."

"Throw it away and I'll buy you three apples."

"Don't like 'em."

"Or a quart of peanuts."

"Say," said the boy as he fondly regarded the inch of ashes at the end of the cigar, "I bet a boy the cigars this morning that he couldn't tech his tongue to a lamp-post and then sing 'Sally Walters.'" He teched, and there's a crowd up there now tryin' to thaw him loose. I ain't very scart about bein' pizened, and I don't care much for fatherly advice, but if you've got any spare time you might go up there and tell that 'ere boy that a chunk of natural philosophy is worth a hull barnful of experiments.'

Iowa and the River Route.

Des Moines Register.

The enemies of the Missisippi river route to European waters are in great glee over the fact that the prevailing cold of this winter has shut the river as far down as Memphis. They say this settles the question as to that being a impossible route for winter use. This is catching at a straw which just now happens to be at hand. It is true that the river is closed at St. Louis now, and that one or two days last week, and again this week, there was so much ice in the river at Memphis as to stop the boats. But this is an exceptional winter. It is the coldest in the south for fifty years. At Galveston, Texas, where they rarely have frost, ice has formed this winter and the ground frozen up hard that water and gas pipes a foot deep in the earth have frozen up. But this is so rare there, and all throughout the south, as to seem to the people of that section more like a miracle or a dream than a reality. It has not happened before in fifty years, and very probable will not happen again in fifty years. So it is at the best but a fleeting comfort to the people who do not want to see the Mississippi used as a highway of commerce between the United States and Europe.

For as a general thing the river below St. Louis is available the whole of the year. The closing of the river at St. Louis does not exceed at an average over three weeks a year, and very often it is not closed at that point all winter long. But let it go at the average, and with the river open at St. Louis and available all the year with the exception of three weeks, and with railroads to carry the grain down for that three weeks to a point where the river is not frozen, and it is good enough an open and steady way. A vast amount of the business of any year can be done in eleven months of it.

That this route to Europe is growing steadily in business and favor is apparent to all. St. Louis is reviving under the inspiration of it, and as a grain market is now standing higher in prices than Chicago. The fact that, with the barge lines down the river, it is now contracting to send grain to Liverpool via New Orleans for 11 cents less than it can send it to Liverpool via New York, is proof of its capacity to be the highest paying market for western grain. The rates it is paying now, over the Chicago rates, is adding 2 cents in value to every bushel of Iowa corn, and so would be a saving to this state if it had the access to St. Louis that it ought to have, of millions of dollars a year on this crop alone. The same would be true as to wheat. It is thought that the price per bushel to Liverpool from St. Louis will be steadily and largely decreased yet. Good judges, who have made the grain business a special matter, say that with this new route fully opened, and made to play the part that it can be made to do, the grain crops of Iowa will sell annually at Louis for from $10,000,000 to $12,000,000 more than at Chicago. Who will say that the Iowa people ought not to have this $10,000,000 or $10,000,000 to themselves rather than to give it to the sharks and extortionists of Chicago and the railroads running to New York? We are in favor of putting it in our own purse as a people, and letting Chicago take care of itself.

With this prospect that St. Louis will be a higher-paying market is the further virtue that it is less a speculative and gambling, and a steadier, more reliable market than Chicago. St. Louis deals with exporters to Europe direct, and trades in the actual grain, not in "margins" and imaginary grain. The board of trade in that city is not the wild menagerie that that of Chicago is. It does business on business principles, and this is a great deal better for the west than the unsteady, uncertain, skyrocketing way of doing the same thing at Chicago.

What Iowa wants now most of all is more railroads directly to St. Louis, and operated in the interests of the city as a grain market, and of the river route to Europe. A thousand miles of iron laid in Iowa this year in the interest of this old time market and its river route to Europe would be the very best thing that could happen to us as a people and a state.

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

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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."

P. C. HILLS, Superintendent, Missouri Valley, Iowa.
P. E. ROBINSON, Ass't Gen'l Pass. Agent.
J. H. O'BRYAN, Ass't Gen'l Pass. Agent, Council Bluffs.

MAKE NO MISTAKE!

MICA AXLE GREASE

Composed largely of powdered mica and isinglass is the best and cheapest lubricator in the world. It is the best because it does not gum, but forms a highly polished surface over the axle, doing away with a large amount of friction. It is the cheapest because you need use but half the quantity in greasing your wagon that you would of any other axle grease made, and then run your wagon twice as long. It answers equally as well for Mill Gearing, Threshing Machines, Buggies, &c., as for wagons—Send for Pocket Cyclopedia of Things Worth Knowing. Mailed free to any address

MICA MANUFACTURING CO.,
81 MICHIGAN AVENUE, CHICAGO.

☞ Ask Your Dealer For It

SHOW CASES

MANUFACTURED BY

O. J. WILDE,

1317 CASS ST., OMAHA, NEB.

☞ A good assortment always on hand. ☜

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 and JUNIPER BERRY, a most valuable discovery was made, KIDNEGEN, which acts specifically on the Kidneys, [illegible] reports from the Medical profession, prevents any such thing as [illegible] the membranous lining of the urinary water passage. It excites the Kidneys [illegible] gives them strength, [illegible] restoring their organs to a healthy condition [illegible] It can be taken at all times, [illegible] circumstances whatever [illegible] system. Unlike any other preparation for Kidney [illegible] a very pleasant and agreeable taste and flavor. It has been different [illegible] unfailing remedy, [illegible] which will not [illegible] before taking any other medicine [illegible] a bottle of KIDNEGEN to Druggists [illegible] for your matter. [illegible] especially will find it [illegible] and Gentlemen will find KIDNEGEN the best Kidney Tonic ever used. NO PAY [illegible] signature of LAWRENCE & MARTIN, sole Proprietors. Government Stamp on every bottle. KIDNEGEN to be sold (without license) by Druggists, Grocers and Other Persons everywhere.

Put up in Quart size Bottles for General and Family Use.

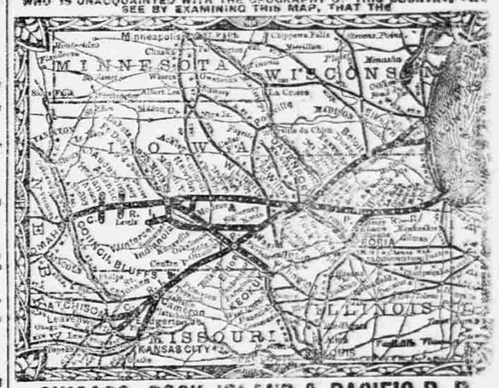
If not found at your Druggists or grocers, we will send a bottle prepaid to the nearest express office to you.

LAWRENCE & MARTIN, Proprietors, Chicago, Ills.

Sold by DRUGGISTS, GROCERS and DEALERS everywhere. Wholesale agents in Omaha, STEELE, JOHNSON & CO., will supply the trade at manufacturers 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, Grinnell, Newton, Des Moines (the capital of Iowa), Atlantic, Avoca, and Walnut, with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Ottumwa, Oskaloosa, Centerville, Princeton, Trenton, etc., and Davenport, Leavenworth, Atchison, and Kansas City; Washington to Kingsley, Oskaloosa, and Knoxville; Swalwa to Independence, Boone, Ames, Tonoloosa, Independence, Nelson, Lincoln, Sioux City, Oskaloosa, Pella, Marion, and Cedar Rapids; Newton to Monroe; Des Moines to Indianola and Winterset; Atlantic to Lewis and Anita; Nevada to Ingham. 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, now run each way daily between Chicago and PEORIA, KAPOLI, DES MOINES, COUNCIL BLUFFS, LEAVENWORTH AND ATCHISON. Through Express Passenger Trains between Minneapolis and Kansas City, via the "Milwaukee and Rock Island Short Line."

The "Golden Link Route" is magnificently equipped, its road bed is simply [illegible], and its track is laid with steel rails.

What will please you most, will be the pleasure of satisfying your wants, while passing over the connecting lines 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 necessity of a proper business of this nature 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, and Palace Drawing Cars for eating purposes only. Passengers can be served in our Palace Cars in the morning with a breakfast of the day.

Magnificent Iron Bridges span the Missouri and Mississippi rivers at all points crossed by the line, and transfers are avoided at Council Bluffs and 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 principal lines [illegible] East and South.

At ENGLEWOOD, with the C. & A. [illegible] W. & St. L. R'ds.

At WASHINGTON HEIGHTS, with P., [illegible] & S. R.

At LA SALLE, with Ill. Cent. R. R.

At PEORIA, with P. P. & J., P. D. & E., [illegible] C. B. & Q., and T. P. & W. R'ds.

At ROCK ISLAND, with "Milwaukee & Rock Island Short Line," and Rock Island & Pacific.

At DAVENPORT, with the Davenport, Iowa City, C. R. & N. R. R.

At WEST LIBERTY, with the S. C. R. & N. R. R.

At GRINNELL, with Central Iowa R. R.

At DES MOINES, with D. M. & N. R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & Mo. R. R. R. to Neb.

At COLUMBUS JUNCTION, with B. C. R. & N.

At OTTUMWA, with Central Iowa R. R.

At ST. JOSEPH, with Chicago, St. L. & K. C. R. R.

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 Ticket and Freight Agt., Chicago.

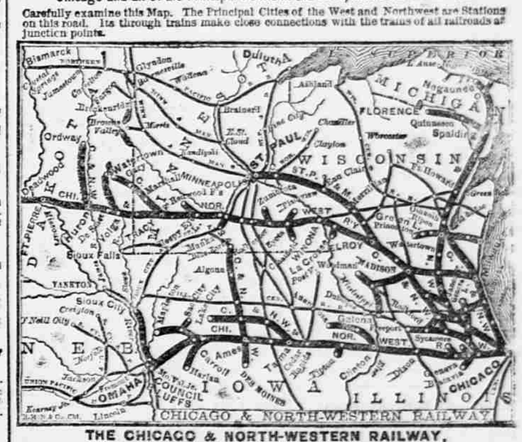
THIS NEW AND CORRECT MAP

Proves beyond any reasonable question that the

CHICAGO & NORTH-WESTERN R'Y

Is by all odds the best road for you to take when traveling in either direction between Chicago and all of the Principal Points in the West, North and Northwest.

Carefully examine this Map. The Principal Cities of the West and Northwest are Stations on this road. Its through trains make close connections with the trains of all railroads at junction points.



THE CHICAGO & NORTH-WESTERN RAILWAY,

Over all of its principal lines, runs each way daily from two to four or more Fast Express Trains. It is the only road west of Chicago that uses the

PULLMAN HOTEL DINING CARS.

It is the only road that runs Pullman Sleeping Cars North or Northwest of Chicago. It has nearly 3,000 MILES OF ROAD. It forms the following Trunk Lines:

"Council Bluffs, Denver & California Line." "Winona, Minnesota & Central Dakota Line."
"Sioux City, Nor. Nebraska & Yankton Line." "Chicago, St. Paul and Minneapolis Line."
"Nor. Illinois, Freeport & Dubuque Line." "Milwaukee, Green Bay & Lake Superior Line."

Tickets over this road are sold by all Coupon Ticket Agents in the United States and Canada.

Remember to ask for Tickets via this road, be sure they read over it, and take none other.

MARVIN HUGHITT, Gen'l Manager, Chicago. W. H. STENNETT, Gen'l Pass. Agent, Chicago.

HARRY P. DUEL, Ticket Agent C. & N. W. Railway, 401 and 405 Main Street.
D. S. KIMBALL, Assistant Ticket Agent C. & N. W. Railway, 14th and Farnham Streets.
J. BELL, Ticket Agent C. & N. W. Railway, U. P. R. R. Depot.
JAMES T. CLAR