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COUNCIL BLUFFS RAILROAD TIME TABLE. CHICAGO, ROCK ISLAND AND PACIFIC. Depart. Arrive. Atlantic Ex. 5:20 p. m. Pacific Ex. 9:15 a. m. Ex. and Mail 9:25 a. m. Ex. and Mail 6:30 p. m. D. Moines 7:15 a. m. Ex. and Mail 4:40 p. m. CHICAGO, WASHINGTON AND QUINCY. Depart. Arrive. Atlantic Ex. 5:20 p. m. Pacific Ex. 9:15 a. m. Mail and Ex. 9:20 p. m. Mail and Ex. 7:00 p. m. N. Y. Ex. 7:55 a. m. Mail & Ex. 6:50 p. m. CHICAGO AND NORTHWESTERN. Depart. Arrive. Atlantic Ex. 5:20 p. m. Pacific Ex. 9:15 a. m. Mail and Ex. 9:20 p. m. Mail and Ex. 7:00 p. m. Accoon. (Sat.). 6:50 p. m. KANSAS CITY, ST. JOE AND COUNCIL BLUFFS. Depart. Arrive. Mail and Ex. 9:25 a. m. Express. 9:10 p. m. UNION PACIFIC. Depart. Arrive. Overland Ex. 11:30 a. m. Overland Ex. 4:00 p. m. Lincoln Ex. 11:30 a. m. Denver Ex. 8:00 a. m. Denver Ex. 7:00 p. m. Local Ex. 8:00 a. m. Local Ex. 8:00 p. m. Local Ex. 7:25 a. m. Ex. 8:00 a. m. Emigrant. 5:20 p. m. WABASH, ST. LOUIS AND PACIFIC. Depart. Arrive. Mail and Ex. 9:45 a. m. Mail and Ex. 4:30 p. m. Cannon Ball. 4:30 p. m. SIOUX CITY AND PACIFIC. Depart. Arrive. For Sioux City. 7:55 a. m. For Fort Niobrara. 7:55 a. m. For Fort Union. 7:55 a. m. For St. Paul. 7:40 p. m. CHICAGO, MILWAUKEE AND ST. PAUL. Depart. Arrive. Leave Council Bluffs. 9:20 a. m. Arrives Council Bluffs. 9:15 p. m. Atlantic Ex. 15:15 p. m. CHICAGO, MILWAUKEE AND ST. PAUL. Depart. Arrive. Leave Omaha. 9:20 a. m. Arrives Omaha. 9:15 p. m. Mail and Ex. 13:40 p. m. Mail and Ex. 7:25 p. m. \*Except Sundays. \*Except Saturdays. \*Except Mondays. (Daily). Council Bluffs & Omaha Street R. R. Leave Council Bluffs. Leave Omaha. 8 a. m., 9 a. m., 10 a. m., 11 a. m., 12 p. m., 3 p. m., 4 p. m., 5 p. m., 6 p. m., 7 p. m., 8 p. m., 9 p. m. Street cars run half hour to the Union Pacific Depot. On Sunday the cars begin their trips at 9 o'clock a. m., and run regular during the day at 9, 11, 2, 4, 5 and 6 o'clock, and run to city time.

"SNOWBALL'S" LUCK. A Colored Bootblack Comes Into Possession of Property Valued at \$50,000. New York Herald.

A Brooklyn darkey named John De Gross, but more familiarly known among his acquaintances as "Snowball" and "Doc," has been placed in possession of property valued at \$50,000 after having followed white-washing, blacking boots and other plebeian vocations for a livelihood. "Snowball" was at one time the body servant of the late Health Officer Cochran. When the doctor's will was opened the fact discovered that he had left "Snowball" a legacy of \$1,000. John De Gross, Sr., "Snowball's" father was an old resident of Brooklyn, and a leader among the colored people of Brooklyn when it was but a village. He was intelligent, and of a saving disposition. When Myrtle avenue was laid out and opened the old man purchased from the city land at the corner of Navy street and Myrtle avenue which had been condemned and taken in the laying out of the new thoroughfare. In 1840 it passed into the possession of Thomas Bergen, who, with De Gross, long since died. The latter left three children, of whom two are still living—John and Sarah. The property was transferred to one Francis Chastelle by Bergen the same year in which it came into his possession. In 1869 Arthur Wellwood secured it, and until within the past week it has been retained by him. It is now occupied by six tenants. The De Gross children endeavored to gain possession of the property through the courts in 1878, claiming that they were the owners by right of descent. Defendant contested the claim, but plaintiffs secured a verdict in their favor. The case was taken to the general term, when the decision was reversed and a new trial granted. This resulted in a verdict for defendant. Plaintiffs appealed, when the verdict was set aside. On the next trial had before Judge Neilson in September, 1880, plaintiffs obtained a verdict. Appeal was again taken to the general term, when the last verdict was affirmed. Again resort was had to the court of appeals, which final tribunal, October 10, affirmed the judgment of the court below. The plaintiffs have now secured possession of the property, and "Snowball" is the pride and envy of his colored contemporaries at local cake walks, picnics and other festive entertainments.

A Newswaper Editor. O. M. Holcomb, of Bloomfield, Ohio, writes to explain: "Had that terrible disease catarrh, for twenty years; couldn't taste or smell, and hearing was falling. Thomas' Electric cured me. I have benefited voluntarily given against a former prejudice of patent medicine."

J. G. TIPTON, Attorney & Counsellor. Office over First National Bank, Council Bluffs, Iowa. Will practice in the state and federal courts.

JNO. JAY FRAINEY, Justice of the Peace, 214 BROADWAY, Council Bluffs, - - Iowa.

W. B. MAYES, Loans and Real Estate. Proprietor of abstracts of Pottawattamie county. Office corner of Broadway and Main Street, Council Bluffs Iowa.

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LARSON & ANDERSON. W. W. M. FURBY, OFFICER & PUSEY, BANKERS, Council Bluffs, Ia. Established, - - 1858. Dealers in Foreign and Domestic Exchange and Home Securities.

The bank makes its greatest coups. People seem to think that because a color has turned up eight or nine times it hasn't as good a chance of coming up the next. As a matter of fact the chances are exactly even, though it is impossible to convince ninety-nine out of a hundred that such is the case. At Monac lately, the number seven didn't come up for several days, and people were telegraphing their orders from all over Europe to bet on number seven. Of course the chances against a run on a color are more or less, and can readily be calculated, but the chances on each individual turn of the card are exactly even.

\*All ladies who may be troubled with nervous prostration; who suffer from organic displacement; who have a sense of weariness and a feeling of lassitude; who are languid in the morning; in whom the appetite for food is capricious and sleep at proper hours uncertain, should have recourse to Mrs. Pinkham's Vegetable compound.

The First Comers in Burnt River Pass. We learn that officials of the Oregon Navigation and Railway company have lately been at Boise, Idaho, and have arranged for extending their line from Baker City, Ore., to Boise. The route is to pass through the Burnt River Pass, which is too narrow for occupancy, we are told, by more than one road, and the contractors to shut out the Oregon Short Line, which it was supposed would pass through that way and be operated in connection with the Oregon Navigation and Railway company. A large force of men are at work on the grade between Boise and Baker City.

The O. N. & R. company have 1,000 men grading on Burnt river, and have possession of all the narrow passes, intending to dispute the right or possibility of the Oregon Short Line through the canyon. The contractors have built a store, boarding house and hay barn at Weatherby's Station, and intend to work all winter.

The Union Pacific issued a circular on November 1, saying that the Oregon Short Line was now open for business from Granger to American Falls, and that freight for the Montana and Idaho, received by the Union Pacific, be shipped, over that route. All freight going north of the crossing of the road at McCammon's Junction will be transferred there from the broad gauge to the narrow gauge road, and all freight for Wood River will go either to American Falls or Blackfoot. Rates are to remain the same as if going via Ogden.

Why the Minister Ceased to Wonder. Apropos of the Egyptian trouble, we wish to relate a little story, the circumstances of which occurred during our trip to the Holy Land several years ago. He was a devout Christian and made the study of the Bible and a proper understanding of the Big Book the highest aim of life.

When he arrived at the Sea of Galilee his heart was filled with awe, and he felt elevated and cleansed by the thought that he was gazing on the very same spot where his Savior once stood.

Approaching the boatman, he addressed him in his choicest Arabic, and, with bible and commentary in hand, awaited an answer.

"Ah! what smatter 'th yerf Why, don't yer talk the United States!" asked the man contemptuously. He was a real live Yankee, who was picking up a living by ferrying tourists across the sea.

"So this is the sea of Galilee," devoutly murmured the searcher after knowledge. "Ya-a-s."

"And this is where our Savior walked upon the waters?" "Ya-a-s."

"How much will you charge to take me to the exact spot?" "Well, you look like a gentleman, and I won't charge you nothin'."

The devout one boarded the boat, and at last was pointed out where the miracle is said to have occurred. After gazing at the waters and dividing his time between glances at his books and devout ejaculations of satisfaction, the searcher signified his willingness to return.

"Charge you \$20 to take you back," said the speculative Yankee. "But you said you would charge nothing."

"Now, didn't. Nothin' to bring you out; twenty to get back."

"And do you charge everybody \$20 to take them back?" asked the astonished searcher.

"Ya-a-s. That's about the figger."

"Well, then," said the devout one, as he went down in his clothes, "no wonder our Savior got out and walked."

A VOYAGE IN THE STEERAGE. How Poor People Cross the Atlantic. Prentice Mulford, in the San Francisco Chronicle, gives a long account of a voyage in the steerage. He says: Each steerage is required to furnish himself with a bed, blanket, plate, knife, fork, spoon, and a tin can for holding water, served out daily. The total cost of these articles in London is not more than three or four dollars. Then, if he has the wisdom of an old steerage, he will provide himself with a "hook pot," to contain the tea and coffee served at meals. The hook attaches it to the rim of the table and prevents it from being rolled off. If he is wiser still, he will take with him tea, coffee, chocolate, canned meats or fish, and a few spices or condiments for helping out the ship's bill of fare. Many of my fellow-passengers had so provided themselves, and we enjoyed many sociable private "toasts" on the trip. The daily bill of fare, as near as I can recollect, was as follows: Breakfast at 7—coffee, hot roll and butter. The so-called "rolls" were in reality small loaves, of which each passenger was entitled to one at a meal. At 10:30 or 11, soup or gruel for the children, of which the older passengers, through a contrivance of good will, often got a share. Dinner at 12 m.—Soup, roast beef and potatoes, or cod-fish and potatoes, rice or bread pudding. Tea at 6—Cold bread and butter and what was called "tea."

Often in the afternoon at 4 a plate of soup or gruel was among

the things possible. There was certainly enough to eat—of the kind. I venture to say that one half of our steerage was not on shore fed with so much regularity, or even variety. The beef tasted as though the life had been taken out of it by some process. It was cut up before being brought to the table. It was brought in a huge tin can. The can was taken to the table by one of the assistant stewards, and out of it he deposited the pieces on our plates with a long fork. The potatoes came next in solid consistency. Another steward laid the requisite number by our plates. Our soup plates were filled in a similar fashion. The table service, as may be imagined, was entirely practical in its nature. There was no formality.

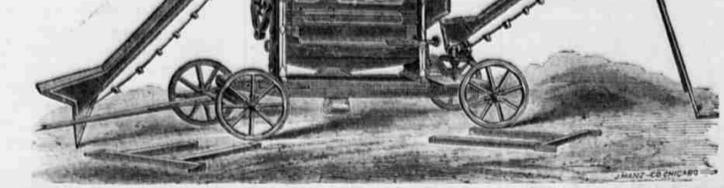
The meal finished, each guest was required to wash his or her own tableware. For this purpose the cook, after each meal placed a large vessel of hot water near the galley, on deck. To this the passenger repaired with his own soap and towel, plunged therein his tin plate, cup, knife, fork, and spoon, washed, wiped and retired. There was no change of hot water for the company. Of course, at the latter end of this lavatory process it became more and more greasy, and as it cooled this grease took on a more and more solid consistency. When the chutes were to windward things did not go overboard so readily. Then a larger amount of the smaller scum found its way to the general wash-pail. The trip from the steerage table with this table furniture was on an even keel a matter of one hundred and odd feet, involving also the climbing of the steerage stairs to the main deck. By the main deck, I would inform the ultra landman, is not meant the upper deck, which commands the view of the sea. It is the enclosed deck on which are located all the offices of the little floating world, such as the engine room, cook room, steward's room, butcher shop, pastry cook, etc. Ours was on deck below this. Having had some sea training, all this dirt washing and other discipline was for me no great hardship. I had done it all before in the fore-castle. But some of the poor fellows went erratically for many days in this unaccustomed service. There was often a clangor of pots and plates and precipitations of human forms in all shapes on deck, and a spilling of slops in all directions during heavy weather.

The principal abuse of the modern steerage lies in the contracted space occupied by the berths. There is no necessity for so crowding twelve people in a space not large enough for four. The steamers take, as a rule, full cargoes from America, but they are not so loaded coming back. Nor is there any real necessity that the steerage passenger be obliged to furnish his table service. Cleanliness could be far better regulated were the tables set with the ship's plates, knives, forks, and cups, and these removed, washed, and stored by the ship's attendants. As it is, four-fifths of the people are entirely inadequate to the proper cleansing of their own table ware, even in fair weather, and the result is the storage in their bunks of greasy plates, which are continually getting loose and clattering about under foot in rough weather. As for the fare, I would in the mines of California have been very glad to live as well as I did in the steerage. I have seen worse fare on some vessels when a sailor, and even worse in some cheap boarding houses on shore. We had a very calm passage until within four days of New York. The steamer was light and such rolling for three days I never deemed anything ad as capable of. The oscillations were as regular and almost as rapid as those of a common pendulum. It was one steady see-saw night and day—the deck for ever so few seconds like a Mansard roof up, and without the pause of a second it was the Mansard roof down again. I rolled like a log to and fro in my bunk, and no amount of self-checking would secure me. At last I hit upon a fashion of screwing my head into one corner of the berth, and somehow—I don't know how—I could make that end of my body stay there, but all below the waist, especially the legs, thrashed about like a pair of whiplashes. I became so tired of this involuntary exercise that my whole body ached.

JACOB SIMS, Attorney and Counsellor at Law, COUNCIL BLUFFS, IOWA. Office—Broadway, between Main and Pea streets. Will practice in State and Federal courts.

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