

HARKNESS BROS. DRY GOODS & CARPET HOUSE.

Have the Largest Stock and Choicest Patterns of CARPETS! Ever Brought to the City, and at LOWER PRICES than ever offered in this vicinity, DO NOT FAIL TO CALL AND EXAMINE STOCK BEFORE PURCHASING. HARKNESS BROS., 401 Broadway, Council Bluffs.

WILL SAVE YOU TIME, TROUBLE, MONEY If you buy your GROCERIES & PROVISIONS -OF- BOSTON TEA CO., 16 Main and 17 Pearl Street, Council Bluffs.

COUNCIL BLUFFS RAILROAD TIME TABLE

The following are the times of arrival and departure of trains from the local depots. The trains start from the Union Pacific depot about ten minutes earlier than the one stated, and arrive at the depot about ten minutes later.

CHICAGO, BURLINGTON & QUINCY RAILROAD

OFFICE OF FREIGHT AGENT, 1 OMAHA AND COUNCIL BLUFFS, May 12, '83. Arrangements have been made for the Loading in Chicago Daily

MERCHANDISE SOLID COUPON PARTIES IN COUNCIL BLUFFS.

These cars will come through to destination without a stop. Quick time in theory issued. Please order your goods via G. & Q. R. R.

A. B. WEST, GENERAL AGENT.

GOTO H. R. JONES FOR THE Douglas Vapor Stoves The best and simplest in the world. Also for Gasoline Stoves. Contact 'Tut'

OFFICE OFFICERS. H. M. FURBY, OFFICER & PUSEY, BANKERS, Council Bluffs, Ia. Established, 1858

Are acknowledged to be the best by all who have put them to a practical test. ADAPTED TO HARD & SOFT COAL COKE OR WOOD. Buck's Stove Co., SAINT LOUIS, MO. PIERCY & BRADFORD, SOLE AGENTS FOR OMAHA

COUNCIL BLUFFS ADDITIONAL LOCAL NEWS

PERSONAL.

A party from Neola, consisting of Miss Rose Whittaker, Miss Jessie Remington and Fred Eastland, of the Neola post-office, were in town yesterday to view the extent of the damage done by the late freshet. They were Pacific house guests. The party returned home last evening.

E. Rosecrans expects to start this evening for Des Moines, as a representative to the Grand Lodge of Druids, which meets there Tuesday. Theo Hessel, Theodore King and Mr. Washburn, also expect to go.

Mrs. J. S. Wilson and daughter, of Council Bluffs, are visiting Mrs. D. A. Williams, during Mr. Williams' absence on a prospecting tour. The last heard of him was from San Francisco.—Harlan Tribune.

J. R. Davey, of Chicago, representing some chemical works, was at the Ogden over Sunday.

Mr. and Mrs. Hall, of Brooklyn, are visiting Mrs. Hall's brother, H. E. Seaman, and family.

Miss Ida Cassidy has returned home from Des Moines, where she has been attending school.

H. W. Johnson, of Barnham, Tulleys & Co., loan office at Sioux Falls, Dakota, is in the city.

William Bushman, one of Omaha's well known merchants, visited this city Saturday.

Col. George C. Heberling, formerly U. S. marshal of the northern district, is in the city.

J. R. Trask, of Utica, N. Y., arrived at the Ogden yesterday morning.

Henry Hyams, of Chicago, was among yesterday's arrivals at the Ogden.

Thomas J. Conway, of Sioux City, visited the Bluffs yesterday.

Mrs. Matilda Fletcher, the well known lecturer, is in the city.

Mrs. Dr. Hanchett is making a visit to friends in Sao City.

James D. Rice, of Burlington, was at the Pacific yesterday.

R. C. Cameron, of Chicago, spent Sunday at the Ogden.

Ed. E. Bakke, of Onawa, was at the Ogden yesterday.

E. C. Lockwood, of Rockford, Ill., is at the Pacific.

If you have failed to receive benefit from other preparations, try Hood's Sarsaparilla; it's the strongest, the purest, the best, the cheapest.

THE DISTRICT COURT.

An Important Witness Captured for the Lyons Case.

In the district court Saturday, Busch, the man who was engaged in the burglarizing of freight cars on the Chicago, Burlington & Quincy railway, was tried and found guilty.

His partner, Theodore Lyons, was then put on trial and a part of the state's evidence heard, the rest to be heard to-day.

The state has been wanting to get as a witness a young man named Gardner, who, it is claimed, was given a suit of the stolen clothes if he would keep his mouth shut. Yesterday Deputy Sheriff Clatterback got the young fellow, and lodged him in jail.

He had quite a chase after him, for the young fellow ran like a deer when he found that the officers were after him. Clatterback gave him two or three shots from his bulldog, but the whizzing bullets only made him run the faster.

It is not known whether he is willing to testify in the case, now that he is captured, or not, but he will probably do so to clear himself of trouble.

The attorneys have united in a petition to have the district court adjourn Tuesday, as the criminal trials will be through with by that time, and the lawyers interested in the civil cases prefer to have them go over. Judge Reed has consented to this arrangement.

Augusta Bitters do not only distinguish themselves by their aromatic odor also are generally used, but they are also a sure preventive for all diseases originating from the digestive organs. Beware of counterfeits. Ask your grocer or druggist for the genuine article, manufactured by Dr. J. G. B. Steiger & Sons.

THE YOUNG RUNAWAYS.

Their Father Comes for Them and Takes Back his Money.

The two boys who were stopped here a few days ago by the police, in accordance with telegraphic orders, are now en route for home again, their father having come for them. For boys so young, the elder being only thirteen, they showed old heads. It appears that their names are Albron, and not Gleason, the name given by them when arrested. Their father is a stock man and farmer, at Emerald, near Blue Earth, Minn. He had recently sold some cattle, for which he had received about \$200. The boys, improving the chance while he was away from home on jury duty, and helped themselves to the roll, and then ran away. They were bare footed on leaving home and walked about forty miles, and then stole a ride on a freight train. At Mason City they purchased tickets for Kearney Junction, by way of Ottumwa, and also bought boots, good suits of clothing, and a valise to carry the old clothes in, not forgetting to purchase also a copy of Peck's Bad Boy, with which to while away the time.

The boys had planned to go into Nebraska, where they had relatives, and there learn to herd cattle. They seem to have squandered but a small per cent of the money foolishly, and showed much more sense than many older ones, as they did not get confounded out of any of their money at the Union Pacific depot.

When the father came yesterday there was quite an interesting interview between him and the boys. The elder of the two juveniles reminded his father that boys couldn't do men's work, and that they should be allowed some time for play occasionally. He also charged the old gentlemen with

PETERSEN'S AIR-SHIP.

Claiming to Have Solved the Problem of Aerial Navigation.

A Flying Machine which is Expected to Shoot Through Space at the Rate of One Hundred Miles an Hour.

New York Star.

Few men in New York have led more eventful lives than Captain Carl W. Petersen. He was born in the Duchy of Schleswig, when that province was part of Denmark, and came to the United States thirty years ago.

He has been sailmaker, ship builder, sea captain and inventor. When on a whaler twenty-five years ago Captain Petersen, with five companions, explored Cape Chukotka, the northernmost point in Europe. A year later he visited the Caroline Archipelago, in the Pacific ocean, and fought the savages there. His next exploit was a descent with ten men upon an island northeast of New Guinea, the inhabitants of which were cannibals.

Of late Captain Petersen has turned his attention to inventions. Twelve years ago he designed a submarine steamer and a floating dock. By means of the latter portion of his invention ocean boats sunk 200 feet under water could be pumped dry, and the vessels raised by powerful machines. As \$4,000,000 capital would be required for the operation of the floating dock, the captain was never able to carry out his project.

His latest and greatest invention is an air-ship, for which he has obtained letters patent in the United States and several European countries. A corporation called "Petersen's Aerial Navigation Company," with a capital of \$100,000, divided into shares of \$2 each, has been formed to build and run air-ships. The office of the company is at Hall 4, Cooper Institute, where a reporter found Captain Petersen a day or two ago. The inventor is a benevolent-looking man of middle age, with a patriarchal beard.

"You want to know about my ship, eh?" he said. "Well, let me tell you in the first place, that my theory is altogether different from that of all other aerial navigators."

"In what way?" "They have clung to the erroneous idea that an air-ship can be propelled by machinery, although all their experiment prove that the machinery necessary to drive a vessel of a given size is too heavy for the ship to carry. It is like putting a sixteen pound weight to a one pound pigeon, and expecting him to fly with it."

"What is your idea?" the reporter asked.

"Just this," replied Captain Petersen, pointing to a drawing on the table before him. "We have a long, reeferable balloon, inflated with street gas at a temperature of 130 degrees Fahrenheit. Through the balloon pass four masts, and about the foot of each a cabin is built. At the bow of the ship is a vertical rudder used to alter the course to right or left. A horizontal rudder at the stern serves to regulate the angle at which the vessel rises or falls. You understand?"

"Yes, but I don't see where your propelling power comes in."

"You will see it all in a minute. Just hold up the pamphlet. Thanks. Now, let that represent the balloon and this envelope the horizontal rudder at the stern. When we let the ship loose from the ground the envelope is depressed thus. A current of air, as the pamphlet rises (just lift it a little), strikes the envelope and throws the head of the pamphlet at an angle upward. Thus we shoot upward obliquely."

"How fast do you shoot?" "Our initial velocity is seven feet four inches per second, but in the eleventh second we make 104 feet, that is to say, we are traveling at the rate of 100 miles an hour."

At this the reporter dropped the ship to the table, leaving the captain holding the horizontal rudder aloft. "That strikes you as rather unventurous," "I fancy," observed the inventor.

"Just a trifle," responded the reporter, faintly.

"But you see the principle. By means of the rudder I convert the lifting power of the gas into a force to pull the ship forward."

"Yet you still go upward. Suppose you should ever want to come down?"

"Then we cool the gas by a patent process of mine, and reduce its volume 75 per cent. It becomes a dead weight and the balloon is reefed. Gravitation forces the ship down, while the resistance of the envelope—I mean the rudder—causes the bow to sink first. To reascend we simply expand the gas by heat, and up we go. In each of the four cabins is an apparatus for heating and one for cooling the gas. The angle of ascent can be so regulated that the vessel advances horizontally 65 miles, while she goes one mile upward. She stands on one tack until she has made 400 miles headway."

"That would bring her about six miles above the earth, Captain," observed the reporter, after making a hurried calculation with his pencil upon his cuff—a trick which he learned to the mental arithmetic class at school.

"Exactly."

"How are people to breathe at that altitude?" demanded the newspaper man quickly.

"The cabins are air-tight, my acute young friend, and we pump in air until we have an atmosphere dense enough for breathing purposes."

"Won't a velocity of 100 miles an hour tear your balloon to pieces?"

"No, sir, it is made of stout silk, covered with India rubber varnish."

"How often will your gas have to be renewed?"

"It will be possible to retain it for four months, but we expect never to make a voyage more than a month long. We will go to Europe in three days."

"You have not told me how large your ship is to be."

"The one we intend to build this year will be 250 feet long, including both rudders. Her extreme width will be 122 feet. The masts will be 30 feet high, and the superficial area of the ship will be 15,000 square feet, not counting the rudders, which mea-

PETERSEN'S AIR-SHIP.

Claiming to Have Solved the Problem of Aerial Navigation.

A Flying Machine which is Expected to Shoot Through Space at the Rate of One Hundred Miles an Hour.

New York Star.

Few men in New York have led more eventful lives than Captain Carl W. Petersen. He was born in the Duchy of Schleswig, when that province was part of Denmark, and came to the United States thirty years ago.

He has been sailmaker, ship builder, sea captain and inventor. When on a whaler twenty-five years ago Captain Petersen, with five companions, explored Cape Chukotka, the northernmost point in Europe. A year later he visited the Caroline Archipelago, in the Pacific ocean, and fought the savages there. His next exploit was a descent with ten men upon an island northeast of New Guinea, the inhabitants of which were cannibals.

Of late Captain Petersen has turned his attention to inventions. Twelve years ago he designed a submarine steamer and a floating dock. By means of the latter portion of his invention ocean boats sunk 200 feet under water could be pumped dry, and the vessels raised by powerful machines. As \$4,000,000 capital would be required for the operation of the floating dock, the captain was never able to carry out his project.

His latest and greatest invention is an air-ship, for which he has obtained letters patent in the United States and several European countries. A corporation called "Petersen's Aerial Navigation Company," with a capital of \$100,000, divided into shares of \$2 each, has been formed to build and run air-ships. The office of the company is at Hall 4, Cooper Institute, where a reporter found Captain Petersen a day or two ago. The inventor is a benevolent-looking man of middle age, with a patriarchal beard.

"You want to know about my ship, eh?" he said. "Well, let me tell you in the first place, that my theory is altogether different from that of all other aerial navigators."

"In what way?" "They have clung to the erroneous idea that an air-ship can be propelled by machinery, although all their experiment prove that the machinery necessary to drive a vessel of a given size is too heavy for the ship to carry. It is like putting a sixteen pound weight to a one pound pigeon, and expecting him to fly with it."

"What is your idea?" the reporter asked.

"Just this," replied Captain Petersen, pointing to a drawing on the table before him. "We have a long, reeferable balloon, inflated with street gas at a temperature of 130 degrees Fahrenheit. Through the balloon pass four masts, and about the foot of each a cabin is built. At the bow of the ship is a vertical rudder used to alter the course to right or left. A horizontal rudder at the stern serves to regulate the angle at which the vessel rises or falls. You understand?"

"Yes, but I don't see where your propelling power comes in."

"You will see it all in a minute. Just hold up the pamphlet. Thanks. Now, let that represent the balloon and this envelope the horizontal rudder at the stern. When we let the ship loose from the ground the envelope is depressed thus. A current of air, as the pamphlet rises (just lift it a little), strikes the envelope and throws the head of the pamphlet at an angle upward. Thus we shoot upward obliquely."

"How fast do you shoot?" "Our initial velocity is seven feet four inches per second, but in the eleventh second we make 104 feet, that is to say, we are traveling at the rate of 100 miles an hour."

At this the reporter dropped the ship to the table, leaving the captain holding the horizontal rudder aloft. "That strikes you as rather unventurous," "I fancy," observed the inventor.

"Just a trifle," responded the reporter, faintly.

"But you see the principle. By means of the rudder I convert the lifting power of the gas into a force to pull the ship forward."

"Yet you still go upward. Suppose you should ever want to come down?"

"Then we cool the gas by a patent process of mine, and reduce its volume 75 per cent. It becomes a dead weight and the balloon is reefed. Gravitation forces the ship down, while the resistance of the envelope—I mean the rudder—causes the bow to sink first. To reascend we simply expand the gas by heat, and up we go. In each of the four cabins is an apparatus for heating and one for cooling the gas. The angle of ascent can be so regulated that the vessel advances horizontally 65 miles, while she goes one mile upward. She stands on one tack until she has made 400 miles headway."

"That would bring her about six miles above the earth, Captain," observed the reporter, after making a hurried calculation with his pencil upon his cuff—a trick which he learned to the mental arithmetic class at school.

"Exactly."

"How are people to breathe at that altitude?" demanded the newspaper man quickly.

"The cabins are air-tight, my acute young friend, and we pump in air until we have an atmosphere dense enough for breathing purposes."

"Won't a velocity of 100 miles an hour tear your balloon to pieces?"

"No, sir, it is made of stout silk, covered with India rubber varnish."

"How often will your gas have to be renewed?"

"It will be possible to retain it for four months, but we expect never to make a voyage more than a month long. We will go to Europe in three days."

"You have not told me how large your ship is to be."

"The one we intend to build this year will be 250 feet long, including both rudders. Her extreme width will be 122 feet. The masts will be 30 feet high, and the superficial area of the ship will be 15,000 square feet, not counting the rudders, which mea-

PETERSEN'S AIR-SHIP.

Claiming to Have Solved the Problem of Aerial Navigation.

A Flying Machine which is Expected to Shoot Through Space at the Rate of One Hundred Miles an Hour.

New York Star.

Few men in New York have led more eventful lives than Captain Carl W. Petersen. He was born in the Duchy of Schleswig, when that province was part of Denmark, and came to the United States thirty years ago.

He has been sailmaker, ship builder, sea captain and inventor. When on a whaler twenty-five years ago Captain Petersen, with five companions, explored Cape Chukotka, the northernmost point in Europe. A year later he visited the Caroline Archipelago, in the Pacific ocean, and fought the savages there. His next exploit was a descent with ten men upon an island northeast of New Guinea, the inhabitants of which were cannibals.

Of late Captain Petersen has turned his attention to inventions. Twelve years ago he designed a submarine steamer and a floating dock. By means of the latter portion of his invention ocean boats sunk 200 feet under water could be pumped dry, and the vessels raised by powerful machines. As \$4,000,000 capital would be required for the operation of the floating dock, the captain was never able to carry out his project.

His latest and greatest invention is an air-ship, for which he has obtained letters patent in the United States and several European countries. A corporation called "Petersen's Aerial Navigation Company," with a capital of \$100,000, divided into shares of \$2 each, has been formed to build and run air-ships. The office of the company is at Hall 4, Cooper Institute, where a reporter found Captain Petersen a day or two ago. The inventor is a benevolent-looking man of middle age, with a patriarchal beard.

"You want to know about my ship, eh?" he said. "Well, let me tell you in the first place, that my theory is altogether different from that of all other aerial navigators."

"In what way?" "They have clung to the erroneous idea that an air-ship can be propelled by machinery, although all their experiment prove that the machinery necessary to drive a vessel of a given size is too heavy for the ship to carry. It is like putting a sixteen pound weight to a one pound pigeon, and expecting him to fly with it."

"What is your idea?" the reporter asked.

"Just this," replied Captain Petersen, pointing to a drawing on the table before him. "We have a long, reeferable balloon, inflated with street gas at a temperature of 130 degrees Fahrenheit. Through the balloon pass four masts, and about the foot of each a cabin is built. At the bow of the ship is a vertical rudder used to alter the course to right or left. A horizontal rudder at the stern serves to regulate the angle at which the vessel rises or falls. You understand?"

"Yes, but I don't see where your propelling power comes in."

"You will see it all in a minute. Just hold up the pamphlet. Thanks. Now, let that represent the balloon and this envelope the horizontal rudder at the stern. When we let the ship loose from the ground the envelope is depressed thus. A current of air, as the pamphlet rises (just lift it a little), strikes the envelope and throws the head of the pamphlet at an angle upward. Thus we shoot upward obliquely."

"How fast do you shoot?" "Our initial velocity is seven feet four inches per second, but in the eleventh second we make 104 feet, that is to say, we are traveling at the rate of 100 miles an hour."

At this the reporter dropped the ship to the table, leaving the captain holding the horizontal rudder aloft. "That strikes you as rather unventurous," "I fancy," observed the inventor.

"Just a trifle," responded the reporter, faintly.

"But you see the principle. By means of the rudder I convert the lifting power of the gas into a force to pull the ship forward."

"Yet you still go upward. Suppose you should ever want to come down?"

"Then we cool the gas by a patent process of mine, and reduce its volume 75 per cent. It becomes a dead weight and the balloon is reefed. Gravitation forces the ship down, while the resistance of the envelope—I mean the rudder—causes the bow to sink first. To reascend we simply expand the gas by heat, and up we go. In each of the four cabins is an apparatus for heating and one for cooling the gas. The angle of ascent can be so regulated that the vessel advances horizontally 65 miles, while she goes one mile upward. She stands on one tack until she has made 400 miles headway."

"That would bring her about six miles above the earth, Captain," observed the reporter, after making a hurried calculation with his pencil upon his cuff—a trick which he learned to the mental arithmetic class at school.

"Exactly."

"How are people to breathe at that altitude?" demanded the newspaper man quickly.

"The cabins are air-tight, my acute young friend, and we pump in air until we have an atmosphere dense enough for breathing purposes."

"Won't a velocity of 100 miles an hour tear your balloon to pieces?"

"No, sir, it is made of stout silk, covered with India rubber varnish."

"How often will your gas have to be renewed?"

"It will be possible to retain it for four months, but we expect never to make a voyage more than a month long. We will go to Europe in three days."

"You have not told me how large your ship is to be."

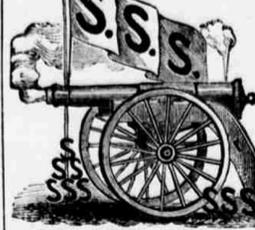
"The one we intend to build this year will be 250 feet long, including both rudders. Her extreme width will be 122 feet. The masts will be 30 feet high, and the superficial area of the ship will be 15,000 square feet, not counting the rudders, which mea-

ST. LOUIS PAPER WAREHOUSE!

GRAHAM PAPER CO.

217 and 219 North Main St., St. Louis. Wholesale Dealers in BOOKS, PAPERS, WRITING MATERIALS, ENVELOPES, CARD BOARD AND Printers' Stock.

2¢ Cash paid for Bags and Paper Stock, Scrap Iron and Metal. Paper Stock Warehouses 1229 to 1237, North Sixth Street. may 24-3m



SOLID SHOT AGAINST Blood Poison.

ATLANTA, Ga., April 17, 1883. In 1878 I was the victim of a terrible blood poison, and after being treated by three physicians was confined to my bed, not able to raise my head to eat or drink, and I was gradually reduced in weight from 180 to 120 pounds. It began the usual symptoms of blood poisoning, and I had a fever which weighed 195 and has never had a symptom of the disease since. It had not been for three months I would have been my grave. JOHN V. BISH OP. TRIED NOT SPRING TWO YEARS WITH

DR. WHITTIER.

617 St. Charles St. ST. LOUIS Mo. A REGULAR GRADUATE of two medical colleges, has been longer engaged in the treatment of GONORRHOEA, NEURALGIA, SKIN AND BLOOD DISEASES than any other physician in St. Louis as far as the city is concerned. He has a large number of testimonials from all old residents of this city, and all old residents know. Consultation free and invited. When it is inconvenient to visit the city for treatment, medicine can be sent by mail or express where desired. Curable cases guaranteed; where doubt exists it is frankly stated. Call to verify. Nervous prostration, Debility, Mental and Physical Weakness, Mercurial and other affections of Throat, Skin and Bones, Blood Impurities and Blood Poisoning, Skin Affections, Old Sores and Ulcers, Impediments to Marriage, Rheumatism, Piles. Special attention to cases from over-worked men. SURGICAL DISEASES receive special attention. Diseases arising from Improper Use of Tobacco, in the course of the

MARRIAGE GUIDE.

200 pages—the what story told. Many marriages are made every day, many of which, if they were not, would be a curse to the world. This book is a guide to the young man and woman, and contains all the information necessary to a successful marriage. It is a book that every young man and woman should have. Price 25¢ per copy. Sent by mail for 30¢ per copy.

HEALTH IS WEALTH.

Dr. E. C. West's Nerve and Brain Tonic, a grand tonic for the system, for Nervous Debility, Headache, Prostration, and all the ailments arising from the use of alcohol or tobacco, Wakefulness, Mental Depression, Stiffening of the joints, resulting in Rheumatism, Stomach Troubles, and all the ailments arising from the use of stimulants. It is a grand tonic for the system, for Nervous Debility, Headache, Prostration, and all the ailments arising from the use of alcohol or tobacco, Wakefulness, Mental Depression, Stiffening of the joints, resulting in Rheumatism, Stomach Troubles, and all the ailments arising from the use of stimulants. Each box contains one month's treatment, at \$1.00 a box, or six boxes for \$5.00 per box, by mail, postage paid. C. F. GOODMAN, Druggist Omaha Neb.

Dr. Felix Le Brun's GAND C.

PREVENTIVE AND CURE FOR EITHER SEX.

This remedy being injected directly to the seat of the disease, requires no change of diet or nervous, mercurial or poisonous medicines to be taken internally. When used

AS A PREVENTIVE UNFORTUNATELY APPLIED

we guarantee 8 boxes to cure or we will refund the money. Price by mail, postage paid, 25¢ per box, or 3 boxes for \$5.

Written Guarantees

Issue 1 by all authorized agents. DR. FELIX LE BRUN & Co., Sole Proprietors. C. F. GOODMAN, Druggist, Sole Agent, Omaha, Neb. made awly

DR. HENDBERSON

A regular graduate in medicine. Over 10 years' practice in St. Louis, Mo. Authorised by the State to treat Chronic, Nervous and Private Diseases. Catarrhs, Gleet, Gonorrhoea, Stricture, Syphilis, Scrophulous, Piles, Tumor Warts, Urinary and Skin Diseases, Nervous Debility, Prostration, and all the ailments arising from the use of stimulants. Each box contains one month's treatment, at \$1.00 a box, or six boxes for \$5.00 per box, by mail, postage paid. C. F. GOODMAN, Druggist Omaha Neb.



WESTERN CORNIC WORKS!

Iron and Slate Roofing, O. SPECHT, Proprietor. 1111 Douglas St. - Omaha, Neb

MANUFACTURER OF GALVANIZED Iron Cornices I

DORMER WINDOWS, FINIALS, Tin, Iron and Slate Roofing, Specht's Patent Skylight Patent, Asbestos Roofing, and all the ailments arising from the use of stimulants. I am the general agent for the above line of goods.

IRON FENCING, Crossings, Balustrades, Verandas, Iron Bank Railings, Window Blinds, Col-lar Guards, also GENERAL AGENTS FOR PEEBSON & EILL PATENT INSIDE BLIND.

"FOR TABLE USE" The Natural Mineral,