Thirty Years Record. Endorsed by Physicians.

HUNT'S KIDNEY & LIVER REMEDY NEVER KNOWN TO FAIL

CURES ALL DISEASES OF THE KIDNEYS LIVER BLADDER AND URINARY ORGANS DROPSY GRAVEL DIABETES BRIGHT'S DISEASE PAINS IN THE BACK LOINS OR SIDE NERVOUS DISEASES RETENTION OR NON-RETENTION OF URINE.

By the use of this REMEDY, the Stomach and Bowels speedily regain their strength, and the blood is purified.

It is pronounced by hundreds of the best doctors to be the ONLY CURE for all kinds of Kidney Diseases.

It is purely vegetable, and cures when other medicines fail.

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TIMKEN SPRING VEHICLES!

Easiest riding Vehicle made. Rides as easy with one person as with two. The Springs lengthen and shorten according to the weight they carry. Equally well adapted to rough country roads and fine drives of cities. Manufactured and sold by all the leading Carriage Builders and Dealers. Henry Timken, Patentee, St. Louis. Used exclusively by CHICAGO, ILL. ABBOTT BUGGY CO.

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Drawn at Havana, Cuba, Every 12 to 14 Days.

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jy -m&e & w1y.

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The course of instruction embraces all the Elementary and higher branches of a finished education. Difference of Religion is no obstacle to the admission of young ladies. Pupils are received at any time of the year.

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Five Months, - - $150.00

EXTRA CHARGES—Drawing, Painting, German Harp, Violin, Guitar and Vocal Music.

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jy 11.m&e

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"Easily digested and nutritious."—G. W. Bailey, M. D., Elizabeth, N. J.

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DIRECT LINE FOR ENGLAND, FRANCE AND GERMANY.

The steamships of this well-known line are built of iron, in water-tight compartments, and are furnished with every requisite to make the passage both safe and agreeable. They carry the United States and European mails, and leave New York Thursdays and Saturdays for Plymouth (LONDON) Cherbourg, (PARIS) and HAMBURG.

Rates: First Cabin, $55, $65 and $75. Steerage, $20. Henry Pundt, Mark Hanson, F. E. Moores, M. Toft, agents in Omaha. Gronewig & Schoentgen, agents in Council Bluffs. C. B. RICHARD & CO., Gen. Pass Agts., 61 Broadway, N. Y. Chas. Kozminski & Co General Western Agents, 107 Washington St., Chicago, Ill.

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Will cure Nervousness, Lumbago, Rheumatism, Paralysis, Neuralgia, Sciatica, Kidney, Spine and Liver diseases, Gout, Asthma, Heart disease, Dyspepsia, Constipation, Erysipelas, Catarrh, Piles, Epilepsy, Impotency, Dumb Ague, Prolapsus Uteri, etc. Only scientific Electric Belt in America that sends the Electricity and magnetism through the body, and can be recharged in an instant by the patient.

$1,000 Would Not Buy It.

DR. HORNE—I was afflicted with rheumatism and cured by using a belt. To any one afflicted with that disease, I would say, buy Horne's Electric Belt. Any one can confer with me by writing calling at my store, 1420 Douglas street, Omaha, Neb. WILLIAM LYONS.

MAIN OFFICE—1422 Douglas Street.

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Sept 17, '84

Classical, Scientific, Commercial and Art Departments. Both sexes admitted. Tuition low, living cheap, best of society. Full, equipped faculty. Address for particulars, Rev. W. W. Hatsha D. D. President, or Prof. C. M. Des Isiete, Secretary of the Faculty, Bellevue, Neb. jy me 2m

THE UNION PACIFIC.

History of the Swindle from Its Inception Down.

Cheated the Country Out of 44 Millions in the Construction.

Issued 47 Millions of Illegal Indebtedness and Pocketed the Money.

Defied the Thurman Act, Paying the Government Nothing, and Dividing 19 Millions Contrary to Law.

Finally, Brought to Terms by Fear, Fired Dillon Out and Elected Adams.

A Suppressed Senate Report—The House Bill in the Senate.

From the New York Times.

WASHINGTON, D. C., July 30.—The unparalleled history of the relations between the Union Pacific Railroad and the Government, its contempt of law, and the inside history of last winter's work, are worthy of being connectedly written so that the public may understand them. The road was given by the Government 120 square miles af land for every mile of road, and an average of $32,000 per mile in Government bonds. In addition it was authorized to issue an equivalent amount of first mortgage bonds. The original owners of the road put into it only $218,000. From that investment they all become multi-millionaires. The list included Oakes Ames James B. Alley, Thomas C. Durant, Sidney Dillon, Benjamin E. Bates, Oliver Ames, Grenville M. Dodge, and others whose names are almost as well known. This $218,000 was a ten per cent subscription upon 21,800 shares of stook, though by the charter it was required to be paid tor in full. The first contract to build 246 miles of road at $50,000 a mile was given to H. M. Hoxie, an irresponsible employe of the company. A month later he assigned it to Durant and four other directors of the road, who were thus negotiating the contract with themselves. That it was an advantageous one is shown by the fact that Peter Day, then chief engineer estimated that the outside oost would be $30,000 a mile. Director Reed came to him and ordered him to make the estimate $50,000. When the Hoxie contract was made, rather than to appear to approve it Dey resigned his place. Durant and his friends then bought the Credit-Mobilier franchise, and that company took their $218,000 stock. They were now managers of both concerns, and the Hoxie contract was made over to the Credit-Mobilier, to be paid for in bonds and stock, the latter to be considered as worth thirty cents on the dollar, though the charter provided that none of it should be issued at less than par. This contract cost the railroad company $12,974,416. It cost Credit-Mobilier to build the road $7,806,183, leaving for the directors from their own contract a profit of $5,168,263. Thus 246 miles were finished. Mr. Durant then contracted with a man named Boomer to build west at $19,500 a mile. He did so for fifty-eight miles. The directors made nothing out of this. So they again contracted with themselves to build the fifty eight miles now completed at $50,000 a mile. This was done. The neat difference of $22,560 a mile, after paying Boomer and the equipment, they put into their pockets, amounting to $1,345,000. At this time 138 miles had been built west of the one hundredth meridian at a cost of about $28,000 a mile. Then another stroke of financiering was made. The company contracted with Oakes Ames; who turned over the contract to seven trustees for the benefit of the Credit Mobilier, still identical in personnel with the road. It was for 667 miles west from the one hundredth meridian, including 138 miles already built, at prices ranging from $42,000 to $96,009 per mile and aggregating $47,925,000. These trustees were all directors of the Union Pacific. Before this was consummated the stockholders were obliged to give proxies on their Union Pacific stock to these seven trustees, so that for two years they irrevocably controlled both corporations. On this contract the directors of the Union Pacific made for themselves from the road, as Credit Mobilier books showed, a neat profit of $20,854,141. Shortly afterward this contract was extended over the remaining 125 miles of road, on the same terms, and the profit therefrom was $7,862,984. Taking these contracts together they stood something like this:

COST TO RAILWAY COMPANY.

Hoxie	$12,974,416
Ames, first	57,140,102
Ames, second	23,431,768
Total	$93,546,286

COST TO THE CONTRACTORS (DIRECTORS.)

Hoxie	$ 7,806,183	
Ames, first	27,285,141	
Ames, second	15,629,633	—$50,720,958
Profit to directors		$42,825,324
Profit on 58 miles of completed road		1,104,000
Total		$43,929,324

On reducing the bonds and stock down to their then cash value the directors made $23,366,319 as their profits from these contracts made with themselves. In other words, the actual cost of the road was $50,720,958. The corporation sold its first mortgage bonds for $23,718,008, and its subsidy bonds for $27,145,163, so that it received from these two sources $142,213 more than the entire cost of the enterprise, even at the extravagant prices made by the directors-contractors, and the whole issue of stock and lesser bonds represented absolutely no investment.

In the winter of 1872-'73 this great swindle was investigated. The committee ascertained these facts and reported that moneys borrowed by the corporation to meet the necessities of construction have been divided in dividends; that the stock was issued, not by men who paid for it at par, but at not more than 30 cents on the dollar in road making; that of the government directors some have neglected their duties and some were interested in these transactions; that at least one of the commissioners appointed by the president has been bribed to betray his trust for $25,000; that the chief engineer (Grenville M. Dodge, now a director) has been largely interested in the contracts for its construction, and that there has been an attempt made to influence the reserve power in congress by inducing influential members of congress to become interested in the profits of the transaction. The committee reported that these abuses warranted a repeal of the charter, but recommended that suits be brought to deprive these stockholders and others who held stock issued at less than par of their holdings. This terrific report was signed by Jere M. Wilson, of Indiana, S. S. Shellabarger, of Ohio, George F. Hoar, of Massachusetts, H. W. Slocum, of New York, and Thomas Swann, of Maryland, the entire committee. The last is dead. Slocum is now in the house and Hoar in the senate. Does it seem strange to any one that the law firm of Shellabarger & Wilson are now the heavily retained attorneys at Washington of the Union Pacific, with all their knowledge and experience?

II.

After the Wilson investigation in 1873 congress passed a law that no further issue of stocks or bonds should be made except with the express permission of congress, save for refunding bonds which might become due. This was regarded as a complete barrier to any further "watering" of the company's debt. Some time after this Jay Gould obtained an interest in the road, and finally a controlling one. He also bought up the securities of the bankrupt Kansas Pacific, whose bonds was way below par and the stock hardly selling at 1 per cent. Union Pacific securities were all dividend paying. Gould's fine mine saw that by consolidating the two roads and making Union Pacific responsible for the Kansas Pacific issues they would rise to par and give him a handsome profit. In 1880 this job was consuammated, and Union Pacific was loaded with $14,000,000 Kansas Pacific bonds, $10,000,000 Kansas Pacific stock, and $4,000,000 Denver Pacific stock. The stock of Union Pacific was thus increased from $36,762,300 to $56,762,500. Then, to complete it, Gould and his directors issued $10,237,500 more, making a total of $61,000,000. Further, in direct defiance of law, in 1879 and 1883 over seven millions of Union Pacific bonds were issued, and another mortgage of fifteen millions on Kansas Pacific, a total of forty-seven millions of illegal indebtedness on which interest has been paid at government expense.

What was being done by the government in this case? An inferior official of the interior department, and auditor of railroad accounts, was notified of the issue of new stock. He replied that no exceptions would be taken, and that "this additional capital must undoubtedly result in increasing the value of all the company's property and thus add to the security of all its creditors." No other officer, neither secretary nor attorney-general, acted. Auditor French was then receiving a meagre salary. Today he enjoys a large income as the regular agent of the Union Pacific before the government departments. When called upon last winter to explain why the law was broken by these issues, Mr. Dillon answered by ignoring the Thurman act and referring to laws prior to and superceding it.

While the road was thus growing so rich and dividing money little was done to pay the interest in the government bonds or provide for their principal when due. As this indebtedness increased the lawyers in congress began to see that unless something was done the bonds would mature and the road have absolutely nothing set aside with which to meet them. So, in the first winter of the Hayes administration, Senators Thurman and Edmunds set to work, and the result was the Thurman act, which provided, under heavy penalties and absolute forfeiture of the charter if not obeyed, that 25 per cent. of the net earnings and the whole of the receipts from government transportation on the subsidized lines should be turned into the sinking fund, in addition to the 5 per cent demanded by the charter, and that no dividend should be paid until these requirements were duly satisfied.

(*To be Concluded.*)

Tired Languid Dull.

Exactly expresses the condition of thousands of people at this season. The depressive effects of warm weather, and the weak condition of the body, can only be corrected by the use of a reliable tonic and blood purifier like Hood's Sarsaparilla. Why suffer longer when a remedy is so close at hand? Take Hood's Sarsaparilla now. It will give you untold wealth in health, strength and energy.

Romance of Arctic Life.

The following thrilling and romantic incident is epitomized from the dairy of Sergt. Rice, one of the Greely Arctic explorers:

In one of the preliminary sledge parties to Hall's rest on the Greenland side, every match but one in the party had been exahusted. The shivering group had no hope of life save in the ability to strike a spirit lamp from the remaining match and the man now dead wrote this description:

"The match snapped, crackled and showed a little flame which by dexterous management was communicated to the wood and triumphantly applied to the wick of the spirit lamp. But, great Heavens! the wick is wet from the falling moisture of the tent! It sputters—fizzles—the match itself is burned up to the benumbed fingers of the holder, when one of the agonized spectators springs from his bagband with admirable presence of mind, withdraws from his breast pocket a document which he holds to the expiring match in time to perpetuate its fire. They are saved! We must show that the action was heroic. The paper so promptly sacrificed in the interests of science and humanity was one received by its possessor at the last moment before leaving civilization, and it was surmised that it contained the last fond evidence of the tender emotion entertained for him by a fair writer, who mayhaps penned the loving missive with trembling hands and blinding tears. No doubt a gentle hand had traced on that well-worn letter sweet words that breathed both vows of devotion and prayers for success. It was apparently worn as an amulet or talisman. The romance is yet not unraveled, for the hero is—as heroes are—reticent. But are we not reminded of the Bible, which, placed by tender hands with thoughtful care in the breast-pocket of the soldier, stops the fatal bullet, or of the crusader's cross turning the deadly scimetar of the Saracen? Surely our incident may take its place beside these. We can only hope that the fire was indeed Prometheus and that the epistle may assist a match that was made in heaven as well as one that was lighted on the desolate Greenland coast."

"The best is the cheapest." This is an old adage and the essence of wisdom. The best medicine, and the only *sure cure* for diseases of the liver, kidneys and bladder is the old and reliable HUNT'S [Kidney and Liver] REMEDY. Physicians endorse it highly and prescribe it in their practice.

THE MONITOR INVENTOR.

Some Things of Interest About Captain John Ericsson.

The New York Herald says: Captain John Ericsson, the distinguished engineer whose fame has been established for a full generation, to-day completes his 81st year. He is, as he has been for many years, one of the most eccentric as well as one of the most brilliant men in New York, but personally is not as well-know as he certainly would be if he did not lead a life of almost absolute seclusion. It is safe to say, that to-day he will spend his time as usual, working with head and hands on some preposterously audacious invention that will possibly in time astonish the world.

From the time when his little turreted ironclad, the Monitor, engaged and destroyed the formidable confederate ironclad, the Merrimac, Captain Ericsson's name has been almost a household word, but comparatively few have a notion of what he looks like or how he lives. Buried in his work, he spends his time in his old-fashioned house at No. 36 Beach street, opposite what was once St. John's park, and seldom goes out to receive visitors. The house is plainly furnished, almost without ornaments, but containing numerous large working models of his many inventions. Among these are caloric engines, the steam fire engine, astronomical instruments and ironclad war vessels.

Captain Erickson looks like a page from one of Maryatt's novels. His voice is louder than an ordinary fog horn, and his earnest way of talking makes him seem to be greatly excited at almost all times. When a Herald reporter called on him recently to learn something about the Destroyer, the inventor came into the parlor after some delay, and explained matters very courteously. His bushy whiskers are brushed forward, but the face is shaved clean to the margin. The day was very hot but Captain Ericsson wore in his own parlor a heavy overcoat and a black silk hat with a tremendiously wide brim. His cravat hid his collar and shirt front completely. On the coat were brass buttons. He seems to be and says he is in the prime of life.

He works incessantly, lives temperately on vegetables and bread and practices strictly regular habits. So far as indications go, he is likely to work for thirty or forty years longer. His latest perfected work is the Destroyer, which he claims will demolish any other iron-clad vessel afloat. He is now engaged in solar observations by which he proposes to improve beyond question that Sir Isaac Newton was right in his calculations when he asserted that the temperature at the sun's surface was several millions of degrees Fahrenheit.

Typhoid Germs in Infected Milk.

There was great alarm recently concerning the milk from some of the dairy districts in the state of New York. Milk cans had been returned without washing, and in consequence there were a number of cases of low typhoid fever. In each case the fever attacked the weak and those whose constitutions were so disordered as not to be able to resist the disease, Enrich your blood and strengthen your constitution with Browns Iron Bitters and you can resist attacks which otherwise may prove fatal. It cures dyspepsia, malaria, chills and fevers.

He Chuckled.

Detroit Free Press.

He was looking at a new house on Cass avenue the other day and rubbing his hands and chuckling so gleefully that some one asked him if he had saved $500 under the architect's estimates.

"Oh, that isn't my house, but I was planning how I'd get even."

"With whom?"

"The owner. I've known him twenty years. We used to be the best of friends, but for the last seven years I've thirsted for revenge on him. Now I'm going to have it."

"How?"

"He bought that lot not knowing that I own the next one. He's building a home. He's got it set back for a lawn and he's put on a bay window for a view up the street. Next week I begin building a cheap house to rent. I'll take the line between us for the south wall, and I'll bring my front out ten feet nearer the walk. Result: Shut in—no air—no sunshine—no view—no redress—revenge. What's the use of shooting or stabbing a man when you can hurt him worse?"

* * * Rupture, pile tumors, fistulas and all diseases of lower bowel (except cancer), radically cured. Address, World's Dispensary Medical Association, Buffalo, N. Y., and enclose two (3c) stamps for book. TuesFri

Repairing Mail Pouches.

Philadelphia Bulletin.

According to Mr. H. G. Pearson, postmaster of New York city, the government spends about $50,000 a year for the repair of mail pouches. There are about 109,000 mail bags in use, and 10,000 new ones are bought yearly. The weakest point in the mail-sack is where it closes and opens. In closing the bag the staples are pushed through the slots and project an inch or more. When the bag is thrown about the staples soon bend and often break. It looks strange that this little item should cost the government so much money, and it seems as if our inventors ought to invent a new mail bag and obviate the objection referred to in the old one.

List of Letters

Remaining uncalled for in the postoffice for the week ending August 2d, 1884:

Amende L	Allen M J
Armstrong J	Anderes G
Allen E J	Anderson M P
Aszman E	Butts W
Bunnett W M	Burmingham L
Bachman R L	Bogsey W
Beach C	Brown C B
Brogan C	Bernard S
Biddle G	Biddle G D 2
Brown J K	Borat J E
Brick J	Burke J
Brogan J	Behlen F
Bentley G W	Border F
Bartlett F	Bailey A H
Baker S	Beedle V 2
Bryan W C	Barhill W
Barnett J C	Bigford J W
Brown 2	Bender E W
Campbell P W	Corbran A M
Creemer C L	Cole A C
Coles G	Coffey F E
Cox W R	Cady E F
Collins E D	Carlson Y
Chapman A	Campbell J M
Corbett J	Cook J R
Campbell J	Callaghan J L
Cummings J L	Downer F
Devine F H	Duham A
Durlex F	Dowling T
Dougherty T	Dunn E
Dodswell J	Donnelly J
Davis D A	Edwards L J
Eick C W	Embeck C E
Engvist G	Ellison J F
Evans W	Eckstrom J E W
Elmore J P	Fouck F
Friend P H	French B F
Ford C H	Fred
Frederickson A	Falk A P M
Forbes J	Fischer B
Farley W H	Farnum W H
George J L	Gatlin S E
Gibbons P	Grancelo C
Geelon M	Gaynor M H
Gift A	Griem A
Gibson A J 3	Graslan A
Gray L A	Grimm F
Givins G R	Gray E W
Getcell M P	Goodman T J
Greenwalt J	Grunbagan H
Greenland F J	Goss C H
Holm F E	Hade J R
Himebaugh J M	Herman L
Hamilton E A	Huffman C S 1
Havley C A	Hogan C
Hogle E	Howe G F
Haines M	Hathway J R
Hicks J H	Hosier J
Hamilton T H	Hanks D
Johnson P D	Israel D
Johnson H C	Jones F
Juel L	Johnston W
Judd M H	James A J
Sohnson A	Jarvis J
Johnson J H	Johnson J A
Johnson C	Jennings J B
Johnston D I	Kennedy R
Kendrick B T	Ketchum T
Kendrick A J	Kennedy H
Kruge	Klmsey O C
Kieckbuck M	Kallmire J
Kohler J	Kerhart J
Kilinger J A	Kenney J
Larke O C	Larsen J
Long P	Longe C H
Larsen C	Lovell M A 2
Larsen M	Litch T
Levy L	Lewis J C
Leader J	Moore B
McKinly W F	Manderlack W
Mulhair C 2	Miller C A
Mayer L & C	McKemg C
Mills D	Morrissey M
Murray M	McGuire T
McVey T	Mueller J
Miller W H	McInerney W H
McAvin J	McMullen J F P
McDonald J	McCullum J
Mitchell L E	McIve J N
Mirmousky T	Musgrade G H
Maylood G F	McCoy W H
Myers W M	Minous W
Murray P	McClelland A
Mardis K	Monroe R M
Maloney P	Minahon T
Meany T J	Morris T L
Mihaly E	Mashall E J
McCabe E	McKeran J
McCullers J W	Martin J
Mesmier S	Neville W
Nugent W	Neilson B
Nimurk C	Neilson J P
Noone D E	Nelson P
Nicholson J D	Newton J H
Ovesen A	O'Keefe J
O'Donnell J	Pritchard J
Puls H.	Peterson H
Paulson H	Pietro C
Priestley C	Parker T W
Patrick J E	Patyald E
Pershall J	Peyton E
Root B	Robbins C
Rush M	Rogers C H
Reynolds P	Rojeke H
Roberts J H	Raymond F R
Right A K	Rogers R C
Russell R	Roberts J W
Ridelbuber J M	Mincheby J M
Sloane W G	Sheridan W F
Stolt C L	Schmidt C
Small A L	Sehring W
Stewart W	Sharhey W H
Smith C F	Shea T
Steele T	Sheridan H W
Stuppee J	Strokeley J
Slaven T	Saderlin G A
Standevin G	Starostka G
Sanders E	Seifert E
Sterling Mfg Co	Sanford N H
Stinnie W	Salmon B
Shriver B	Shaw J B
Sass J	Trail D B
Turren M	Tomas J
Tippera A	Taylor F H
Troelky S	Tremayne J
Tucker C	Towell J D
Tippman L	Tanner F 2
Toliver W	Thorp & Co
Thorp E	Valence J
VanOsten F D	Vanage A L 2
Winters W W	Whayne A B
Wells W	Warren W
Winkler J	Wiltze S J
Waits D	Wolf J E
Wilson T V	Webster T R
Williams E D	Wolf P
Waker B	Will Bros
Yoman E W	Yatrowski J 2
Yalolo A 3	Zoenter G
Zeigelin P	

LADIES LIST.

Andurey Mrs	Alstott Mrs M
Antrim Mrs E	Allisou Mrs N
Armhurst Mrs G	Arbuckle Miss E
Anderson M	Almhurst Mrs C A
Bellinger Mrs J	Burns Miss M
Bowerman Miss L A	Byrne Miss N
Boesen Mrs M A	Bordam Mrs E
Burtis Miss S	Bauer J
Bntz Miss J	Carponter Miss L 2
Civer Mrs C	Conard Miss L
Cole Mrs T	Chester Mrs M
Cary Miss J	Cox Mrs M
Coe Mrs M F	Colwell Miss F
Cutler N C	Culbertson Mrs O F
Davies Mrs N	Davies Mrs B
Dunn Mrs C A	Doherty Mrs L
Dunn Mrs L A	Lunham Mrs S
Eikerman A	Erath Mrs M
Edwards Mrs J	Eands Miss E C
Elmeng Miss P	Fitts Mrs W M
Freedman Mrs C	Folck Mrs R B
Finch Mrs	Frank Mrs E
Giving M A	Gardener Mr M
Godfrey M	Greene Miss F
Geiffey Miss A	Gould Mrs C A
Gray Miss C J	Harris Mrs E
Hooverman Mrs S M	Heath Miss E
Herbert T	Haney Miss R
Hallen Mrs M A	Hardlaw Mrs C
Hammon E	Jackson Mrs P
Jacobson Miss M	Janson A
Jansen Mrs	Jenson S
Johnson Miss K	Johnson Miss S
Johnstone R S	Killalea Mrs M A
Ketchmark Miss E	Kellogg Miss L
Keeler Mrs J	Leaverton Mrs M E
Lynch Mrs C	Lund Miss I
Lemriug Mrs S A	Lane Mrs E
Levi Mrs L A	Lee Miss C
Ludlow Mrs I E	Miles E
Minklev Mrs E	Moodry Miss L
Moss C	McMillen Mrs.
Milan Miss R	McGuire Mrs J
Morris Miss M J	Manty Mrs L
Mason Miss K 2	Manchester Miss R
Neidwier Miss J	Nordstrom K
Nillson Miss M	Melson Miss E
Nilsson Miss C	Olsen Miss E
Overton Mrs E N	Peterson Miss M
Phillips Mrs A H	Phelps K
Peterson E	Peterson Mrs C A
Robinson Miss L	Richards Mise M
Russell Miss A V	Raeno Miss J
Rohrbough Mrs M	Rosby Miss J
Ritcherry Mrs S	Robinson Miss L
Evans L	Twetland Mrs M
Star Miss M	Slatter M
Sackader Miss R	Slingman Mrs W
Still L H	Smith Mrs D
Shepard Mrs S	Sanberg Miss A
Taggert M	Tuttle B B
Voil Miss B	Van Burens M
Tooker Mrs S E	Walter C
Thompson E	Ware Mrs J W
Thompson Mrs M	Wurling Mrs T
Warner Mrs M	Wolcott C
Walker Mrs J W	Wilbur Mrs M O
White Miss M	Walrod Miss E
Wright E M	Wilson Mrs M

Persons calling for the above will please say they are advertised.

C. K. COUTANT, P. M.

Musical Fable.

"Give us a tune," said the Cornet to the Violin.

"Oh, I see through your plan," responded the Violin. "You want to get me into a scrape. Play a tune yourself."

"No sirree," answered the Cornet; "I'll be blowed if I do."

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