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I am now 49 years old, and have suffered for the last fifteen years with a lung trouble. I have spent thousands of dollers to arrest the march of this disease; but temporary relief was all that I obtained. I was unfit for any manual labor for several years. A friend strongly recommended the use of Swift's Specific S. S. S., claiming that he himself had been greatly benefited in some long troubles. I resolved to try it. The results are remarkable. My cough has left me, my strength has returned, and I weigh sixty pounds more than I ever did in my life. It has been three years since I stopped the use of the medicine, but have no return of the disease, and there are no pains or weakness felt in my lungs. I do the hardest kind of mechanical work, and feel as well as I ever felt since I was a boy. The s. I know, are wonderful statements to make, but I am honest when I say that I owe my existence and health to-day to S. S. S. I would be recreant to my duty I owe to humanity if I failed to bear this cheerful testimony to the merits of this wonderful medicine.
T. J. HOLT.
Montgomery, Ala., June 25, 1885.
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IMPROVING THE MISSOURI.

Another River Convention Called to Give the Big Muddy a Fair Show.

An Address to the People of the Missouri Valley—Some Interesting Facts and Figures.

KANSAS CITY, Mo., Nov. 18, 1885.—To the people of Missouri valley:—The undersigned executive committee, called into existence by the action of the delegates from the Missouri valley attending the waterways convention at St. Paul in August last, address you at this time for the purpose of inviting your attention to the great importance of the improvement of the Missouri river, and of combined and active efforts to secure that end.

The benefit of the improvement to the people of the Missouri vally appear to be but little understood, because no general and maintained efforts have been made to bring to their attention. Three general conventions have been held in that interest during the past five years, but if they have made any provision for the maintenance of the work of exhibiting these benefits to the people, such provisions have not been utilized. And yet the benefits to be secured, as demonstrated by facts already known, are believed to be sufficient to enlist the cordial sympathy and co-operation of every resident of the valley, to whose attention they may be brought. A statement of facts and estimates based thereon, we find in a memorial to congress presented in 1882, by a delegation chosen for that purpose by the convention held at St. Joseph in 1881 and as it covers the case fully, we present it here:

"In 1878 the Mississippi Valley Transportation company of St. Louis was induced to send a fleet of three barges to Kansas City for a cargo of grain. It came to us empty, and was composed of barges too large for our river. It left our port on July 5 taking away 83,540 bushels of corn. The fleet met with no mishap, except a delay on account of a bar for about eight hours; and its success induced the Babbage Transportation company to follow with a fleet of three barges better adapted to our river. The fleet came to us three times that season, and each time empty. It took away July 17, 62,038 bushels of corn, August 12, 62,983 bushels of corn and August 31 44,198 bushels of wheat and met with no accident on any of its trips. It had to abandon the business in August, however, because of low water on the bars.

"At the time these barges thus carried from Kansas City to St. Louis 208,516 bushels of corn and 44,198 bushels of wheat, the rail rate between the two cities was 13 cents per bushel on wheat and 8 cents per bushel on corn. The rate at which the barges carried it was 5½ cents per bushel, including insurance, a saving of 2½ cents per bushel on the corn and 7½ cents per bushel on the wheat, or $8,357.65 on the four shipments. But this is not all; the barges while making such a saving to the owners of the grain, and while running empty one way, made, at the rate charged, a profit of 100 per cent.

"Could we successfully employ barges on the Missouri river between Kansas City and St. Louis alone, so as to realize this saving in the cost of marketing our crops, it would make a vast defference to the people of the Missouri valley. On the wheat and corn crops of this section for 1879, the latest for which we have exact figures, these saving of 7½ and 2½ cents per bushel respectively, would have made a total saving for that year alone of $14,042,243—being in one year on two cereals on only 400 miles between Kansas City and St. Louis, an actual saving of nearly twice the estimated cost of improving the whole 800 miles from Sioux City to St. Louis. Could we employ barges on the Missouri river between Kansas City and Sioux City, it would make an annual saving equal to that here shown between Kansas City and St. Louis, and would be in addition thereto. Or could we employ barges from Sioux City to St. Louis to move our crops, the saving in the cost of marketing one crop like that of 1879 would be double that shown above, or four times the estimated cost of improving that much of the river."

From the facts disclosed by the experimental fleet of 1878, and from a long knowledge of the Missouri and Mississippi rivers, derived from a long experience with them, Capt. Lowery, who had charge of the Babbage company's fleets in 1878, arrived at the conclusion that with adequate improvement of these rivers grain can be carried from Kansas City to New Orleans at a freight charge of 7 cents per bushel. It is believed that a corresponding rate from all other Missouri river points with 3 cents added for the higher costs of ocean freightage to foreign markets from New Orleans than from Atlantic ports, would not exceed 12 cents per bushel, making the grain available for export from New Orleans at the same charge as for Atlantic ports. The current rail rates for years past from Missouri river points to Atlantic ports has been less than 21 cents on wheat and 16 cents on corn—a difference of 4 cents on corn and 9 cents on wheat in favor of the river route. The price of grain in the Missouri valley is the price in foreign markets less the cost of placing it there. The price in foreign markets is fixed by the supply from countries other than our own; hence, this saving, if realized as it may be by the improvement of our rivers, will inure to the producers in the Missouri valley and will apply to the entire product of our farms as well as to that port. The product of the Missouri valley in the census year 1879, the last for which we have accurate statistics, was 61,116,837 bushels of wheat, and 414,349,516 bushels of corn. These crops at 4 and 9 cents, respectively, give a total sum of $22,074,456, which river transportation would have saved to producers of the Missouri valley, on a crop like that of 1879.

We have to consider, however, not alone the benefits that may be secured, but the dangers that may be averted. The highest cost of transportation in this country, maintaining as it does the high cost of American grain in foreign markets, and the reduced cost of transportation from grain producing countries in Asia incident to the opening of the Suez canal, reducing as it does the cost of grain from such countries delivered in the same markets, has so stimulated their product that they threaten soon to drive American grain from all markets accessible to both, and so reduce the profits of its production in the Missouri valley as to depress our agricultural industries and compel the production of other products. The contest between American grain and that of other countries for primacy in the world's markets is now reduced to a matter of transportation. The advantages are now against us, but the improvement of our waterways will turn this permanently in our favor. These facts now present a serious and threatening situation, and the improvement of our river, as a means of providing cheaper transportation for our grain than railroads can ever afford, is demanded, not merely as a means of securing great benefits, but likewise as a means of averting great disasters. And it is in the interests both of securing benefits and averting disasters that this appeal to you is made.

The practicability of the improvement of our river is no longer a matter of doubt. The success of the jetties and other improvements on the Mississippi is well and generally known. Experiments on the Missouri river, both by private and corporate enterprise, and by government appropriations, have demonstrated that this stream also can be easily and cheaply improved.

After careful survey and adequate study of the river, Maj. Charles R. Suter, then engineer of the United States army and member of the Mississippi river commission, now president of the Missouri river commission, reported to congress in 1881 that an expenditure of $10,000 per mile would secure a permanent channel of twelve feet depth at low water and of sufficient width for purposes of navigation. This sum does not exceed half the cost of a single track railroad, and will provide transportation facilities equal to all the railroads in the valley combined.

With such advantages to gain and such threatened disasters to avert at so small a cost, this committee believes that every resident of the Missouri valley should cordially unite in efforts to secure the improvement of our river. A united sentiment among the people will secure a united effort by our senators and representatives in congress; and a united effort on their part, as has been demonstrated in other matters, will secure success in obtaining all reasonable appropriations, and the early completion of this great and beneficent work.

In order that the people may understand the great interests involved in this matter, and be encouraged to aid in securing that united sentiment, these statements are sent to them, and in order that that sentiment may find appropriate and unequivocal expression, they are respectfully invited to send delegates to a Missouri river improvement convention, to be held at Kansas City, at 10 o'clock a. m., Tuesday, December 29, 1885. The governors, senators and members of congress and other distinguished citizens will be specially invited to be present. And in order that the convention may be a large and representative one, the following basis of representatives has been agreed upon:

Commercial bodies of 500 members or less, ten delegates.

Commercial bodies, each additional 500 members or less, five delegates.

Cities, towns, townships and counties having no commercial organization, having 5,000 population, five delegates.

For each additional 5,000 or less, two delegates.

We take pleasure in stating that the board of trade and people of Kansas City cordially unite with us in this call, and that they will provide all conveniences and requisites for the session and success of the convention.

As rapidly as appointed the names of delegates should be reported to H. M. Kirkpatrick, esq., corresponding secretary, Kansas City.

The remoteness of the Missouri valley from lake and ocean ports increases the importance of the stream and the necessity of its improvement, and we most earnestly invite a general and cordial response to this call.

L. R. BOLTER, Pres., Logan, Iowa.
W. H. BEADLE, Sec., Yankton, D. T.
J. D. BARKER, Treas., Girard, Kan.
T. B. BULLENE, Kansas City, Mo.
THOS. A. SCOTT, Wyandotte, Kas.
T. G. MERRILL, Helena, M. T.
E. M. CORRELD, Hebron, Neb.
JOHN H. KING, Chamberlain, D. T.
H. M. KIRKPATRICK, Kansas City.
WM. GLENN, Harper, Kas.
A. J. SAWYER, Lincoln, Neb.
T. C. POWER, Helena, M. T.
J. R. MILLER, Sac City, Iowa.

B. H. DOUGLAS & SONS' CAPSICUM COUGH DROPS are the result of over forty years experience in compounding cough mixtures. They are the best.

A REMARKABLE CASE.

The Wound Received by Colonel Lynch, and His Miraculous Recovery.

Cleveland Leader: The current issue of the National Tribune contains a very interesting sketch about Colonel Frank Lynch, from the pen of Mr. Howard H. Burgess, of this city. The article is donated to a history of a desperate wound received by the Colonel at Atlanta, and his subsequent remarkable recovery. The surgical operation which saved his life was performed by Dr. H. J. Herrick, of this city, and was looked upon with wonder by the medical word. It is described as follows: "Colonel Lynch and his wife consented, and on Wednesday, October 11, 1865, nearly fifteen months after the battle of Atlanta, the operation was begun. An incision was made in the right side along the fourth rib. The fibrous membrance was separated, after which the keen chain-saw was passed around the rib and a portion of it taken out. Further examination showed that the sixth rib was also splintered by the ball, and another incision was made in order to remove it. After several weeks, during which time the patient suffered intensely, but had evidently rallied from the effects of the daring operation, it became evident that the fifth rib was also in such a state of mortification that it was necessary to remove it. At the same time the remainder of the fourth rib was taken out. While the patient's side was opened the surgeon made an examination. He found that the right lung was compressed or flattened, and that its functions in respiration had ceased. After the final operation Colonel Lynch rallied rapidly. The surgeons were criticised severely for the daring operation, and charged with hopelessly torturing a doomed victim. But as the operation proved a success, the torrents of abuse were withheld.

Colonel Lynch gradually improved, and for nearly twenty years has been in the enjoyment of perfect health. The right wall of the chest became flattened and is in that condition to-day. Since hope began to brighten, life became a pleasant duty, and for twenty years he has held public offices of various kinds, never having lost a day's duty from sickness. I called on Colonel Lynch at his home on Clinton street, and was permitted to see his wound. His right side is almost flat, while his left is full and round showing that the left lung has taken up the duties of his injured companion, and is satisfactorily performing them. The opening near the shoulder blade is still discharging pus, and the colonel is compelled to keep it plugged up with silk or cotton. So complete is this opening into the little remnant of the right lung remaining that medicine put in the wound is immediately tasted by Col. Lynch, and expectorated from the mouth. He, however, enjoys good health, and continues active in his business.

Bob Burdette in Chicago.

I asked a Chicago street-car driver if a certain bridge five or six blocks from his line was passable. He didn't know, he said, whether it was being used or not. "Well, you ought to know," I said; don't people get off your car here to go to that bridge?" The man looked amazed and hurt. "People get off my car here," he said, "but I don't know where they go." I got off. I kept thinking. It never occurred to me before that the driver didn't know what became of all of his passengers as they left his car. I soon learned what became of one of them. He pounded his patient legs with two big valises all the way to that bridge and found it torn up by the roots, and then mauled himself all the way round to the next one.

Pozzoni's Complexion Powder is universally known and everywhere esteemed as the only powder that will improve the complexion, eradicate tan, freckles, and all skin diseases. Use no other.

THE KIRMESS.

What the Original Affair in Holland Resembles—A Quaint Dutch Custom.

The Kirmess or, more properly speaking, the Kermiss, is a Netherlands tradition, a municipal festivity similar to the English fairs, and distinguished from those of Spain and France, Germany, Italy and Russia, which are commercial; whereas in England there were, and I believe still are, municipal fairs which have no connection with trade. At the real Kirmess are booths and tents belonging to wandering theatrical companies, acrobats, astrologers, variety shows, restaurants and establishments which are made the regular Kirmess articles, waffles and poffertjes. These the true votary consumes in enormous quantities, alternating them with hard boiled eggs and pickled encumbers, which are considered to be a tonic, and bracing and enable the consumer to revel still longer. The Kirmess grounds are made beautiful with flags and bright draperies of every color, and all the booths where there are articles of consumption are in the charge of female attendants in old Holland costume. A waffle and pofferte booth is quite an attractive place. It is furnished with counters on either side. Behind these are the fires of waffle makers, who tuck up their sleeves coquettishly to show their rounded and dimpled white arms, and who stir up the batter, pour it into waffle pans and turn over the waffles and sprinkle them when done with sugar with astonishing dexterity and rapidity. These they hand to the customer with a smile so bewitching that he feels bound to order another when he has eaten the first just for the sake of getting another smile.

The waffles are a bagatelle to the poffertjes. These are round, insinuating little balls of flour, butter, sugar and eggs, which are baked in special pans containing circular holes into which the poffertje maiden whisks her batter with such rapidity that her white arms fairly twinkle. She will make a hundred of them in a minute. The visitor to a Holland Kirmess will be forgiven if he foregoes a waffle, but for slighting a proffertje there is absolutely no remission. It is not a thing to be thought of. And then these maidens are the very prettiest that can be found and are dressed in the piquant and attractive costume of the Netherland peasant girl. They wear skirts and jackets of a variety of colors, bright blue or scarlet hose and leather shoes with silver buckles or else kloumpen. These are neat wooded shoes, very different from the French sabots, which are ugliness personified.

These Kirmessess are invariably crowded. The people from the villages for miles around attend them and make it a practice of arriving in squads. They go in pairs, hand in hand, male and female, until they come to the entrance to the Kirmess. Then they form a line and advance, shouting, "Hossen! hossen!" at the same time leaping high in air. They occupy the whole length of street and the people generally join with them and form lines in the rear, as the safest thing to do; for these country folk in their mad charges upset everyone who gets in their way and the road is soon cleared when the yells of "Hossen!" are heard.

The most vigorous sticklers for this kind of fun are the peasants from Friesland. The women of Friesland have a peculiar cap, which is quite Oriental. It somewhat resembles the front of a helmet, and is of gold or gilt metal, and from this dangle all the gold pieces that belong to their dowry. The men have a special drink which they call snowball. This is Schiedam in a glass one-third filled with white sugar. They stir this up and pour it down with great gusto. When they have swallowed a few snowballs they are ready for all the fun of the Kirmess, particularly for the ceremony of cake beating. A stout cake, very tough but sweet, is placed on a block in the center of which is a channel. The Frieslander strikes three blows with a club. If he break, the cake in two parts (which can only be done by blows over the channel) the glory and the spoil are his, but if not he goes off disconsolate.

"Uneasy lies the head that wears a crown." So does the one belonging to the man with a troublesome cough, unless he stops it by taking Red Star Cough Cure.

MAKING MEN TALLER.

How Two Short Police Sergeants Increased Their Height.

Brooklyn Eagle: Three sergeants sat in the Washington street police station one night last week, talking to Charity Commissioner Reeve, when the subject of the deceptiveness of a man's appearance was brought up, one of the sergeants telling a story of an ex-roundman whose seemingly immense proportions had frequently been the subject of jest among his fellow-policemen. Some time since he was promoted to a sergeantcy, and before having a new uniform made tried on the coat of a sergeant who was believed to measure not more than three-fourths as much as the ex-roundsman. To the surprise of those who were present, the coat fitted as though made for him.

"That goes to show," said the sergeant who told the story, "that you can't always tell a man's size when he has his clothes on. Why, there's Sergeant ——, he looks like a man of not more than medium build, but his limbs and chest are extraordinarily well developed, and he weighs more and is of bigger proportion than several other men I know whose uniforms make them seem as big again as he is."

"Talking about him," said Commissioner Reeve, "reminds me of how I got him on the force by stretching him three-quarters of an inch. That sounds queer, but it is a fact, nevertheless. It was in the time of the metropolitan police, and he wanted to get on. He went to New York and I went along. He went through all right until he came to height, and he fell below the standard three-quarters of an inch. I felt very much cast down about it, for he was a friend of mine, and I was anxious that he should get on the force. A physician with whom I was acquainted happened to be there at the time, and he asked me if I was interested in the man who had failed to reach the standard. I told him I was."

"That's all right," said he, "I'll tell you how to fix that."

"Of course, I didn't believe it could be done, except by some trickery, but I thought I would listen to what he had to say, anyway. He told me to get an order for remeasurement, which I did with his assistance, the applicant for the position to be measured again the following day. 'Now,' said he, when we had got the order, 'you take your man to some hotel near here, give him a warm bath, and put him to bed. Make him stay in bed until to-morrow morning, about an hour before the time for him to be measured again, and tell him to sleep all the time, if he can. If he does this he will be three-quarters of an inch taller, and come up to the standard.'

"I didn't know what to think about the suggestion. My medical friend was not given to joking, but I thought he had begun. However, I was anxious that my man should get on the force, and was willing to try anything. I told him what the physician had said, and he agreed to do it. The next morning he appeared, and, when he was measured, he not only came up to the standard, but was a little above it. We were both as much surprised as gratified, and when I spoke to the doctor about it he said: 'Well, I told you so.' Then I was curious to know how it was that such a thing could be done, and asked him. He explained that every one of the numerous joints in the human frame was supplied with a natural oil. When a man has walked a good deal, or gone through much exertion of any kind in a day, the oil is used up, and the joints come close together. The difference this would make if there was but a single joint would be very little, but when there are so many it reduces the height in some cases as much as an inch at the end of a day's work. Let a man take a warm bath, and long, restful sleep, the joints will be resupplied with oil, and the consequence is he will be taller. You may not believe this, but it is a fact."

"I believe it," said one of the listening sergeants, "because I did the same thing myself. I was three-eights of an inch below the standard, and I heard of the plan that you tell of. I went to a hotel in New York, took a bath, and slept twelve hours. Then I got an order for remeasurement, claiming that I did not have a fair show the first time. To my surprise I came up to the standard, being three-eights of an inch taller than I was the day before. I got my appointment, and I am on the force now."

Nervous Debilitated Men.
You are allowed *a free trial for thirty days* of the use of Dr. Dye's Celebrated Voltaic Belt with Electric Suspensory Appliances, for the speedy relief and permanent cure of Nervous Debility, loss of Vitality and Manhood, and all kindred troubles. Also for many other diseases. Complete restoration to health, vigor and manhood. No risk is incurred. Illustrated pamphlet with full information, terms, etc., mailed free by addressing Voltaic Belt Co., Marshall, Mich.

HE WENT TO SHOOT.

But Changed His Mind When He Learned What Had Happened.

We were sitting in the office of a hotel in a town on the Tennessee river, says a writer in the Detroit Free Press, and a colored man came along with a revolver in his hand. One of the men called him into the hotel and asked him:

"Sam, what are you going to do with that thing."

"Gwine ober to hab a riot wid Bill Peters, the barber," was the prompt reply.

"What's he been doing?"

"Talking 'bout my mudder, Sah. Yer, sah, he's been slanderin her all ober town. He's dun got to take it back or I'll bore him."

"I guess we'll go over."

"All right, sah."

Five or six of us followed him into the barber shop. Peters was shaving a white man, and he looked up and said:

"Boy, what you doin' wid dat old shootin' iron?"

"Gwine ter bore ye!" replied Sam.

"What fur?"

"Kase you has bin lyin' 'bout de ole woman."

"Shoo! You jist wait."

"Oh, I'll wait. I ain't de passon to put a white gem'lan out. Arter dat gem'lan leaves de cha'r you want to look out for me."

Mr. Peters finished shaving the man, who did not even turn his eys toward Sam, and then powdered his face and combed his hair. Sam sat there with the revolver on his leg, cold as ice, but just before Bill removed the towel from the man's throat he said:

"Boy, you go home."

"Who you talking to?" asked Sam.

"To you, sah. I'ze got a right to talk to you."

"How?"

"Kase I'ze yer step fadder. I mar'd yer mudder two hours ago. Dat makes you my step-son, sah, an' if you don't put up dat shooter an' git out o' dis I'll whollop ye widin two inches of yer life."

"Hoo. You'ze dun married ma!"

"Yes, sah."

"An' you'ze my step-fadder?"

"Cose I is. Now you make tracks fer dat wood pile behind the house, un'when dinner is ready you come down heah an' call yer pa."

Sam laid the revolver on a chair and walked out without another word, so humbled that his feet dragged on the gravel as he went off down the walk.

"Come around heah to shoot his stepfadder," growled Peters. "Why, dat boy hain't got no sense 'tall. Next!"

Captain Mitchell, of the bark Antoine Sala, New York and Havana trade, came home in May, entirely helpless with rheumatism. He went to the mountains, but receiving no benefit, at his wife's request, began to take Hood's Sarsaparilla. He immediately began to improve; in two months his rheumatism was all none and he sailed in command of his vessel a well man. Hood's Sarsaparilla will help you. Sold by all druggists.

LIVING ON $278 A YEAR.

Food, Clothing and Lodging Possible on Very Small Wages.

"A man can live cheap nowadays," said a well known business man to a Boston Globe reporter. "Why, you can start by buying a newspaper for two cents and look for the prices on boots and shoes, he finds a kind which will wear three months, and he only has one dollar to pay for them. Next he looks for stockings, finds that some large store is having a run on such goods, and that he can get a pair for four or five cents, and warranted to wear well. He buys a pair for each week, and saves a pair or so for accidents, that makes sixty pairs of stockings, at five cents each, $3. He has two sets to get, price $8, and he can get a suit of clothes for about $8, and a hat for $1. Collars cost very little and eight cents will buy enough to last a long time.

"If you have noticed you probably saw that bosom shirts may be purchased for 50 cents, and he will need three, and an overcoat can be purchased for $7.50 and gloves are ready at hand for 70 cents. Now your foot the list up and you will find that it costs but $29.50 to clothe the man for a year. Throw in $13.50 for washing for the past year, and your bill foots up to $43.

"I can say, from my own experience, that there are many places in the city where one can secure good living for $120 a year for food. Now, by adding perhaps $34 for extravagances or incidental expense, you have a grand total of $275, for the year ... or $5.29 a week, which is 75 4-7 cents a day, and almost any man can save on that. If people only realized how little it took to live, there would be more money saved."

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when our new method, without use of knife, is guaranteed to permanently cure the worst cases of rupture. Send us 10 cents in stamps for reference and pamphlet. World's Dispensary Medical Association, Buffalo, N. Y.

AN ORANGE ISLAND.

Joseph Jefferson's Beautiful Home in the Regions of Blossoms and Fruit.

We last Monday, says the New Iberia (La.) Enterprise, visited this beautiful and interesting spot of Iberia parish, and were hospitably entertained by Mr. Joseph Landy, agent for Mr. Jefferson. The renowned actor must, indeed, find it a congenial clime when for a few weeks each year he seeks recreation from the worry of stage life, surrounded as he is with comfort and beauties and attractions of nature—the Lake Simonette, a pretty expanse of water; groves of stately oaks, and hundreds of orange trees covered with green foliage and their golden fruit. Of the latter there are at present between eight and nine hundred trees of the Mandarine and Brazilian varieties grafted on the sour orange, and tastefully set out in groves. Thus grafted the trees become hardy and better adapted to stand severe winters. Of the two varieties named the Mandarine excels in flavor and sweetness, and seems the best adapted to this climate. The severe winter of 1881 having killed the old trees on the island, the present groves consist of young trees of four, three, two and one year's growth.

Mr. Landy takes much pride and interest in the trees, and they receive much of his attention. He finds that mulching is very beneficial, and at this season the pruning-knife is freely used in topping young shoots, thus preparing them to better withstand the cold, and at the same time give to the trees a most pleasing and symmetrical shape.

Mr. Landy also takes much interest in pecan culture, and sees in it a large source of revenue for the future, and even this year the harvest will be considerable, as the bearing trees on the island number nearly one hundred. There are also hundreds of young trees which could be transplanted, and others that will bear in a few years if thinned out and given a chance to grow. With the approval of Mr. Jefferson, Mr. Landy will next spring set out a large quantity of the young trees.

A gang of burglars took lodging in the United States hotel Thursday night and during the "wee sma' hours" attempted to ride the rooms of the guests. They were discovered by one of the boarders, and after a vigorous tussle in the dark were bounced from the house.

The Very Man He Wanted.

Stranger—Don't you want to hire a man? Coal dealer—Well, I want a weigher. Have you any references? S—Sorry to say, but I haven't; it is not easy for a man who has been in my business to obtain references. C. D.—What business have you been in? S.—I'll be honest with you; I've been a pugilist, but I've retired from the business. I was champion of the light weights. C. D.—Champion of the light weights? You're the very man I want. Come in.

THE CHEAPEST PLACE IN OMAHA TO BUY
FURNITURE
IS AT
Dewey & Stone's
One of the Best and Largest Stocks in the U. S. to Select from.
No Stairs to Climb. Elegant Passenger Elevator

M. BURKE & SONS,
LIVE STOCK COMMISSION MERCHANTS,
GEO. BURKE, Manager.
UNION STOCK YARDS, OMAHA, NEB.
REFERENCES:—Merchants and Farmers' Bank, David City, Neb.; Kearney National Bank, Kearney, Neb.; Columbus State Bank, Columbus, Neb.; McDonald's Bank, North Platte, Neb.; Omaha National Bank, Omaha, Neb.
Will pay customers' draft with bill of lading attached, for two-thirds value of stock.

JAMES PYLE'S
O K
PEARLINE
The Great Invention,
For EASY WASHING,
IN HARD OR SOFT, HOT OR COLD WATER.
Without Harm to FABRIC or HANDS,
and particularly adapted to *Warm Climates.*
No family, rich or poor, should be without it.
Sold by all Grocers, but *beware* of vile imitations. *PEARLINE* is manufactured only by
JAMES PYLE, NEW YORK.

DR. HAIR'S
Asthma Cure.
This invaluable specific readily and permanently cures all kinds of Asthma. The most obstinate and long standing cases yield promptly to its wonderful curing properties. It is known throughout the world for its unrivaled efficacy.
J. L. CALDWELL, city of Lincoln, Neb., writes, Jan. 25, 1884: Since using Dr. Hair's Asthma Cure, for more than one year, my wife has been entirely well, and not even a symptom of the disease has appeared.
WILLIAM BENNETT, Richland, Iowa, writes, Nov. 3d, 1883: I have been afflicted with Hay Fever and Asthma since 1850. I followed your directions and am happy to say that I never slept better in my life. I am glad that I am among the many who can speak so favorably of your remedies.
A valuable 64 page treatise containing similar proof from every state in the U. S., Canada and Great Britain, will be mailed upon application. Any druggist not having it in stock will procure it.

A Standard Medical Work for Young and Middle Aged Men, only $1 by mail, postpaid.

A GREAT MEDICAL WORK ON MANHOOD
Exhausted Vitality, Nervous and Physical Debility, Premature Decline in Man, Errors of Youth, and the untold miseries resulting from indiscretion and excesses. A book for every man, young, middle-aged and old. ... The Science of Life should be read by the young for instruction and by the afflicted for relief. It will benefit all.—London Lancet. ... Address the Peabody Medical Institute, or Dr. W. H. Parker, No. 4 Bulfinch street, Boston, Mass. ...
KNOW THYSELF

All Sorts of
hurts and many sorts of ails of man and beast need a cooling lotion. Mustang Liniment.

A MAN
WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY WILL SEE BY EXAMINING THIS MAP THAT THE

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY
By reason of its central position and close relation to all principal lines East and West, at initial and terminal points, constitutes the most important mid-continental link in that system of through transportation which invites and facilitates travel and traffic between cities of the Atlantic and Pacific Coasts. It is also the favorite and best route to and from points East, Northeast and Southeast, and corresponding points West, Northwest and Southwest.
The Great Rock Island Route
Guarantees its patrons that sense of personal security afforded by a solid, thoroughly ballasted road-bed, smooth tracks of continuous steel rail, substantially built culverts and bridges, rolling stock as near perfection as human skill can make it, the safety appliances of patent buffers, platforms and air brakes, and that exacting discipline which governs the practical operation of all its trains. Other specialties of this route are Transfers at all connecting points in Union Depots, and the unsurpassed comforts and luxuries of its Passenger Equipment.
The Fast Express Trains between Chicago and Peoria, Council Bluffs, Kansas City, Leavenworth and Atchison are composed of well ventilated, finely upholstered Day Coaches, Magnificent Pullman Palace Sleepers of the latest design, and sumptuous Dining Cars, in which elaborately cooked meals are leisurely eaten. Between Chicago and Kansas City and Atchison are also run the Celebrated Reclining Chair Cars.
The Famous Albert Lea Route
Is the direct and favorite line between Chicago and Minneapolis and St. Paul, where connections are made in Union Depots for all points in the Territories and British Provinces. Over this route Fast Express Trains are run to the watering places, summer resorts, picturesque localities, and hunting and fishing grounds of Iowa and Minnesota. It is also the most desirable route to the rich wheat fields and pastoral lands of interior Dakota.
Still another DIRECT LINE, via Seneca and Kankakee, has been opened between Cincinnati, Indianapolis and Lafayette, and Council Bluffs, Kansas City, Minneapolis and St. Paul and intermediate points.
For detailed information see Maps and Folders, obtainable, as well as tickets, at all principal Ticket Offices in the United States and Canada; or by addressing
R. R. CABLE, Pres't & Gen'l M'g'r. E. ST. JOHN, Gen'l Tkt & Pass. Ag't.
CHICAGO.

CONSUMPTION.
I have a positive remedy for the above disease; by its use thousands of cases of the worst kind and of long standing have been cured. Indeed, so strong is my faith in its efficacy, that I will send TWO BOTTLES FREE, together with a VALUABLE TREATISE on this disease to any sufferer. Give express and P. O. address.
DR. T. A. SLOCUM, 181 Pearl St., New York.

DRUNKENNESS
or the Liquor Habit, Positively Cured by Administering Dr. Haines' Golden Specific.
It can be given in a cup of coffee or tea without the knowledge of the person taking it; is absolutely harmless, and will effect a permanent and speedy cure, whether the patient is a moderate drinker or an alcoholic wreck. It has been given in thousands of cases, and in every instance a perfect cure has followed. It NEVER FAILS. The system once impregnated with the Specific, it becomes an utter impossibility for the liquor appetite to exist.
For sale by Kuhn & Co., Druggists, corner 15th and Douglas, and 18th and Cuming streets, Omaha, Neb.
Call or write for pamphlet containing hundreds of testimonials from the best women and men from all parts of the country.

TIME TABLE.

Arrival and departure of Omaha trains and connecting lines at the Transfer—

All trains arrive and depart from Omaha by Central Standard Time.

Trains of the C. St. P. M. & O. arrive and depart from their depot, corner of 15th and Webster streets; trains on the B. & M., C. B. & Q. and K. C. St. J. & C. B. from the B. & M. depot; all others from the Union Pacific depot.

Bridge trains will leave U. P. depot at 6:35, B 7:35, 8:00, 8:40, 8:50, B 10:00, 11:00, a. m.; 1:00, 1:20, 1:50, B 2:00, 3:00, B 4:00, 5:00, 5:30, 6:05, 6:10, 7:00, 11:10 p. m. Leave Transfer for Omaha at 7:12, B 8:15, 9:30, 9:42 B 10:35, 10:37, 11:37 a. m.; 1:37, 2:15, B 2:37, 3:20, 3:37, B 4:37, 5:15, 6:37, 7:20, 7:50, 11:52 p. m. B trains do not run on Sunday. All others run daily. Ferry trains will run as first section of each dummy train, except those leaving Omaha at 6:35 a. m. and 11:10 p. m., and leaving Council Bluffs at 7:05 a. m. and 11:45 p. m.

STOCK YARDS TRAINS—Special stock yards passenger trains leave Omaha at 6:40 a. m., 8:35 a. m., 10:45 a. m., 10:55 a. m., 2:40 p. m., 3:50 p. m., and 5:25 p. m. Leave stock yards for Omaha at 7:55 a. m., 10:25 a. m., 12:01 p. m., 1:39 p. m., 4:40 p. m., 5:07 p. m., and 6:20 p. m.

Connecting lines at transfer depot, Council Bluffs. Chicago, Rock Island & Pacific—leave, B 7:15, B 9:15 a. m., C 5:30 p. m.; arrive, D 9:15 a. m., B 5:30, B 7:00 p. m. Chicago & Northwestern—leave, B 9:15 a. m., C 5:30 p. m.; arrive, D 9:15 a. m., B 7:00 p. m. Chicago, Burlington & Quincy—leave, A 9:35 a. m., A 5:35 p. m.; arrive, A 9:15 a. m., B 6:30 p. m., A 7:15 p. m. Chicago, Milwaukee & St. Paul—leave B 9:15 a. m., C 5:30 p. m.; arrive, D 9:15 a. m., B 7:00 p. m. Kansas City, St. Joe & C. B.—leave, A 10:00 a. m., C 5:35 p. m.; arrive, D 6:35 a. m., B 7:35 p. m. Wabash—leave, A 3:00 p. m.; arrive, A 8:30 p. m. Sioux City & Pacific—leave, A 7:35 a. m., A 7:35 p. m.; arrive, A 9:35 a. m., A 7:30 p. m.

Westward—Pacific express, leave A 8:20 p. m.; arrive A 7:50 a. m.; Denver express, leave A 11:20 a. m.; arrive A 4:10 p. m.; U. P. mail and express, Rep. valley, leave A 1:20 p. m.; arrive A 2:10 p. m.; B. & M. mail and express, Rep. valley, leave A 8:10, arrive 6:30 a. m.; B. & M. night express, leave A 6:00 p. m., arrive A 10:40 a. m.

Southward—M. P. day express, leave A 10:30 a. m., arrive 9:15 a. m.; night express, leave B 8:45 p. m., arrive A 6:35 p. m.; K. C. St. J. & C. B., via Plattsmouth, leave A 9:10 a. m., B 8:45 p. m.; arrive D 7:00.

Northward—C. St. P., M. & O., Sioux City express, leave A 8:50 a. m., arrive 6:35 p. m.; Oakland accommodation, leave 5:25 p. m., arrive C 11:00 a. m.

Eastward—C. B. & Q. via Plattsmouth, leave 5:30 p. m., arrive 9:30 a. m.

Westward—Pacific express, leaves A 8:20 p. m., arrive A 7:50 a. m.; Denver express, leave A 10:55 a. m., arrive A 5:30 p. m.; U. P. mail and express, Rep. Valley, leave A 2:40 p. m., arrive A 1:35 p. m.; B. & M. mail and express, Rep. Valley, leave A 8:10 a. m., arrive 10:40 a. m.; B. & M. night express, leave A 6:20 p. m., arrive A 6:35 p. m.

Southward—M. P. day express, leave A 11:20 a. m., arrive 6:00 a. m.; night express, leave B 9:00 p. m., arrive A 7:50 p. m.; K. C., St. J. & C. B., via Plattsmouth, leave A 9:20 a. m., B 8:45 p. m., arrive D 7:00 a. m., 7:55 p. m.

Northward—C. St. P., M. & O., Sioux City express, leave A 7:50 a. m., arrive 5:30 p. m.; Overland accommodation, leave C 5:40 p. m., arrive C 10:00 a. m.

NOTE—A trains daily; B daily except Sunday; C daily except Saturday; D daily except Monday.