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L. FRED HALFORD.

New York City, June 12th, 1885.

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Jersey City, N. J., Aug. 7, 1885.

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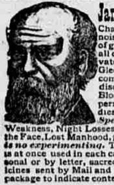

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FIELD AND FARM.

Care of Animals in Winter.

The American Humane association offers the following suggestions relative to fowls, horses and cattle to persons having these in charge, in the northern latitudes, during the winter months.

Do not compel domestic fowls to roost in trees. Aside from danger of being captured by owls and other enemies, the swaying of the branches upon which they are sitting will prevent them from getting rest: while in the severely cold weather, thus exposed, feet and combs are frozen and the bird so benumed as to make it impossible for it to be of much profit on the farm. Securely sheltered from wind and storm, and allowed to sit on a broad roost, feet are thus kept warm, refreshing rest is obtained and the fowl is much stronger, healthier and more profitable to its owner.

Do not clip horses during the winter months. With the same propriety we might cut the hair from a dog or shear a sheep at this season of the year. The argument in behalf of the practice is that the horse in perspiration will dry more quickly if the hair is short. If the animal is thoroughly blanketed and kept in a sheltered or warm place, after being driven, no danger results from perspiration, whatever the length of hair; while the horse that has been deprived of its coat in the winter time suffers perpetually while being exposed to the cold.

It is cruelty inflicted upon beautiful carriage horses for the purpose of style. Blessed is the ordinary work-horse, in the winter time, for, however much it may perspire, it is allowed to carry its full growth of hair during the cold weather.

Do not leave cattle to stand shivering, while extremities often freeze, in the snow storms and severe winds of winter, when a little time would suffice to construct of boards, rails or poles, a support upon and around which may be placed hay, straw or weeds, thus making a shelter that may comfortably protect them. Cattle kept in fairly warm condition throughout the winter will, as milkers, give a larger and beter yield of milk, and as beeves will take on flesh much more rapidly than if left exposed to inclement weather.

Aside from a question of humanity, the more attention and care that is bestowed upon animals, with a view to their comfort, the more will they be of service and a source of profit to their owners.

The Truth About Farming in New England.

Rutland (Vt.) Herald: The vital statistics of the state of Maine show that there is a larger percentage of insanity in the farming class than in any other, and the publication of this fact has excited general surprise. The popular presumption is that farming life, through its freedom from daily excitement and mental stress; its out-door life that favors vigorous bodily exercise, keen appetite and sound digestion, ought to contribute a smaller per cent of insane persons than city life that includes so many restless brain workers of all sorts. The truth is the average farmer of New England in the small towns, the farmer's wife and daughters are not seldom as grievously overworked and as much subject to personal anxiety and nervous stress as the active workers of city life. To take a New England farm and make it pay means toil, incessant toil, early and late; physically the farmer, and especially the farmer's wife, is often severely overworked to the extent of a broken-down nervous system. The food of the farmer is no better; not always as healthful, as the food of mechanical city workers, and the fatigue, exposure, anxiety, and overwork of the average farmer is more than is ordinarily encountered by the city worker of the same intelligence. Give a farmer time to stop from his toil, and he is not without plenty of means of diversion for his tired body and mind. He can fish, he can hunt, he can boat and sail if he can find time; but few farmers do find time, and if they drop under their load, it is because, all things considered, they carried a more galling burden of bodily toil and mental anxiety than they are credited with by those philosophers in the city who view the farm and farm life through a glass of campagne. If anybody doubts that farmers have to work hard to get ahead let him look at the number of broken-down, dyspeptic farmers' wives, barely turned of forty, that you can see at state and county fairs. The farmer can't hide his land or his stock; it is inevitably taxed, and it is a smart, industrious, sober, energetic farmer that can make his farm pay six per cent in New England. Hundreds of sturdy farmers in Vermont make less than this out of their farms, and too many of them are tortured to death by the effort to pay for a farm they have bought with a mortgage attached. If it be true that the farming class contributes largely to the insane it is not because they are brooders over the little, mean, local woes of life; it is because as a class they work very hard, both men and women; because they have to carry more anxieties and troubles, with less time for relaxation than the city worker of the same grade of intelligence.

Profits on Artificial Poultry Raising.

James Rankin, of Bristol county, Mass., inventor of the Monarch incubator, and a practical poultry raiser of some twenty years' experience, said in his address before the Massachusetts state board of agrisulture: "There is absolutely nothing within the possibilities of farm industry that is capable of making so rich returns as poultry growing when artificially conducted." From his own experience in artificial poultry raising, Mr. Rankin declares that a yearly profit of 100 per cent can be made on all capital invested in buildings, machinery, stock, etc. Here is his account for the year ending September 1, 1883:

Stock on hand September 1, 1882—	
314 pullets at $1.25 each	$ 392.50
Supplies and food of all kinds	754.31
95 gallons of oil	7.60
Total expense	$1,154.41
Stock on hand September 1, 1883—	
634 pullets and chickens	$ 536.50
1,616 dozen eggs sold	533.28
292 hens sold	314.75
1,434 chickens sold	1,400.01
Total receipts	$2,784.54

This shows a clear profit of $5.20 per head on the stock fowls. No account is made of the work of caring for the fowls and chicks; which does not appear on the credit side. Incredible as it may seem to those who do not know how thoroughly the work in such poultry establishments is systematized, Mr. Rankin did all the work connected with the care of this poultry, while his farm hands were doing the feeding of the stock in the barn and milking. Mr. Rankin cared for the chicks, attended the incubator and was ready to take his place in the field at 7 o'clock. With the exception of a half hour or so in the middle of each forenoon, and afternoon he held his own in the field with the others. Mr. Rankin gave the following figures concerning his duck business for the year 1885:

Stock on hand January 1, 1885.	
42 ducks and drakes at $1.50 each	$ 63 00
Feed consumed	332 52
68 gals oil at 8½c per gal	5 78
Total expenses	$403 30
Stock on hand December 1, 1885.	
206 ducks and drakes at $1.50 each	$ 309 00
Ducks sold	1,563 71
72 dozen eggs sold	61 00
120 lbs feathers sold at 50c per lb.	60 50
Total receipts	$1,994 21
Net profit	$1,590 91

A profit of almost $44 for each duck. No, he don't reckon in anything anything for labor, but allows for labor $

a day for the whole time and thus will be left a profit of over $1,000—more than many farmers make from their whole farms.

As soon as circumstances will permit, I shall visit Mr. Rankin's place in search of "further particulars," and will report results.

Contagious Diseases in Stables.

Spirit of the Farm: When we consider for a moment the number of diseases of a contagious nature to which horses are subject, and the careless manner in which they are exposed to the same, it is astonishing that we do not have epidemics of this kind oftener with our horses. To fully appreciate the risk that is incurred, we need only visit the city or country towns on court days or Saturdays, and see the number of horses of all kinds and conditions that stand tied and almost touching each other in every available space about town, to say nothing of the numbers that are packed together in the public stables. The latter, as a rule, are much safer from coming in contact with disease than those outside, for no sensible stable man would admit an animal inside of his stable that is affected with any kind of contagious disease if he knew it; but it often happens that neither the owner of the horse nor the stableman is aware of the disease until it is too late to remedy the evil.

Contagious diseases of a most virulent character may be perpetuated for an indifinite length of time by feeding horses in stalls where the disease has existed. Of this kind we may mention glanders and Spanish itch especially. Either of those most fatal disorders may be conveyed to other horses by feeding in a stall where horses suffering with them have been kept. To destroy the virus, take a pint of sulphuric acid and put it in a bucket of water, and with an old mop wash all parts of the stall, especially the trough and manger, as well as the sides of the stall. Then put a few pounds of stick sulphur in an old iron pot, and, stopping the stable as well as possible, burn it, so as to fumigare the stable thoroughly, taking due precautions against fire. It is a good plan to set the pot in a tub of water; then whitewash with lime and carbolic acid. This will protect them thoroughly.

Seasonable Suggestions.

It is said, and well proved, that the more quiet sheep are kept the more quickly they will fatten.

Rotted corn cobs are a valuable fertilizer on any soil that is deficient in potash and are worth saving for, this purpose alone, while if rotted with manure they are considerably more valuable, and in cleaning up the hog pen considerable pains should be taken to gather up and mix them with the manure.

It was at one time supposed that the more dirt a fowl ate with its food the better, but we now know that when the hens want dirt they can procure it without assistance. We know also that eating dirt induces disease, and the careful poultryman will never feed soft food in any manner except in troughs or on a board.

If the onions become frozen do not disturb them. If handled they will soon rot, but if they have been stored in a place of even temperature, or where the fluctuations are gradual, they can be kept very easily. Onions should not be piled too thickly, but should be spread out somewhat so as to permit of a free circulation of air, while moisture in the room should be avoided.

There are several kinds of lice that infest the hair of cattle, the common insect known as the cattle louse being least injurious and less difficult to destroy than what are called blue lice, which are much larger in size, more tenacious of life and more difficult to rid animals of, because they harbor in the sides of wooden buildbuildings, perhaps in the litter beneath animals.

Breeding sows and stock hogs should not be neglected now but should receive good attention, be well provided with warm shelter, and be well fed. All kinds of stock, in fact, should receive the best of care and be kept constantly improving. For the swine a little powdered sulphur in the slops once a day or three times a week, will be of great benefit. Let them also have free access to some charcoal; also to an abundance of liquid.

It is not so much what a bushel of corn may be worth on the farm as what it may contribute that is important. When converted into beef, butter, lard or pork it is not only more easily transported but also more readily saleable. In the conversion of corn into concentrated or higher-priced products, manural matter is left on the farm, instead of being carried entirely away, as would be the case if the corn were sold in its grain form.

The first cold snap is when cows show the greatest tendency to fall off in their flow, and if they can be tided over this period without falling materially, it will be found comparatively easy to maintain a full flow of milk when more severe weather comes. Great pains should be taken now to keep up the yield of milk, as now is just the time when milk and all dairy products are becoming more valuable, and the money is to be made out of the dairy business if ever.

A FATAL SCRAP OF PAPER.

A Young German Forger Arrested on a Steamer.

New York Journal: A revenue cutter ploughed through the big pieces of ice in the lower bay yesterday morning and steamed alongside the German steamer Funda, which had lust arrived from Liverpool. The revenue cutter waited long enough for Deputy Marshal Bernhard to catch hold of the side ladder and scramble on board.

The deputy marshal wandered from cabin to steerage, quietly scanning the faces of the passengers. A neatly dressed, slim young man, with light brown hair and bright gray eyes, attracted his attention by his efforts to keep out of the way. Politely doffing his hat the marshal addressed him with a request for a look at his passport.

"Passport?" said the passenger. "Why, I thought you didn't need any here."

"Oh, yes," replied the Marshal. "I must see it."

"Well, here it is," said the young man, producing the document. It certified that Christian Stenger, twenty-five years old, had the permission of his imperial majesty to visit America.

"Your pocketbook, please," said the officer, and the young man handed him a well-worn and battered leather wallet. Hidden under the lining of the wallet was a small piece of paper, a police authorization permitting Wilhelm Stopf to reside in the city of Augsburg.

The young man's face grew pale when he saw the tell-tale paper which he thought he had destroyed exposed, and his knees trembled.

"Stopf, you are the man I want!" said the marshal, displaying a warrant, and the young man fell almost fainting against the side of the cabin.

When arraigned before United States Commissioner Betts the German consul charged him with being a fugitive from justice, a charge of forgery being pending against him. Stopf admitted his identity and said that debts and dissipation had caused him to forge the signature of Wolfsheimer, Schmidt & Co. to a draft for 5,000 thaler. He is only nineteen years of age, and it was his youthful appearance that betrayed him.

He was thrice arrested by German police officers before he embarked at Bremen, but his passport always secured his release. He was committed to Ludlow street jail.

The pistol was invented at Pistola, in Tuscany, by Camillo Vitelli, in the sixteenth century.

WANTED—A BASIS.

Second Article.

There is no longer any question as to the jurisdiction of congress over all inter-state commerce. It is also conceded that the state, within state limits, has the necessary powers to fix rates and assume full control of all the details of the business of common carriers. It is behind the unlimited multiplicity of conflicting interests and laws produced by a co-equal national and local jurisdiction, the latter shared by thirty-eight states, that the railroad lawyers entrench themselves. They exultingly, and perhaps truthfully claim that under these circumstances no cohesive system of control can by any possibility be enacted which will prevent the roads from exercising the supreme power of fixing rates and arranging classifications. But there is a view of the question of jurisdiction which is rapidly gaining ground in the minds of constitutional lawyers, and which will probably soon be tested in the courts, which I will briefly present. The constitution grants to congress the power to "establish * * post-roads" and "to make all laws which shall be necessary and proper for carrying into execution the foregoing powers, and all other powers vested * * * in the government of the United States, or in any department or officer thereof." "To establish post-roads" is a broad power. "Establish" may mean to declare an existing road a post-road, or it may mean to construct a post-road. Congress habitually exercises both of these powers. If constructed, congress has equal power to construct a wagon-road or a railroad. To construct necessarily implies and embraces the power to maintain, protect, control—in short ("the essence of ownership being control") to own. Article IV, section III, of the federal constitution provides that congress shall have power to dispose of and make all needful rules and regulations respecting the territory or other property of the United States. Therefore, the nation may acquire jurisdiction over all post-roads which may be established within its borders, even if such jurisdiction does not absolutely pass with the conversion of a railroad which the government does not own into a post-road, of which there is little question. Extreme state-rights democrats of the old pro-slavery school deny this last proposition. But the nation is rapidly unifying, and the old school is passing away. Now comes the fact that there is not a railroad of any consequence in the United States which is not also a post-road. Let the public necessity for national jurisdiction over all railroads be once conceded, as it soon will be, and national judicial decisions affirming such jurisdiction will soon follow.

Recurring to state jurisdiction, it will be found that the state can not only control rates within its borders, but can also exercise the same control on business going from it into or through other states. This principle was affirmed by the supreme court of the state of Illinois, in a case brought by the attorney general of that state at the instance of the railroad and warehouse commissioners, upon the complaint of Bailey & Swannell, of Gilman, in the Ford county circuit court, taken to the supreme court on writ of error, and decided at the June term of 1882. This decision affirmed that the Illinois statute as then existing extended to all transportation of freight or passengers by any railway company doing business in other states, where any part of such transportation was in that state; that the legislature had full power to legislate, and that such legislation was not in contravention of the constitution of the United States. This identical principle has, I am informed, been quite recently affirmed by the supreme court of the United States in a case originating under the regulations of the commisioners of Mississippi and taken up on appeal from that state. Not having the text of this late decision at hand, I am unable to state the exact points which it covers.

The effect of these decisions can be temporarly warded off as the inconvenience of shippers by the companies refusing to issue bills of lading beyond state lines, or the terminal points of roads upon which the business is taken. But it is plain that the power that can cover the first point can the last; if it can control the rates of contracts it can control them in other particulars.

But the great point of a divided and confusing power, caused by the co-equal jurisdiction of thirty-eight states, remains untouched and must remain so until a harmonious system of laws can be built up by co-operative state legislation, or until full jurisdiction is assured and exercised by the United States. The first of these hypothesis is hardly possible. The last is not only possible, but is one of the probabilities of the near future. Indeed, it is quite likely that the roads themselves will soon ask it, as a resource to replace the failures of the pool system, and as a protection from confusing and conflicting state legislation.

The stock argument of the railroads against government control of freight rates is the diversity of circumstances under which those rates have to be fixed. These, say the managers, render it impossible for any central power to arrange tariffs that would be adapted to the varied and constantly varying conditions. "The cost of service is different on different roads; even on the same road the cost of certain services may vary greatly," says Mr. Fink to the Cullom committee. Again, "Government officers in Washington, who have no intercourse with the public, as the railroad companies have through their agencies, cannot be expected to establish tariffs for 125,000 miles of road. Supposing there was a station for every six miles, there would be about 20,000 stations. If a tariff was to be made from each of these 20,000 stations to the other 19,999, what a work that would be." [It will suprise many people to learn that Mr. Fink got that off. But he actually did. I quote from the official testimony.]

I do not care to lessen the force of these arguments. It is a fair reply to say that the government is daily successfully dealing with a system of details in the post-office department quite as complicated and extensive as those the railroads have to deal with. The difference is, that by the admission of their best authorities the roads have utterly failed in maintaining tariffs, the pools have constantly broken down, and there is very little time when some of the pooled roads are not warring upon the others; while the government in its vast machine of mails is eminently successful. The cause of this difference is right here: the government has an established principle for a basis, the roads have none. Post rates are made by law, details are arrange by administrators. Cost of mail service varies as much as cost of rail service, but rates are uniform. I do not overlook the apparent inconsistency in the comparison arising from the fact that deficiencies caused by varying cost of service are made up by appropriations, which cannot be done in rail service. The pools have, however, attempted an equalization similar in its nature as between roads of different cost of construction, different mechanical grades, different amount of bonded debt, and consequently a different cost of service, by their systems of evening and by the futile expedient of diverting traffic. This attempt has of course signally failed; but some features of it have been perverted by men of ways that are dark and tricks that are vain into aids to their stock-jobs schemes. The fact remains that roads of the lowest grade and the least debt have an advantage in any pool that can be made; and human nature is such that their agents cannot refrain from using this advantage even though such action violates the pool agreements of their company. This is a case where

it is fortunate that corporations have no souls. The basis I propose for rail service would be free from all these difficulties.

I divide the cost of operating a railroad into four divisions, viz:

First—Actual cost of carrying, including wages of all train men, machine and car repairs, and fuel and water.

Second—Administration and station including all salaries other than those of train men, loading and unloading, agents' commissions, etc.

Third—Maintenance of roadbed, rails, bridges and buildings.

Fourth—Interest on investments.

These headings include the total legitimate expense of maintaining and operating a railroad, and are fairly classified. Now, I propose that the government shall fix a maximum rate of interest for the fourth item, and provide for a general supervision that would prevent as nearly as possible the undue absorption of gross receipts through fraud or otherwise to the credit of the other items; and that the term "investment" shall be interpreted to mean the actual cash cost of building and equipping the road. This basis, not essaying to fix actual rates, but only enacting a general rule as to get income, does not come within the pale of Mr. Fink's objections as to the difficulty involved in an attempt to fix rates for 20,000 stations. Varying circumstances as to cost of construction and carriage, volume of business, etc., are left to have their legitimate influence, no attempt to make rates uniform being made, only the general principle of limiting net income to a fair return upon the capital actually invested being established.

Such a law enacted and enforced, railroading would cease to be speculative and precarious; roads would not be built to be unloaded after construction and bankruptcy upon their unfortunate competitors, or their equally unfortunate and victimized bondholders. The doleful and somewhat amusing request of managers to have pools legalized and their contracts enforced would then be granted, weak roads being protected. Increase of tonnage would then mean decrease of rates instead of increase of securities, and the public would share the benefit of the grants of public powers it has made to construct public highways.

The vicious principle of "what the traffic will bear" having been destroyed, fair classifications might be adopted. Four classes, instead of one hundred and fifty, as pool commissioner Vining recently said he would have, would be amply sufficient. Weight and cubic measure, facility of handling, instead of commercial value should govern this matter.

J. BURROWS,

FILLEY, Neb., Jan. 15, 1886.

GENTEEL SMUGGLERS.

Persons of High Social Standing Who Defraud the Custom House.

Philadelphia Times: "A vast amount of smuggling go on at this port every day," said an ex-inspector of customs yesterday, "and you'd be astonished if I were to tell you the names of the people who attempt to bring in dutiable goods without paying the charges. An inspector has many queer experiences. I have known men who are wealthy and would scorn to do an act that they considered dishonorable, attempt to evade the customs duties on articles which they knew were dutiable. The professional smugglar is easily detected, and it is not often that one successfully evades the inspector's scrutiny. The smuggling is done by people that you would least expect to do that sort of thing. One case in particular I call to mind.

"A gentleman well known in social and financial circles arrived here on one of the American Line steamers. He cheerfully consented to the examination of his baggage by the inspectors, and was willing to pay the charges on everything that we pronounced dutiable. He walked about while we were inspecting his baggage and freely gave up his keys. He had strapped over his shoulders a small Russian leather bag, and, after we had passed his trunks, I requested permission to look through this bag. He flushed scarlet and explained that it only contained toilet articles. I suspected that there was something else in the bag and he reluctantly allowed me to examine it. There were toilet articles in it, it is true, but it also contained a package of jewelry, principally diamonds, which the appraiser valued at $12,000. The gentle excused himself by saying that he did not know that articles intended for personal use were dutiable, but I knew that this was all gammon. These cases are never heard of, because when detected the amateur smuggler always pays up.

LADIES WHO CHEAT THE CUSTOMS.

"Ladies of the highest social position make continental trips and return loaded down with dutiable goods, which they successfully smuggle ashore. They don't consider it any disgrace to evade the customs—in fact, they rather pride themselves on their cunning. They wrap expensive laces about their forms, secrete diamonds in their pockets, the hems of their dresses and even in the heels of their shoes, and tell the most barefaced falsehoods unblushingly to evade paying the customs due. We can't search them on account of their high social position, but we know that they are smugglers.

"A young lady whose father is one of the wealthy men of the city went abroad last summer in company with two relatives. They sailed from this port and returned hither. They allowed their general baggage to be inspected without a protest. The young lady carried a diminutive dog in her arms. The animal was particularly ill-natured and vicious, but the young lady appeared to be very fond of the brute and carried him in her arms all the time. He wore a blanket and had a collar around his neck.

"I got close enough to see that the blanket was a mass of expensive lace tacked on it, the blanket, to enable her to evade duty on it, and that the collar was literally studded with diamonnds. What could we do? If we had held the dog there would have been a great howl over the indignity, and the girl's father had influence enough to have us all discharged. We consequently allowed the $10 pug, with his $2,000 blanket and his $10,000 collar to pass free of duty. Ladies and gentlemen of wealth, refinement and high social position do not scruple to evade the customs. They have trunks made with false bottoms, and in the receptacles thus provided bring in hundreds of dollars' worth of dutable articles.

"All the sailors smuggle. They secrete goods all over the ship and derive a profitable trade by bringing in duitable goods without submitting them to the appraiser. False lockers are made in the cabins and a thousand odd nooks and corners on a ship are utilized to conceal smuggling goods. They do not attempt to remove these while the vessel is discharging her cargo, because a great many of the inspectors are vigilant and honest, and the goods would be apt to be confiscated. They wait until the cargo is discharged and after the inspector has gone over the vessel and certified that no dutable goods remain on her they bring out their hidden treasures and carry them ashore. All sorts of goods are smuggled, and there are lots of common sailors who are in league with professional smugglers and bring in contraband goods on every trip.

"Occasionally goods are smuggled in through the connivance of a dishonest inspector, but these cases are rare, for the majority of the customs officers are honest and incorruptible. I have no means of estimating just how much dutiable goods annually escape appraisement at this port, but I should judge it was several hundred thousands of dollars' worth. Very often smuggling is done unconsciously. Men and women buy presents for their relatives and friends abroad and bring them safely through the customs under the apprehension that they are not dutiable because they are not intended to be sold. A man, for instance, will make a hurried business trip to England and bring home a couple of thousand dollars' worth of presents for his family and friends. We know him to be a man of high character and don't subject his baggage to rigid scrutiny. He assures us that his trunks contain nothing dutiable and we pass them without examination. He honestly means what he says, but the government is cheated out of its duties all the same."

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Railway Time Table

OMAHA.

The following is the time of arrival and departure of trains by Central Standard time at the local depots. Trains of the C., St. P., M. & O. arrive and depart from their depot, corner of 14th 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.

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—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—10:57—11:[illegible] a. m.; 1:37—2:13—B 2:37—3:30—3:37—4:37—5:45—6:35—7:20—7:50—11:52 p. m.

CONNECTING LINES.

Arrival and departure of trains from the transfer depot at Council Bluffs:

DEPART.		ARRIVE.
	CHICAGO & NORTHWESTERN.	
9:15 A. M	Mail and Express	7:00 P. M
12:40 P. M	Accommodation	4:30 P. M
5:30 P. M	Express	9:15 A. M
	CHICAGO & ROCK ISLAND.	
9:15 A. M	Mail and Express	7:00 P. M
7:15 A. M	Accommodation	5:30 P. M
6:20 P. M	Express	9:15 A. M
	CHICAGO, MILWAUKEE & ST. PAUL.	
9:10 A. M	Mail and Express	7:00 P. M
5:40 P. M	Express	9:15 A. M
	CHICAGO, BURLINGTON & QUINCY.	
9:35 A. M	Mail and Express	6:30 P. M
5:35 P. M	Express	9:15 A. M
	WABASH, ST. LOUIS & PACIFIC.	
2:15 P. M	Local St. Louis Express Local	
3:00 P. M	Transfer St. Louis Ex. Transfer	3:20 P. M
	KANSAS CITY, ST. JOE & COUNCIL BLUFFS.	
9:15 A. M	Mail and Express	7:35 P. M
5:00 P. M	Express	6:35 A. M
	SIOUX CITY & PACIFIC.	
[illegible]	Sioux City Mail	7:00 P. M
6:30 P. M	St. Paul Express	9:35 A. M

Depart.		WESTWARD.	Arrive	
A. M.	P. M.	UNION PACIFIC.	A. M.	P. M.
......	8:20a	Pacific Express	7:50a	......
10:40a	......	Denver Express	......	4:10a
		O. & REP. VALLEY.		
......	2:40a	Mail and Express	......	2:10a
		B. & M. IN NEB.		
8:10a	......	Mail and Express	......	6:40a
......	6:25a	Night Express	10:40a	......

Depart.		SOUTHWARD.	Arrive	
A. M.	P. M.	MISSOURI PACIFIC.	A. M.	P. M.
10:30a	......	Day Express	6:25d	......
......	8:15b	Night Express	......	6:35a
		K. C., ST. J. & C. B.		
9:20a	8:45b	Via Plattsmouth	7:00d	......

Depart.		NORTHWARD.	Arrive.	
A. M.	P. M.	C. ST. P., M. & O.	A. M.	P. M.
8:30a	......	Sioux City Express	......	5:30a
......	5:40c	Oakland Accommod'n	10:00c	......

Depart.		EASTWARD.	Arrive	
A. M.	P. M.	C., B. & Q.	A. M.	P. M.
......	6:20	Via Plattsmouth	9:20	......

STOCK YARDS TRAINS

Will leave U. P. depot, Omaha, at 6:10—8:35—10:45—10:55 a. m.; 2:40—3:50—5:25 p. m.

Leave Stock Yards for Omaha at 7:55—10:25 a. m.; 12:01—1:23—4:10—5:07—6:20 p. m.

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