

ED EVERY WEDNESDAY. BRONSON & CARR, Editors and Proprietors.

Table with 5 columns: SPACES, 1W, 2W, 3W, 4W. Rows for One inch, Two inches, Three inches, Four inches, Five inches, Six inches, Seven inches, Eight inches, Nine inches, Ten inches.

Special Shoe Sale!

All new goods, but you all know that odds and ends in shoes means old stock in a very short time, so don't buy until you get our prices.



You can buy the famous JENNESS MILLER dress shoes. They fit the feet as nature intended. Regular price \$3.50, for this sale...

\$3.15

Big Cut in Ladies' Tan Shoes! Former price \$2.50 to \$4.00.

Grassfield Bros.

WE FIT THE FEET. MANCHESTER, IOWA.

The Fourth at Manchester.

M. & O. Dedicatory Addresses and Eloquent Oration by Col. D. E. Lyon.

The first anniversary of this century, of the Declaration of Independence by the representatives of the founders of this great republic, was fittingly observed and celebrated in this city.

Over 5,000 persons, it is estimated, were in attendance. The weather was fair until toward evening when there were several light showers.

The business part of the city was profusely decorated and also many of the dwellings. The crowd was very orderly and nothing transpired during the proceedings to cause regret.

There was disappointment of course, because of the failure of the M. & O. Ry. to be completed so as to permit of running trains on its track, but the failure was unavoidable on the part of the construction company or its contractor.

The parade formed near the Buggy Factory and the line of march was from there to Union street, then to Brewer, south to Main and west to Franklin, in the following order:

Marshals Fishel and Graham. K. O. T. M. Band. Col. D. E. Lyon, President Carr, Secretary Jewell and Judge Blair of the M. & O. Ry.

After the parade the exercises commenced at the stand which had been erected at the intersection of Main and Franklin streets.

Under these conditions it is any wonder that Manchester built the M. & O. Ry., and that too without help or aid of any nature from outside?

Little more than a year ago the people of this place squared themselves for the work of properly finishing the county's railroad map.

Anderson and Albert Maley in the three-legged race, and in the rooster race Ross Young was awarded first money, and Harry Stead second.

There was a large attendance at the ball game between Manchester and Earlville, and our home team won't in a little bit, the score standing at the close of the ninth inning 14 to 0 in favor of Earlville.

The boats made trips up and down the Maquoketa during the day and evening, and the bovery dance and merry-go-round were liberally patronized from early in the day until late at night.

While we cannot draw aside the curtains, and see all that the future has in store for us, this much we know. The railway which is being dedicated today was built to promote the welfare and happiness of these people who are here about us, and their business neighbors.

For more than 40 years the people of this beautiful and enterprising city depended upon a single line of railway. During the greater part of that period they placed their dependence largely upon outside help, and planned, and hoped and dreamed about additional shipping facilities.

With the development of the surrounding country, additional railways became necessary, and had the best interests of the county and the new rail...

Non-Alcoholic Medication.

Paper Read by Mrs. S. Estey at W. C. T. U. Institute at Edgewood.

Dr. Benjamin Ward Richardson, president of the British Temperance Medical Association, says: "The true action of alcohol in a physical point of view is to create paralysis of the nervous power."

Sometime since Dr. Gairdner, of Glasgow, published the statistics of nearly six hundred cases of typhus fever treated in the hospitals of that city, and they show that mortality lessened exactly as the dose of alcohol diminished.

Now, fellow citizens, it falls upon you to decide whether this enterprise shall be a failure or success—in other words whether you receive a yearly dividend on the stock you will receive for the use you contribute.

Remember that the road is yours—guard the stock you hold—support and patronize the M. & O. in every way you can, and I believe it will be a success and cast no reflection on your voting the aid you did.

The subject assigned me is Manchester—its comparison with other cities and the advantages the railroad will afford for bringing manufacturing industries to our city.

This question confronted us at the outset when we began to plan for the building of our road. If we could satisfy ourselves that it would benefit our town, manufacturing interests here and build up our town then we wanted to embark in the enterprise, but if it would not be of any substantial benefit to us then it would be folly to undertake it and risk our money therein.

When we make connections at Onida with the C. M. & St. Paul and the C. G. W. we will have added two additional roads to what we now have and give us four more outlets—we will then have connection with three large railroad systems, with an aggregate of over 12,000 miles of railway.

Waterloo has three railroads with four outlets, and with natural advantages little, if any better than ours. Since it has added the two railroads to what it once had, giving it a little over 12,000 miles of direct connections, it has grown to be a city of over 13,000 inhabitants.

Marshaltown has three railroads and seven outlets, the same as we will have, but with only about 10,000 miles of connection in the three systems. It has large manufacturing and mercantile interest and with due allowance for the increase of population since last census it must now have nearly 12,000 population.

Among the larger towns which have been built up within the last few years by their manufacturing interests, situated almost entirely by railroad facilities are Ottumwa, with its four railroads and eight outlets, and a population of over 18,000.

A study of our state railroad map will satisfy anyone that there is no town in the state of any importance that has but one railroad, and none of any considerable size or importance that has but two roads, and that all cities of any size or importance have three roads and upwards with six or more outlets.

With the connections the M. & O. will give us, we will have sufficient railroad facilities to largely increase the manufacturing interest of our town and build it up in size and importance in the near future. This is our judgment and the reason for the faith that is within us for spending our time and money in building our new road, and we feel justified in so doing.

The distance from Manchester to Chicago via the Illinois Central is 230 miles; from Onida to Chicago via the C. G. W. is 210 miles; add to this the 7 1/2 miles of the M. & O. and the distance via that route from our city to Chicago is 217 1/2 miles.

Joseph Hutchinson. Fellow Citizens, Ladies and Gentlemen—The building of this plug road has been a hobby with me for years, and this is not the first time I have worked for this enterprise.

A plan that would carry the interest of the community as well as their money seems the only desirable method because the only way that would in-

THE GENUINE HERRICK.

Advertisement for The Genuine Herrick, featuring illustrations of a safe and a cabinet, and a list of users including Dr. C. C. Bradley, Frank Clark, and others.

A. D. BROWN, (The Furniture Man.)

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