

The Ottawa Free Trader.

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a science, simple as it may appear, when compared with the blind, irrational, and suicidal manner of drinking in the United States. This science consists simply in the tardiness of drinking. All drinks are taken sip by sip, a half or three quarters of an hour being consumed for a glass of beer. This is so simple that one is liable to ridicule for laying stress upon it, and yet on this one point hinges, in my opinion, a question of vast importance to Americans. By this manner of drinking the blood is aroused to a greater activity in so gradual a manner that there is no violent derangement of the animal economy. By slow drinking the German accomplishes the object of drinking, and gives his animal economy a chance to say, "Hold, enough!" which only slow drinking will do.

"Woman unquestionably carries a purifying influence with her wherever she goes and her presence in the drinking places of Europe drives from them that class of low vagabonds that hang around American drinking places. Hence, one never sees a drunken man in a cafe, and rarely, even, on the street. Perhaps no better possible illustration of the purifying influence of woman could be found.

"Cafes are open to all classes, but the lower classes seldom visit them; they would be ashamed by doing so as much as they would by entering a parlor where they would meet refinement and elegant manners. There are some exceptions to this rule in the larger cities, but this is confined to cafes that are well known, and ladies avoid them; but there are no drinking places in Germany but what a lady may enter with all propriety.

"Drunkenness is rare, and if so, it rarely manifests itself in a boisterous or belligerent manner, but more frequently takes the shape of song, fun, and a general pleasurable feeling of warmth, energy, and self command, and hence those horrid crimes that sometimes shock us in the United States are rarely heard of here. Then, why should there exist such a difference in the evils of drinking in Europe and in the United States? It is manifestly the result of the manner of drinking in vogue in the two hemispheres."

Dr. John H. Hanch, of the State Board of Health, recently made a report on Chicago water supply and sewerage, in which he reports the results of an examination of Illinois river water, made with a view to determining the degree of pollution it had experienced by reason of the turning of Chicago sewerage into it through the Bridgeport pumps. The analyses were made from canal and river water taken at Bridgeport, Lockport, Joliet, Ottawa and Peoria. The report says:

"The measure of purification was indicated by the mean of the losses of free ammonia and albuminoid ammonia—about 70 per cent in thirty three miles. Over half the sewage pollution had disappeared before reaching Lockport, twenty nine miles below Bridgeport, and nearly a third of the remainder was lost in the next four miles. The increased purification being attributed to the mechanical agitation of the water by falls, wheels, lockage, etc., coupled with the greater surface exposed to aeration by the junction of the canal and the Des Plaines river. The rainfall during the period of observations was so slight that there was practically no dilution of the contents of the canal between Bridgeport and Joliet, and the loss of sewage pollution is ascribed to oxidation. At the same average rate per mile obtained after leaving Joliet the pollution of the canal by Chicago sewage ought to disappear within the next ten or twelve miles, or about Channahua. An examination made June 1 confirmed this estimate. An average of about 45,000 cubic feet per minute was being pumped from the river into the canal during this period. If the volume of dilution had been increased 20 per cent the contents of the canal would have been entirely inoffensive to the senses on reaching Joliet."

are now drilling in rock and making slow progress.

The Aurora watch factory has been suffering from a systematic course of stealing watches from the factory, until its loss is about \$1,000. The guilt has been fastened on one of the employees, a boy aged about sixteen years, and upon an older boy or young man who disposed of the property.

An Aurora dry goods clerk recently sold a presumably empty box standing on the sidewalk for 30 cents, but when the purchaser arrived home he found the box contained \$250 worth of knit goods just arrived from the east. The man did not make known his find for some time and meanwhile the merchant had all the railroad officials on the "ragged edge" sending out tracers for the missing goods.

Never Give Up.
If you are suffering with low and depressed spirits, loss of appetite, general debility, disordered blood, weak constitution, headache, or any disease of a bilious nature, by all means procure a bottle of Electric Bitters. You will be surprised to see the rapid improvement that will follow; you will be inspired with new life; strength and activity will return; pain and misery will cease, and henceforth you will rejoice in the praise of Electric Bitters. Sold at fifty cents a bottle by D. LORRAUX.

A party of capitalists, from Chicago we believe, have made a proposition for the erection of a distillery in this city. Their proposition is that Ottawa capital erect the plant at a cost of about \$30,000. For this they propose to pay a rental of 15 per cent for three years, and then buy it at cost price, giving bonds to make good their offer. Their plans are for a distillery with a capacity of 5,000 bushels of corn daily to start with, to be enlarged to 50,000 bushels daily. Here is a probable solution of the question, How shall Ottawa regain her lost grain trade? Young men among us well remember yet the time when more grain was hauled by teams into Ottawa than into any other market town in the world! And it is only a very few years ago—not eight—when Ottawa paid the highest price paid for corn in Illinois. Nowadays half a dozen loads of corn at a warehouse at one time is a curiosity—an event to make a week's talk! And yet the writer has seen the time when a string of teams extended from Shuler's warehouse up Main St. and through La Salle St. over the Illinois river bridge and half way up the hill, waiting for a chance to unload. One-third of the grain that went into Chicago over the canal was shipped at Ottawa. Unless there is some stimulus no considerable part of that grain will ever again be marketed in Ottawa, especially with Peru, Seneca and other market towns paying higher prices than Ottawa pays, as is the case today. A distillery would raise the price here enough to make it an object for farmers to haul to Ottawa again, just as the Starch Works held up the price when in running order and consuming quarter of a million bushels a year. The proposition of these men, if backed up as they say they will back it up, is a fair one—a good opportunity for investment at a high rate of interest, and no sentimental objections should stand in the way of an investigation. Highwines will be made in this state for a good many years to come, and there is no good reason why Ottawa should not make some of them.

Our Budget.

The chief of the Bureau of Statistics reports that 40,041 immigrants arrived in the United States during September last, against 27,710 during September, 1885, and that for the first nine months of the present year they numbered 294,820, against 368,688 for the corresponding portion of last year.

Mr. Ed. P. Wells, Thetis P. O., Stevens Co., Wash. Terr., was entirely cured of rheumatism by the use of St. Jacobs Oil. He says: "I consider it a wonderful remedy and will always speak a good word for it."

"How is this, doctor, you charge me five francs a visit?" "Why, it is less than I charge my other patients." "True, but you forget it was I who introduced snail-ox into the neighborhood."—*Le Foyer National.*

"Our Family Physician" (with FREE TRADER one year) at \$2.00 is the most profitable investment you can make with a little money. It will save you many a doctor's bill, and may save life in your family by telling you what to do and how to do it and when to send for a doctor.

The decision of the McDonough county circuit court, that in cases where liquor was sold and shipped C. O. D. the sale actually took place at the point where the liquor was delivered, has been reversed by the third district appellate court which holds that the sale takes place at the point where the goods are at the time of sale—that sending them C. O. D. simply gives the dealer a lien on the goods to secure the purchase money. Should this ruling be sustained by the supreme court it will guarantee to wholesale dealers the privilege of shipping liquors into non-license towns without fear of prosecution.

Architect Edmund Legendre, 419 Sutter street, San Francisco, Cal., states that having suffered for a long time with a severe cough, and failing to obtain any relief from doctors, he became alarmed. Tried Red Star Cough Cure, and one bottle entirely cured him.

A mechanical puzzle has been pronounced which is fair to enlist as much speculation as did the late problem of the carriage wheel. A pair of car wheels and axle are resting on a piece of level track. A rope made fast to the axle and so wound round it that when the rope is pulled the tendency of the wheel is to come toward you; while at the same time if the wheels cannot revolve they must move from you. If the rope is pulled, in what direction will the wheels run? Will they move away from the spectator or toward him? Further, if the track is inclined, say one in ten, the highest part of the incline being nearest the spectator and the end of the rope, and a considerable strain being exerted on the rope, in which direction will the wheels move, up or down the incline?

OTTAWA POST OFFICE.

BRITISH AND DEPARTMENT OF MAILS.
C. H. L. & P. H. R. I.

Eastern mail..... 11:00 A. M. 11:30 P. M.
Western mail..... 11:00 A. M. 11:30 P. M.
Night mail..... 11:00 P. M. 11:30 P. M.

C. H. & Q. R. H. I.
Northern mail..... 11:00 A. M. 11:30 P. M.
Southern mail..... 11:00 P. M. 11:30 P. M.
Streator special..... 11:00 P. M. 11:30 P. M.

DEPT. PARK.
Office open at 7:00 A. M. Close at 7:30 P. M.
Office open Sundays from 10 A. M. to 1 P. M.

Chicago, Alton & St. Louis Railroad.
On and after May 1, 1886, trains on the C. & A. R. I. will run as follows:

GOING NORTH.
K. C. and St. L. Express..... 6:15 A. M.
Lightning Express..... 7:00 A. M.
Joliet Accommodation..... 7:30 A. M.
St. Louis Express..... 8:00 A. M.
Denver Express..... 12:30 P. M.
Express Mail..... 5:30 P. M.

GOING SOUTH.
Express Mail..... 10:15 A. M.
Denver Express..... 11:00 P. M.
Joliet Accommodation..... 11:30 P. M.
Lightning Express..... 12:00 P. M.
St. Louis Express..... 12:30 P. M.
K. C. and St. L. Express..... 1:00 P. M.

Lightning Express, Denver Express, and Kansas City and St. Louis Express trains run daily. Express Mail and Joliet Accommodation trains run daily. Kansas City and St. Louis Express trains run north through without change of cars. Morning train to St. Louis has free chair cars, and evening train through sleepers to St. Louis and Springfield.

J. W. ADAMS,
Ticket Agent, C. & A. Railroad.

Illinois Central Railroad.
On and after May 1, 1886, trains on the I. C. R. will run as follows:

GOING NORTH, FROM LA SALLE.
Passenger..... 12:15 A. M.
Freight..... 12:30 A. M.
Accommodation..... 1:00 P. M.
Freight..... 1:15 P. M.
Passenger..... 1:30 P. M.
Freight..... 1:45 P. M.
Passenger..... 2:15 P. M.
Freight..... 2:30 P. M.

GOING SOUTH, FROM LA SALLE.
Passenger..... 5:45 A. M.
Freight..... 6:00 A. M.
Accommodation..... 6:30 A. M.
Freight..... 6:45 A. M.
Passenger..... 7:15 A. M.
Freight..... 7:30 A. M.

S. P. MOORE, Freight Agent.
W. L. LEIGHTON, Freight Agent.

Chicago, Rock Island and Pacific Railroad.
NEW TIME TABLE.
On and after May 1, 1886, trains on the C. & A. R. I. will run as follows:

GOING EAST.
No. 2, Pacific Express and Mail..... 10:30 A. M.
No. 1, Chicago and St. Louis Express..... 11:00 A. M.
No. 3, Chicago and St. Louis Express..... 11:30 A. M.
No. 4, Chicago and St. Louis Express..... 12:00 P. M.
No. 5, Chicago and St. Louis Express..... 12:30 P. M.
No. 6, Chicago and St. Louis Express..... 1:00 P. M.
No. 7, Chicago and St. Louis Express..... 1:30 P. M.
No. 8, Chicago and St. Louis Express..... 2:00 P. M.
No. 9, Chicago and St. Louis Express..... 2:30 P. M.
No. 10, Chicago and St. Louis Express..... 3:00 P. M.

GOING WEST.
No. 11, Atlantic Express..... 5:00 P. M.
No. 12, Chicago and St. Louis Express..... 5:30 P. M.
No. 13, Chicago and St. Louis Express..... 6:00 P. M.
No. 14, Chicago and St. Louis Express..... 6:30 P. M.
No. 15, Chicago and St. Louis Express..... 7:00 P. M.
No. 16, Chicago and St. Louis Express..... 7:30 P. M.
No. 17, Chicago and St. Louis Express..... 8:00 P. M.
No. 18, Chicago and St. Louis Express..... 8:30 P. M.
No. 19, Chicago and St. Louis Express..... 9:00 P. M.
No. 20, Chicago and St. Louis Express..... 9:30 P. M.

Chicago, Burlington and Quincy R. R.
TIME TABLE.
June 20th, 1886.

Going South.		STATIONS.		Going North.	
Pass.	Freight.			Pass.	Freight.
7:00	7:15	Chicago	10:30	7:00	7:15
7:15	7:30	Rock Island	10:45	7:15	7:30
7:30	7:45	St. Louis	11:00	7:30	7:45
7:45	8:00	St. Paul	11:15	7:45	8:00
8:00	8:15	Chicago	11:30	8:00	8:15
8:15	8:30	Rock Island	11:45	8:15	8:30
8:30	8:45	St. Louis	12:00	8:30	8:45
8:45	9:00	St. Paul	12:15	8:45	9:00
9:00	9:15	Chicago	12:30	9:00	9:15
9:15	9:30	Rock Island	12:45	9:15	9:30
9:30	9:45	St. Louis	1:00	9:30	9:45
9:45	10:00	St. Paul	1:15	9:45	10:00
10:00	10:15	Chicago	1:30	10:00	10:15
10:15	10:30	Rock Island	1:45	10:15	10:30
10:30	10:45	St. Louis	2:00	10:30	10:45
10:45	11:00	St. Paul	2:15	10:45	11:00
11:00	11:15	Chicago	2:30	11:00	11:15
11:15	11:30	Rock Island	2:45	11:15	11:30
11:30	11:45	St. Louis	3:00	11:30	11:45
11:45	12:00	St. Paul	3:15	11:45	12:00
12:00	12:15	Chicago	3:30	12:00	12:15
12:15	12:30	Rock Island	3:45	12:15	12:30
12:30	12:45	St. Louis	4:00	12:30	12:45
12:45	1:00	St. Paul	4:15	12:45	1:00
1:00	1:15	Chicago	4:30	1:00	1:15
1:15	1:30	Rock Island	4:45	1:15	1:30
1:30	1:45	St. Louis	5:00	1:30	1:45
1:45	2:00	St. Paul	5:15	1:45	2:00
2:00	2:15	Chicago	5:30	2:00	2:15
2:15	2:30	Rock Island	5:45	2:15	2:30
2:30	2:45	St. Louis	6:00	2:30	2:45
2:45	3:00	St. Paul	6:15	2:45	3:00
3:00	3:15	Chicago	6:30	3:00	3:15
3:15	3:30	Rock Island	6:45	3:15	3:30
3:30	3:45	St. Louis	7:00	3:30	3:45
3:45	4:00	St. Paul	7:15	3:45	4:00
4:00	4:15	Chicago	7:30	4:00	4:15
4:15	4:30	Rock Island	7:45	4:15	4:30
4:30	4:45	St. Louis	8:00	4:30	4:45
4:45	5:00	St. Paul	8:15	4:45	5:00
5:00	5:15	Chicago	8:30	5:00	5:15
5:15	5:30	Rock Island	8:45	5:15	5:30
5:30	5:45	St. Louis	9:00	5:30	5:45
5:45	6:00	St. Paul	9:15	5:45	6:00
6:00	6:15	Chicago	9:30	6:00	6:15
6:15	6:30	Rock Island	9:45	6:15	6:30
6:30	6:45	St. Louis	10:00	6:30	6:45
6:45	7:00	St. Paul	10:15	6:45	7:00
7:00	7:15	Chicago	10:30	7:00	7:15
7:15	7:30	Rock Island	10:45	7:15	7:30
7:30	7:45	St. Louis	11:00	7:30	7:45
7:45	8:00	St. Paul	11:15	7:45	8:00
8:00	8:15	Chicago	11:30	8:00	8:15
8:15	8:30	Rock Island	11:45	8:15	8:30
8:30	8:45	St. Louis	12:00	8:30	8:45
8:45	9:00	St. Paul	12:15	8:45	9:00
9:00	9:15	Chicago	12:30	9:00	9:15
9:15	9:30	Rock Island	12:45	9:15	9:30
9:30	9:45	St. Louis	1:00	9:30	9:45
9:45	10:00	St. Paul	1:15	9:45	10:00
10:00	10:15	Chicago	1:30	10:00	10:15
10:15	10:30	Rock Island	1:45	10:15	10:30
10:30	10:45	St. Louis	2:00	10:30	10:45
10:45	11:00	St. Paul	2:15	10:45	11:00
11:00	11:15	Chicago	2:30	11:00	11:15
11:15	11:30	Rock Island	2:45	11:15	11:30
11:30	11:45	St. Louis	3:00	11:30	11:45
11:45	12:00	St. Paul	3:15	11:45	12:00
12:00	12:15	Chicago	3:30	12:00	12:15
12:15	12:30	Rock Island	3:45	12:15	12:30
12:30	12:45	St. Louis	4:00	12:30	12:45
12:45	1:00	St. Paul	4:15	12:45	1:00
1:00	1:15	Chicago	4:30	1:00	1:15
1:15	1:30	Rock Island	4:45	1:15	1:30
1:30	1:45	St. Louis	5:00	1:30	1:45
1:45	2:00	St. Paul	5:15	1:45	2:00
2:00	2:15	Chicago	5:30	2:00	2:15
2:15	2:30	Rock Island	5:45	2:15	2:30
2:30	2:45	St. Louis	6:00	2:30	2:45
2:45	3:00	St. Paul	6:15	2:45	3:00
3:00	3:15	Chicago	6:30	3:00	3:15
3:15	3:30	Rock Island	6:45	3:15	3:30
3:30	3:45	St. Louis	7:00	3:30	3:45
3:45	4:00	St. Paul	7:15	3:45	4:00
4:00	4:15	Chicago	7:30	4:00	4:15
4:15	4:30	Rock Island	7:45	4:15	4:30
4:30	4:45	St. Louis	8:00	4:30	4:45
4:45	5:00	St. Paul	8:15	4:45	5:00
5:00	5:15	Chicago	8:30	5:00	5:15
5:15	5:30	Rock Island	8:45	5:15	5:30
5:30	5:45	St. Louis	9:00	5:30	5:45
5:45	6:00	St. Paul	9:15	5:45	6:00
6:00	6:15	Chicago	9:30	6:00	6:15
6:15	6:30	Rock Island	9:45	6:15	6:30
6:30	6:45	St. Louis	10:00	6:30	6:45
6:45	7:00	St. Paul	10:15	6:45	7:00
7:00	7:15	Chicago	10:30	7:00	7:15
7:15	7:30	Rock Island	10:45	7:15	7:30
7:30	7:45	St. Louis	11:00	7:30	7:45
7:45	8:00	St. Paul	11:15	7:45	8:00
8:00	8:15	Chicago	11:30	8:00	8:15
8:15	8:30	Rock Island	11:45	8:15	8:30
8:30	8:45	St. Louis	12:00	8:30	8:45
8:45	9:00	St. Paul	12:15	8:45	9:00
9:00	9:15	Chicago	12:30	9:00	9:15
9:15	9:30	Rock Island	12:45	9:15	9:30
9:30	9:45	St. Louis	1:00	9:30	9:45
9:45	10:00	St. Paul	1:15	9:45	10:00
10:00	10:15	Chicago	1:30	10:00	10:15
10:15	10:30	Rock Island	1:45	10:15	10:30
10:30	10:45	St. Louis	2:00	10:30	10:45
10:45	11:00	St. Paul	2:15	10:45	11:00
11:00	11:15	Chicago	2:30	11:00	11:15
11:15	11:30	Rock Island	2:45	11:15	11:30
11:30	11:45	St. Louis	3:00	11:30	11:45
11:45	12:00	St. Paul	3:15	11:45	12:00
12:00	12:15	Chicago	3:30	12:00	12:15
12:15	12:30	Rock Island	3		