

Catarrh is Not Incurable

But it can not be cured by sprays, washes and inhaling mixtures which reach only the surface. The disease is in the blood, and can only be reached through the blood. S. S. S. is the only remedy which has any effect upon Catarrh; it cures the disease permanently and forever aids the system of every trace of the vile complaint.

Miss Josie Owen, of Montpelier, Ohio, writes: "I was afflicted from infancy with Catarrh, and no one can know the suffering it produces better than I. The sprays and washes prescribed by the doctors relieved me only temporarily, and I was constantly being treated, though I used a number of blood remedies, but their mineral ingredients settled in my bones and gave me rheumatism. I was in a lamentable condition, and after exhausting all treatment, was declared incurable. Seeing S. S. S. advertised as a cure for blood diseases, I decided to try it. As soon as my system was under the effect of the medicine, I began to improve, and after taking it for two months I was cured completely, the dreadful disease was eradicated from my system, and I have had no return of it."

Many have been taking local treatment for years, and find themselves worse now than ever. A trial of S. S. S. will prove it to be the right remedy for Catarrh. It will cure the most obstinate case. Books mailed free to any address by Swift Specific Co., Atlanta, Ga.

DR. N. M. WILSON, MARSHALLOTOWN, IOWA

INFIRMARY, NO. 24 EAST MAIN STREET. ESTABLISHED IN 1875. This infirmary has been established in Marshalltown for twenty-four years, where hundreds of patients have been treated. Yearly, and where the best preparation is made for the treatment of the all diseases of the eye and ear alone, and all surgical operations on these organs when treated by the Ectropion (dropping) method. Pterygium removed and artificial eyes inserted without pain. In cases of strabismic and sore and inflamed eyes, as well as ulcerated, purulent or gonorrhoeal ophthalmia, the treatment is superior to any other practiced, from the fact that it does not injure the eyes in any case. Blindness and strabismus of the eye are generally cured in such cases, sometimes causing permanent blindness. This infirmary has treated over 10,000 patients in the past twenty-four years in this city, references of which can be had by addressing the above or for other references correspond with the business office of Marshalltown or Marshall county.

DR. WILSON is a graduate of his profession from the Chicago Ophthalmic College. Also took a course at the Chicago City School and Hospital in 1897, and the Illinois Eye and Ear Infirmary of that city.

FIRST and THIRD TUESDAYS... EACH MONTH CHEAP TRIPS SOUTH... Louisville & Nashville Railroad

Write for Information to C. P. ATMORE, G. P. A., - - LOUISVILLE, KY.

Rinehart's Indians



Chiefs Wolf Robe, Louison, Hollow Horn Bear and Hattie Tom, wonderfully reproduced in colors at great expense by Chicago Great Western Ry.

Very Fetching Framed

Make striking and handsome holiday gifts. To cover royalty fees and mailing expense sent only to persons sending 25c in silver or stamps to F. H. LOHD, G. P. & T. A., Chicago Great Western Ry., 118 Adams St., Chicago, Ill.

In a square race between Mr. Kipling's poems and Oom Paul's poems we shall see the palms.—Detroit Tribune.

IOWA NEWSPAPERS.

BATTLE BETWEEN RIVAL WIVES. [Traer Star Clipper.] A few days ago a middle-aged lady arrived in Traer on the 10 a. m. train. She was alone and inquired the way to the Cook railroad camp. She seemed somewhat agitated. She wanted a fly-catcher to take her to the camp at once. While he was hitching up she went to the restaurant for refreshments. Our reporter was satisfied she was after some one with a sharp stick, by her actions. On arriving at the camp the side of Blessing a warm scene followed. It seems she is a wife of one of the contractors or men employed, and that he has been living here with another. The two wives met. There was war. Both females were wounded, one of them so badly she was carried from the battlefield and a Redbank physician was called to dress the wounds.

GREAT WESTERN PROGRESS. [Dubuque Times.] Hon. M. C. Woodruff, tax and land commissioner for the Chicago Great Western railroad, is in the city. Speaking of his road, he said that it was never in a more prosperous condition. For the past eighteen months the business of the road has increased beyond all expectations, and its Chicago facilities have been outgrown. Mr. Woodruff said that, in order to meet the needs of the road in Chicago, he had purchased, a short time ago, a tract of land over a mile long and containing twenty acres, on which between twelve and thirteen miles of side tracks will be put down to meet the requirements of the road. When the improvements are made the Great Western will have the largest single yard of any railway in Chicago. Mr. Woodruff said also that the company had begun a march of improvement all along the main line and branches, and would not stop until the road was in first-class condition. New rolling stock is being constantly added to the equipment, and the Great Western will be able to hold its own with any road now entering Dubuque. Nothing will be left undone to make the service worthy of patronage. In its freight and passenger departments, the passenger equipment, which is now very good, is to be improved as much as possible.

IOWA NEWS ITEMS

IOWA FALLS—It is expected that the new school house will be completed in about a month. BOONE—R. F. Jordan on Friday purchased the Warden farm, which is located a few miles north of the city. The consideration was \$7,000. IOWA CITY—Howard Fracker, after a siege of twelve weeks with appendicitis—his second struggle with the same ailment—has held his own. ROCKWELL CITY—The electric light company is making considerable improvement in the plant, putting in a new boiler to enlarge the service capacity. ATLANTIC—The Cass county board of supervisors Friday closed a contract with C. W. Welman for the collection of back taxes on property not returned by tax delinquents. TIPTON—Hon. R. G. Cousins went to Rock Island Wednesday to visit the arsenal with other members of congress and make a personal investigation into the needs of that government institution. AUDUBON—Rev. Matheny has arranged for a series of meetings to be held at the M. E. Church here this winter. Rev. M. C. Wadell, pastor of the First M. E. church in Council Bluffs, will assist him. BELLE PLAINE—The question of coal is getting to be quite a serious matter here. The electric light plant and the mill and all the heavy consumers are having a hard time getting enough to keep running. VINTON—Henry Miller returned from a several months' visit at the "old home" in England last Tuesday. He had a very pleasant trip and visit. He brought home many interesting articles to show his friends. He came home more than ever in favor of his adopted country.

SIOUX CITY—Water warrants have been pouring into the city water works office ever since Superintendent Spalding's announcement that they would be paid on presentation there. Of the \$11,000 or \$12,000 outstanding, fully \$8,000 have already been liquidated. The cost of construction of brick walks throughout the city is being pushed as rapidly as possible. WATERLOO—The board of supervisors Friday fixed the bond of county treasurer at \$85,000, which is \$10,000 higher than in previous years. Seventy-five thousand dollars since the cost of the construction of brick walks throughout the city is being pushed as rapidly as possible.

New York City, November, 1899. Beggs' German Salve, the famous blue cure, promptly cures skin diseases, sores, ulcers and wounds. A guaranteed remedy that has never failed; beware of counterfeits. "I have used it for piles and found it the best."—Hilda Hamilton, Ottumwa, Ia. Geo. P. Powers.

Through Sleepers to French Lick Springs. West Baden, French Lick Springs, in the highlands of Indiana, are never so popular as at the present time. Paoli, called "the beautiful," has hosts of advocates for its lithia springs and its pure, dry air. The Monro route has put on an elegant Wagner sleeper to these resorts nightly. Chicago city ticket office, 222 Clark street, L. Sessions, N. W. P. A., Northwestern building, Minneapolis.

Announcement of Opening of New Line from B. & O. R. & Ry. Between Armstrong and Estherville, Iowa. On and after Oct. 18 trains on this new line will run between Armstrong and Estherville as follows: Going West—Passenger No. 701 leaves Armstrong at 4:40 p. m. and arrives in Estherville at 6 p. m. Freight No. 741 leaves Armstrong at 4:20 p. m. and arrives in Estherville at 6:20 p. m. Going East—Passenger No. 704 leaves Estherville at 8:30 a. m. and arrives in Armstrong at 10 a. m. Freight No. 796 leaves Estherville at 3:20 a. m. and arrives in Armstrong at 5 a. m. All trains daily except Sunday. These new trains are a continuation of the regular trains on the Forest City division and will run between Dows

THE HORSE MARKET THIS YEAR. [G. E. W. in Country Gentleman.] Every dealer in horses in New York reports an unusual demand for the right kind of horses both for home use and export, and prices have steadily increased since the first of the year. The supply of the right kind of horses is not likely to run ahead of the demand for some time to come, because there are comparatively few desirable mares in the country to breed from. Consequently a breeder who takes into full consideration the demands of the market can breed with a certainty of a fair profit. It is wise to consult the markets quite often in breeding any animals, and in particular horses, in which the fashion seems to change more than in any other creature. Those looking for a particular style of horses are usually willing to pay a fair price, while animals that meet nobody's particular purpose go begging in the market. That was the case of a lot of western ponies this week, which were sold at auction for prices ranging from \$30 to \$45. Nobody wanted them, but right after them followed some fine road horses and first-class draft horses, which sold at an average of \$200 to \$250 each. This typical case illustrates the difference between the value of a thing that is in demand and of one that is not.

The government has continued to buy horses for shipment to the Philippines, and the English government has agents here now buying horses for South Africa. Then our horses have become quite popular in France, and large consignments have been made there within the year. These latter are not the horses and draft horses usually bought by buyers. They demand a horse weighing from 950 to 1,050 pounds, and from fifteen to fifteen and a half hands high, while our government prefers a smaller quarter, not over fifteen and a quarter hand high. Prices paid for these horses vary from \$100 to \$300. The English government likes to pay about \$100 to \$125 for its horses, but deals have been made with the agents this week at \$150 for good horses for the cavalry service and \$125 for good draft horses.

The demand for fine horses for the wealthy class has also increased. The dealers in these animals are actually scouring the country for animals that will suit their orders. A pair of good roadsters that match well in color and have a good appearance in harness will bring today from \$1,500 to \$2,500. That is not a bad price for horses in these days of electric cars and cars. Carriages and coach horses are being sold for as much as for anything else. They should have handsome heads and necks, good color and style, short backs and with a manner that suggests good breeding. The breeder who can succeed in producing horses of this nature is sure of his market. There is rarely so large a supply of such animals, and dealers always have orders ahead to look out for gems. Those who have mares of the Hackney or Morgan type should begin breeding at once, and to stallions of the same general standard. The future of the market is promising, for horses in this line are now in the crop of 1894-5, and in 1900, 1901, 1902 and 1903 we shall consume the crop of the three years when the depression in the horse market was almost at its lowest ebb. Breeders become discouraged about that time and they only ceased to breed, but many of them sold their mares. The crop of these years was consequently small, and we ought to feel it more next year than this. Prices will consequently advance, rather than decrease, until they reach a point where every farmer who has good horses will reap his reward. Breeding for the future ahead is not altogether satisfactory, but with the present outlook it ought to give encouragement.

Meanwhile, farmers are parting with their horses to secure the high prices offered, and in time there will be a famine on the farms for good farm and the mill and all the heavy consumers are having a hard time getting enough to keep running.

In breeding horses for city use an important point is to break them in thoroughly, so they will be accustomed to city noises and sights. Many otherwise good horses sell cheaply because they have never been broken to the city life, their fear and fright. In some way the farmer must overcome this fright when the animals are young if he expects to obtain a ready market for his animals. It is this market, too, that the small eastern breeders must look to for most of the sales of their horses, and it is wise to make due calculations as to the manner of training essential to the demand.

Second avenue, east side, State street to Riverside street. Third avenue, east side, Main street to Marion street. Fourth avenue, west side, Main street to Marion street. Fourth avenue, east side, State street to Swazie street. Fifth avenue, east side, Main street to Woodbury street. Seventh avenue, west side, Main street to Woodbury street.

SECOND WARD. Main street, north side, in front of lot 5, block 2, original town of Marshall, walk to extend to the curb line and from Second street to Tenth street. State street, south side, Center street to Fifth street. Lincoln street, north side, Second street to alley running north and south between Second and Third streets. Grant street, north side, Center street to Second avenue. Broome street, south side, Third avenue to side track of the C. & N. W. railway, east of Eighth avenue. Broome street, north side, Third avenue to side track of the C. & N. W. railway, east of Eighth avenue. Woodbury street, south side, Third avenue to the side track of the C. & N. W. railway east of Eighth avenue. Woodbury street, north side, Fourth avenue east 80 feet. Union street, south of and abutting the property known as No. 516 Lee street. Lee street, north side, Third avenue east 400 feet. Second avenue, west side, State street to Riverside street. Second avenue, east side, State street to Riverside street. Third avenue, east side, Main street to Marion street. Fourth avenue, west side, Main street to Marion street. Fourth avenue, east side, State street to Swazie street. Fifth avenue, east side, Main street to Woodbury street. Seventh avenue, west side, Main street to Woodbury street.

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and Estherville. The distance from Armstrong to Estherville is nineteen miles, and the new stations between these points are Maple Hill and Lazon. This new line offers splendid inducements for merchants and professional men who wish to secure suitable locations in a new country. For particulars address John G. Farmer, A. G. P. & T. A., Cedar Rapids, Iowa.

Does Coffee Agree With You? If not, drink Grain-O—made from pure grain. "The first time I made Grain-O I did not like it, but after using it for one week nothing would induce me to go back to coffee." It nourishes and feeds the system. The children can drink it freely with great benefit. It is the strengthening substitute of pure grain. Get a package of pure grain. Follow the directions in making it and you will have a delicious and healthful table beverage for old and young. Fifteen cents and 25 cents.

J. D. Bridges, "Democrat," Lancaster, N. H., says: "One Minute Cough Cure is the best remedy for coughs and colds, croup, asthma, pneumonia, bronchitis, la grippe and all throat and lung troubles. It prevents consumption. All druggists.

Personally Conducted Tours to California in Pullman Tourist Sleeping Cars. Via the Chicago Great Western to Kansas City and the Santa Fe route to Los Angeles and southern California. The true winter route, avoiding cold weather and snow blockades. Commencing Monday, October 23, and on every Monday following, one of these new Pullman tourist sleeping cars will leave Marshalltown at 5:35 p. m. via the Chicago Great Western for Los Angeles and southern California via Kansas City, and reaching Los Angeles the following Friday morning, thus avoiding all Sunday travel. These tours are personally conducted by an experienced railway official, who accompanies the train to its destination. The cars are well equipped for a long journey and are as comfortable as the Pullman sleepers, while the price is only \$5.50 for a double berth, less than half the price in the standard sleepers. For further inquiries of J. A. Ellis, Chicago Great Western agent, or address F. H. Lord, G. P. & T. A., 113 Adams street, Chicago.

NOTICE TO PROPERTY OWNERS. The following resolution will be considered by the city council at a regular meeting to be held December 11th, 1899, at 7:30 o'clock p. m., at which time the owners of property subject to assessment for such improvement may appear and make their objections to the same: Whereas—it is a public necessity that the streets and portions of streets be improved by the building of permanent sidewalks thereon, and

Whereas, The property adjoining such improvements will in each and every case be benefited in excess of the cost of said improvement; therefore be it

Resolved by the city council of Marshalltown, Iowa, that the following named streets or parts of streets be improved by the building of permanent sidewalks thereon, to-wit, cement sidewalks, and the same to be hereby ordered and the building of cement sidewalks thereon in the manner hereinafter specified.

All walks hereafter specified shall be made six (6) feet in width, except where specifically fixed at some other width.

FIRST WARD. Main street, north side, Fourth avenue to Eighth avenue. State street, north side, Center street to Fifth avenue. Grant street, north side, Center street to First avenue.

Webster street, south side, from Center street to First avenue, and from Second avenue to Third avenue. Webster street, north side, Center street to Third avenue. Lincoln street, north side, Center street to Third avenue. North street, north side, Center street to First avenue.

Grant street, north side, Center street to First avenue. Grant street, south side, Center street to First avenue. Webster street, south side, from Center street to First avenue, and from Second avenue to Third avenue. Webster street, north side, Center street to Third avenue. Lincoln street, north side, Center street to Third avenue. North street, north side, Center street to First avenue.

Grant street, north side, Center street to First avenue. Grant street, south side, Center street to First avenue. Webster street, south side, from Center street to First avenue, and from Second avenue to Third avenue. Webster street, north side, Center street to Third avenue. Lincoln street, north side, Center street to Third avenue. North street, north side, Center street to First avenue.

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Fifth street, east side, Main street to Summit street. Fifth street, west side, Main street to Summit street. Sixth street, west side, Main street to Summit street. Ninth street, east side, from Main street to a point 360 feet north of the north line of State street. Ninth street, west side, Main street to a point 360 feet north of the north line of State street.

THIRD WARD. Main street, south side, Fourth street to the east line of the Cummings property west of Tenth street, and from the west line of the said Cummings property to Third street. Church street, north side, Tenth street to Fourth street. Church street, south side, Seventh street to Fourth street. Linn street, north side, Center street to Tenth street. Linn street, south side, Center street to Tenth street. Boone street, north side, Center street to Seventh street. Boone street, south side, Center street to First street. Nevada street, north side, Center street to Fifth street. Nevada street, south side, Center street to First street and from Fourth street to Eighth street. Railroad street, north side, Center street to First street. Player street, south side, from east line of Second street to west line of Tenth street. Center street, west side, Church street to right of way of C. & N. W. Railway Company. First street, east side, Church street to Railroad street. First street, west side, from alley running east and west between Church and Main streets to Railroad street. Second street, east side, Church street to south line of Player street. Second street, west side, Church street to right of way of C. G. W. Railway Company. Third street, east side, Main street to Boone street and Nevada street to right of way of the I. C. Railway Company. Third street, west side, Church street to south line of Player street. Fourth street, west side, Church street to Railroad street. Fifth street, east side, Main street to Railroad street. Fifth street, west side, Main street to Railroad street. Sixth street, east side, Main street to Nevada street, walk to be five feet wide. Seventh street, east side, Main street to Church street. Seventh street, west side, Main street to Church street. Eighth street, east side, Main street to Church street. Eighth street, west side, Main street to Church street. Ninth street, east side, Main street to Linn street. Tenth street, west side, Main street to Linn street. Tenth street, east side, Main street to Linn street.

FOURTH WARD. Center street, east side, Church street to Nevada street. First avenue, west side, Church street to Railroad street. Second avenue, east side, Church street to Nevada street. Second avenue, west side, Church street to Nevada street. Fourth avenue, east side, Main street to Nevada street. Fourth avenue, west side, Main street to Nevada street. Fifth avenue, east side, Main street to Linn street. Fifth avenue, west side, Main street to Linn street. Sixth avenue, east side, Main street to Linn street. Sixth avenue, west side, Main street to Linn street. Seventh avenue, east side, Main street to Linn street. Seventh avenue, west side, Main street to Linn street. Eighth avenue, east side, Main street to Linn street. Eighth avenue, west side, Main street to Linn street. Ninth avenue, east side, Main street to Linn street. Ninth avenue, west side, Main street to Linn street. Tenth avenue, east side, Main street to Linn street. Tenth avenue, west side, Main street to Linn street.

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