A WHEAT COUNTRY.

The Valley of the Red River of the North.

A Description of the Country by a Citizen of Chicago.

The Immense Farms of Mr. Dalrymple and His Associates, and How They Are Worked.

The Climate---Grasshoppers---Railroads---A Splendid Opportunity for Chicago Capitalists.

To the Editor of The Tribune.

RED RIVER VALLEY OF THE NORTH, FARGO, Dakota Territory, March 15.—Few of your readers, I imagine, have any very clear or correct idea or conception of this portion of the Northwest,—of its extent and character, as well as of its commercial importance in the future.

We, in Chicago, are apt to think of the Red River Valley of the North as being somewhere up in the vicinity of the Arctic regions,—somewhere near the North Pole; and, with this thought impressed upon our minds, we dismiss the subject and give it no further thought. But, when one reaches here and actually finds himself upon the ground, he fails to realize that he is any nearer the frozen regions than the citizens of Cairo or Memphis do when they find themselves in Chicago. The temperature of this country, in winter, is the same as in Vermont, New Hampshire, and Canada; and, in summer, the same as in Pennsylvania.

Here lie, unquestionably,

THE WHEAT-FIELDS OF THE WESTERN COUNTRY.

It is doubtful if another so large a body of land so favorably adapted to wheat-culture can anywhere be found this side of the Rocky Mountains, if upon the Continent, and certainly not at the price at which land here can be bought. This valley, by reason of Lake Superior setting so far inland, is but 350 miles from lake-navigation, from Duluth, and 685 miles in a due northwesterly direction from Chicago and Springfield, Ill. Taking the cars of the Milwaukee & St. Paul or Northwestern Railroad, at Madison or Kinzie street, at 10 a. m., one reaches here the following evening at 7 p. m.,—thirty-three hours from the time of starting. At St. Paul, the Northern Pacific cars, and the cars of the Milwaukee & St. Paul and Northwestern Railroads, all come into the same depot. This valley extends from Breckinridge (forty-five miles from here), on the south, to Lake Winnipeg, on the north,—a distance of nearly 350 miles, due north and south. It is from forty to fifty miles in width, and embraces over 10,000,000 acres of land. It is watered by a dozen or twenty small rivers; and, for fertility and productiveness of soil, is unsurpassed. Its eastern border is about ten miles from the Red River at this point, and its western about thirty. On its eastern border, the St. Paul & Pacific Railroad now runs north seventy-five miles to Fisher's Landing. During 1878 this road will probably be completed to Pembina, where it will connect with the Pembina & Fort Garry Road, which is being built by the Canadian Government, to be finished July 1, 1878,—giving the citizens of Fort Garry, or Winnipeg (a place of 7,000 inhabitants, on the Red River, 225 miles north of here), an all-rail connection with the Northern Pacific and the outside world.

THE RED RIVER

(the dividing line between Dakota and Minnesota)—a stream of good depth from here to Lake Winnipeg, with the exception of a short distance about sixty miles below here—meanders through the centre (or very nearly the centre) of the valley. It is about 100 feet in width, and is certainly, without any exception, the crookedest stream upon this Continent, traversing 550 miles to make 225 in a direct line. There are eight good-sized steamers plying upon it, between Fargo, Fisher's Landing (the present terminus of the St. Paul & Pacific Railroad), and Winnipeg; and they are said to do a heavy and very lucrative business, during the season of navigation, in the way of transporting settlers and their supplies to Manitoba, and all along up and down the valley north of here,—bringing the products of the country to market, in return.

This gives your readers the outline of the valley;

NOW FOR THE SOIL.

The soil is a very rich black mold, from eighteen inches to four feet in depth, resting upon a clay sub-soil. This sub-soil seems to be strongly mixed or impregnated, all through, with gypsum or pieces of limestone, quite soft, and is said to be as productive of wheat as the top-soil. At Goose River, thirty-five miles north of this place, this sub-soil is said to crop out to the surface: and here it was that the largest crop of wheat raised in the valley last season is reported to have been grown. With such a soil, it is claimed that these lands cannot be exhausted by wheat or any other culture. At Fort Garry and around the Hudson's Bay settlement, wheat is said to have been

CROPPED FOR FIFTY YEARS CONTINUOUSLY,

without the lands showing the least sign to-day of exhaustion or weakness. It is also said that, when the gophers burrow in the wheat-fields in this vicinity, throwing up the sub-soil, the wheat-plant immediately around the gopher-hole outstrips the balance of the field. This goes to show that the sub-soil is of a very fertile nature, and would act as a fertilizer if it could be brought to the surface and mixed with the top-soil which of itself is extremely rich and would seem to require no aid. Such a thing as resting soil or rotating crops is never thought of in this section; neither is the applying of manure to land a consideration with farmers in this valley.

It is in this valley that Mr. Dalrymple and his associates—Mr. George W. Cass, of New York; Mr. P. B. Cheney, of Boston; and Messrs. Grandin Brothers, of Tidioute, Pa.—have their large farms, besides numbers of others. It is here that farming is prosecuted as a business, and is followed as energetically and systematically as any business in Chicago, and upon the same principles. The work is directed and the accounts kept in the same manner as is the business of any large manufactory in our city. A few items in relation to two of these farms may not be uninteresting to your readers. I speak of these for the reason that they are more extensive and more fully developed than any others.

THE CASS-CHENEY FARM,

as it is called, situated immediately upon the railroad, at Casselton, Cass County, Dakota, twenty miles west of here, embraces 10,000 acres. In 1876 its crop comprised 1,280 acres; in 1877, 3,415 acres. The yield of this 3,415 acres (all but about 1,400 of it upon sod-land, broken in May and June, 1876, and not backset or re-plowed) was 79,413 bushels,—an average of twenty-three and one-fourth bushels. To get this land into shape, and to cultivate and harvest this crop, required twenty-four breaking-plows, 100 stubble-plows, sixty-seven harrows, twenty-six broadcast seeders, twenty-six harvesters, and five steam threshing-machines. The crop of 1878 will be 8,000 acres. The ground is now prepared, and this body or tract will be sown as soon as the land is sufficiently dry: 100 acres were seeded a week ago, when work had to be stopped. Seeding would be well along to-day, upon this farm, but for the rain of this week, which has been very heavy during almost the entire time since Sunday last. The culture and harvesting of this 8,000 acres will require the use of forty seeders, 100 harrows, 125 stubble-plows, fifty harvesters, and ten steam threshing-machines. Next year, or by 1880 at the outside, it is the intention of the proprietors to have this entire farm of 10,000 acres all in wheat.

UPON THE GRANDIN FARM,

as it is called, upon the Red River, thirty-five miles north of here, will be sown this spring 5,000 acres of wheat, requiring machinery in proportion to the Cass-Cheney farm. The product of this farm, last August, was 62,660 bushels from 2,600 acres,—being an average of a little over twenty-four bushels. This farm embraces 38,000 acres.

Threshing is done from the shock. Each harvester is calculated to cut twelve acres per day, and it is intended that harvesting will be all completed in twelve days from the time of commencement, when the grain is immediately threshed and sent to Duluth, on its way to New York. As soon as harvesting is over, the stubble-ground is immediately plowed for the following spring-sowing, together with the new ground broken in May and June previously,—when the hands are discharged, the tools stored, and all expenses, except the keeping of the stock through the winter, are stopped. Work in this country is usually commenced the fore part of April, and ended the fore part of November,—making a season of about seven months. Mr. Dalrymple is interested in both of these farms, and they are both run under his direction and supervision.

Notwithstanding these gentlemen broke ground in this valley only two years since, I am reliably informed that their crops of 1876 and 1877

HAVE FULLY REIMBURSED THEM

for their outlay for land, outfit, and cost of culture, up to and including the harvesting of the crop of 1877. This shows the remunerative character of this kind of investment when prosecuted as other kinds of business are conducted. Considering its safety and its returns, there are few enterprises to-day, followed for a term of years, which equal it for the investment of money; and, when this is said, due allowance is made for drawbacks in the shape of grasshoppers, injury to crops, etc. St. Paul and Minneapolis capitalists see this, and are heavily investing in large farming in the different wheat-growing sections of Minnesota and Dakota; and to me it is a matter of surprise that Chicago capitalists do not turn their attention in this same direction. In the growing of wheat, exclusively as a business, upon a large scale, large economies can be practiced; and among the number may be mentioned the fact of the wheat-crop being made and harvested in about four months, necessitating a farmer being under expense only about one-half the year. After a crop is harvested, the ground is replowed, and there is nothing more to do until seed-time the following April. The hands are paid off, when they go into the pineries of Northern Minnesota, and work until the coming spring, when they return to the farm.

THIS VALLEY

is admirably adapted to wheat-culture (and particularly wheat-culture upon a large scale) by reason of its soil, size, surface, climate, and absence of rain during the harvest-season. It is one vast level prairie for miles and miles, as far as the eye can reach, with just undulation sufficient for drainage. There is very little waste land in this part of the valley; and I am told that this is a characteristic of it all over. A farmer having five sections, side by side, can run almost an unbroken furrow five miles in any direction; and it is said this can be done in almost any part of the valley. This matter of long furrows or long stretches in farming is a great saving,—a great economy in the working of hands and teams in strong force. There is no time lost.

Mr. Dalrymple works his forces, either at plowing, harrowing, seeding, or harvesting, in battalions of ten or fifteen teams together,—one following closely upon the other, with a foreman over all. When a break occurs, or any implement gets out of order, it is thrown out of column and immediately repaired, when it again takes its place at the foot of the line, and proceeds to do its work in regular order. He seldom puts his forces upon a stretch of less than a mile. This keeps his men and teams constantly in action, and little time is wasted in frequent turnings.

THE CLIMATE HERE—

long days in summer (and these long days are about the only evidence they have, so the people say, of their being nearer the North Pole than we are, in summer, if not in winter), hot at midday, cool at night—seems favorably adapted to wheat-culture. It is considered that it is the climate north of 47 degrees, together with the soil in this northern latitude, which produces what is called "No. 1 Hard Minnesota" wheat.

During harvest-season there is said to be no rain in this section of the country, or, if any, only very light, not sufficient to interfere with harvest-work. The climate here is the same as in Northern Minnesota, so noted the world over for its healthfulness. There is no such thing known here as fever and ague or consumption, except it be cases where persons have come here to get relief. Of these there are quite a number settled in the valley and west, who are reported to have been greatly benefited. Just now it is as mild and pleasant here as in Chicago.

The principal product of this section is

"NO. 1 HARD MINNESOTA" WHEAT,

the price of which is governed by the Milwaukee market, reports of which are received here three times daily. There is at all times a cash market for all that is offered, and plenty of buyers, at the Milwaukee price for the same grade, less the freight to Duluth,—15 cents. The market here to-day is 98 cents. The supply of labor is said to be equal to the demand, at about $20 per month, and is composed largely of Germans, Norwegians, and Mennonites. The price of land is from $1.25 to $10 per acre, according to quality and location. Fuel is scarce here; the valley is not well supplied, although this county (Cass) is said to contain 50,000 acres of timber. Wood at this point is $3 to $3.50 per cord. Fifty to seventy-five miles east of here there is timber in great abundance. Utilizing hay and straw for fuel does not seem to have been adopted here as yet to any extent; that it can be done, with presses, to good advantage, there is, I am told, no question. As soon as the Northern Pacific Railroad is extended beyond the Missouri forty miles, coal of good quality can be delivered in the valley at a cost not exceeding $4 per ton,—when this drawback will have been overcome.

GRASSHOPPERS

visited the country in 1876, did about 10 per cent damage in spots, and left for parts unknown. There being no eggs deposited anywhere in this country, the people of Minnesota and Dakota consider they are rid of them for a number of years to come. A very large immigration is looked for here this spring and coming summer. The sales of the Northern Pacific Railroad Land-Office, the past six months, have been enormous; and the Government Land-Office at this place has been crowded with work for a long time. From what I have seen since I came here, I should say that the indications point very strongly to a large incoming of settlers from this on, both from this country and abroad. The Mennonites are settling in Manitoba, east and west from the Red River, up the valleys of the Assiniboine and Saskatchewan, on the west and between the Red River and the Lake of the Woods, on the east, are said to be other millions of acres of land similar to those in this valley, and, in point of fertility, not a whit behind them.

THE CANADA PACIFIC RAILROAD

is now being built through these Manitoba lands, which, report says, are open to settlement at $1.25 per acre or thereabouts,—lands as well adapted to the culture of wheat, oats, and barley as those I have already described. Manitoba, it is thought, will be settled very largely this year and next by Canadians, who will reach it via the Northern Pacific Railroad and Red River, in advance of the completion of the Canadian Pacific Railroad, two years hence, from Fort William, on Lake Superior, to a point 250 miles west of the Red-River Valley. Men of capital are already here,—but not in large numbers,—looking around; while small settlers—those who build up a country—have not commenced to come in yet freely. It is too early.

THE NORTHERN PACIFIC RAILROAD

crosses the valley at this point; it has a good roadbed, good iron, and first-class engines and cars (plenty of the latter); and, under the management of its present efficient General Manager, Mr. H. E. Sargent, formerly of the Michigan Central, it is expected that this road will now take a new departure. On the 17th, trains with palace-sleepers will run through from St. Paul to Bismarck in twenty-two hours,—forty-three hours from Chicago to Bismarck. This time will probably be shortened, by or before the 1st of May, to forty hours,—making this altogether the quickest route between Chicago and the Black Hills.

I have been informed since I arrived here that arrangements have been made for running three boats from Bismarck to Fort Benton and just below, in connection with this road, with a view to encouraging the shipment of ore in considerable quantities from Montana east, via the Northern Pacific Railroad and Duluth steamers. Should Congress, at this session, extend the time for the construction of this road, the road will be extended 200 miles west of the Missouri this year, and to the Pacific within the limit of the extension,—so I am reliably informed. When the Northern Pacific reaches the Yellowstone Valley and the hills of Montana, it is thought by railroad-men—men of large railroad-experience—that its traffic will be

VERY HEAVY AND VERY REMUNERATIVE.

I have now given your readers a very slight and hurried outline or description of this section of the country, for the purpose of calling attention to its importance in the future. Chicago does not seem to be well represented here; she does not seem, as is her wont, to be reaching out in this direction. The country is brand-new yet,—settlement hardly begun; but, in five years from this time, with the attention which it is now attracting kept up, there will be but little land in the valley unoccupied, from one end to the other. With such a soil; with land, so favorably adapted to wheat-culture, at merely nominal prices; with railroads running through this valley lengthwise and breadthwise; with river-navigation the entire length of it; with freight to Duluth not exceeding 15 cents per bushel, and possibly lower,—its settlement cannot be kept back; immigration is bound to be attracted to it. T. W.

THE SOLDIERS OF 1812.

To the Editor of The Tribune.

CLEVELAND, O., March 18.—In answer to many letters, I am happy to inform you the Pension bill, for which I have so long and earnestly contended, is now a law. The Department will soon advise me what rules they have adopted for executing it, when I will publish the proper blanks, applications, etc., which will be sent to all volunteers and their widows free who write to me desiring them. I have very complete records of service of many thousands. Have also preserved the numbers of land-warrants passing through my hands. They are invaluable to those whose memory has failed, and to their widows, as they show the company and regiment in which the service was performed. Desiring to help the old volunteers and their widows, I shall take pleasure in furnishing any information to them, their widows, or children free, but to no one else.

The law grants a pension to all who served fourteen days, or who were in any engagement in the war with Great Britain in 1812. (It was declared June 18, 1812, and ended July 17, 1815.) All who were in service fourteen days between these dates, either as enlisted or drafted, including militia and volunteers of the military and naval service of the United States, including Indians and American citizens of African descent, who were honorably discharged.

If they have gone to the Celestial City, their widows are entitled (no matter when married).

The pension commences from March 9, 1878, when the act was approved, and continues during the life of the old veteran or widow, as the case may be. G. F. LEWIS.

ARMY NEWS.

HEADQUARTERS OF THE ARMY.

WASHINGTON, D. C.—*Special Orders No. 54.*—By direction of the Secretary of War, Col. Daniel McClure, Assistant Paymaster-General, will report on April 1, 1878, to the Lieutenant-General commanding Military Division of the Missouri for assignment to duty.

By direction of the Secretary of War, First-Lieut. John C. Mallery, Corps of Engineers, will report in person to the Chief of Engineers for temporary duty.

Special Orders No. 56.—By direction of the Secretary of War, a Board of Officers to consist of Col. J. I. Gregg, Eighth Cavalry; Capt. E. B. Grimes, Assistant Quartermaster, First.-Lieut. W. C. Forbush, Fifth Cavalry, will assemble at the St. Louis Powder Depot March 21, for the purpose of inspecting the grounds and old buildings at that depot. The Board will report upon their present condition, and make such recommendation for the disposition of the buildings as, in its judgment, may be proper and expedient. The junior member will act as Recorder.

The following-named men have been ordered to be discharged: Corporal Thomas G. Greene, Ordnance Department; Privates William A. Fabrique, Company E, Battalion of Engineers; Byron Wilson, Company F, Seventh Cavalry; William Johnson, Company D, First Cavalry; Peter Becker, Depot Band, Mounted Service; Edwin Garland, Signal Service; and Recruit Edgar Williams, Mounted Service United States Army.

DEPARTMENT OF DAKOTA.

HEADQUARTERS, ST. PAUL, Minn.—*Special Orders No. 30.*—Acting Assistant Surgeon E. W. DuBose, U. S. A., is hereby relieved from duty at Cheyenne Agency, and is assigned to duty at Fort Abraham Lincoln. He will proceed without delay to the latter-named post and report to the commanding officer.

In addition to his present duties, Capt. E. D. Baker, Quartermaster's Department, will, on and after April 1, 1878, perform the duties of Depot Quartermaster at Bismarck. Upon being relieved by Capt. E. D. Baker, Quartermaster's Department, in the duties of Depot Quartermaster at Bismarck, Second Lieut. Charles St. J. Chubb, Seventeenth Infantry, will proceed to join his company at Standing Rock.

Capt. W. A. Elderkin, Subsistence Department, will proceed from Sioux City, Ia., to Spotted Tail Agency, D. T., on public business; and, on completion thereof, will return to his station at Sioux City.

By direction of the General-in-Chief, at the request of the Interior Department, the following named officers are hereby detailed as Acting Indian Agents at the Indian Agencies set opposite their respective names, viz.: Capt. Theodore Schwan, Eleventh Infantry,—at Cheyenne Agency, D. T.; First Lieut. W. E. Dougherty, First Infantry,—at Crow Creek and Lower Brule Agencies, D. T.

DEPARTMENT OF THE MISSOURI.

HEADQUARTERS, FORT LEAVENWORTH, Kas.—*Special Orders No. 48.*—Inspections of public property, with a view to its condemnation, in accordance with the provisions of General Orders No. 5, series of 1870, from these headquarters, will be made during the month of April, 1878, or as soon thereafter as practicable, as follows:

By Capt. W. M. Dunn, Second Artillery, A. D. C. and A. A. I. G., at Quartermaster's and subsistence depots, and Military Prison, Fort Leavenworth, Kansas;

By Lieut.-Col. R. I. Dodge, Twenty-third Infantry, at post of Fort Leavenworth, Kansas;

By Col. G. Pennypacker, Sixteenth Infantry, at Forts Riley and Harker, Kansas;

By Capt. D. M. Vance, Sixteenth Infantry, at Fort Hays, Kansas;

By Lieut.-Col. James Van Voast, Sixteenth Infantry, at Fort Wallace, Kansas;

By Col. C. H. Smith, Nineteenth Infantry, at Fort Lyon, Colorado;

By Capt. George Shorkley, Fifteenth Infantry, at Fort Garland, Colorado;

By Capt. C. R. Layton, Sixteenth Infantry, at Fort Gibson, Indian Territory;

By Capt. J. H. Bradford, Nineteenth Infantry, at Fort Dodge, Kansas;

By Lieut.-Col. J. P. Hatch, Fourth Cavalry, at Fort Elliott, Texas;

By Capt. J. H. Smith, Nineteenth Infantry, at Fort Larned, Kansas;

By Maj. J. K. Mizner, Fourth Cavalry, at Fort Reno, Indian Territory;

By Lieut.-Col. J. W. Davidson, Tenth Cavalry, at Fort Sill, Indian Territory;

By Maj. H. A. Hambright, Nineteenth Infantry, at Camp Supply, Indian Territory;

By Col. Edward Hatch, Ninth Cavalry, at Santa Fe and Fort Marcy, New Mexico;

By Capt. Oscar Hagen, Ninth Cavalry, at Forts Bayard and Selden, New Mexico;

By Maj. N. W. Osborne, Fifteenth Infantry, at Forts Craig and McRae, New Mexico;

By Maj. J. F. Wade, Ninth Cavalry, at Fort Bliss, Texas, and vicinity;

By Maj. A. P. Morrow, Ninth Cavalry, at Fort Union, New Mexico;

By Capt. G. A. Purington, Ninth Cavalry, at Fort Stanton, New Mexico;

By Lieut.-Col. P. T. Swaine, Fifteenth Infantry, at Fort Wingate, New Mexico;

By Capt. A. E. Hooker, Ninth Cavalry, at Ojo Caliente, New Mexico.

Special Orders No. 49.—On the recommendation of the Governor of Leavenworth Military Prison, Fort Leavenworth, Kan., the following-named military prisoners entitled to an abatement of five days a month for continuous good conduct, may be discharged from the prison on the dates set opposite their respective names: George Washington, March 18; G. W. Woodward, March 23; Francis Collins and E. A. Williams, March 24; Otto Mente, March 27.

Acting Assistant-Surgeon T. A. Davis, U. S. A., is hereby temporarily relieved from duty at Fort Dodge, Kan., and will proceed to Fort Wallace, Kan., and report to the commanding officer of that post for duty during the temporary absence of Assistant-Surgeon W. R. Steinmetz, U. S. A.

DEPARTMENT OF TEXAS.

HEADQUARTERS, SAN ANTONIO, Tex.—*Special Orders No. 53.*—First Lieut. John H. Gifford, Second Artillery, is hereby temporarily attached to Battery G, Second Artillery, for duty. He will report to Capt. C. A. Woodruff, Second Artillery, commanding said battery, accordingly.

A general court martial will convene in this city on the 21st inst. for the trial of First Lieut. M. W. Saxton, Twenty-fourth Infantry, and such other persons as may be properly brought before it. Detail for the Court: Col. H. B. Clitz, Tenth Infantry; Majs. N. B. McLaughlen, Tenth Cavalry; James McMillen, Second Artillery; Capt. E. B. Williston, Second Artillery; First Lieuts. A. M. Raphael, Eleventh Infantry; E. S. Curtis, Second Artillery; Herbert Cushman, Twentieth Infantry. Capt. J. W. Clous, Twenty-fourth Infantry, is appointed Judge Advocate of the Court.

Special Orders No. 55.—Recruits James Dealand, Thomas Donohue, William Eisner, and Leo Gelmender, enlisted in this city by Capt. J. W. Clous, Twenty-fourth Infantry, Recruiting Officer, are assigned to Battery B, Second Artillery. The commanding officer Post of San Antonio, Tex., will direct them to report to their company commander at once.

MISCELLANEOUS.

Leaves of absence have been granted Col. Thomas C. Devin, Third Cavalry; Maj. J. G. Chandler, Quartermaster; Capts. Gaines Lawson, Twenty-fifth Infantry; D. T. Wells, Eighth Infantry; Samuel McConihe, Fourteenth Infantry; First-Lieuts. R. E. Whitman, Third Cavalry (extended); J. L. Fowler, D. J. Craigie, Twelfth Infantry; C. E. Nordstrom, Tenth Cavalry; J. Y. Porter, Assistant Surgeon United States Army; D. D. Wilson, Twenty-fifth Infantry; and Second-Lieut. W. T. Wolfe, Second Infantry.

BILLS BEFORE CONGRESS.

S. 927. To authorize the construction of a narrow-gauge railroad from Bismarck to the Black Hills.

Res. 134. Authorizing the Secretary of War to deliver to the City of Winterset, Madison County, Ia., four cannon, with carriages, for the Soldiers' Monument in said city.

H. R. 3,836. Granting a pension to the minor children of Benjamin B. Eisenhower, late a private in Company L, Thirteenth Pennsylvania Cavalry Volunteers.

H. R. 3,845. For the relief of Cyrus C. Clark, Paymaster in the army.

H. R. 3,849. To establish a mint for the coinage of gold and silver at Indianapolis, in the State of Indiana, and appropriating certain Government grounds and buildings for the use of the same, as also money for the purchase of the necessary machinery.

H. R. 3,513. Providing for the payment of awards made to Creek Indians who enlisted in the Federal army, loyal refugees, and freedmen.

H. R. 3,852. For the relief of the legal representatives of the late James Monroe, Lieutenant-Colonel Virginia State Line, War of the Revolution, and President of the United States.

H. R. 135. For the relief of Daniel J. Benner, of Gettysburg, Pa., late First-Lieutenant Illinois Volunteers.

H. R. 1,285. For the relief of Arabella Riley, executrix of the late Brig.-Gen. Bennett Riley.

H. R. 2,688. The Fortification bill passed the House, as follows: That the sum of $100,000 be, and the same is hereby, appropriated out of any money in the Treasury, not otherwise appropriated, for the protection, preservation, and repair of fortifications and other works of defense, for the fiscal year ending June 30, 1879, the same to be expended under the direction of the Secretary of War; also, the following for armament of fortifications, namely: For the armament of sea-coast fortifications, including heavy guns and howitzers for flank defense, carriages, projectiles, fuses, powder, and implements, their trial and proof, and all necessary expenses incident thereto, and for Gatling or other machine guns, $125,000. For torpedoes for harbor defenses and preservation of the same, and for torpedo experiments in their application to harbor and land defense, and for instruction of engineer battalion in their preparation and application, $50,000. Provided, that the money herein appropriated for torpedoes shall only be used in the establishment and maintenance of torpedoes to be operated from shore stations for the destruction of an enemy's vessel approaching the shore or entering the channel and fairways of harbors.

MARINE NEWS.

SAILING RULES IN RHYME.

The following lines were the subject of much discussion last year by English and Scotch papers, and will be handy for the mariner to paste in his hat if he cannot keep them in his memory:

PREVENTIVE OF COLLISION—STEAMSHIP MEETING.
When both side lights you see ahead,
Port your helm and show your Red.
PASSING.
Green to Green, and Red to Red,
Perfect safety: go ahead.
CROSSING.

Note.—This is the position of greatest danger; there is nothing for it but a good look-out, caution, and judgment.

If to your starboard Red appear,
It is your duty to keep clear;
To act as judgment says is proper;
To port or starboard, back or stop-her.

But when upon your port is seen
A steamer's starboard light of green,
There's not so much for you to do,
For Green to port keeps clear of you.

All ships must keep a good look-out, and steamships must stop and go astern if necessary.

Both in safety and in doubt,
Always keep a good look-out;
In danger, with no room to turn,
Ease her, back her, go astern.

The reckless use of port-helm leads to collision.

A LIGHT-KEEPER SURPRISED.

We have received the following from the light-keeper at Port Colborne, under date of Saturday last:

This morning I noticed a vessel below Point Albino, and was much surprised, as my lamps were all down, and not thinking of any movement on the lakes at this season of the year. With some exertion I am ready for lighting this evening. The lights are arranged the same as last fall, until the new tower is finished. DAVID FORTIER.

The vessel seen by Mr. Fortier was probably the schr Young America, which cleared from this port Saturday morning.—*Buffalo Express, 18th.*

A GOOD REASON.

The tug Florence arrived Friday night from Black River with the scow Marius Tuttle in tow, the latter loaded with fish. She returned Saturday with the outfit of the schr Thomas Gawn, which was dismasted last season, and is being refitted by Upson, Walton & Co. There is no reason, except a lack of paying business, why vessels should not at once run to and from all Lake Erie ports.—*Cleveland paper, 18th.*

ESCANABA'S ICE TRADE.

Capt. Calloway, of the schr Myosotis, which arrived up day before yesterday with a cargo of 660 tons of ice from Escanaba, reports that the stock of ice there has been exhausted, and about 6,000 tons in all have been shipped. The schrs H. C. Richards and the J. O. Thayer were among the last vessels to load at Escanaba with ice. A large stock of ice is in the houses at Sturgeon Bay. It is said the 1,000 tons shipped on the S. L. Watson brought $3.75 per ton.

AVERAGE GRAIN FREIGHTS.

The average rates on corn last season were as follows: May, 2.9; June, 1.9; July, 2.2; August, 3.6; September, 3.4, October, 4.4; November, 3.0. The average rate on wheat was 3.7, and the highest rate 6c.

NAVIGATION NOTES.

CHICAGO.—The new canal-boat on the stocks at Doolittle's yard is nearly completed....The sail-makers carried their point, and went to work yesterday at $2.50 per day....The Union Towing Association is having its tugs painted in a tasty manner, and when all are completed they will make a handsome appearance....An exchange says: Capt. S. B. Grummond, L. K. Yerkes, and Capt. McQueen have purchased the Ward line stmr Keweenaw, and will run her as an excursion boat out of Chicago....The schr Beloit received her outfit yesterday, and left port last evening for Kewaunee, where she will take on a load of posts for Chicago. The schr Driver also got away for a load of ties....Ald. Wolfe, of Milwaukee and shipyard note, was around the mariners' haunts on South Water street yesterday, and informed his numerous friends that "that dream" continued a standing prophecy....The large schr San Diego was towed down from the elevator last evening and moored east of Clark street bridge, where she will remain until April 1, when she will probably sail for Buffalo. Her Captain has arrived and taken command of her.

ELSEWHERE.—The tug Holton has gone into commission at Milwaukee....The stmrs Amazon and Minneapolis, of the Detroit & Milwaukee Railroad line, resumed their trips Monday....Capt. Frank Leighton has been appointed Local Steamboat Inspector at Port Huron, vice John S. Botsford....The schr Stampede arrived at Milwaukee from Escanaba, with a cargo of ice for Blatz's brewery, under the Helms' contract....It was the steam-barge J. W. Snook that passed through the Straits Friday last. Capt. McBride is in command of her....United States Marshal Matthews sold at public vendue Monday, at Detroit, the prop Ira Chaffee, for $1,105, and the tug Favorite for $1,300....The reports of the Government engineers favorable to harbor improvements upon the lakes are now before the House Committee on Commerce, which is maturing a bill of appropriations for the same....The Buffalo *Commercial Advertiser* says the departure of the schr Young America from that port Friday last is the earliest recorded for thirty years. In 1850 a vessel cleared from Buffalo on the 25th day of March.

AFFAIRS AT CLEVELAND.

Special Dispatch to The Tribune.

CLEVELAND, O., March 19.—Navigation is opening much earlier and more lively than before for years. Large numbers of men have been employed for several weeks past in repairing and rebuilding upon the docks. The strike which was reported some days ago among the several hundred ship-carpenters employed by the firm of Thomas Quayle & Son has been adjusted, the men returning to work at the old pay. This firm is pushing forward several vessels towards completion.

The Globe Dry-Docks are employing at least 400 men, and are doing an extensive repairing.

All the men along the river prophesy an early and brisk opening and a prosperous season.

PORT OF CHICAGO.

The following were the arrivals and clearances since last report:

ARRIVALS—Schr Myosotis, Escanaba, 660 tons ice; schr Petrel, Detroit Harbor, 60 tons ice; schr Belle Brown, Ahnapee, 6,000 railroad ties; schr Ketchum, Ahnapee, 5,700 railroad ties; schr Charlie Hibbard, Ahnapee, 4,000 railroad ties; prop Oconto, Milwaukee, 100 brls flour, 50 brls cider, 400 pkgs butter, and sundries; stmr Alpena, Muskegon, sundries; prop Skylark, Benton Harbor, 50 brls apples and sundries, 20 cases eggs and sundries from St. Joseph.

CLEARANCES—Prop Oconto, Milwaukee, sundries; Green Bay, sundries; stmr Alpena, Muskegon, 10 brls pork, 35 brls d. apples, and sundries; Grand Haven, 25 brls pork, and sundries; prop Skylark, Benton Harbor, 20 sacks wheat, and sundries—sundries to St. Joseph.

The following vessels cleared light: Schr Mocking-Bird, Manitowoc; schr H. C. Albrecht, Ludington; schr Mariner, Horn's Pier; schr Belle Brown, Ahnapee; schr Ketchum, Ahnapee; schr A. Bradley, White Lake; schr C. J. Roeder, Horn's Pier; schr Charlie Hibbard, Ahnapee; schr Beloit, Alaska; schr Petrel, Sheboygan; schr J. A. Holmes, Muskegon; schr G. D. Norris, Sutton's Bay; schr W. H. Hawkins, Stony Creek.

THE SILVER DOLLAR.

A Denunciation of the Present Coin, and a Plea for the Coin of 1793.

Cincinnati Commercial.

The new dollar, as a work of art, is not popular. It does not look like an American coin. The eagle is not an American eagle, but comes from the French. The "In God we trust" motto, itself in doubtful taste, is made ludicrously prominent and placed in German text. On both sides the coin is crowded, and the effect is not pleasing. The best thing that could have been done would have been the adoption of the design of the dollar of 1793. As we are restoring the old standard, we should have reproduced the old coin.

Inquiry develops the fact that we are indebted to Dr. Linderman for all that is exceptional and inappropriate in the new dollar. In the first place, having aided in imposing, as he thought, for all time, the British gold policy upon this country, he introduced as coin-designer an English engraver, Mr. Morgan. This was not all. He felt the necessity of illustrating his authority, and did it by dictating arbitrary conditions to the designer. There could not have been a more perfect arrangement for producing the failure that is before the country. The Philadelphia *Times* tells us what this meddling was in the following terms:

One day when Director Linderman was talking to Mr. Morgan about the reverse, he suggested that there should be no more of that "gridiron-shield" business on the national fowl's breast. The Director alluded to the shield of the great coat-of-arms of the Republic. The Director further charged that there should be no more settling down on the part of the eagle. He had settled down about enough. He must, indeed, be so engraved as to appear in the very act of ascending. The coin of the nation should indicate the aspiration of the Liberty Goddess and of the people. Mr. Morgan could not, therefore, select the spreading eagle, the natural, shrieking monarch of the Rockies; nor could he choose the heraldic bird, this being a free land, and accordingly adopted what he calls the heroic design. The eagle on the new dollar is, then heroic. His body is erect, inclining to the left, the head being poised as if in anger, with shut beak pointing contrariwise. While the old wings droop, the new ones are raised as if for flight, and the claws are together. The wings, in fact, chiefly mark the new bird.

So the ridiculous eagle that spoils the new coin is Dr. Linderman's bird, and it seems to be on just about such a strain as the Doctor himself. The only part of the design of the coin that is not unfamiliar and offensive is the Liberty head, and all of it that is good is taken from the old coin. The Philadelphia *Times* says:

In making the half-dollar design (the dollar design is an enlargement of the half-dollar design alluded to) the young engraver was at once pleased with the idea of the old familiar "Liberty head." He was pleased with the idea more than with the head. He knew, too, that no British device could supersede in her own land the bright counterpart of the conventional goddess. He recognized the majesty of the design, and adopted it for his obverse. But if, when the new dollars are circulated freely, one will take the trouble to compare the Englishman's "improved head" with that upon the old coins, the result of his tinkering will become very noticeable. The chin of the goddess in the new design is prominently more firm, more rounding and regular. The faint attempt at a double chin seen in former work is lost, and the lower part of the relief is said to prove the real civilized woman this time. Nor do the flowing locks, massive and wavy, as they escape from the complete cap, cover the ear, which is as marked an organ as the straight, fine nose. Once a designer pictured the Liberty nose as slightly retrousse,—he wanted to catch the real appearance of the American woman, even at the expense of a fancy nose. The most delicate touch of the engraver's art in the new head comes, however, as he himself asserts, in the fullness of the face and the fine depression of the centre of the relief. When measured with minute detail the parts of the head about the ear are found to be scarcely above the surface of the coin; yet so perfect is the execution that the same roundness appears as of old. It is, as the engraver thinks, an achievement of the deceptive relief.

It is creditable to Mr. Morgan's taste that he was pleased with the old familiar Liberty head, but it is necessary to say that the changes are not successful. It would be a good thing for Congress to interfere and order the preparation of new dies for the reproduction of the ancient dollar, without the atrocious modern improvements.

UTICA REDEEMED.

To the Editor of The Tribune.

UTICA, Ill., March 18.—Perhaps but few of the readers of THE TRIBUNE know where Utica is. Let a "runner," who had occasion to stop there a day or two on business, and who became deeply interested in its condition and prospects, enlighten them.

Utica is a small town on the line of the Chicago, Rock Island & Pacific Road, in LaSalle County, ten miles west of Ot'awa and five east of LaSalle. It is an excellent point for the grain-trade, and has cement-works of great value. But the town has never had a very good reputation abroad. Indeed, it has always had a pretty hard name.

Fortunately, a change has been wrought. Utica has been redeemed. A revival of wonderful proportions has made almost a clean sweep. The Baptist Church, from a handful of brethren, has been enlarged an hundred fold. And, what is so wonderful, the additions to the church have been from the ranks of the business portion of the people, embracing the wealth, intelligence, refinement, and moral worth of the community. Many of the readers of THE TRIBUNE will recognize familiar names in the following: Niccum, Gilbert, Norton, Griffin, White, Stewart, Hadley, Fobrod, Irwin, Wilson, Pierce, Powderly, Bartlett. No wonder the zealous pastor feels to thank God and take courage. Utica is redeemed. K.

ELI PERKINS TO G. F. T.

The following dispatch, which explains itself, was received at this office yesterday:

DES MOINES, Ia., March 19—*To Editor Tribune, Chicago:* Don't fight George Francis. I will apologize and pay the $75,000 damages. Inclosed find check for the amount—if you can.
[Signed] ELI PERKINS.

AMUSEMENTS.

McCORMICK HALL.

SALE BEGINS
To-Morrow SEATS

For the Grand Concert MONDAY, March 25, making the brief series of Concerts to be given here by MISS

THURSBY

Culminate in a Grand Musical

TESTIMONIAL

To her exalted position as America's greatest Concert Prima Donna, for which Concert has been secured the most brilliant array of solo talent, including

Mrs. Ames Billings, Abby Clark, Original Swedish Quartette, Fessenden, Carleton,
MYRON WHITNEY,
Lichtenberg, Allen, Pease, Colby,

Comprising a Concert Company the like of which has never before been heard in Chicago. Notwithstanding the enormous expense, tickets will be sold at

50c INCLUDING RESERVED SEATS. 75c

$1, $1.25, and $1.50, at Root & Sons', 156 State-st., to-morrow morning. GEO. B. CARPENTER, Manager.

M'CORMICK HALL.

TO-MORROW
WOLFSOHN TESTIMONIAL NIGHT

For which occasion has been secured a most brilliant array of talent, including

THURSBY, WHITNEY,

together with Mrs. FRANK HALL, Mr. JAMES GILL, Mr. C. A. KNORR, the Eminent Violinist (late with Thomas' Orchestra), Mr. A. ROSENBECKER, and debut of Chicago's young pianiste, Miss FANNY BLUMENFELD, and the full chorus of the

BEETHOVEN SOCIETY and Grand ORCHESTRA. 50 Pieces.

Secure your seats to-day, at Lyon & Healy's, 162 State-st. Tickets, $1. Reserved seats without extra charge.

HOOLEY'S THEATRE.

PRICES—$1.50, $1, 75c, 50c, 25c, according to location. MATINEE PRICES—75c, 50c, and 25c.

SOTHERN

MONDAY, March 18, EVERY EVENING at 8, and WEDNESDAY and SATURDAY MATINEES at 2 p. m. —Farewell appearances in Chicago, before his return to England, of the eminent Comedian, MR. SOTHERN, assisted by HIS OWN COMPANY of Artists, from the Park Theatre, N. Y. MR. SOTHERN will appear in his new character, the central figure of A LIFE-LIKE PICTURE, new to the stage, in Henry J. Byron's drama, entitled

A CRUSHED TRAGEDIAN;
Or, THE PROMPTER'S BOX.
DE LACY FITZALTAMONT..........MR. SOTHERN
(The principal Tragedian (?) of the Snaggleton Circuit).

Box Office open all day. Secure your seats early to avoid the rush.

HAVERLY'S THEATRE.
(Late Adelphi.)
J. H. HAVERLY..............Proprietor and Manager.

Wednesday, Grand Arabian Nights Matinee. Magnificent Wednesday Night Bill.

ALADDIN; Or, The Wonderful Lamp.

Provided at an outlay of over $7,000 by Manager John Ellsler, with both his complete Combinations. Gorgeous New Scenery and Costumes. Chinese Dances, Brilliant Illuminations. A grand array of Special Novelty Stars, etc. Matinees Wednesday and Saturday.

McVICKER'S THEATRE.

THE GREAT DRAMA OF THE SEASON! with the Union-Square Company. | A CELEBRATED CASE!

EVERY NIGHT, WEDNESDAY AND SATURDAY MATINEES.

Seats secured one week in advance.
EVENING PRICES only 25, 50, 75 cts., and $1.
MATINEES—25, 50, and 75 cts.

NEW CHICAGO THEATRE.

This Afternoon and Evening,
HAVERLY'S MINSTRELS.

Arlington, Rice, Kemble, Linden, Carter, Cushman, Welch, Rice, California Quartette.
Ladies' Grand Matinee. Admission, 25c and 50c.
Evening prices—25, 50, and 75c. Box Office open all day.
Monday—First appearance HARRY G. RICHMOND.

COLISEUM NOVELTY THEATRE.

To-Night, Grand Matinees Friday and Sunday, grand success of the 4-Act Drama,

GOLD DISCOVERY.

Also the Original BASHI-BAZOUKS, HOWLAND SISTERS, WATSON & ELLIS, LILLIAN FORREST, and many others. Popular Prices—25, 35, and 50c.

GEO. FRANCIS TRAIN

Among the Socialists! Free Speech in Chicago! Welcome to TURNER HALL, West Twelfth-st., Wednesday Evening, March 20. Subject, "THE COMMUNE." Admission, 25c. Reserves, 50c.

WALTER C. LYMAN,
ELOCUTIONIST,
264 Michigan-av., between Hubbard and Peck-courts.

RAILROAD TIME TABLE.

ARRIVAL AND DEPARTURE OF TRAINS.

EXPLANATION OF REFERENCE MARKS.—† Saturday excepted. * Sunday excepted. ‡ Monday excepted. § Daily.

CHICAGO & NORTHWESTERN RAILWAY.

Ticket Offices, 62 Clark-st. (Sherman House) and at the depots.

	Leave.	Arrive.
aPacific Fast Line	*10:30 a. m.	* 3:40 p. m.
aSioux City & Yankton	*10:30 a. m.	* 3:40 p. m.
aDubuque Day Ex. via Clinton	*10:30 a. m.	* 3:40 p. m.
aDubuque Night Ex. via C'ton	† 9:15 p. m.	‡ 6:35 a. m.
aOmaha Night Express	† 9:15 p. m.	‡ 6:30 a. m.
aSioux City & Yankton	† 9:15 p. m.	‡ 6:30 a. m.
aFreep't, Rockf'd & Dubuque	* 9:15 a. m.	* 3:10 p. m.
aFreep't, Rockf'd & Dubuque	*10:15 p. m.	* 6:15 a. m.
bMilwaukee Fast Mail (daily)	§ 8:00 a. m.	§ 4:00 p. m.
bMilwaukee Express	* 10:00 a. m.	* 7:45 p. m.
bMilwaukee Passenger	* 5:00 p. m.	*10:30 a. m.
bMilwaukee Passenger (daily)	§ 9:00 p. m.	§ 6:45 a. m.
bGreen Bay Express	* 9:30 a. m.	* 7:00 p. m.
bSt. Paul & Minneapolis Ex.	*10:10 a. m.	* 4:00 p. m.
bSt. Paul & Winona Express	† 9:00 p. m.	‡ 7:00 a. m.
bLaCrosse Express	† 9:00 p. m.	‡ 7:00 a. m.
bMarquette Express	* 9:00 p. m.	* 6:45 a. m.
aGeneva Lake & Rockford	* 4:00 p. m.	*10:45 a. m.
bGeneva Lake Express	* 4:45 p. m.	* 9:55 a. m.

Pullman Hotel Cars are run through, between Chicago and Council Bluffs, on the train leaving Chicago at 10:30 a. m.

No other road runs Pullman or any other form of hotel cars west of Chicago.

a—Depot corner of Wells and Kinzie-sts.
b—Depot corner of Canal and Kinzie-sts.

CHICAGO, BURLINGTON & QUINCY RAILROAD.

Depots foot of Lake-st., Indiana-av., and Sixteenth-st. and Canal and Sixteenth-sts. Ticket Offices, 59 Clark-st., and at depots.

Trains.	Leave.	Arrive.
Mendota & Galesburg Express	* 7:25 a. m.	* 7:45 p. m.
Ottawa & Streator Express	* 7:25 a. m.	* 7:45 p. m.
Rockford & Freeport Express	*10:00 a. m.	* 3:15 p. m.
Dubuque & Sioux City Express	*10:00 a. m.	* 3:15 p. m.
Pacific Fast Express	*10:30 a. m.	* 3:40 p. m.
Kansas & Colorado Express	*10:30 a. m.	* 3:40 p. m.
Downer's Grove Passenger	*11:00 a. m.	* 2:05 p. m.
Aurora Passenger	* 3:15 p. m.	* 7:55 a. m.
Mendota & Streator Passenger	* 4:15 p. m.	*10:40 a. m.
Aurora Passenger	* 5:30 p. m.	* 8:55 a. m.
Downer's Grove Passenger	* 6:15 p. m.	* 6:45 a. m.
Freeport & Dubuque Express	* 9:30 p. m.	* 6:35 a. m.
Omaha Night Express	‡10:00 p. m.	§ 6:55 a. m.
Texas Fast Express	‡10:00 p. m.	§ 6:55 a. m.
Kansas City & St. Joe Express	‡10:00 p. m.	§ 6:55 a. m.

Pullman Palace Dining-Cars and Pullman 16-wheel Sleeping-Cars are run between Chicago and Omaha on the Pacific Express.

CHICAGO, ALTON & ST. LOUIS AND CHICAGO KANSAS CITY & DENVER SHORT LINES.

Union Depot, West Side, near Madison-st. bridge, and Twenty-third-st. Ticket Office, 122 Randolph-st.

	Leave.	Arrive.
Kansas City & Denver Fast Ex	*12:30 p. m.	* 3:35 p. m.
St. Louis & Springfield Ex	* 9:00 a. m.	* 8:05 p. m.
St. Louis, Springfield & Texas	§ 9:00 p. m.	§ 7:00 a. m.
Peoria, Burlington (Fast Ex. & Keokuk (Express	* 9:00 a. m.	* 3:35 p. m.
	§ 9:00 p. m.	§ 7:00 a. m.
Streator, Lacon, Wash'ton Ex	*12:30 p. m.	* 3:35 p. m.
Joliet & Dwight Accommodat'n	* 5:00 p. m.	* 9:20 a. m.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

Union Depot, corner Madison and Canal-sts. Ticket Office, 63 South Clark-st., opposite Sherman House, and at depot.

	Leave.	Arrive.
Milwaukee Express	* 7:55 a. m.	* 7:55 p. m.
Wisconsin & Minnesota, Green Bay, and Menasha through Day Express	*10:10 a. m.	* 4:00 p. m.
Wisconsin, Iowa, and Minnesota Express	* 5:00 p. m.	*10:45 a. m.
Wisconsin & Minnesota, Green Bay, Stevens Point, and Ashland through Night Express	† 9:00 p. m.	‡ 7:00 a. m.

All trains run via Milwaukee. Tickets for St. Paul and Minneapolis are good either via Madison and Prairie du Chien, or via Watertown, LaCrosse, and Winona.

ILLINOIS CENTRAL RAILROAD.

Depot, foot of Lake-st. and foot of Twenty-second-st. Ticket office, 121 Randolph-st., near Clark.

	Leave.	Arrive.
St. Louis Express	* 8:30 a. m.	* 6:15 p. m.
St. Louis Fast Line	§10:00 p. m.	§ 6:00 a. m.
Cairo & New Orleans Ex	* 8:30 a. m.	* 6:15 p. m.
aCairo, New Orl'ns & Texas Ex	§10:00 p. m.	§ 6:00 a. m.
Springfield Express	* 8:30 a. m.	* 6:15 p. m.
Springfield Night Ex	§10:00 p. m.	§ 6:00 a. m.
Peoria, Burlington & Keokuk	* 8:30 a. m.	* 6:15 p. m.
bPeoria, Burlington & Keokuk	§10:00 p. m.	§ 6:00 a. m.
Dubuque & Sioux City Ex	* 9:30 a. m.	* 3:20 p. m.
Dubuque & Sioux City Ex	* 9:30 p. m.	* 6:35 a. m.
Gilman Passenger	* 4:30 p. m.	* 9:25 a. m.

a On Saturday night runs to Centralia only.
b On Saturday night runs to Peoria only.

MICHIGAN CENTRAL RAILROAD.

Depot, foot of Lake-st., and foot of Twenty-second-st. Ticket Office, 67 Clark-st., southeast corner of Randolph, Grand Pacific Hotel, and at Palmer House.

	Leave.	Arrive.
Mail (via Main and Air Line)	* 7:00 a. m.	* 6:55 p. m.
Day Express	* 9:00 a. m.	* 7:40 p. m.
Kalamazoo Accommodation	* 3:45 p. m.	*10:20 a. m.
Atlantic Express (daily)	§ 5:15 p. m.	§ 8:00 a. m.
Night Express	†9:00 p. m.	‡6:45 a. m.

PITTSBURG, FT. WAYNE & CHICAGO RAILWAY.

Depot, corner Canal and Madison-sts. Ticket Offices, 65 Clark-st., Palmer House, and Grand Pacific Hotel.

	Leave.	Arrive.
Mail and Express	* 8:00 a. m.	* 7:00 p. m.
Pacific Express	§ 5:15 p. m.	§ 8:00 a. m.
Fast Line	§ 9:10 p. m.	§ 6:30 a. m.

BALTIMORE & OHIO.

Trains leave from Exposition Building, foot of Monroe-st. Ticket Offices: 83 Clark-st., Palmer House, Grand Pacific, and Depot (Exposition Building).

	Leave.	Arrive.
Morning Express	* 8:50 a. m.	§ 5:40 a. m.
Fast Line	§ 9:40 p. m.	6:40 p. m.

LAKE SHORE & MICHIGAN SOUTHERN.

	Leave.	Arrive.
Morning Mail—Old Line	7:35 a. m.	7:40 p. m.
N. Y. & Boston Special Ex	9:00 a. m.	7:40 p. m.
Atlantic Express, daily	5:15 p. m.	8:00 a. m.
Night Express	†10:20 p. m.	§ 5:40 a. m.

PITTSBURG, CINCINNATI & ST. LOUIS R. R.

(Cincinnati Air-Line and Kokomo Line.)
Depot corner of Clinton and Carroll-sts. West Side.

	Depart.	Arrive.
Cincinnati, Indianapolis, Louisville, Columbus & East Day Express	* 8:40 a. m.	* 8:10 p. m.
Night Express	§ 8:00 p. m.	§ 7:30 a. m.

KANKAKEE LINE.

Depot foot of Lake-st. and foot of Twenty-second-st.

	Depart.	Arrive.
Cincinnati, Indianapolis & Louisville Day Express	* 9:30 a. m.	* 9:00 p. m.
" Night Express	§ 8:00 p. m.	§ 7:30 a. m.

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD

Depot, corner of Van Buren and Sherman-sts. Ticket Office, 56 Clark-st., Sherman House.

	Leave.	Arrive.
Omaha, Leavenw'th & Atch Ex	*10:15 a. m.	* 4:00 p. m.
Peru Accommodation	* 5:00 p. m.	* 9:35 a. m.
Night Express	§10:00 p. m.	§ 6:30 a. m.

All meals on the Omaha Express are served in dining cars, at 75 cents each.

CHICAGO & EASTERN ILLINOIS RAILROAD.

"Danville Route."
Ticket Offices: 77 Clark-st., 97 Dearborn-st., and Depot, corner Clinton and Carroll-sts.

	Leave.	Arrive.
St. Louis & Nashville Express	* 7:10 a. m.	*11:00 p. m.
Nashville and Florida Express	§ 8:25 p. m.	§ 7:15 a. m.

MEDICAL.

ASTHMA CATARRH, OPPRESSIONS, COUGH, PALPITATION, and all affections of the respiratory organs, are immediately relieved by the use of Levasseur's Tubes. Sold in Paris at Dr. Levasseur's Pharmacy. Mailed on receipt of price ($1.25) by E. FOUGERA & CO., Agents, New York. Sold by druggists generally.

BENEDICTINE.

THE GENUINE
BENEDICTINE
LIQUOR OF THE BENEDICTINE OF FECAMP ABBEY
Created in 1510.

Aperient, digestive, tonic, sweet, and exquisite. The Benedictine is decidedly now the queen of all liquors adopted on all the good tables, at the restaurant and at home. In the first-class hotels, as in the prince's drawing-rooms, the Benedictine is the necessary complement of every good repast, and its daily use facilitates all the functions of the stomach.

General warehouse at Fecamp (Seine-Inferieure).

General agents for *Chicago*: Messrs. Cazade, Crooks and Reynaud, 25, South-William Street, New-York.

ELECTRIC BELTS AND BANDS.

ADDRESS!

To the Weak, Nervous, and Debilitated, who Suffer from Ill-Health consequent on Lingering, Chronic, Nervous or Functional Diseases.

External Remedies are the Safest

and best that can be applied in diseases, on account of the facility which we possess of watching their action and their results; and of these remedies Electricity, in the form of mild, continuous, and prolonged currents, as realized exclusively by

PULVERMACHER'S ELECTRIC BELTS AND BANDS,

has been found the most valuable, safe, simple, and efficient known treatment for the cure of disease. In our descriptive Pamphlet we review the manifold benefits to be derived from Pulvermacher's Appliances, and bring forward testimony in their favor from the most

Learned Physicians and Scientific Men

in Europe and this country. We also demonstrate why relief and cure result from their use after every other plan of treatment has failed. Reader,

Are You Afflicted,

and wish to recover the same degree of health, strength, and energy as experienced in former years? Do any of the following symptoms or class of symptoms meet your diseased condition? Are you suffering from ill-health in any of its many and multifarious forms, consequent on a lingering, nervous, chronic, or functional disease? Do you feel nervous, debilitated, fretful, timid, and lack the power of will and action? Are you subject to loss of memory, have spells of fainting, fullness of blood in the head, feel listless, moping,

Unfit for Business

or pleasure, and subject to fits of melancholy? Are your kidneys, stomach, urinary organs, liver or blood in a disordered condition? Do you suffer from rheumatism, neuralgia, or aches and pains? Have you been indiscreet in early years and

A Victim to Youthful Follies,

or carried the marital relation to excess in later years? Have these indiscretions and excesses left you in a weak and debilitated condition? Are you timid, nervous, and forgetful, and your mind continually dwelling on the subject? Have you

Lost Confidence in Yourself

and energy for business pursuits? Are you subject to any of the following symptoms: dreams, palpitation of the heart, bashfulness, restless nights, broken sleep, nightmare, confusion of ideas, aversion to society, dizziness in the head, dimness of sight, pimples and blotches on the face and back, and other despondent symptoms? There are

Thousands of Young Men,

middle-aged, and even the old, who suffer from nervous and physical debility. There are also thousands of females

Broken Down in Health

and spirits from disorders peculiar to their sex, and who, from false modesty or neglect, prolong their sufferings. Why, then, further neglect a subject so productive of health and future happiness when there is at hand a means of cure? Why not throw off the yoke altogether, and seek a remedy that has

Science and Common Sense

to commend it?—a remedy of indisputable efficacy, and the most certain means of restoration to health and pristine vigor?

There are many diseases of an acute and febrile type that we do not propose to cure by means of Electricity; but from all that Electro-Physiology teaches us, in regard to the *modus operandi* of the

Curative and Preservative

effects of Voltaic Electricity, we may most reasonably infer that all those chronic ailments and all diseases dependent on a depressed condition of the nervous forces, exhaustion of nerve power, or the diminished energy of vital functions, as treated upon in our publications, are happily most susceptible of cure by means of

Pulvermacher's Electric Belts and Bands.

These conditions they will cure, while drugs will not; and we offer the most convincing testimony direct from the afflicted themselves who have been restored to

Health, Strength, and Energy

after drugging in vain for months and years.

SEND NOW

For Descriptive Pamphlet and the ELECTRIC QUARTERLY, a large Illustrated Journal, containing full particulars and information worth thousands. Copies mailed free. Call on or address

PULVERMACHER GALVANIC CO.,
Cor. 8th & Vine Sts., CINCINNATI, O.
Or 212 Broadway, NEW YORK.

BRANCH OFFICE:
218 State Street, Chicago.

A Competent and Regularly Qualified Physician in attendance.