THE DEMOCRAT.

EDITED AND PUBLISHED BY

D. E. Van Valkenburgh.

Thursday, July 22, 1869.

A FAILURE.

Under the above caption the Valparaiso *Vidette*, has an article which is intended to reflect equally on all political parties, but which, from the position republicanism has occupied for the past eight years, is a severe criticism on the party in power. The editor of the *Vidette*, A. GURNEY Esq., was a prominent candidate before the republican congressional convention that nominated Gen. PACKARD and one whose utterances doubtless reflect the feelings of his own party. What does the editor mean by the last two sentences of his article? Is he a follower of the *Imperialist*, and does he believe that "The Empire is Peace"? He says:

Our political system is a failure. Do not misunderstand us. We believe that the government of the people by the people is the best form of government yet devised on earth, but what we say is, that the political system of governing by the aid of parties is a miserable failure, which, if not abandoned soon, will whelm this country in ruins. Political charlatans buy and sell our dearest franchises. Scheming rings, in and out of office, eat up the resources of the nation. To these rings party triumphs go for nought. Men of both parties are confederate in a vast system of complicated rascality. If you defeat the Republican party to get rid of a corrupt ring, you find you have only given prominence to another partner in the stupenduous conspiracy that stretches its rings until they encircle our whole nation and cast a shadow upon every interest. Some means must be devised too put a stop to this. Our Liberty itself is in danger. The politicians as a class are the mere tools of men who, under the forms of our political system, have established over our heads a most atrocious despotism. The nation is waking, the dullest ear is catching the sound of warning, the blindest eyes begin to see clouds that hang in our horizon. The end must come soon.

THE recent conservative victory in Virginia has caused sundry radical ears to tingle in an unpleasant manner. Poor Ulyss resembles the man who had the bull by the horns,—he don't know whether it is a good thing or not. Grant's friends and advisers have been zealous advocates for the Well's party; while the Walker men claim to be supporters of Grant's administration, and the chairmen of the Walker Central Committee sent U. S. a congratulatory despatch on the result of the election. If he rejoices with the Walker men, he offends the big-wigs in the Cabinet and other friends; if he sympathizes with the defeated party, he will estrange the victorious side. Ulyss', most appropriate study would be "How not to do it."

SECRETARY ROBESON has been to sea. He, together with ex-admirals Borie and Wells, recently took an excursion on the little steamer Pilot Boy, and succeeded in grounding on a sandbar near the city of Trenton. A little incident springing out of the necessities of the occasion, "illustrative of the natural nauticalness of 'New Jersey's favorite son,'" is thus noted by the Trenton *Union Sentinel:*

While Admiral Robeson was, with pantaloons rolled up, wading about the stern of the steamer, the tide being out, he discovered the rudder rising out an inch or two above the water. He gazed at it a few minutes with an anxious and puzzled look, when the doubt suddenly left his bronzed and weather-beaten countenance, and, calling the attention of ex-Admiral Borie to the circumstance he exclaimed:

"D—n my starboard, topgallant forecastle midship, if the steamer has'nt run aground upon the upright edge of a long, thick plank!"

THE democrats of Ohio have nominated Gen. Rosecrans as their candidate for governor of that State, again demonstrating the fact that any one who had been a soldier during the war for the suppression of the rebellion, must at some time during that war have proved himself a failure in order to find favor at their hands.—*Warsaw Indianian.*

According to this rule we shall not be surprised to hear that the perfidious democracy of Warsaw have nominated the gallant editor of the *Indianian* for some office within the gift of the people.

THE editors of the Xth district are to assemble in grand conclave some time soon. If no great amount of good is accomplished, still the Knights of the quill will have had a pleasant time, and one which will have tended toward the establishment of more frendly relations among them. Why cannot we of the XIth follow in the wake of so good an example?

New York has an association for the encouragement of poor authors.

RAILROAD MURDER.

On Wednesday of last week a terrible accident occurred on the Erie railroad, by which nine persons, and probably more, suffered death. The following particulars of the sad event we clip from the dailies:

The long, dismal and bloody catalogue of disasters that mark the history of the Erie Railroad is made again to bear another burden of human slaughter, in the record of one of the most unmitigated railroad murders the public has heard of for some time. At midnight of Wednesday over a dozen human beings were rushed headlong into eternity through the awful portals of fire, at a place called Mast Hope, twenty-eight miles west of Port Jervis, on the Erie Railroad, by the downright carelessness of the engineer in charge of a freight train, against which the mail express from New York at half-past 6 p. m. came in collision. The facts, in a few sentences are these: The freight train backed on a switch at Mast Hope depot, to get out of the way of a passenger train, but failed to get out fast enough or far enough to avoid being struck by the passenger train, for which the track should have been always kept clear. The engineer of the freight train was, of course, responsible. It is generally stated that he was asleep at the time. A terrific collision occured, three or four cars were burned, and in the laconic despatch of the Associated Press furnished by the railroad authorities, "some emigrants in the smoking car, some five or six in number were burned."

At 9 o'clock in the morning, after great exertions, six burned bodies were rescued from the ruins of the smoking car, and at noon of yesterday a passenger by the midway train reported thirteen charred bodies lying along the track. There were comparatively few wounded. Flying splinters were rare and the terrific force and suddeness of the shock left nothing to except but instant death for those near the point of collision. Some of the trainmen on the express were hurt, but none killed Out of 150 pieces of baggage only eleven were saved; the remainder were destroyed or ground up in the wreck. Information of the accident was immediately telegraphed to the officers of the Erie Railway in this city, who gave orders to have a train made up to convey to the scene of the disaster, and to take the necessary articles along for alleviating suffering. Nearly all of the through mail matter was destroyed; the way mails were saved. The track was cleared for trains before noon yesterday.

At sunrise the road presented an appearance of complete ruin. Several skulls and burnt cinders, which were recognized as human bodies by the bones, were found lying among the remains of the smoking car. It is not known how many were burnt, though a woman, with her three children, and two men, are postively known to have perished in the burning mass. One of them was Mr. Hallock, and the other was an elderly German, who was accompanied by his two sons. One of the sons was hurt in the leg. The other stood bareheaded, with torn clothing, all the morning pointing to a torn and blackened mass; saying "my fader! my fader!" in an explanatory tone to the bystanders, and poking it apart to discover the Prussian silver coins which he carried on his person Ever and anon his search was rewarded by a hot coin which he picked up, though it burned his fingers, and dropped hastily on a piece of sheet iron Out of $58 which he said his father carried, he found about two thirds He also found his father's watch encrusted with black, and the remains of a small pistol. It is believed that about nine persons were killed and a half a dozen injured, all of whom were in the smoking car.

STATEMENT OF D. WENTWORTH (ONE OF THE INJURED).

"I was in the smoking car sitting in an inclined position in a seat with a stranger. The two seats opened opposite to each other. Only ten minutes before the accident something told me to take my limbs down from the opposite seat, which I did. Hardly ten minutes had elapsed before the awful crash came, and it seemed as though the car was crammed into a space not ten feet long, the baggage car coming into it like a telescope sliding into its barrel. I was pinned by the seats holding me by the chest, but struggled and released myself, jumping through the window. I called to the stranger who was with me, and got back through the window to render assistance, but was compelled to get out as the car was rapidly burning. I heard the little children screaming for their mother, and the passengers who were in the ruin calling for help and groaning with pain. An axe was got, and one or two were actually chopped out of their imprisonment. Most of the passengers in this car were killed and their bodies consumed or injured. I should think there were sixteen or seventeen persons in the front end of this car, and I think but two taken out. I do not think there was a person killed by the smash, but all the deaths were from burning.

AN OVERLAND TRIP TO OREGON.

Nothing can exceed the excitement which always attends the arrival of the construction train at Corrinne. Long lines of stages drawn up with their drivers shouting vociferously the merits of their line, and the demerits of all others. John Chinaman running distractedly through the crowd with their long tails in search of lost bundles, scolding women, fretting over smashed band-boxes, and lost trunks, frightened children, stern looking men with an official cast of countenance, shouting "this way gents—'eres the place for your baggage. If it is not brought here it won't go, that's all." "Oh quick gents, stages behind time." "All right Cap, you won't get to Monument Point before dark." "Names gents, Smith, Brown, Jones, Johnson, all seated and off goes stage number one. "Pile in gents, Monument Point, Wells Fargo, get there about dark, Smith, Jones, dammit why didn't you say so. Salt Lake, White Pine, all aboard fix them tugs, buckle them up to D, times precious gents, down from that too seat, you sir, place engaged." "She'll hold one more, steady Charley, whoa Bob, baggage all in sir's, aye, aye sir, all seated and off goes stage number three until thanks to Providence that you are out of the noise and confusion of that depot at Corrine. So far as the roads were concerned they were like the earth before the creation, without form and void, as full of holes as a cane bottomed chair, and in many places they were so crooked they resembled the contorsions of an ourang-outang in the stages of the colic, and holes large enough to swallow up a dozen stages and twice as many horses, without inconvenience if need be; and the stages are all fearfully if not wonderfully made. Frescoed with the encrusted mud of ages, the parts seem to stick together purely from old friendship and habit, there nothing else visable to hold them together, they generally have no back, and nothing to hold on by, and the seat covered with a glazed and threadbare piece of enameled cloth, slick as ice, and room for two small persons if they sit close together. Imagine such a conveyance tearing over roads such as I have described with as a general thing, 10 inside, 6 on top, 3 on the drivers seat, and you have the machine which they call in this country an overland stage. Here, staging and teaming is the leading business, and teamsters and stage drivers are the leading public characters.

The language spoken by these men is a mixture or jargon of ox, horse, and mule talk, with strong preponderence of human blasphemy. As most passengers prefer an outside seat, except when it storms, you shou'd at once make the acquaintance and get into the good graces of the stage driver. I got a top seat by our driver by virtue of a transparent pocket pistol which I had in my posession labeled for Pike's Peak which I offered him. Before we had gone two miles, he had discharged the greater part of the contents down his throat If you should in any way incur the displeasure of the driver, I caution you not to try to get an outside seat because you will fail to make an impression, he will put you inside, if you suit he will say "Climb up Cap" and then he will give you a discription of every free fight, pretty girl, stage driver, shooting affray and bad rut on the road Our driver was Timothy. Of course everybody knows Old Tim, as he is familiar called. The same Old Tim who has been a stage driver all his life traveled on all sorts of roads, driven all sorts of people, been over every stage line in California, Oregon and Nevada, and never capsized anybody, but himself and on that unfortunate occasion he broke both legs, or as he expressed it to me, cracked his pegs. I was proud to sit by the side of Old Tim. Of course everybody had implicit faith in him for surely the way he handled the lines and drove his magnificent chesnuts, all mules, was enough to inspire confidence in the most incredulous. Many times on the route where the road tipped considerably and we passed horrible places, I got up on the highest side of the stage and held two things the iron railing and my breath. I fancy I saved the lives of all the passengers more than once by this "Git Aeoup" was the warning cry of our old stager. "Git along my beauties," was all the poetry that filled his soul. Do many people get killed on this route said I to Tim, as we made a sudden lurch and rattled along the side of a fearful precipice. "Nary kill, as I knows of. Some of the drivers smash 'em once in a while, but that's whiskey (here he took another pull at the pocket pistol) or bad drivin'. Last month two stages went over the grade, no body hurt in particular, only few legs'n arms broken. Them was opposition stages, our stages ginnerly travels on the road, some of the opposition boys mashed 'em a little last fall, our company's strict you bet, won't keep drunken drivers that kill 'em, stranger what's the time?"

"Ten a. m"

"All right git aeoup Jake, git alang Mock, you Dick, steady, drunken drivers don't pay, they mash things up, 'twont pay, 'taint a good investment for man nor beast. Stages cost immense, broken bones costs heavy besides. Git alang my hummers;" and thus the time passes away and before you reach the bottom of the grade you find yourself in a condition to shout, sing, laugh or dance.

12 m found us at Cedar City midway between Corinne and Monument Point a city of coyote holes, mud hovels and saloons. Here I bade Tim good-bye and told him I hoped to meet him again in the next world if not in this. All honor to thee noble Timothy, let it never be said that ingratitude or disregard for stage drivers is one of my vices, but on the contrary, here in the columns of the "Plymouth Weekly Democrat" I shall rescue your name from oblivion. Sweet and gentle ladies shall hear of your haps and mishaps and admire your manly(?) qualities and men, high-minded men, shall give honor to whom honor is due. We start again 8 fresh horses, a new voice, a new face, a new driver. Unfortunately he was a musician, and knew but one tune, and of that tune only one verse and of that verse only one line, which was "Oh California, you'r land for me" which he commenced and sang from the time we left Cedar City until we reached Monument Point. I am confident that he is singing that song yet for the last thing I saw of him he was leaning against a pine tree at Monument Point singing at the top of his voice "Oh California etc." This song might have been good with a strong chorus but one line of it sung unceasingly for six long hours was the least bit tiresome. I almost ventured to ask him why in thunder he didn't go to California, but I kept quiet. He must have been either struck after the country or his girl lived there I dont know which.

"Driver don't you get tired of driving over these same roads so often?

"Wa'al yes, calkilate to quit next trip, 'aint no better off than when I commenced stage driven' ten years ago gittin' old fast, rheumatiz' in my legs'n arms, nobody to look after used up stage drivers, then I kicks the bucket."

"You must have plenty of friends driving over the route so much"

"Yes, yes, see 'em to-day gone to-morrow, git aeoup Charley," breaking out every once in a while with "Oh California" and etc.

"Driver how on earth do you see to drive over these roads in the nights."

"Well fact is, you know, when the stage makes no noise, I ginnerly look over to see where the d—d critters agoin', when the wheels rattle I knows we're on hard ground, Oh California, etc., now Jake git!"

"Don't you ever get scared driving so near these awful precepices?"

Well yes, sometimes, when I am scared I knows it for I wants to drink an uncommon sight of whiskey. (reader can't you see the hint.) I immediately produced another pistol in possession of my friend Burch, and he was all right.

Here let me remark that the climate of Utah is, most of the year, very dry, and as a natural consequence people dry up considerably, now as their water is very brackish they have to find a substitute of some kind, and this substitute is whiskey. Five miles west of Cedar City we met a long train of wagons loaded with goods of every discription for Salt Lake City. These drivers or bull whackers are a curious, you see them navigating their large wagons over the plains, or as they are termed here land schooners, with large boxes, and large enough to hold the accumulated children, traps and furniture of a dozen houses. You see them fuming, sweating and swearing, wading mud knee deep in Spring time, and breathing clouds of alkali dust on the plains in summer. Coarse and uncouth they may be, but certainly a happier set of men never existed on the face of the earth What need had they for tonics, swearing and driving is their exercise, and hunger and privation is their spice.

Twelve miles west of Cedar City we strike the end of the grade of the Union Pacific, and also of the telegraph lines. Every night the progress of the road and wires is telegraphed back. The way this is done, a small machine is attached to the end of the wire, covered with a small shed about the size of a dog kennel, which shelters the operator from the inclemencies of the weather and the result telegraphed back In the morning the machine is detached, the end fastened to the next pole and carried on and the process is repeated again the next night This mode has been used by both companies and thus the people of the Atlantic and Pacific states are kept continually acquainted with the progress of both roads up to the latest date.

LEGAL ADVERT'S.

SHERIFF'S SALE.

By virtue of an order of sale and a decree of foreclosure of mortgage issued out of the office of the clerk of the Marshall common pleas court, in favor of Andrew Short and against Samuel Jacobs and Abigal Jacobs, to me directed, I will offer for sale at public auction on

Saturday, August 7 1869

between the hours of 10 o'clock a. m. and 4 o'clock p. m., at the court house door in Plymouth, marshall county, Indiana, as the law directs, the following described real estate (to-wit):

The north-east quarter of the south west quarter and also twenty (20) acres off of the south end of the north west quarter of the south-west quarter, of section eight(8), in township thirty-three (33), north of range four (4) east, containing sixty acres more or less, situated in Marshall county, and state of Indiana, to the highest bidder for cash without regard to appraisement laws, subject to redemption.

45 DAVID HOW, Sheriff M. C

SHERIFF'S SALE.

By virtue of an order of sale and a decree of foreclosure of mortgage issued out of the office of the clerk of Marshall common pleas court, in favor of Charles E. Bowman, and against Alexander Joyce, Mary Joyce, Byron W. Morehouse, and John Hindel, to me directed, I will offer for sale at public auction on

Saturday August 7, 1869

between the hours of 10 o'clock a. m. and 4 o'clock p. m., at the court house door in Plymouth, Marshall county, Indiana, as the law directs, the following described real estate, to wit:

Lot number three and four (3 and 4), in Croup & Coars second addition to the village of Pearsonville, now called Inwood, also beginning at the south-east corner of Croup & Coars second addition to the village of Pearsonville, now called Inwood, running thence east one hundred and twenty (120) feet, thence north sixty five (65) feet, thence west one hundred and twenty (120) feet to the east line of said addition, thence south on said line sixty-five (65) feet to the place of beginning, situated in Marshall county, Indiana, to the highest bidder for cash without regard to appraisement laws, subject to redemption.

DAVID HOW, Sheriff M. C.

SHERIFF'S SALE.

By virtue of an order of sale and a decree of foreclosure of mortgage issued out of the office of the clerk of the Marshall circuit court in favor of Robert Schroeder and against Anson W Place and Elizabeth Place, to me directed, I will offer for sale, at public auction, on

Saturday, July 31, 1869,

between the hours of 10 o'clock a m and 4 o'clock p m, at the court house door in Plymouth, Marshall county, Indiana, as the law directs, the following described real estate, to-wit:

The south half of the north-east fractional quarter of section ten (10) Michigan road lands, east of the Michigan road containing one hundred and fifty-seven (157) acres, more or less situated in Marshall county, Indiana, to the highest bidder for cash, without regard to appraisement laws, subject to redemption.

44 DAVID HOW, Sheriff M C.

STATE OF INDIANA }
MARSHALL COUNTY. }

In Common Pleas Court, November term 1869.

Preston W Green }
vs } Divorce.
Anna Green }

The plaintiff in the above entitled cause, by his attorney, has filed in my office his complaint against the defendant, and it appearing by the affidavit of a competent person that the defendant Anna Green is a non resident of the state of Indiana, she is therefore hereby notified of the pendency of said complaint against her, and unless she appear and answer or demur thereto at the calling of said cause On the second day of the next term of said court, to be begun and held at the court house in the town of Plymouth on the 1st Monday of November 1869, said complaint and the matters and things therein contained and alleged will be heard and determined in her absence.

JOHN C. CUSHMAN, Clerk.
By O. P. KLINGER, Deputy.
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RAIL-ROADS.

C. C. & L. R. R. Time Table.

To take effect on Monday, May 31 1869, at 7:30 A. M.

Going North.	Miles	STATIONS & SIDINGS.	Miles	Going South.
5.10 PM	73	Arr. Laporte ..... Lve.	..	7.30A
4.35 "	66	.... Stillwell	7	8.06 "
4.10 "	61	.... Kankakee	12	8.30 "
3.50 "	57	.... Walkerton	16	8.48 "
3.27 "	52	.... Knott's	20	9.10 "
3.15 "	50	.... Tyner	23	9.20 "
2.40 "	45	Lve Plymouth ..... Arr.	30	9.50 "
2.00 "	43	Arr do Lve.		10.10 "
1.30 "	35	Lve Argos ..... Arr.	38	10.40 "
1.20 "	33	.... Railsbacks	40	10.48 "
1.05 "	30	.... Walnut	43	11.00 "
12.45 "	27	.... Gravel Pit	50	11.08 "
12.30 "	24	Lve Rochester ..... Arr.	50	11.20 "
9.40 "	23	Arr Rochester ..... Lve.	50	11.30 "
9.05 "	15	.... Lincoln	58	12.05 "
8.50 "	13	.... Birmingham	60	12.20 "
8.30 "	10	.... Deeds	63	12.35 "
8.05 "	6	.... Eel River	67	12.50 "
7.30 "	0	.... Peru	73	1.20 "

Trains run daily, Sundays excepted.
C. W. BRADLEY, Superintendent.

EXECUTRIX SALE.—Notice is hereby given that the undersigned executrix of the last will of Grove O. Pomeroy, deceased, will offer for sale at public outcry, at the late residence of the testater, in Center township, Marshall co., Ind., on

SATURDAY, JULY 24, 1869,

the personal property of the estate consisting of horses, cows, mower and reaper threshing machine, young cattle, farming implements, &c., Sale to commence at 10 o'clock a. m..

Terms, sums of three dollars and under, cash in hand, over three dollars, a credit of nine months will be given, the purchaser giving note at interest, waiving valuation or appraisment laws, with good security.

MARGARET POMEROY, Executrix.

LEGAL ADVERT'S.

PROPOSALS
FOR BRICK FOR THE
MARSHALL CO. COURT HOUSE.

SEALED PROPOSALS for 1,500,000 brick, in lots of not less than 200,000 will be received by the building committee, to be opened at the office of A. C. Capron in Plymouth, on

Saturday, July 31, 1869.

at 10 o'clock a. m. Parties submitting proposals must be prepared to furnish security to the satisfaction of the committee for the prompt fulfilment of their contracts. The committee reserve the right to reject any or all of the brick should the same not meet their approval. For further particulars see the specifications on file at the office of A. C. Capron, Plymouth, Ind.

JOHN. C. CUSHMAN.
A. C. CAPRON.
JOHNSON BROWNLEE
Building Committee.

SHERIFF'S SALE.

By virtue of an order of sale and a decree of foreclosure of mortgage issued out of the office of the clerk of the Marshall common pleas court, in favor of Elizabeth M. Conkling and against Lewella S Conkling and Lewella M. Conkling, to me directed, I will offer for sale at public auction on

Saturday, August 7, 1869,

between the hours of 10 o'clock a. m. and 4 o'clock p. m., at the court house door in Plymouth Marshall county, Indiana, as the law directs, the following described real estate, to wit):

The south west quarter of the north-west quarter, of section 19 in township 35, north of range one east, containing fifty-nine (59) acres more or less, also forty one (41) acres off of the north side of the south west quarter of said section 19, in the same town and range, containing in all one hundred acres, in Marshall county, Indiana, to the highest bidder for cash, subject to appraisment and redemption

45 DAVID HOW, Sheriff M. C.

MANITAU VALLEY DRAINING COMPANY—ELECTION NOTICE.—A meeting of the members of the Manitau Valley Draining Company will be held at the Court House, in Knox Stark County, Indiana on Saturday the 21st day of August 1869 between the hours one and six o'clock p. m. For the purpose of electing directors of said company, and for the transaction of such other business of the company as shall be brought before the meeting.

JOHN GOOD, JOSEPH SHAW, MERIRTT HORNER, THOS. HOUGHTON.

PATENT MEDICINES.

THE GREAT

ZINGARI BITTERS,

A SAFE BLOOD PURIFIER,
A SPLENDID TONIC,
A PLEASANT BEVGRAGE,
A CERTAIN CURE
and
PREVENTIVE OF DISEASE.

The Zingari Bitters are compounded from a prescription of the celebrated Egyptian physician, Dr. Cheopsis, who, after years of trial and experiment discovered the *Zingari Herb*—the most remarkable vegetable production the earth, perhaps, has ever yielded—certainly the most effective in the cure of disease. It, in combination with the other valuable properties of which the Zingari Bitters are composed, will cure

Dyspepsia, Fever and Ague, Bilious Fever, Colic, Colds, Bronchitis, Consumption in its First Stages, Flatulency, Nervous Debility, Female Complaints, Rheumatism, Dysentery, Acute and Chronic Diarrhœa, Cholera Morbus, Cholera, Typhus Fever, Yellow Fever, Scrofula, Diseases of the Kidneys, Habitual Costivenes, &c.

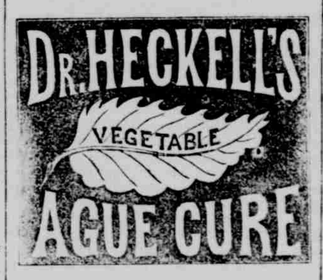
In the prevention and cure of the above diseases it has never been known to fail, as thousands of our most prominent citizens throughout all parts of the country will testify. Let the afflicted send for circulars containing testimonials and certificates of those who have been cured after their cases have been pronounced hopeless by our best physician.

PRINCIPAL DEPOT.

F RAHTER & CO., No. 6, Front St.,

PHILADELPHIA.

Recommended by Ex. Gov. David R. Porter, of Pennsylvania, Hon. Robert J. Fisher, Hon. Edward McPherson, Hon. Joel B. Danner, Hon. Wm. McSherry, and others, of Pennsylvania. Sold by Druggists and dealers everywhere. (39-1y)



In Pills Convenient for Use.
Contains no Quinine.
Produces no Dizziness.
No Ringinging in the Ears.
One Dose in a day sufficient.
Cures Ague in all its forms.
No Unpleasant Taste.
Safe for the Youngest Children.
No change of Diet required
Exposure or unusual exercise will not destroy its Efficacy.

MEYER BROTHERS & CO.,
GENERAL AGENTS,
Ft. Wayne, Ind., and St. Louis, Mo.
For Sale by all Druggists.

MORSE'S INDIAN ROOT PILLS.

We have lately been shown the formula from which these Pills are prepared and from this and our experience in the use of them, can honestly pronounce them a good safe and reliable medicine. Being entirely free from all poisonous ingredients they can be safely used while preforming the active duties of life. We would advise all to use them, and by a fair trial you can see at once the benefit derived from them. Use Morse's Indian Root Pills in all cases of Billiousness, Headache, Female Irregularities, Liver Complaints, &c. Sold by all Dealers. 38

BUSINESS NOTICES.

TO THE FARMING & THRESHING COMMUNITY.

LA PORTE THRESHING MACHINES!

I am now selling the LaPorte Threshing Machine. Warranted to give satisfaction, or no sale. Those wishing a good machine will do well to call on me at Wolf Creek, or address me, by letter, at Plymouth. 4413 STEPHEN LOUDEN.

THOSE in debt to me in any way are notified to call at once and make arrangements to pay or give satisfaction in some way. If you dont call soon you will be called on. I fear I will be compelled to resort to very unpleasant means to settle with those who neglect or refuse to settle. I MUST HAVE MY BOOKS SETTLED, AND MUST HAVE MONEY. H. B. DICKSON.

Pittsburgh, Ft. Wayne & Chicago Railway.

On and after April 26, 1868, Trains will leave Stations daily, (Sundays excepted,) as follows: [Train leaving Chicago at 5.30 P. M., leaves daily.] [Train leaving Pittsburgh at 2.10 P. M., leaves daily.]

TRAINS GOING WEST.

STATIONS	EXPRESS.	EXPRESS.	EXPRESS.	EXPRESS.
Pittsburgh	6.45 A M	9.20 A M	2.10 P M	1.55 A M
Rochester..	" 20 "	10.40 "	3.2 "	3.05 "
Salem.....	10.58 "	12.25 P M	5.05 "	4.52 "
Alliance....	11.35 "	1.15 "	5.55 "	5.45 "
Canton.....	12.22 P M	1.58 "	6.37 "	6.27 "
Massillon...	12.54 "	2.28 "	6.55 "	6.45 "
Orrville.....	1.33 "	2.53 "	7.28 "	7.18 "
Wooster....	2.06 "	3.23 "	7.54 "	7.46 "
Mansfield...	4.03 "	5.01 "	9.30 "	9.21 "
Crestline	AT 4.45 "	5.30 "	10.00 "	9.45 "
Crestline	PM 6.00 A M	5.50 "	10.15 "	10.00 "
Bucyrus....	6.36 "	6.25 "	10.41 "	10.26 "
Up S'ndusk'	7.20 "	7.03 "	11.16 "	10.57 "
Forest.....	7.53 "	7.37 "	11.45 "	11.27 "
Lima.....	9.10 "	8.52 "	12.55 A M	12.38 P M
Van Wert..	10.27 "	10.03 "	2.01 "	1.27 "
Fort Wayne	12.05 P M	11.40 "	3.20 "	2.55 "
Columbia...	12.57 "	12.27 A M	3.57 "	3.33 "
Warsaw....	1.50 "	1.30 "	4.42 "	4.17 "
Plymouth...	2.50 "	2.30 "	5.55 "	5.09 "
Vaparaiso...	4.20 "	4.11 "	7.23 "	6.32 "
Chicago....	6.30 "	6.20 "	9.20 "	8.20 "

TRAINS GOING EAST.

STATIONS.	EXPRESS.	EXPRESS.	EXPRESS.	EXPRESS.
Chicago ...	8.20 A M	9.20 P M	5.50 P M	4.50 A M
Valparaiso.	10.02 "	11.03 "	7.28 "	6.56 "
Plymouth..	11 28	12.31 A M	915 "	900 "
Warsaw....	11.20 P M	1.20 "	10.05 "	10.07 "
Columbia..	12.57 "	2.15 "	10.46 "	11.00 "
Fort Wayne	1.55 "	4.15 "	11.30 "	12.05 P M
Van Wert	2.58 "	4.23 "	12.33 A M	1.27 "
Lima	3.54 "	5.22 "	1.32 "	2.40 "
Forest	4.58 "	6.29 "	2.35 "	4.18 "
Up S'ndusk'	5.18 "	7.32 "	2.55 "	4.51 "
Bucyrus....	5.55 "	8.00 "	3.34 "	5.54 "
Coest'n' A.	6.20 "	8.48 "	4.00 "	6.15 "
Crestline T D.	6.40 "	10.17 "	4.15 "	10.00 A M
Mansfield..	7.08 "	10.52 "	4.45 "	10.40 "
Wooster....	7.26 "	11.12 "	6.20 "	12.40 P M
Orrville....	9.00 "	11.30 "	6.46 "	1.13 "
Massillion.	9.30 "	12.20 P M	7.18 "	1.56 "
Canton.....	9.47 "	12.20 "	7.34 "	2.19 "
Alliance....	10.30 "	1.00 "	8.25 "	3.10 "
Salem.....	11.00 "	1.20 "	9.05 "	3.50 "
Rochester..	12.45 A M	2.45 "	10.45 "	6.95 "
Pittsburgh.	1.45 "	3.50 "	11.50 "	7.20 "

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