From opposite page.

ures grotesque and grave. One formation reminded us of the capitol at Washington. One can ride days and nights and these wonderful rock formations are ever in view, constantly changing.

June 3rd, as our train held up in one of the mountain passes, the writer found a big head of snow among some rocks near the track, and it was but a few moments until the passengers indulged in a regular winter sport of snow balling each other. A passenger train was snow balled as much to the amusement of the passengers in it as to our people who pelted them with snow. Before reaching Leadville I telegraphed to Tom Motz to be at the station and see some of his cousins. When the train stopped at 8.30 I stepped on the platform and found Tom there, and in a carriage drove T. Harter and wife and the writer, to his residence.

Tom, after a short stay at his residence, to have a chat with Mrs. Motz, (nee Stover, daughter of G. W. Stover, of Pennsylvania,) took us around to see the sights of Leadville, one of the wickedest places on Uncle Sam's farm. Gambling in all its forms is an all night and all day affair here and public. All the other imaginable vices are to be found here, lying around loose and indoors. There are some "fine people in Leadville, notwithstanding. A two hours stay and we were taken to the train for other points. Leadville has 10,000 population; has an ele-

vation of 11300 feet, which makes breathing difficult for all strangers. Mr. and Mrs. Motz accompanied us to the train regretting our stay was so short. Mr. Motz engages in gold mining on his own account, and is laying up no mean pile. Here is the water shed between the Pacific and Atlantic, a tunnel near by has water running to the Pacific in its centre and on the other side it runs to the Atlantic. Leadville is a purely mining town, with gold, silver and lead mines around it almost as thick as fence corners in Penns valley.

Southern Nebraska through which we passed is a charming country; it is, a fertile prairie, and crops look fine.

Our train was wrecked on the morning of the 4th, near McCook, the town that was struck by the fearful cyclone the day previous. Five cars upturned, tearing up rails and ties, and plowing up the prairie like a corn patch. arm and slight bruises, there was no serious injury to the passengers.

Five cars and the engine broke loose and proceeded right ahead to the next station, to summon physicians and aid.

- 1



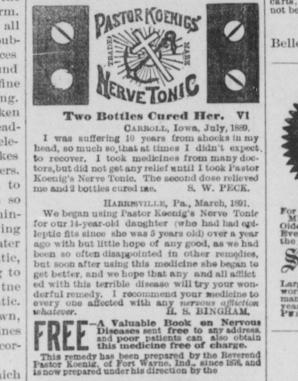
BLACKING. Alcohol is good for leather it is good for the skin. Alcohol is the chief ingredient of Cologne, Florida Water, and Bay Rum the well known face washes. We think there is nothing too costly to use in a good leather preservative.

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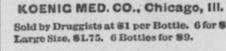
and at that price sells readily. Many people are so accustomed to buying a dressing or blacking at 5c. and 10c. a bottle that they cannot understand that a blacking can be cheap at 20c. We want to meet them with cheapness if we can, and to accomplish this we offer a reward of

for a recipe which will enable us to make WOLFF'S ACME BLACKING at such a price that a retailer can profitably sell it at 10c. a. bottle. We hold this offer open until Jan. 1st, 1893.

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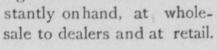
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Time Table, in effect May 22, 1892.

TRAINS LEAVE MONTANDON, EASTWARD,

9.23 a. m.—Train 14. (Daily except Sunday. For Sunbury, Wilkesbarre, Hazleton, Pottsville, Harrisburg and intermediatel stations, arriving at Philadelphia at 3:00 p. m., New York, 5:50 p. m., Baltimore, 3:20 p. m., New York, 5:50 p. m., connecting at Philadelphia for all sea-shore points. Through passenger coaches to Wilkes-barre, Philadelphia and Baltimore. Parlor cars to Philadelphia.

1.35 p. m.—Train 8. (Daily except Sunday.) For Sunbury, Harrisburg and intermediate sta-tions, arriving at Philadelphia at 6.50 p. m., New York, 79.35 p. m., Baltimore, 6.45 p. m., Washing-ton at 8.15 p. m. Parlor car through to Philadel-phia, and passenger coaches to Philadelphia and paltimore.

5.00 p.m.,—Train 12. [Daily except Sunday.] For Wilkesbarre, Hazleton, Pottsville Harrisburg and intermediate points, arriving at Philedelphia 10.55 p.m., Baltimore 10.40 p.m., Passenger coach-es to Wilkesbarre and Philadelphia.

es to Wilkesbarre and Philadelphia. 8.02 p. m.-Train 6. (Dally.) For Sunbury, Harrisburg and all intermediate stations, arriy-ing at Philadelphia, 4.25 a. m., New York at 7,10 a. m. Pullman sleeping cars from Harrisburg to Philadelphia pas-pengers can remain in sleeper undisturbed until 7.00 a. m. 1.29 a. m.-Train 4. (Dally.) For Sunbury Harrisburg and Intermediate stations, arriving a Philadelphia at 6.50 a. m., New York, 9.30 a. m Paliman sleeping cars to Philadelphia and passenger coaches to Philadelphia and Baltimore, WESTWARD

WESTWARD.

5.36 a.m.—Train 3. (Daily) For Erie and Can andaigna and intermediate stations, Ecochester Buffalo and Niagara Falls, with through Pullman cars and passenger coaches to Erie and Roches-