THE PRESIDENT'S MESSAGE.

(*Continued from First Page.*)

natural, at a time when the national territory seemed almost illimitable and contained many millions of acres far south of the bounds of civilized settlements that a policy should have been initiated which more than aught else has been the fruitful source of our Indian complications. I refer, of course, to the policy of dealing with the various Indian tribes as separate nationalities, of relegating them by treaty stipulations to the occupancy of immense reservations in the West, and of encouraging them to live a savage life undisturbed by any earnest and well directed efforts to bring them under the influences of civilization. The unsatisfactory results which have sprung from this are becoming apparent to all. As the white settlements have crowded the borders of the reservations the Indians, sometimes contentedly and sometimes against their will, have been transferred to other hunting grounds from which they have been again dislodged whenever their new found home have been desired by the adventurous settlers. These removals and the frontier collisions by which they have often been preceded have led to frequent and disastrous conflicts between the races. It is profitless to discuss here which of them has been chiefly responsible for the disturbances, whose recital occupies so large a space upon the pages of our history. We have to deal with the appalling fact that though thousands of lives have been sacrificed and hundreds of millions of dollars expended in the attempt to solve the Indian problem, it had until within the past few years seemed scarcely nearer a solution than it was half a century ago. But the Government has of late been cautiously but steadily feeling its way to the adoption of the policy which has already produced gratifying results, and which in my judgment is likely, if Congress and the Executive accord in its support, to relieve us ere long from the difficulties which have hitherto beset us. For the success of the efforts now making to introduce among the Indians the customs and pursuits of civilized life, and gradually to absorb them into the mass of our citizens, sharing their rights and holding to their responsibilities, there is imperative need for legislative action. My suggestions in that regard will be chiefly such as have been already called to the attention of Congress and have received to some extent its consideration. First, I recommend the passage of an act making the laws of the various States and Territories applicable to the Indian reservations within their borders, and extending the laws of the State of Arkansas to the portion of the Indian Territory not occupied by the five civilized tribes. The Indian should receive the protection of the law. He should be allowed to maintain in court his rights of person and property. He has repeatedly begged for this privilege. Its exercise would be very valuable to him in his progress toward civilization. Second, the great importance of measures which have been frequently recommended by my predecessors in office, and in the furtherance of which several bills have from time to time been introduced in both houses of Congress, the enactment of the law permitting the allotment in severalty to such Indians at least as desire it of a reasonable quantity of land secured to them by patents and for their own protection inalienable for twenty-five years is demanded for their present welfare and their permanent advancement. In return for such considerate action on the part of the Government there is reason to believe that the Indians in large numbers would be persuaded to sever the tribal relations and to engage at once in agricultural pursuits, convinced that their nomadic days were over, and that it is now for their best interests to conform their manner of life to the new order of things. By no greater inducement than the assurance of a permanent title to the soil can they be led to engage in the occupation of tilling it. The well attested reports of their increasing interest in husbandry justify the hope and belief that the enactment of such a statute as I recommend would be at once attended with gratifying results. A resort to the allotment system would have a direct and powerful influence in the dissolution of the tribal bond which is a prominent feature of the savage life, and which stands so strongly to perpetrate it there. I advise a liberal appropriation for the support of Indian schools, because of my confident belief that such a course is consistent with the wisest economy. Even among the most uncultivated Indian tribes there is reported to be a general and urgent desire on the part of the chiefs and older members for the education of their children. It is unfortunate, in view of this fact, that during the past year the means which have been at the command of the Interior Department for the purpose of Indian instruction have proved to be utterly inadequate. The success of the schools which are in operation at Hampton, Carlisle and Forest Grove, should not only encourage more generous provision for the support of these institutions, but should prompt the establishment of others of a similar character. They are doubtless much more potent for good than the day schools upon the reservations, as the pupils are altogether separated from the surroundings of savage life and brought into constant contact with civilization.

There are many other phases of this subject whih are of great interest but which cannot be included within the becoming limits of this communication. They are discussed ably in the reports of the Secretary of the Interior and the commissioner of Indian Affairs.

THE CANCER OF POLYGAMY.

For many years the Executive, in his annual message to Congress, has urged the necessity of stringent legislation for the suppression of polygamy in the Territories, and especially in the Territory of Utah. The existing statute for the punishment of this odious crime, so revolting to the moral and religious sense of Christendom, has been persistently and contemptuously violated ever since its enactment. Indeed, in spite of the commendable efforts in the part of the authorities who represent the United States in that Territory, the law has in very rare instances been enforced, and, for a cause to which reference will presently be made, is practically a dead letter. The fact that adherents of the Mormon Church, which rests upon polygamy as its corner-stone, have recently been peopleing in large numbers Idaho, Arizona and other of our western Territories, is well calculated to excite the liveliest interest and apprehension. It imposes upon Congress and the Executive the duty of using against this barbarous system all the power which under the Constitution and law they can wield for its destruction. Reference has been made already to the obstacles which the United States officers encountered in their efforts to punish violations of the law. Prominent among the obstacles is the difficulty of procuring legal evidence sufficient to warrant a conviction even in the case of the most notorious of them. Your attention is called to the recent opinion of the Supreme Court of the United States explaining its judgment of reversal in the case of Miles, who had been convicted of bigamy in Utah. The Court refers to the fact that the secrecy attending the celebration of marriages in that Territory makes that part of the polygamy very difficult, and the propriety is suggested of modifying that law of evidence which now makes a wife incompetent to testify against her husband. This suggestion is approved. I recommend also the passing of an act providing that in the Territories of the United States the fact that a woman has been married to a person charged with bigamy shall not disqualify her as a witness upon his trial for that offense. I further recommend legislation by which any person solemnizing a marriage in any of the Territories shall be required under stringent penalties for neglect or refusal to file a certificate of such marriage in the Supreme Court of the Territory, unless Congress may devise other practicable measures for obviating the difficulties which have hitherto attended the efforts to suppress this iniquity. I assure you of my determined purpose to cooperate with you in any lawful and discreet measures which may be proposed to that end.

THE AID OF EDUCATION.

Although our system of government does not contemplate that the nation should provide or support a system of education of our people, no measure calculated to promote that general intelligence and virtue upon which the perpetuity of our institutions so greatly depends, have ever been regarded with indifference by Congress or the Executive. A large portion of the public domain has been from time to time devoted to the promotion of education. There is now a special reeson why by setting apart the proceeds of its sales of public lands, or by some other course, the Government should aid the work of education. Many who now exercise the right of suffrage are unable to read the ballot which they cast. Upon many who had just emerged from a condition of slavery, were suddenly devolved the responsibilities of citizenship in that portion of the country more impoverished by war. I have been pleased to learn from the report of the Commissioner of Education that there has been lately a commendable increase of interest and effort for their instruction, but all that can be done by local legislation and private generosity should be supplemented by such aid as can be constitutionally afforded by the National Government.

I would suggest that if any fund be dedicated to this, it will be wisely distributed in the different States according to the ratio of illiteracy, as by this means those locations which are most in need of such assistance will reap its especial benefit.

The report of the Commissioner of Agriculture exhibits the results of the experiments in which that department has been engaged during the past year, and makes important suggestions is reference to the agricultural development of the country. The steady increase of our population and the consequent addition to the number of those engaging in the pursuit of husbandry are giving to this department a growing dignity and importance. the Commissioner's suggestions touching its capacity for greater usefulness deserve attention, as it more and more commends itself to the interest which it was created to promote.

THE WORK OF THE PENSION BUREAU.

It appears from the report of the Commissioners of Pensions that 1869, 789,003 original pension claims have been filed, 450,949 of those have been allowed and inscribed on the pension roll; 72,539 have been rejected and abandoned, being thirteen per cent. of the whole of claims settled. There are now pending for settlement 265,575 original pension claims, 265,575 of which were filed prior to July 1st, 1880. These, when allowed, will involve the payment of arrears from the date of discharge in the case of an invalid, and from the date of death or termination of a prior right in all other cases. From all the data obtainable it is estimated that fifteen per cent. of the number of claims now pending will be rejected or abandoned. This would show the probable rejection of 34,040 cases and the probable admission of about 193,000 claims, all of which involves the payment of arrears of pension. With the present force employed, the number of adjudications remaining, no more new business intervening, this number of claims (193,000) could be acted upon in a period six years, and taking January 1, 1884, as a near period from which to estimate in each case an average amount of arrears, it is found that every case allowed would require for the first payment upon it the sum of $1,350 Multiplying this amount by the whole number of probable admission gives $250,000,000 as the sum required for the first payment. This represents the sum which must be paid upon the claims which were filed before July, 1, 1880, and are now pending and entitled to the benefits of the arrears act. From this amount ($250,000,000) may be deducted from ten to fifteen millions for cases where, the claimant dying, there is no person who under the law would be entitled to succeed to the pension, leaving $235,000,000 as the probable amount to be paid. In these estimates no account has been taken of the 38,500 cases filed since June 30, 1880, and now pending, which must receive attention as current business, but which do not involve the payment of any arrears beyond the date of filing the claim. Of this number it is estimated that 86 per cent. will be allowed.

As has been stated, with the present force of the Pension Bureau, 675 clerks, it is estimated that it will take six years to dispose of the claims now pending. It is stated by the Commissioner of Pensions that by an addition of 250 clerks (increasing the adjudicating force rather than the mechanical) double the amount of work could be accomplished, so that these cases could be acted upon within three years. Aside from the considerations of justice, which may be urged for a speedy settlement of the claims now on the files of the Pension Office, it is no less important on the score of economy, inasmuch as fully one-third of the clerical force of the office is now wholly occupied in giving attention to correspondence with the thousands of claimants whose cases have been on file for the past eighteen years.

The fact that a sum so enormous may be expended by the Government to meet demands for arrears of pensions is an admonition to Congress and the executive to give cautious consideration to any similar project in the future. The great temptation to the presentation of fictitious claims afforded by the fact that the average sum obtained upon each application is $1,300 leads me to suggest the propriety of making some special provision for the prevention of fraud.

INTERNAL IMPROVEMENTS.

I advise appropriations for such internal improvements as the wisdom of Congress may deem to be of public importance. The necessity of improving the navigation of the Mississippi river justifies a special allusion to that subject. I suggest the adoption of some measure for the removal of obstructions which now impedes the navigation of that great channel of commerce

THE CIVIL SERVICE QUESTION.

In my letter accepting the nomination for the Vice Presidency I stated that in my judgment "no man should be the incumbent of an office the duties of which he is for any cause unfit to perform, who is lacking in ability, fidelity or integrity which a proper administration of such office demands. This sentiment would doubtless meet with general acquiescence. But opinion has been widely divided upon the wisdom and practicability of the various reformatory schemes which have been suggested, and of certain proposed regulations governing appointments to public office. The efficiency of such regulations has been distrusted, mainly because they have seemed to exalt mere educational and abstract tests above general business capacity and even special fitness for the particular work in hand. It seems to me that the rules that should be applied to the management of the public service may properly conform in the main to such as regulate the condition of successful private business. Original appointments should be based upon ascertained fitness. The tenure of office should be stable. Positions of responsibility should so far as practicable be filled by the promotion of worthy and efficient officers. The investigation of all complaints and the punishment of all official misconduct should be prompt and thorough."

The views expressed in the foregoing letter are those which will govern my administration of the Executive office. They are doubtless shared by all intelligent and patriotic citizens, however divergent in their opinions as to the best methods of putting them into practical operation. For example, the assertion that "original appointments should be based upon "ascertained fitness," is not open to dispute, but the question, how in practice such fitness can be most effectually ascertained, is one which for years has excited interest and discussion. The measure which, with slight variations in its details, has lately been urged upon the attention of Congress and the Executive, has as its principal feature the scheme of competitive examination. Save for certain exceptions which need not here be specified, this plan would secure admission to the service only in its lowest grade, and would accordingly demand that all vacancies in higher positions should be filled by promotion alone. In these particulars it is in conformity with the existing civil service system in Great Britain, and, indeed, the success which has attended that system in the country of its birth is the strongest argument which has been urged for its adoption here.

FEATURES OF THE BRITISH SYSTEM.

The fact should not, however, be overlooked that there are certain features of the English system which have not generally been received with favor in this country, even among the foremost advocates of civil service reform. Among them are: 1st, A tenure of office which is substantially a life tenure; 2d, A limitation of the maximum age at which an applicant can enter the service, whereby all men in middle life or older are with some exceptions rigidly excluded; 3d, A retiring allowance upon going out of office. These three elements are as important features of the problem as any of the others. To eliminate them from the English system would effect a most radical change in its theory and practice. The avowed purpose of that system is to induce the educated young men of the country to devote their lives to public employment by an assurance that having once entered upon it they need never leave it, and that he shall be the recipient of an annual pension. That this system as an entirety has proved very successful in Great Britain seems te be generally conceded, even by those who once opposed its adoption. To a statute which should incorporate all its essential features I should feel bound to give my approval; but whether it would be for the best interests of the public to fix upon an expedient for immediate and extensive application which embraces certain features of the English system, but excludes or ignores others of great importance, may be seriously doubted, even by those who are impressed as I am myself, with the grave importance of correcting the evils which inhere in the present methods of appointment. If, for example, the English rule which shuts out persons above the age of twenty-five years from a large number of public employments is not to be made an essential part of our system, it is questionable whether the attainment of the highest number of marks at a competitive examination should be the criterion by which all applications for appointment should be put to the test; and under similar conditions it may also be questioned whether admission to the service should not be limited to its lowest ranks. There are many characteristics which go to make a model civil servant. Prominent among them are sobriety, industry, good sense, good habits, good temper, patience, order, courtesy, tact, self-reliance, manly deference to superior officers and manly consideration for inferiors. The absence of these traits is not supplied by wide knowledge of books or by promptitude in answering questions or by any other quality likely to be brought to light by competitive examination. To make success in such a contest therefore an indispensible condition of public employment, would very likely result in the practical exclusion of the older applicants even though they might possess qualifications far superior to their younger and more brilliant competitors, These suggestions must not be regarded as evincing any spirit of opposition to the competitive plan which has been to some extent successfully applied already, and which may hereafter vindicate the claims of its earnest supporters. But it ought to be seriously considered whether application of the same educational standard, to persons of mature years as to young men fresh from school and college, would not be likely to exalt mere intellectual proficiency above other qualities of equal or greater importance.

PROMOTION WITHIN THE SERVICE.

Another feature of the proposed system is the selection by promotion of all officers of the Government above the lowest grade except such as would fairly be regarded as exponents of the policy of the Executive and the principles of the dominant party. To afford encouragement to faithful public servants by exciting in their minds the hope of promotion if they are found to merit it, is much to be desired; but would it be wise to adopt a rule so rigid as to permit no other mode of supplying the intermediate ranks of the service? There are many persons who fill subordinate positions with great credit but lack those qualities wich are requisite for higher posts of duty, and beside the mode of thought and action of one whose service in a government bureau has been long continued, are often so cramped by routine procedure as almost to disqualify him from instituting changes required by the public interest, and the infusion of new blood from time to time into the middle ranks of the service might be very beneficial in its results. The subject under discussion is one of grave importance. Evils which are complained of cannot be eradicated at once. The work must be gradual. The present English system is a growth of years and was not created by a single stroke of executive or legislative action. Its beginnings are found in an order in council promulgated in 1855, and it was after patient and cautious scrutiny of its workings that fifteen years later it took its present shape. Five years after the issuance of the order in council and at a time when resort had been had to competitive examination as an experiment much more extensively than has yet been the case in this country, a select committee of the House of Commons made a report to that House, which, declaring its approval of the competitive method, deprecated nevertheless any precipitancy to its general adoption as likely to endanger its ultimate success. During this period the results of the two methods of examination and competitive examination were closely watched and compared. It may be that before we confine ourselves upon this important question within the stringent bounds of satutory enactment we may profitable await the result of further inquiry and experiment. The submission to a portion of the nominations to a central board of examiners selected solely for testing the qualifications of the applicant may perhaps without resort to a competitive test put an end to the mischief which attends the present system of appointment, and it may be feasible to vest in such a board a wide discretion to ascertain the characteristics and attainments of candidates in those particulars, which I have already referred to as being no less important than mere intellectual attainment. If Congress should deem it advisable at its present session to establish competitive tests for admission to the service, no doubts such as have been suggested shall deter me from giving the measure my earnest support; and I urgently recommend, should there be a failure to pass any other act upon this subject, that an appropriation of $25,000 per year may be made for the enforcement of section 1,753 of the Revised Statutes. With the aid thus afforded me I shall strive to execute the provisions of that law according to the letter and spirit. I am unwilling, in justice to the present civil servants of the Government, to dismiss this subject without declaring my dissent from the severe and almost indiscriminate censure with which they have been recently assailed, that they are as a class indolent, inefficient and corrupt. It is a statement which has been often made and widely credited, but when the extent, variety, delicacy and importance of their duties are considered, the great majority of the employes of the Government are in my judgment deserving of high commendation.

THE NAVAGATION INTERESTS.

The continuing decline of the merchant marine of the United States is to be greatly deplored. In view of the fact that we furnish so large proportions of the freights of the commercial world and that our shipments are steadily and rapidly increasing, it is a cause of surprise that not only is our navigation interest diminishing, but it is less than when our exports and imports were not half so large as now either in bulk or value. There must be some peculiar hindrance to the development of this interest, or the enterprise and energy of American mechanics and capitalists would have kept this country at least abreast of our rivals in the friendly contest for ocean supremacy. The substitute of iron for wood, or steam for sail have wrought great revolutions in the carrying trade of the world, but these changes could not be averse to America, if we had given to our navigation interests a portion of the aid and protection which have been so wisely bestowed upon our manufacturers. I commend the whole subject to the wisdom of Congress, with the suggestion that no question of greater magnitude or farther reaching importance can engage their attention. In 1875 the Supreme Court of the United States declared unconstitutional the statutes of certain States which imposed upon ship owners or consignees a tax of one dollar and a half for each passenger arriving from a foreign country. In lieu thereof they were required to indemnify the State and local authorities against the expense for the future relief or support of such passengers. Since this decision the expense attending the care and supervision of immigrants has fallen on the States at whose ports they have landed. As a large majority of such immediately upon their arrival proceed to the inland States and the territories to seek permanent homes, it is manifestly unjust to impose upon the State, whose shores they first reach, the burden which it now bears. For this reason and because of the national importance of the subject. I recommend legislation regarding the supervision and transitory care of immigrants at their parts of debarkation. I regret to state that the people of Alaska have reasons to complain that they are as yet unprovided with any government by which life or property can be protected. While the extent of its population does not justify the application of the costly machinery of territorial administration, there is immediate necessity for constituting such form of government as will promote the education of the people and secure the administration of justice.

The Senate at its last session passed a bill providing for the construction of a building for the library of Congress, but it failed to become a law. The provision of suitable protection for this great collection of books and for the Copyright Department connected with it has become a subject of national importance and should receive prompt attention.

The report of the Commissioners of the District of Columbia, herewith transmitted, will inform you fully of the affairs of the District. They urge the vital importance of legislation for the reclamation and improvement of the marshes and for the establishment of the harbor lines along the Potomac river front. It is represented that in their present condition these marshes seriously affect the health of the residents of the adjacent parts of the city, and they greatly mar the general aspect of the park in which stands the Washington monument. This improvement would add to that park and to the park south of the Executive Mansion, a large area of valuable land, and would transform what is now believed to be a dangerous nuisance into an attractive landscape, extending to the river front. They recommend the removal of the steam railway lines from the surface of the streets of the city, and the locations of the necessary depots in such places as may be convenient for the public accommodation, and they call attention to the deficiency of the water supply, which seriously affects the material prosperity of the city, and the health and comfort of its inhabitants. I commend these subjects to your favorable consideration.

The importance of timely legislation with respect to the ascertainment of and declaration of the vote for Presidential electors was called sharply to the attention of the people more than four years ago. It is to be hoped that some well defined measure may be devised before another national election, which will render unnecessary a resort to any expedient of a temporary character for the determination of questions upon contested returns.

PRESIDENTIAL INABILITY.

Questions which concern the very existence of the Government and the liberties of the people were suggested by the prolonged illness of the late President and his consequent incapacity to perform the functions of his office. It is provided by the second article of the Constitution, in the fifth clause of its first section, that in case of the removal of the President from office or of his death, resignation or inability to discharge the duties of said office, the same shall devolve on the Vice President. What is the intention of the Constitution in its specification of inability to discharge the powers and duties of said office as one of the contingencies which call the Vice President to the exercise of Presidential functions? Is the inability limited in its nature to long continued intellectual incapacity, or has it broader import? What must be its extent and duration? How must its existence be established? Has the President whose inability is the subject of inquiry, any voice in determining whether or not it exists, or is it the decision of that momentous and delicate question confined to the Vice President, or is it contemplated by the Constitution that Congress should provide by law precisely what should constitute inability, and how and by what tribunal er authority it should be ascertained? If the inability proves to be temporary in its nature, and during its continuance the Vice President lawfully exercises the functions of the Executive, by what tenure does he hold his office? Does he continue as President for the remainder of the four years' term or would the elected President, if his inability should cease in the interval, be empowered to resume his office, and if, having such lawful authority, he should exercise it, would the Vice President be therefore empowered to resume his powers and duties as such? I do not doubt that these important questions will receive your early and thoughtful consideration. Deeply impressed with the gravity of the responsibilities which have so unexpectedly devolved upon me, it will be my constant purpose to co-operate with you in such measures as will promote the glory of the country and the prosperity of its people.

CHESTER A. ARTHUR.

WASHINGTON, D. C., Dec. 6. 1881.

Dangers of Iron Works.

Messrs. R. Esterbrook & Sons, City Iron Foundry, Boston, Mass. spoke on this point as follows: Two or three of our men were badly burnt in working. They were, however immediately cured by using that valuable remedy, St. Jacobs Oil. All our men are highly pleased with it, and we shall always recommend it to those afflicted with pains or rheumatism.—*Pittsburgh Evening Chronicle.*

Sunbury Postoffice Burglarized.

SUNBURY, Nov. 29,—Burglars broke into the postoffice here last night and blew open the safe. Some persons, attracted by the noise, fired into the office and the robbers fled. They secured only four registered letters, dropping $250 worth of postage stamps in their flight. They also left behind them a set of burglars' tools and a can of powder.

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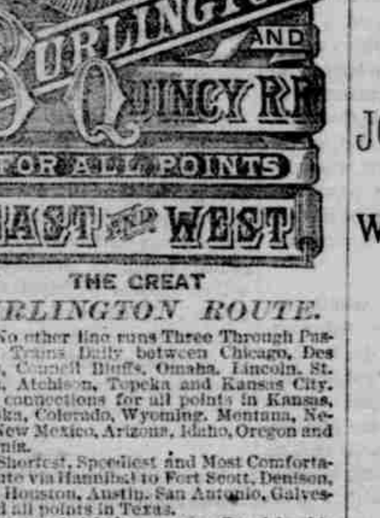

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(ESTABLISHED 1827.)

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1882. 1882

THE INTER OCEAN FOR 1882.

Promises better service to its patrons than ever before. Time and prosperity have increased its facilities for gathering news and spreading it before the public.

It is the intention to improve the paper in the departments, and to fully maintain its reputation as an

Enterprising, Well-Edited, Family & Political Newspaper.

No journal in the United States has grown more rapidly, both in circulation and influence, during the past ten years than THE INTER OCEAN. Its opinions are now more quoted in all parts of the country than those of any other newspaper published outside of New York.

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	Weekly	Semi Weekly
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The Artist's Album, an elegant work of art, with twenty colored engravings	5 00	6 50
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Rural New Yorker (weekly)	2 75	4 25
Andrews' Bazar (monthly)	3 00	4 50
Harper's Magazine	4 50	5 75
Atlantic Monthly	4 65	5 80
The Century Magazine	4 65	5 80
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Harper's Weekly	4 65	5 80
Harper's Bazar	4 60	5 80
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PICTURE OF GARFIELD.

Every person subscribing for THE INTER OCEAN can secure an elegant Lithograph Likeness of the late President James A. Garfield, by inclosing 10 CENTS IN ADDITION TO THE SUBSCRIPTION PRICE to pay postage and expenses. With each picture will be sent a facsimile copy of letter from General Garfield, returning thanks for a copy of this picture.

Send money in Registered Letter, Money Order, Bank Draft, or by express, at our risk, and be sure and write the name and address of each subscriber plainly.

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THE INTER OCEAN, Chicago, Ill.

1882.

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Harper's Magazine, the most popular illustrated periodical in the world, begins its sixty-fourth volume with the December Number. It represents what is best in American literature and art; and its marked success in England—where it has already a circulation larger than that of any English magazine of the same class—has brought into its service the most eminent writers and artists of Great Britian. The forthcoming volumes of 1882 will in every respect surpass their predecessors.

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This popular journal is a rare combination of literature, art and fashion. Its stories, poems, and essays are by the best writers of Europe and America; its engravings possess the highest artistic excellence; and in all matters pertaining to fashion it is universally acknowledged to be the leading authority in the land. The new volume will contain many brilliant novelties.

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HARPER'S MAGAZINE	4 00
HARPER'S WEEKLY	4 00
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HARPER'S MAGAZINE, HARPER'S YOUNG PEOPLE	5 00
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RAILROAD SCHEDULES.

SOMERSET & CAMBRIA RAILROAD.

SOUTHWARD.

	Johnstown Depart.	Somerset Arrive.	Rockwood Arrive.
Mail	9:15 a. m.	[illegible]	11 40 p. m.
Local	[illegible]	[illegible]	[illegible]

NORTHWARD.

	Arrive.	Depart.	Depart.
Mail	8:50 p. m.	[illegible] p. m.	[illegible] p. m.
Local	[illegible]	[illegible] a. m.	[illegible] a. m.

The Mail, north and south, runs daily; the Local Train daily except Sunday.

On the Pittsburgh Division, B. & O. Railroad through passenger trains, east bound, will leave Rockwood at 1:41 p. m., and 11:35 p. m., arriving respectively at Washington at [illegible] p. m., same day, and 6:30 next morning, and at Baltimore at 10:30 p. m., same day, and at 7:40 next morning.

Westward-bound through trains leave Baltimore at 9:30 a. m., and 8 p. m., and Washington at [illegible] a. m., and 9:15 p. m., arriving respectively at Rockwood at 6:04 p. m., and 4:35 a. m.

PENNSYLVANIA CENTRAL RAILROAD

TRAINS GOING EAST.

	Leave.		Arrive.
Johnstown Ex.	[illegible] a. m.	departs	[illegible]
Pacific Ex.	[illegible] a. m.	stops	[illegible]
Chicago Day Ex.	10:28 a. m.	flag	[illegible]
St. Louis Day Ex.	10:45 a. m.		[illegible]
Mail	12:12 p. m.		[illegible]
Huntingdon Acc.	3:29 p. m.	stops	[illegible]
Cincinnati Ex.	7:13 p. m.	stops	[illegible]
Johnstown Acc.	6:33 p. m.	stops	[illegible]
Fast Line	[illegible] p. m.		[illegible]

TRAINS GOING WEST.

	Leave.		Arrive.
Pittsburgh Ex.	[illegible] a. m.	stops	[illegible]
Cincinnati Ex.	6:23 a. m.		[illegible]
Johnstown Acc.	6:33 a. m.	stops	[illegible]
Mail Ex.	7. 4 a. m.		[illegible]
Altoona Acc.	10:12 a. m.	arrives	
Pacific Ex.	1:29 p. m.	stops	[illegible]
Way Passenger	4:26 p. m.	stops	[illegible]
Chicago Ex.	5:21 p. m.	stops	[illegible]
Fast Line	9:40 p. m.		[illegible]
Mail	1:38 p. m.	stops	[illegible]

§ Daily. ‡ Daily except Sunday. * Daily except Monday.

The Johnstown Express, Mail, Huntingdon and Johnstown Accommodation are local trains east, and the Johnstown Accommodation, Altoona Accommodation, Way Passenger and Mail are local trains west.

The Fast Line, east and west, will stop on Sundays and east at East Conemaugh on Saturdays only.

The Cincinnati Express west will stop on Mondays.

The Chicago Express west when flagged will stop at Blairsville Intersection, Latrobe, Greensburg, and East Liberty.

The Pacific and Johnstown Express east and Altoona Accommodation and Pacific Express west connect with the Ebensburg & Cresson Branch in the morning, and by the Cincinnati Express east and mail west in the evening.

BATIMORE & OHIO RAILROAD.

PITTSBURGH DIVISION.

On and after May 23, 1881, trains on this road will depart from and arrive at depot, corner Grant and Water Streets, as follows:

EAST. MAIL. Leave:		WEST. MAIL. Leave:	
Pittsburg	8.30 a. m.	Baltimore	[illegible]
Braddock	9:10 "	Washington	[illegible]
McKeesport	9:25 "	Cumberland	[illegible]
West Newton	10:10 "	Hyndman	[illegible]
Broad Ford	10:48 "	Rockwood	[illegible]
Mt. Pleasant	11:22 "	Ohio Pyle	[illegible]
Connellsville	10:34 "	Connellsville	[illegible]
Uniontown	11:52 "	Uniontown	[illegible]
Ohio Pyle	11:52 "	Broad Ford	[illegible]
Rockwood	12:58 p. m.	Mt. Pleasant	[illegible]
Hyndman	2:04 "	West Newton	[illegible]
Cumberland	2:39 "	McKeesport	[illegible]
Washington	7:25 "	Braddock	[illegible]
Baltimore	8:25 p. m.	Pittsburg	[illegible]

The Express train leaves Pittsburgh at [illegible] P. M. arriving at Connellsville [illegible] P. M. Rockwood 11:42 P. M. In return the Express leaves Cumberland at 2:35 A. M. arriving at Rockwood [illegible] A. M., Connellsville [illegible] A. M. Pittsburgh 7:40 A. M.

The most direct and pleasant route to the East and South via Washington City.

Through Mail leaving at 10:30 a. m., daily arrives at Washington at [illegible] a. m.; Baltimore [illegible] P. M.; Philadelphia 3:10 a. m.; New York [illegible] M.; Richmond 11:5 a. m.

Through Express leaving [illegible] P. M., daily arrives at Washington at 6:35 A. M.; Baltimore [illegible] A. M.; Philadelphia: [illegible] P. M.; N. Y. [illegible]

Through Mail trains daily.

Express train daily except Sunday.

Accommodation trains and Fayette Express daily except Sunday.

Ticket offices, corner Fifth Avenue and Wood streets, and depot corner Grant and Water, Pittsburgh, Pa.

C. K. LORD, Gen. Passenger Agt.
L. M. COLE, General Ticket Agt.

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SALT LAKE, SAN FRANCISCO
DEADWOOD, SIOUX CITY.

Cedar Rapids, Des Moines, Columbus, and all Points in the Territories, and the west. Also for Milwaukee, Green Bay, Oshkosh, Sheboygan, Marquette, Fond du Lac, Watertown, Houghton, Neenah, Menasha, St. Paul, Minneapolis, Huron, Volga, Fargo, Bismarck, Winona, LaCrosse, Owatonna and all points in Minnesota, Dakota, Wisconsin and the Northwest.

At Council Bluffs the Trains of the Chicago & North-Western and the U. P. R'ys depart from, arrive at and use the same joint Union Depot.

At Chicago, close connections are made with the Lake Shore, Michigan Central, Baltimore & Ohio, Ft. Wayne and Pennsylvania, and Chicago and Grand Trunk R'ys, and the Kankakee and Pan Handle Routes.

Close connections made at Junction Points.

It is the ONLY LINE running

Pullman Hotel Dining Cars BETWEEN CHICAGO and COUNCIL BLUFFS.

Pullman Sleepers on all Night Trains.

Insist on Ticket Agents selling you Tickets via this road. Examine your Tickets, and refuse to buy if they do not read over the Chicago & North-Western Railway.

If you wish the Best Traveling Accommodations you will buy your Tickets by this route, ☞ AND WILL TAKE NONE OTHER.

All Ticket Agents sell Tickets by this Line.

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