

The Mariettian.

An Independent Pennsylvania Journal for the Home Circle.

BY FRED'K L. BAKER.

MARIETTA, PA., SATURDAY, JULY 6, 1867.

VOL. XIII.—NO. 48.

BRITTON & MUSSER'S FAMILY DRUG STORE.

Market Street, Marietta, Pa.

BRITTON & MUSSER, successors to Dr. F. Finkle, will continue the business at the old stand, where they are daily receiving additions to their stock, which are received from the most reliable importers and manufacturers. They would respectfully ask a liberal share of public patronage.

They are now prepared to supply the demands of the public with everything in their line of trade. Their stock of
DRUGS AND MEDICINES
IS FRESH AND PURE, HAVING JUST ARRIVED.
Pure Wines and Liquors
FOR MEDICINAL USES ONLY,
ALL THE POPULAR PATENT MEDICINES,
Dye Stuffs of all kinds, Fancy and Toilet Articles of every kind, Alcoholic and Fluid Extracts, Alkaloids and Resinoids, all the best Trusses, Abdominal Supporters, Shoulder Braces, Breast Pumps, Nipple Shields and Shields, Nursing Bottles,
A large supply of

HAT, HAIR, TOOTH, NAIL AND CLOTHES BRUSHES.
Tooth Powder and Pastes, Oils, Perfumery, Soaps, Combs, Hair Dyes, Invigorators, &c.; Coal Oil, Lamps, Shades, Chimneys, Wick, &c.; Physicians supplied at reasonable rates. Medicines and Prescriptions carefully and accurately compounded all hours of the day and night, by Charles H. Britton, Pharmacist, who will pay especial attention to this branch of the business. Having had over ten years practical experience in the drug business, enables him to guarantee entire satisfaction to all who may patronize the new firm.

Hanson's Compound Syrup of Tar, on hand and for sale.
A large supply of School Books, Stationery, &c., always on hand.
SUNDAY HOURS:
From 8 to 10, a. m.,—12 to 2, and 5 to 6 p. m.
Charles H. Britton. A. Musser.
Marietta, October 20, 1866. Hlf.

COLUMBIA INSURANCE CO.

JANUARY 1st, 1867.
CAPITAL AND ASSETS, \$600,527.91.

THIS Company continues to insure Buildings, Merchandise, and other property, against loss and damage by fire, on the mutual plan, either for a cash premium or premium note.
SEVENTH ANNUAL REPORT.
Whole amount insured, \$12,478,426.83
Less amt't expired in 1866, 722,771.34

CAPITAL AND INCOME.
Amt of premium notes, Jan. 1, 1866, \$693,123.27
Less premium notes expired in 1866, 71,963.04

CONTRA.
Losses and expenses paid in 1866, 73,025.31
Losses adjusted, not due Jan 1, '67, 21,296.85
Balance capital and assets, 600,527.91
January 1, 1867, \$694,850.10

A. S. GREEN, PRESIDENT,
GEORGE YOUNG, Jr., Secretary,
MICHAEL S. SHUMAN, Treasurer.
DIRECTORS:
Hiram Wilson, William Patton,
Robert T. Ryan, John W. Steacy,
John Hendrich, George Young, Jr.,
H. G. Minich, Nicholas M. Donald,
Samuel F. Eochlein, Wm. Patton,
Amos S. Green, J. B. Bachman,
Rebe't Crane.
Columbia, March 30, 1867-ly.

REMINGTON'S Fire Arms.

Sold by the Trade Generally.
A LIBERAL DISCOUNT TO DEALERS

200,000 furnished the U. S. Government
Army Revolver, 44-100 inch Calibre,
Navy Revolver, 38 100 " "
Belt Revolver, Navy-size Calibre,
Police Revolver, 51-100 in. Calibre,
New Pocket Revolver, 51-100 in. Calibre,
Pocket Revolver, [Rider's patent] 31-100 in. Calibre,
Repeating Pistol, [Elliott patent] No. 22 and 32 Cartridge,
New Pocket Pistol, No. 22, 30, 32 and 41 Cartridge,
Breach Loading Rifle, (Beale's) No. 32 and 38 Cartridge,
Revolving Rifle, 36 and 44-100 inch Calibre.
E. REMINGTON & CO.,
LION, N. Y.

DR. J. Z. HOFFER, DENTIST.

OF THE BALTIMORE COLLEGE OF DENTAL SURGERY,
LATE OF HARRISBURG.
OFFICE—Front street, next door to R. Williams' Drug Store, between Locust and Walnut streets, Columbia.

R. H. LANDIS is the sole agent for the Sale of **MISHLER'S BITTENS** in the Borough of Marietta. For sale at the **GOLDEN MORTAR.**

KEEP OUT THE FLIES! Cheap and ornamental dish covers of wire, at **JOHN SPANGLER'S.**

JOB PRINTING of every description executed with neatness and dispatch at the Office of The Mariettian.

SPIGEOX Sugar boxes, fruit jars, window blinds, looking glasses, at **JOHN SPANGLER'S.**

DOOR MATS, Excellent quality, cheap. **JOHN SPANGLER'S HARDWARE.**

THE GREAT RADICAL NEWSPAPER. FORNEY'S PRESS.

NO COMPROMISE WITH TRAITORS!
GET THE BEST AND CHEAPEST NEWSPAPER IN THE COUNTRY.

THE PRESS,
A first-class Double-sheet Eight-page paper, containing Forty-eight columns.
Published Every Morning, Southwest corner of SEVENTH and CHESTNUT streets, Philadelphia.

TERMS.
DAILY PRESS.
\$8.00 PER ANNUM.
\$4.00 FOR SIX MONTHS.
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\$4.00 PER ANNUM.
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THE SUNDAY PRESS.
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THE WEEKLY PRESS.
THE MOST VALUABLE WEEKLY NEWSPAPER IN THE WORLD.

It contains items of interest to every one. READ THE TERMS.
Owe Copy, \$2.00 per annum
Five Copies, 9.00 " "
Ten Copies, 17.00 " "
Twenty Copies, 33.00 " "
To the getter up of a Club of TEN or more Copies an extra copy will be given.

All orders should be addressed to
JOHN W. FORNEY,
Editor and Proprietor,
S. W. COR. SEVENTH AND CHESTNUT STS., Philadelphia, Pa.

P. T. BARNUM'S (patent) ELASTIC STRAP AND BUCKLE.

FOR PANTS, VESTS, AND DRAWERS.

This little invention is just out, and as it is no "humbbug," it is meeting a rapid sale. It can be applied in a moment to any garment, by any person, causing it to fit perfectly. Its elasticity prevents tearing the straps and buckles of the clothes, and also allows perfect freedom of the body while working or taking exercise.

For sale by tailors and the trade generally. Send 25 cts. for strap, circulars, terms to agents and the trade, to
BARNUM, E. S. & Co.
650 BROADWAY, New York.

Agents wanted in every county.
For sale at SPANGLER & RICH'S.

Helmbold's Fluid Extract Buchu.

Is a certain cure for diseases of the BLADDER, KIDNEYS, GRAVEL, DROPSY, ORGANIC WEAKNESS, FEMALE COMPLAINTS, GENERAL DEBILITY and all diseases of the
URINARY ORGANS, whether existing in
MALE OR FEMALE, from whatever cause originating and no matter of **HOW LONG STANDING.**

Diseases of these organs require the use of a diuretic. If no treatment is submitted to, Consumption or Insanity may ensue. Our Flesh and Blood are supported from these sources, and the **HEALTH AND HAPPINESS,** and that of Posterity, depends upon prompt use of a reliable remedy.

HELMHOLD'S EXTRACT BUCHU, Established upwards of 18 years, prepared by **H. T. HELMHOLD,** DRUGGIST,
594 Broadway, New York and 104 South 10th street, Philadelphia, Pa.

Blank Book and Stationery.

WILLIAM PERRY,
728 Arch Street, Philadelphia,
Has constantly on hand, and manufactures to order every variety of
BLANK BOOKS, for Bankers, Merchants and Manufacturers. Drafts, Notes, Checks, and Headings of every description, engraved or lithographed. A very full stock of Stationery wholesale or retail.

S. H. FULTON, formerly of Marietta, Pa., has charge of one department of the business, and will give personal and special attention to any orders by mail or otherwise. All goods at the most reasonable rates and all Blank work guaranteed of the most superior quality.

H. L. & E. J. ZAHM, Sevelers.

Corner of North Queen-St. and Centre Square, Lancaster, Pa.
We are prepared to sell American and Swiss Watches at the lowest cash rates. We buy directly from the Importers and Manufacturers, and can, and do, sell Watches as low as they can be bought in Philadelphia or New-York.

A fine stock of Clocks, Jewelry, Spectacles, Silver and Silver-plated, were constantly on hand. Every article fairly represented.
H. L. & E. J. ZAHMS
Corner North Queen Street and Centre Square LANCASTER, PA.

CORSET SKIRT SUPPORTERS, an excellent article for ladies. Just received and for sale at **MRS. ROTH'S Variety Store**

HAIR ROLLS, the latest fashion—call in at **Mrs. ROTH'S Variety Store** and see them—all the rage now, in the cities.

THE Glory of man is strength—Therefore the nervous and debilitated should immediately use Helmbold's Extract Buchu.

TERMS.

The Mariettian is published weekly, at \$1.50 a-year, payable in advance. Office in "Lindsay's Building," near the Post office corner, Marietta, Lancaster county, Pa.

Advertisements will be inserted at the following rates: One square, ten lines or less, 75 cents for the first insertion, or three times for \$1.50. Professional or Business Cards, of six lines or less, \$5 a-year. Notices in the reading columns, ten cents a-line; general advertisements seven cents a-line for the first insertion, and for every additional insertion, four cts. A liberal deduction made to yearly advertisers.

Having put up a new Jobber press and added a large addition of job type, cuts, border, etc., will enable the establishment to execute every description of Plain and Fancy Printing, from the smallest card to the largest poster, at short notice and reasonable rates.

Home and Hitzigs.

Oh, there is a power to make each hour As sweet as heaven designed it;
Nor need we roam to bring it home,
Though few there be that find it.
We seek too high for things close by,
And lose what nature found us;
For life hath here no charms so dear
As home and friends around us!

We oft destroy the present joy
For future hopes—and praise them;
While flowers as sweet bloom at our feet,
If we'd but stoop to raise them;
For things afar still sweeter are
When youth's bright age has bound us;
But soon we're taught that earth has naught
Like home and friends around us!

The friends that speed in time of need,
When hope's last reed is shaken,
To show us still, that come what will,
We are not quite forsaken;
Though all were night—if but the light
From Friendship's altar crowned us,
'T would prove the bliss of earth was this
—Our home and friends around us!

CLEANLINESS.—"Cleanliness is akin to godliness," is said. It is not less closely related to gentility. First of all, then, keep yourself scrupulously clean; not your hands and face merely, put your whole person, from the crown of your head to the sole of your foot. Silk stockings may hide dirty feet and ankles from the eye, but they reveal themselves to another sense, when the possessor little dreams of such an exposure. It is far better to dress coarsely and out of fashion, and be strictly clean, than to cover a dirty skin with the finest and richest clothing. A coarse shirt, or a calico dress, is not necessarily vulgar, but dirt is essentially so. We do not here refer of course, to one's condition while engaged in his or hers industrial occupation. Soiled hands, and even a begrimed face, are badges of honor in the field, the workshop, or the kitchen; but in a country in which soap and water abound, there is no excuse for carrying them into the parlor or dining-room.

A clean skin is as essential to health, beauty, and personal comfort, as it is to decency; and without health, and that perfect freedom from physical disquiet which comes only from the normal action of all the functions of the bodily organs, your behavior can never be satisfactory to yourself or agreeable to others.

INJUDICIOUS EARLY RISING.—Dr. Hall, in the February number of his Journal of Health says: "One of the very worst economies of time, is that flched from necessary sleep. The wholesale but blind commendation of early rising is as mischievous in practice as it is arrant folly in theory. Early rising is a crime against the noblest part of our physical nature, unless it is preceded by an early retiring. We caution parents particularly not to allow their children to be waked up in the mornings; let nature wake them up, she will not do it prematurely; but have a care that they go to bed at an early hour; let it be earlier and earlier, until it is found that they wake up of themselves in full time to dress for breakfast. Being waked up early, and allowed to engage in difficult or any studies late before retiring, has given many a beautiful and promising child brain fever, or determined ordinary ailments to the production of water on the brain."

To GIVE STIFFNESS TO COLLARS.—Add a little gum arabic, and common soda to the starch.

From the Great Plains.

How the Union Pacific Rail Road is built.

An intelligent correspondent of the Cincinnati Gazette has written a very interesting letter, showing the manner in which this last wonder of the century is being completed. He says:
"There is nothing connected with the Union Pacific Railroad that is not wonderful. The possibility of constructing such a road at some future day has long loomed up as one of the events of a grander future which all believed was to come for the land. To look upon so much of it accomplished, to watch the marvelous progress of each day, and feel sure that the great enterprise which we had consigned to the future of our dreams, is to be a reality for us, makes one prouder of the noble days in which we live. In one sense the road is as great an achievement as the war, and as grand a triumph to those who have seen much of the former and looked from this point upon the unfoldings of the latter, they appear equally impressive. What the country has dreamed about for many years is becoming a reality much faster than the people know. One year ago but forty miles were finished; this morning we look back from our train over a day's rapid run, and forward sixty miles. To-night, three additional miles of rail will mark the day's advance."

"Our party left the depot at Omaha at 9 o'clock on the morning of the 3rd ult. The station-house, and the common passenger cars, were better than those on the road from Washington to New York; those who have been so unfortunate as to make the latter trip will all hope they are very much better, if the love of country be in their hearts."

"The train, which was made up for the excursionists, consisted of cars as elegant as any that can be found east of the Missouri. It was very difficult to look at them and realize that before eight they would be roaring along over plains from which hostile Indians, deer and antelope have not been driven yet.

VALLEY OF THE PLATTE.
"Long before the valley is reached, it spreads before the eye like a vast bay opening out into an ocean, whether the track appears to lead. It is forty miles from the low, rolling hills on the north, to the opposite and similar range on the south. Between the surface is almost perfectly flat, though its regular ascent toward the west, of about ten feet to the mile, gives ample drainage. The soil is very rich, and the mind falters in its attempt to estimate the future of such a valley, or its immense capabilities. The grain fields of Europe are mere garden-patches beside the green oceans which roll from Colorado to Indiana. The valley widens with the advance. The hills behind sink into the plain until the horizon there is perfect. Those on either side grown fainter, till through the heated air they take on the appearance of low islands seen across many miles of water."

"Much of the land at the mouth of the valley is under cultivation, and the deep black of the freshly turned loam, the dark green of the wheat, the lighter grass, the deeper shades, and the brown of that which the fires of the autumn spared, make up the wide expanse a mosaic which nature alone could color, and the prairies only find room to display. Further on, huge plows, drawn by eight oxen, labored slowly along, each furrow being an added ripple to the tide which is sweeping over these rich regions—a tide whose ebb the youngest will never know."

"After a rapid run of 150 miles, we stopped for an excellent dinner at Grand Island.

A CONTINENTAL MILESTONE.
"The common mile posts seem to measure insignificant distances upon the wide plains. Only each five miles are noted on this road, and when one has passed between two of these, the step taken hardly appears like an advance. But there is one point marked in a manner to suggest the distance which has been overcome, and the gigantic character of the work. At a point in the plain which otherwise seems as indeterminate as the position of a floating log at sea, a wide, arched sign between two strong set posts, bears this inscription: '100th meridian—247 miles from Omaha.' Here was the terminus of the road only last September. Now it is complete to a point near the 102nd meridian, and the distance from Omaha is 365 miles. Thus the work moves on, measuring its distance by the hour circles."

A FRONTIER CITY.

"Crossing the North Platte, on a bridge about three thousand feet long, the train soon stopped at North Platte Station, which can probably, for a time, be regarded as a frontier town. Last fall there was no building here. Now the Railroad Company have fine brick car-houses, there is a good hotel, where excellent fare is provided, and on the main street fronting the track are thirty-six buildings. The depot and warehouses are overflowing with stores of all kinds."

"Within twenty miles of the end of the track a few of the party rode on the cow-catcher. It seemed marvelous to drive on at twenty miles an hour over rails that had only been down for ten days. But the perfection with which the work is done allows it, and makes it safe. It was exhilarating in the extreme thus under the flags which streamed on either side, to rush over these prairies so lately bound with links of iron to the empire of the East."

"Three hundred and twenty-five miles out, a construction train of eighty cars stood on a side track. It was loaded with iron, ties, spikes and chains, in exactly such proportions as were needed. It looked the very embodiment of system, and was one key to the rapidly with which the work progresses. A little farther on stood a similar train, and next we stopped in the rear of the one where the tracklayers resided. Seventy-six hours swift riding had brought us to this goal. The hills of Colorado were in plain sight. San Francisco was nearer than Boston."

"The road has been a constant wonder from the start. Its depots, its carshops, its equipment, its remarkable smoothness, its high rate of speed, its long bridges, and its well-ordered eating houses, had attracted constant attention to it as a railroad alone."

"Every step trod revealed new wonders. The great achievement grew upward toward its real proportions with every throb of the engine. But all we saw was commonplace and natural beside the scene that awaited us where the track was being laid. If the rest had excited amazement, this new wonder took all the attributes of magic. Fictions of the East must be written to match the realities of this West."

HOW THE ROAD IS BUILT.
"The plain fact will reveal the magnitude of the work. There is really little known by the people of the character of the enterprise. Most think that a company of capitalists are hastily putting down a rude track, over which cars can be moved with care, for the purpose of securing lands and money from the Government. The fact is that one of the most complete roads of which the country can boast, with equipments that surpass many, is being laid with a speed that fails to impress the nation, simply because it is not believed. But let the facts tell their plain yet wonderful story."

"General J. S. and D. C. Casement, of Ohio, grade the road, lay the track, and put up the telegraph. The graders go first. There are two thousand of them. Their advance is near the Beach Hills, and their work is done to Julesburg."

"Of the tie-getters and wood-choppers there are 1,500. Their axes are resounding in the Black Hills, over Laramie Plains, and in the passes of the Rocky Mountains. They have 100,000 ties in these hills awaiting safeguards for trains to haul them. Then follow the tie layers carefully performing their share of the work."

"Now go back twenty miles on the road and look at the immense construction trains loaded with ties and rails, and all things needed for the work. It is like the grand reserve of an army. Six miles back are other trains of like character. These are the second line. Next, near the terminus, and following it hour by hour, are the boarding cars and a construction train, which answer to the actual battle line. The one is the camp; the other is the ammunition used in the fight. The boarding cars are each eighty feet long. Some are fitted with berths; two are dining halls; one is a kitchen, store room and office."

"The boarding cars go in advance. They are pushed to the extremity of the track; a construction train then runs up, unloads its material and starts back to bring another from the second line. The boarding train is then run back till it has cleared the unloaded material."

"The trucks, each drawn by two horses, ply between the track layers and their supplies. One of these trucks takes on a load of rails, about forty, with the proper proportion of spikes and chairs, making a load, when the horses are started off on a full gallop for the track-layers. On each side of these trucks are rollers to facilitate running off the iron."

"The rails within reach, parties of five men stand on either side. One in the rear throws a rail upon the rollers three in advance seize it, and run out with it to the proper distance. The chairs have, meantime, been set under the last rails placed. The two men in the rear, with a single swing, force the end of the rail into the chair, and the chief of the squad calls out 'Down,' in a tone that equals the 'Forward' to an army. Every thirty seconds there came that brave 'Down,' 'Down,' on either side the track. They were the pendulum beats of a mighty era; they marked the time of the march and its regulation-step."

"If it is asked: 'How does the work get on?' again let the facts answer. On the 9th of May, 1866, but forty miles of road were completed. In a hundred and eighty-two working days thereafter, two hundred and forty five additional miles were laid, and put in prime condition, every rail and tie and spike having been brought up from the rear. Seven saw mills furnish the ties and lumber. All bridges are framed, the pieces numbered, and set up where wanted without the least delay. The bridge at Loup Fork is 1,500 feet long and as fine a Howe truss as can be found in the land. While our train was running the sixty miles from North Platte, over a mile of track had been put down, and one train passed over it. From one o'clock till four in the afternoon, a mile and two hundred feet were added to this while the party was looking on."

WESTERN CAR SHOPS.
"After the return of the party to Omaha, it visited the extensive shops of the railroad company at that point. The depot grounds, upon which they are situated, contain forty acres, specially devoted to these buildings, and to passenger and freight traffic. Within five years it is estimated that the whole of this space will be needed for the business of the road."

"The engine house will hold twenty-one locomotives. There are two others further West. Thirty-two engines are already in use on this road, whose terminus is in the desert; and twenty three more are on the way, and already wanted. Those last constructed are coal burners. The fuel to move them is to come from the Black Hills. In a few years it is confidently expected that the iron to supply these very works will be obtained from the same point.—Think of importing iron for Omaha from the West."

"Passenger cars are in process of construction equal to the best. Emigrant cars were being built, and the frames of an hundred freight cars were ready to be put together. Several traveling post-office cars are already finished. For stations on the route, the distributing boxes will be marked 'North Platte,' 'Fort Laramie,' 'Salt Lake,' 'Sacramento,' and 'San Francisco,' while the closed pouches, at no distant day, will be labeled 'China, Through,' 'India, Official,' 'Sandwich Islands,' 'Russian America,' and 'Japan.' And the cars are built as if the service were already secure. Every particle of work in all the multifarious kinds demanded, shows implicit faith in a future of grand proportions for the road."

There is a law in force forbidding the killing of the eagle, fish hawk, night hawk, whippoorwill, snail, thrush, lark, sparrow, ween, swallow, oriole, woodpecker, boblink, or any other harmless bird, or any song birds; or destroying the nests of any wild birds whatever, from January to October, under penalty of five dollars for each bird so killed, and for each nest destroyed or robbed.

There is a law in force forbidding the killing of the eagle, fish hawk, night hawk, whippoorwill, snail, thrush, lark, sparrow, ween, swallow, oriole, woodpecker, boblink, or any other harmless bird, or any song birds; or destroying the nests of any wild birds whatever, from January to October, under penalty of five dollars for each bird so killed, and for each nest destroyed or robbed.

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