THE RAILROAD JUGGERNAUT.

Two Mangled Victims Expire Beneath it Thursday Morning.

THE REMAINS BEYOND RECOGNITION.

A Union Pacific Train Runs Down a Brace of Pedestrians While They are Watching for Another Train.

"Look out there, look out there! Get off the track!"

The warning was unbeeded, and Brakeman Tom Bates turned away his head that he might not witness the horrible scene which

he instinctively knew could not be averted. There was a slight jar followed by a grinding noise as the merciless wheels crushed human bones like egg shells, and the terrible

casualty was over. Two lives had been suddenly brought to a close, and two shockingly torn and mangled bodies lay motionless beside the rails awaiting the official order of the coroner and the friendly service of the undertaker.

It was 6 o'clock yesterday morning, and a Union Pacific switch engine was backing a dozen freight cars down to the coal yards from South Omaha. When between Sheelev station and Twenty-fourth street, Brakeman bates who was on the front car, noticed two men walking down the track in freet of the men walking down the track in front of the trait. A Milwaukee passenger train was ap-proaching on the west bound track, and the men were apparently watching it, alike un-conscious of the danger they were in, and of the other train coming up behind them. He shouted repeatedly to warm them of their peril, but finding that they paid no attention to him as the sound of his voice was apparently drowned in the rumble of the other train, he gave the signal to down brakes and twisted his wheel as vigorously as possi-ble for a man under the circumstances.

The train was on a down grade and it was only possible to slacken the speed to about four miles an hour, when the unsuspecting pedestrians were overtaken and thrown under the wheels.

The train was stopped and the mutilated bodies carefully taken from under the cars, but there was no sign of life in either. Death had been instantaneous.

The corpses presented a most revolting spectacle. The bead of one was literally ground to pieces and cut off at the base of the skull, and the trunk was also terrilly The other was not so badly dis figured. The head had received a violent blow, fracturing the skull in several places and dislocating the jaw, and the limbs had been almost amoutated by the wheels.

The clothing was almost all torn from the bedies, but enough of it could be seen show that the unfortunate men had belong to the laboring class. A putty knife was found near one of the bodies, also a gold watch, which had stopped at two minutes after 6 o'clock. One body was that of a man six feet tall, and the other was considerably shorter.

A bunch of keys found near the body of the taller man bore the following inscription on a small metal tag: "B. F.Voilguardsen, painter, Kearney, Nep." The remains were taken to Heafey &

Heafey's morgue, where an inquest was held at 10 :10 by Coroner Harrigan. The evidence introduced was substantially as stated above. Two laborers testified to seeing the men when they were struck and that they thought the attention of the deceased was so entirely taken up with the passenger train that they did not know what was going on about them In accordance with these facts the jury re-turned a verdict to the effect that the de-

ceased came to their deaths by being run over by a Union Pacific freight train, and over by a Union Pacific freight train, and that their deaths were due to their own care-Neither of the bodies have yet been identified. It is believed that the larger man was a painter from Kearney, as indicated by the keys and putty knife found near his body. but it will be impossible for any one to iden tify the remains except by the clothing. The

other man was smoothly shaven, with black hair and brown eyes Both bodies will be held at the morgue for identification.

Why It is Popular.

Because it has proven its absolute merit over and over again, because it has an unequalled record of cures, because its business is conducted in a thoroughly boxest manner, and because it combines economy and strength, being the only medicine of which "100 Doses One Dollar" is true—these strong points have made Hood's Sarsaparilla the most successful medicine of the day.

THE SADDLERS' LOCK-OUT.

What the Employers Say Regarding the Cause of it. The strike among the employes at Marks Bros', saddlery establishment is still in progress. A little over half of the force of fifty men participated in the walk-out. The collar-makers have not left their benches, but the harness and saddle-makers are all out. . A member of the firm stated that the cause

of the strike was the refusal by the house to reinstate a discharged workman who was out last Saturday. The man, he claimed, was not discharged for participating in the lacor parade on Monday, as has been asserted, but for alleged carelessness and unsatisfactory A committee of the strikers, who, by the

way, are union men, waited upon the firm Monday afternoon after the parade, and made their demands, which the firm declined to accede. The men then failed to go to work Tuesday morning. At another conference Wednesday afternoon, Mr. Marks stated that the men could not go to work again this week, but that they could all go to work again Monday morning, provided each would sign a certain contract, providing that the men should not quit work without two weeks notice, and should deposit a \$25 guaranty to that effect. This agreement, however, the firm held should not apply to new and incom-petent workmen, who might be discharged without such notice. The firm also agreed pot to discharge a good man without two

Mr. Marks stated that the frm was not inservenienced by the strike, as it has a large stock of manufactured goods on hand, and claimed that it could get all the men it wanted in case the strikers refused to go back to work. In the event of their refusing to sign the contract they will be allowed to Peturn simply and complete their unfinished

The firm denies that it is making a fight against organized labor, but will insist on their right to employ union or non-union men or both, and their employes must agree to it.

The only radical cure for rheumatism is to eliminate from the blood the acid that causes the disease. This is thoroughly effected by the persevering use of Ayer's Sarsaparilla. Persist until cured. The process may be slow, but the result is sure.

A FASTIDIOUS RIDER.

His Peculiarity Leads to His Being Imprison d.

J. F. Ritchhart is a real estate dealer in South Omaha and takes a great deal of comfort in driving a fine horse. He drove to Omaha Tuesday evening and hitched his borse in front of the Diamond. When he returned a few minutes later the rig was gone, and he could get no trace of it.

Mr. Ritchhart prizes the animal very highly, having refused \$400 for it a short time ago, and as it was stolen from him once be-fore and driven almost to death, he was naturally very much worried, and hastily putting the police on the trail he left for the Bluffs, thinking that the thief might take a notion to

head for lows soil.

About twenty minutes later Sergeant
Whalen saw the thief driving down Douglas Whalen saw the thief driving down Douglas street and hulled him. The driver refused to stop, but the officer gave chase, and as a crowd began to gather the fellow concluded to halt. He claimed at first that the rig belonged to him, but then changed to several otherstories. He said that Colonel Floyd could tell all about it, but the colonel said he knew no more about the fellow or of the barse he was driving than a new horn, balo horse he was driving than a new born babe. The thief then said he had got the rig of Buck Keith, but soon after denied it.

He was taken to the station, where he was recognized as Ed Ball, and locked upon a charge

and a bad man. He has served fully a score of sentences in the county jail for larceny, and has been frequently arrested for horse-stealing, but always managed to get clear. The hearing of his case is set for Monday afternoon at 2:30 o'clock.

The Ladies Delighted.

SOUTH OMAHA NEWS.

Held Up and Robbed.

foot-pads and robbed of about 85. He knocked

down the first one coming at him, but the

The pleasant effect and the perfect safety with which ladies may use the liquid fruit laxuitye, Syrup of Figs, under all conditions make it their favorite remedy. It is pleasing to the eye and to the taste, gentle, yet effectual in acting on the kidneys, liver and bowels.

Jacob Paulson, on his way home Wednesday night, was stopped on East N street by two porations.

other singred him with a said-bag, rendering him insensible. An hour after, when he regained his senses, Mr. Panison found that his peakets had been rifed and about \$5 in money taken. He could not recognize his ssallants and has no cine by which to follow

Turnverein Election. The Turnversin has elected officers for the ensuing six months as follows: Speaker, Frank Humpert; second speaker, John Frey; secretary, John C. Daniel; treasurer, Ru-dolph Hartz; instructor, Edward Eister, second instructor, Frank A. C. Baumbach; custodian, Alexander Lemm.

Attempted Hold-Up.

While on Twenty-seventh street, between M and N streets, Welnesday night, James Cunningham was set upon by John nlias Reddy Ryan, and John Johnson, who attempted to rob him. Officer William H. I tugies appeared on the scene, prevented the outrage and run the trio into the city jail.

A Double-Header. Two B. & M. locomotives, one a switch and the other aroad engine. Wednesday afternooon coilided on the B. & M. switch in the northwestern part of the city, causing only slight damage.

Arm Lacerated.

Councilman Johnston has had a pet monkey till Wednesday, when the victous beast imbedded his long, sharp teeth into the fleshy part of Mrs. Johnston's arm and tore the fiesh from the bone. The monkey was killed.

Notes About the City. A daughter has been born to Mr. and Mrs. Mathew Gahan Sheriff James H. Calloway has telegraphe Marshai Maloney from Jefferson City, Mo. that he will start at once with a requisition

for Charles Kemp.

John Hall of Omahs, arrested Sunday night by Marshal Maloney for attempting too much familiarity with Miss Lida Corcoran, pleaded guilty and was fined \$5 and costs. Mrs. A. Kas of Sarpy county, near Papil-lion, who is visiting ner daughter and son-in-law, Mr. and Mrs. John Frey, has been taken addenly and seriously

Stock Editor A. C. Davenport has resigned is position on the Stockman to accept a more lucrative position on The Bar.

John McNulty, an employe at the Armour-Cudaby packing houses, was struck by a truck upsetting and striking him below the

William A. Bennett, one of the employes of the G. H. Hammond company, and Mrs. M. M. Sullivan, a third ward indy, were married at 1 o'clock yesterday, Rev. Robert L. Wheeler officiating. Mr. and Mrs. Bennett left on the afternoon train for Milwauke where they will visit Mr. Bennett's parents. Their trip will include a visit to friends in Chicago and a run on the lakes possibly as far cast as Buffalo, N. Y. Mr. and Mrs. Bennett will be at home, No. 2804 Q street, on and after the 25th inst.

Champion W. A. Crawford, at the packing houses of Swift & Co. a day or two ago, killed and dressed twenty-five sheep in one hour and twenty seven minutes. Who can beat the champion's record !

Miss Mabel L. Silver, one of the most efficient of the teachers in the city schools, has been successful in her application for a certificate to teach in Omaha. Amanda, aged two years and three months, daughter of Mr. and Mrs. C. H. Theodore

Schroeder, died at 2 o'clock Wednesday after-noon. The funeral services will be held at the parents' home. No. 681 Beach Twesty-eighth street, this forenoon at 10 o'clock. Interment in Laurel Hill cemetery.

All teachers elected to teach in the city schools have been notified to appear at the high school building. Monday morning, the 8th, at 8 o'clock. Those who do not report will be dropped.

On and after this date (September 5th the local offices of the United States and Pacific express companies will be located at the new building, southwest corner of Harney and Fourteenth sts. S. A. HUNTOON, Agent.

At the Temple. At the Temple, on Harney street near Twenty-fourth, the subject of the lecture to be delivered this evening by Rabbi Rosenau will be "Nature as a Teacher." Services

commence at 7:30 sharp. All are cordially invited to attend and will be shown desirable seats by the ushers at the door. "Five years ago I had a constant cough night sweats, was greatly reduced in flesh, and had been given up by my physicians. I beran to take Ayer's Cherry Pectoral, and after using two bottles of this medicine, was completely cured."—Anga A. Lewis, Ricard, N. Y.

One of America's Wonders.

The Sioux City Corn Palace people have spared no pains to make the Corn Palace of 1890 surpass all others. grand street pageant, the design of which is in charge of the French artist brought over by the Mardi Gras authorities of New Orleans, will be an additional at traction, which in itself is worth going to see, and the musical features of the-Corn Palace are more charming than

It will be held September 25 to October 11, and the Sioux City & Pacific and F. E. & M. V. R. R'ds have made reduced rates on certain days for this occasion, and will provide the necessary equipment and train service to enable people to visit this grand exhibition. Write Jonas M. Cleland, secretary, Sioux City Corn Palace, Sioux City, for informa-tion relative to the Corn Palace, and J. R. Buchanan, General Passenger Agent, Omaha, Neb., or any local agent of the Sioux City & Pacific and F. E. & M. V. R. R'ds for further information as to rates, trains, etc.

The Richest Little Town.

Riverside, the banner orange-growing town in Southern California, is perhaps the richest town in the country, if the average wealth be accurately estimated. Of 5,000 persons, 266 are assessed for more than \$4,000 each, which represents \$12,000 of value. So one out of every twenty persons in Riverside has more than \$12,000 in property. This is due to the fact that three-quarters of the people in the town own their places; and even if they have only five acres in oranges, this small grove will support a family well, as the average yield will be worth \$400 per acre every year.

Clipped from Canadian Presbyterian, under signature of C. Blackett Robinson, propr. I was cured of oft recurring bilious headaches by Burdock Blood Bitters.

A Fattle Fcarred Veteran.

Among the veterans who attended the recent Grand army reunion at Boston was John F. Chase of Augusta, Me., who received forty-eight wounds by the explosion of a shell at Gettysburg. His right arm was blown off, and his left eye His torn from its socket, and he lay on the field two days before it was discovered that he was alive. He is now in comfortable health, and receives a pension of \$46 a month.

Headache, neuralgia, dizziness, nervous-ness, spasms, sleeplessness, cured by Dr. Miles Nervine. Samples free at Kuhn & Co.'s, 15th and Douglas. horse-steading.

Ball is known to the police as an old-timer, Co.'s, 15th and Douglas.

10WA RAILROAD LEGISLATION.

An Interesting Article on the Subject from the Pen of Ex-Governor Larrabee.

COMPLETE REVIEW OF THE SITUATION.

Causes Which Led to the Enactment of the Present Law Controlling and Regulating the Cor-

Hen. William Larrabee, ex-governor of lowa, writes the following paper in the New

York Independent: No community has ever been more liberal or more reasonable in dealing with railroad corporations than lown, none has suffered greater impositious from them, and none has had more cause for insisting upon legal regulation of the transportation business. But no wrong has even now been inflicted upon these corporations. None has been bankrupt or crippled and stockholders continue to receive their dividends from lowa companies as regularly as before.

Considering the rapidity with which the new system of transportation has grown in this country, it is not strange that great abuses have grown up with it. In their eagerness to obtain railroad facilities the people submitted for many years to all the evils which had developed under the new system of transportation. It was from the first the policy of lows to encourage railroad construction. Favorable land grants, subsidy taxes and liberal donations, all contributed to make this state an El Donado for railroad builders. More than fifty million dollars in value was donated to all in the construction of the lown lines. In no other state have those who own the railroads paid a smaller proportion of the cost of their construction than here. This, however, seemed to have but little weight with railroad managers. Iowa has no great city interest to pro-tect her shippers against their rapacity, and the chiefly agricultural interests have always teen singled out by them for the recouping of losses sustained by perilous competition in large business centers. Our farmers, miners, manufacturers and jobours were alike used the victims of a stapendous system of discrimination. In many portions of the state the freight to Chicago on grain and cattle was from 20 to 8) per cent higher than from points west of the Missouri river. Minneapolis millers were enabled to import wheat from Dakola, manufacture flour from it and from Dakota, manufacture from from it and undersell at his own home the lowa miller, who received his grain from the same source by a direct route. Davenport shippers found it to their novablage to have their west-bound freight carried across the Mississippi and shipped from Rock Island. It cost \$150 to have a carroad of twheat hauled from western to eastern lower and only helf as much to have it hauled. lown, and only half as much to have it hasled twice as far to Chicago. Iowa jobbets, owing to the difference in rates, were undersold by their Chronge rivals in nearly every town and hamlet in the state. Hillings could be carried 500 miles from its place of origin and sold with profit almost in the very heart of lows and within fifty miles of our coal-beds. When, as governor of the state, I called upon one of the principal railroad companies to correct a discrimination in coal rates against a state institution, its president replied that no reason existed for changing the rate, inusmuch as it enabled consumers to buy coal much below what it cost without the rail-

These are only a few of the impumerable species of general discrimination practiced here by railroad managers. They charged not only what the truffic would bear, but even crushed whole industries, often causing inspeakable hardship. Thus flooring mills depreciated within a few years from 50 to 75 per cent. Jobbers were forced to attandou their business or transfer it to more favored points beyond our borders. Farms and town property depreciated, and many energetic

men were forced to leave the state.

It must not be presumed, however, that all business languished or that all lowans were discriminated against alike. On the contrary, railroad managers tried to regulate commerce here as elsewhere by various de-vices of local and personal discrimination, such as special rates, releates have value, commodify tariffs, etc. They had in lows, as in other states, their favorites, who enjoye special privileges and were thereby enable control local markets. A certainmerchan in one of our larger cities for years received a regular rebate of 55 per cent on all his freights, and with this railroad aid succeeded in driving his competitors out of business Similar commercial monopolies were for tered by the railroad managers in nearly every city and town. All the business at every city and town. All the Dusiness at competitive points was pooled; and the pooling was better maintained in lows than any other state, no "break" having occurred here since 1873. No one could engage in cer-tain lines of business with any prospect of success without the permission of the railroad austorities, and this one could not obtain without the obligation of serving them in one

way or another. May or another.

Leading papers of both political parties were either owned or subsidized by railway managers, and corporate favors were even extended to publishers of cross-road papers who were disposed to criticise existing abuses. Annual passes were given to all state and county officers, executive, legisla-tive, and judicial; to all proguent politicians: and in some instances even to township as sessors and jurymen. Railroad power made itself feit everywhere; every shipper realized it. Men of energy and self reliance would fail in business, while railroad favorities accumulated fortune in a few years. The rules which had always controlled trade

eemed to be inverted. But every evil produces its own remedy These abases increased until they became in olerable, and a general demand grose that bey should cease. Both of the great political parties incorporated the principle of stat control of railways into their platforms, and the legislature of 1885 was chiefly elected upon that issue. While that body was deternined to give the people such relief as was in to power, it proceeded with great deliberation ts railroad committees listening for weeks t he arguments that were made by railroad men upon the proposed measures. So emi-nently just were the provisions of the bill which was finally adopted that not a single ote was cast against it in either house of the

eneral assembly.

The law combines the best features of the ailroad statutes of other states and th interstate commerce act. It provides this charges for transportation shall be just and easonable, defines and prohibits discrimina tion demands equal facilities for interchange of traffic between different lines, forbids i greater charge for a short than a long haul on the lines of the same company, makes pools and combinations unlawful, requires publicity of rates, and imposes upon the board railroad commissioners the duty to inqui into the business of all common carriers, and into the business of all common carriers, and to make for each rallwad corporation in the state a schedule of prima facile reasonable maximum rates. The act contains no novel or unreasonable features, in fact, it is in sub-stance only a reliteration of the principles of the common law with provision for itselfi-cient enforcement.

No section of the law has been assailed as furiously by railroad managers as that which requires the railroad commissioners to take the initiative in the fixing of rates. They contend that railroad companies should be permitted to charge such rates as they please and then leave it to the public to avail of the service and rates that are offer to have recourse to such transportation facilities as were accessible to it before the advent of railroads. This is certainly a rather

despotical view of the situation. lows yields more produce per capits than any other state in the union; and by far the greater portion of her freights pay for the long haul to or from the eastern states, or even the seaboard. The earnings of the railways within the state glone are \$57,000,000 or about three times the amount of all the state, county and school taxes collected by authority of the commonwealth. Every possible safeguard is thrown around the individ-ual citizen to protect him both against an excessive assessment and excessive taxation. Railroad charges are a tax upon commerce, the payment of which none can escape. They are highway tells, which a few railroad managers claim the right to collect from our people without consulting them; yea, to collect at their pleasure, even to the extent of exempting the rich and to tax doubly and trebly the poor. It is the duty of a free govemment to guarantee to its citizens indus-

dustries by scuring for all the use of the highways of commerce for a reasonable and fixed consideration. It should be borne in mind that the validity of our rates is condimind that the varianty of our rates is condi-tioned upon their being just and reasonable, and that they are unil and void if the compa-nies can show that they are unreasonable. The power to fix rates has been conferred

upon the railroad commissioners in nine other states. This provision of our law is, there-fore, by no means an anomaly. Nor does the railroad policy of lowaus a whole materially differ from that of California, Georgia, Illi nois, Minnesota or Allssouri, except that in the two first named states the commissioners are vested with even more authority than

The property of the railroad companies has during this period kept pace with that of the people. Their gross carnings were over a million, and their net earnings over \$80,000 more in 1889 than during the year previous. The present assessed value of all the railroad property of the state is \$42,858,000, and the nest earnings of the companies in 1889 were \$11.885,000. It will thus be seen that the net revenue of the railroads of lowa is almost one-third of their assessed value. No other property in this state brings such large re-

Grout reforms, as far as the state traffic is concerned, have been accomplished, but some of the former abuses are still practiced, much as this statement conflicts with the gamuch as this statement conflicts with the as-surances which an eastern railroad manager with marked presidential aspirations has re-cently seen fit to give to the renders of the North American Review. Discriminations still exist in our interstate traffic, servile journalists are still subsidized, attorneys are still retained to render political rather than professional services, and a few state officers inder various pretexts still accept passes for hemselves and their political friends, which favors they are expected to, and usually do,

The action of our people has had its influencoupen public opinion eisewhere. Com-missioners in other states have aiready re-spended to the demands of their constituents and revised their tariffs; and in some states it is now even proposed to adopt the lows tariff as a whole

Every step in the direction of government control is always vigorously opposed by rail-road managers and those controlling their policy. These persons are interested in con-tinuing a state of affairs that enables them to manipulate the stockholders property to their own advantage. While they are appropristing to themselves the benefits of other men's inventions and investments, they pa-

rade before the public as promotors of pro-cress and public benefactors. In the past stockholders have had but little protection. The affairs of their companies were to them a scaled book, and their property was made the foot-ball of a few irresponsible

unagers. The business of a railroad company is quasi public business, and should be conducted as such. Its officers should be requested to take an eath to support the national and state iaws, and to render to the government per-ochedly minute accounts of their transactions. Interstate rates should be supervised by con In short, the interests of the people of stockholders, rather than those of milroad managers and stock manipulators need more governmental protection. To af-ford this protection is the purpose of the Iowa law, and the action of our people, far from deserving any consure, is entitled to the unqualified commendation of the country

"Water Lily Soop 5 cents a cake."

The only railroad train out of Omaha run expressly for the accommodation of Omaha, Council Bluffs, Des Moines and Chicago business is the Rock Island vestibuled limited, leaving Omaha at 4-15 p. m. daily. Ticket office 1602, Sixteenth and Farnam sts. Omaha.

Cremated in Burning Brandy. A shocking accident occurred the

other afternoon in Paris. An apprentice baker was carrying a jar containing about six gallons of brandy on his shoulder up a dark staircase where a jet of gas is generally burning. On the second landing he missed his footing and stumbled against the wall. The the liquor came into contact with the fortunate lad was enveloped in flames of burning spirit. His heartrending burning spirit. His heartrending cries brought the terants out, but the cest was so great that they could get near him for some time, and he died When the police and the doctors arrived they found nothing but a completely calcined, and it took then some time to prevent the burning brandy seiting fire to the woodwork of the

whole house. Many whose occupations are of a sedentary character often have the feeling of being filterally worn out, and are reminded very forebly of declining years, when if they knew what alled them, they would find all their troubles arose from the inaction of their leidneys or liver. If they would at such times take Dr. J. H. McLean's Liver and Kidney Balm, would again feel the vigor and strength of maturity.

1602. Sixteenth and Farnam streets is the new Rock Island ticket office. Tickets to all points east at lowest rates.

Trees 650 Feet High.

Prof. Fred. G. Plummer, a civil engineer of Tacoma, is quoted in the Olympia (Wash.) Tribune as saying: "I have been all over this country, and have the best collection of the flora to be found anywhere. What do you think of trees 650 feet high? They are to be found that nigh in the unsurveyed townships near the foot of Mount Tacoma, and what is more, I have seen them and made an instrumental measurement of a number with that result. There are lots of trees near the base of Mount Tacoma whose foliage is so far above the ground that it is impossible to tell to what family they belong except by the bark. Very few people know or dream of the immensity of our forest growth. I wish that some of our large trees could be sent to the world's fair at Chicago. We could send a flag pole, for instance, 300

With your name and address, mailed to the Swift Specific Co., Atlanta, Ga., is necessary to obtain an interesting trestise on the blood and the diseases incident

SSS

Skin Eruption Cured.

one of my customers, a highly respected and influential citizen, but who is now attent from the city, has used Swift's Specific with excellent result. He says it cured him of a skin cruption that he had been tormented with for thirty years, and had resisted the curative qualities of many BORERT CLEON, Day to The Think

GOODMAN DRUG CO.,

1110 Farnam Street. - - Omuha, Neb.

specific for Wysteria, Diminess Fita Neuralgia, Wake-fulture, Mental Depression, reflecting of the heals, re-niring in insanity and leading to interry decortain seath Presinature (oil Age, intremnus, Low of fewer in sither set, involuntary Losses, and Spermafortions caused by ourselection of the brain, self-shoe of over-indulgation. Each box certains one month's treat-ment \$1 slow, or six for \$1, sent by mall propaid. With each order for at boxes, will send purchasers grarantees to return stoney. If the treatment fails \$0. burn. Ouerathers issued and subsume solid only by the great Gulf City of the near future. Mag-nificent harter. A million and a half dollars

seaport of the country west of the Mississippi.

Big G is the acknowledged leading renedy for all the unbattered is a first property of the country west of the Mississippi. Write for information and maps.

H. M. THUEHEART & CO. Established 1857 certain cure for the debtinate women.

I prescribe it and feel and country west of the Mississippi. Write for information and maps.

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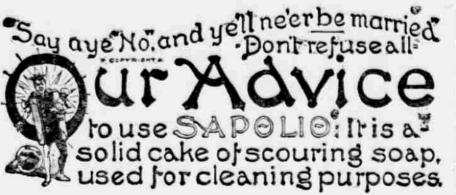
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Pears Soap Lead on London 100 YEARS both as P

a COMPLEXION and as a SHAVING SOAP, has obtained 19 INTERNATIONAL AWARDS, and is now sold in every city of the world. It is the purest, cleanest, finest, The most economical, and therefore

The best and most popular of all soaps for general totler purposes; and for use in the nursery it is recommended by thousands of intelligent mothers throughout the civilized world, because while serving as a cleanser and detergent, its emollient properties prevent the chafing and discomforts to which infants are so liable, PEARS' SOAP can now be had of nearly all Druggists in the United States, BUT HE SURE THAT YOU GET THE GENUINE, as there are two thless imilations.



I asked a maid if she would wed. And in my home her brightness shed: She faintly smiled and murmured low. "If I can have SAPOLIO."

NO CURE! NO PAY.

1316 Douglas Street, Omaha, Neb.

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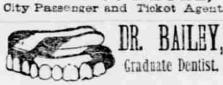
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