IT MAKES MR. CLARK HOPEFUL

Expresses Much Satisfaction Over Increased Confidence in the Business World.

BELIEVES THE TIDE IS ABOUT TO TURN

How He Regards Boissevain's Purchase of Navigation Company Stock—When the Short Line Will Go—Expects No National Legislation Soon.

President and Managing Receiver Clark of the Union Pacific left last night for St. Louis. After a rest of a day or two, accompanied by Mrs. Clark, the senior receiver of the Overland system will go to New York to spend a fortnight, incidentally attending several meetings of the receivers and straightening out some kinks in the system. He will also be in attendance upon the special master in chancery's court, which will be erected at some cool retreat near New York, where he will take testimony upon the question of unpaid coupons and the advisability of selling some of the equipment of the Kansas Pacific. The "cripples," as the chancery office has dubbed the non-paying properties, will also occupy the attention of Judge Cornish and it is to be present at these various hearings that Mr. Clark goes east at this time. He anticipates returning to Omaha about July 25 and will shortly thereafter, with Mrs. Clark, make a trip through Yellowstone National park if he can so arrange his business.

Mr. Clark, talking to a Bee man, said that indications pointed to an upward tendency in the stocks of the granger roads, for the reason that if all the present conditions were realized a tremendous grain crop would have to be moved this fall. "From the east come cheering words of healthier business conditions. The manufacturers of steel rails, steel plates and other railroad supplies are putting on increased forces and running to full capacity. This is a hopeful sign and maybe we are at the turning of the tide which will bring us renewed prosperity. Here in the west, we can hardly hope for any material change until the crops are garnered, for we are essentially an agricultural people, but the east, which reflects the prevailing sentiment of the country, shows stronger hopes in the future than for two years past and we cannot help but benefit from this change in economic ideas, even though indirectly.

"The notice posted yesterday at the Cheyenne shops that the receivers would pay the same scale of wages as now paid at the Denver shops will, I believe, be accepted by the employes without a murmur. The Denver scale is high and I think a man can live as cheaply in Cheyenne as Denver, which is a great factor. As occasion requires, additional men will be put to work at the Cheyenne shops, although the rumors that the shops there were swamped with orders for repairs are wholly unfounded. We have force enough to take care of any repairs necessary at this time. Forces will only be increased as the business of the road warrants."

Upon the question of the Short Line being severed from the Union Pacific, Mr. Clark said that he presumed the property would pass out of the hands of the present receivers, but it would be some time before the sale was accomplished and the property transferred to the new company purchasing it under the junior lien.

As to the purchase of some $13,000,000 of stock of the Oregon Railway & Navigation company by A. A. H. Boissevain for $1,250,000, Mr. Clark saw in the transaction a determination on the part of Mr. Boissevain to protect the Holland interests he represents in the reorganization of the company, which is now in process of incubation.

Mr. Clark refused to commit himself when asked if he thought the Oregon Railway & Navigation company would ultimately become a part of the Union Pacific when the pioneer railroad of the west came to be reorganized.

Upon the question of legislation at the next session of congress looking to a way out of the fog through which the Union Pacific is passing, Mr. Clark was averse to giving an opinion, except to say that he thought no legislation would be attempted at the coming session, present conditions being allowed to work out the problem of the road's future. "Mr. Boissevain," said Mr. Clark, "labored for two winters to accomplish something that would lift the road out of the mire into which it had fallen by reason of hard times. Most ample provisions were suggested to congress looking to a reorganization of the property; most liberal offers were made to the government, as the future, I believe, will disclose, but congress saw fit to do nothing. I believe Mr. Boissevain has grown tired of attempting the seemingly impossible and is now proceeding to protect himself, which is his right."

Washouts on Union Pacific Lines.

Superintendent J. O. Brinkerhoff of the Union Pacific, with headquarters at Kansas City, is on his way to a washout between Lisbon and Wallace on the Kansas division of the Union Pacific, 406 miles west of Kansas City, which occurred early yesterday morning by reason of the Smoky river and Tarkay creek overflowing their banks. A big force of men are already on the scene of the washout, sent from Denver, according to officials at headquarters, and the break will be at once repaired. Rather than delay travel, passengers will be transferred around the washout in wagons, trains from Denver having been made up to convey passengers on the east side of the washout into Denver. However, they are full of expedients at Union Pacific headquarters and if the break takes longer to repair than is now expected, the Union Pacific will probably run back to Oakley, Oakley to Colby and thence west over the Rock Island.

The Rock Island is reported to be having trouble west of Phillipsburg, Kan., where a washout has occurred and it may necessitate a pooling of issues between these two systems to get around the breaks in their tracks. The Union Pacific will have little difficulty with its special N. E. A. excursions, as it will run them out of Kansas City, those coming by the southern route, to Manhattan, thence north to Grand Island and west to Denver over the main line, making but a few hours difference in actual running time. Late telegrams at headquarters indicated the washout would be bridged by evening and trains sent on.

Hurrying the Fruit to London.

A London fruit special left Sacramento Tuesday morning, composed of five cars filled with peaches and pears. It will be run through to New York faster than any passenger train ever traveled between the Pacific and Atlantic. From Ogden the Union Pacific will bring it to Council Bluffs and the Vanderbilt lines will take it from the Bluffs to New York, making close connection with the American line, sailing Wednesday. This is the first London special of the season out of California and the growers will watch the prices the fruit will bring on the London market with interest.

Cheap Rates to Louisville, Ky.

Baltimore & Ohio Southwestern railway will, during the G. A. R. encampment, Louisville, Ky., sell excursion tickets September 8 to 11, good returning until October 5, from St. Louis to Louisville at a rate of not exceeding 1 cent per mile. Address J. M. Chesbrough, general passenger agent, St. Louis, for further particulars.

Summer Excursions.

For full information in regard to summer excursions apply at the city ticket office of the Chicago, Milwaukee & St. Paul railway, 1504 Farnam street. F. A. Nash, general agent.

Attention, Knights.

Omaha lodge No. 26, Knights of Pythias, will hold its next regular meeting July 5th. All members are requested to be present.

ADOLPH HARTWIG, C. C.

BOARD OF HEALTH MATTERS

Reports for June Made at Yesterday Afternoon's Meeting.

From the mortality report for the month of June submitted at the meeting of the Board of Health yesterday afternoon it appears that Omaha continues to hold its record as the most healthful city in the world of like population. The rate was 5.85 per 1,000 of population. The total number of deaths was eighty-two; of males, forty, and of females, forty-two; white, seventy-eight; colored, four.

To these deaths are opposed 144 births; males, sixty-seven; females, seventy-seven.

The inspector of contagious diseases showed that there are eighteen cases of scarlet fever and one of typhoid fever in the city at date.

The financial statement for June showed an expenditure of $1,217.13, which, subtracted from the money on hand June 1, leaves a balance of $2,876.24. Of the amount available for the health department at the opening of the year, $8,844, about five-eighths has been spent in the last six months. More rigid economy is still talked of, and the board banks on a recommendation of the judiciary committee of the council to make further appropriation when it is needed. Besides, it has been agreed that bills for the removal of dead animals and certain other things shall hereafter be paid from the general funds, and this will save the health fund something.

Some amendments were submitted to the milk ordinance and were referred for judicial examination. They provide that the license fee shall be $1 per cow for those owning less than ten cows. Heretofore the fee was $1 for but one cow and $5 for any number from two to ten. It was thought the latter was a hardship to parties of small means and inequitable in every sense. It is also provided that all dealers in milk must report cases of sickness of longer than three days' standing in their families or among their employes, and an amendment was offered by Mr. Duncan changing the word license in the ordinance to permit, so that the fees might go into the general fund instead of into the school fund.

Owners of low lots on which stagnant water lies will be cited to appear before the board July 17 to show cause why their lots should not be declared nuisances and filled or drained by the city at the owners' expense.

It transpired that Israel Frank, in addition to his duties as meat inspector, had been set to counting the tails of dogs drowned at the dump, so as to keep tab on the poundmaster. Some objection was made to this, but the commissioner said it did not interfere with Frank's other duties and the matter was passed.

THE POETRY OF MOTION.

Represented by the New York Central.

Speed and comfort are two conditions demanded by modern travelers; but the perfect combination is a rare one. On most American railroads high speed is only possible at the expense of danger and discomfort. To combine comfort and safety with the greatest speed, perfect equipment and absence of sharp curves are necessary. The most perfect road-bed and the most excellent rolling stock will not secure comfort on a railroad that winds sharply among hills, for passengers must inevitably be shaken and jolted about by the sudden changes of direction.

There is only one railroad in America that combines all the conditions essential to the highest speed and the greatest comfort. That is the New York Central & Hudson River R. R. It holds the world's championship for long-distance fast trains, won by recent improvements in equipment and locomotive-building that fairly mark an epoch in railroading; and its 100-ton engines, borne on massive rails weighing 120 pounds per yard, now skim with perfect safety around curves at the rate of ninety miles an hour. The solidest of road-beds is needed to withstand this marvelous speed, and to bear the enormous locomotives and trains; and the New York Central stands alone in the speed of its trains, because what it does with safety is impossible to other railroads of inferior equipment.

But ordinary travelers do not wish exceptional speed when it entails great discomfort; nor is it desirable to court the fatigue and soreness inseparable from a long journey on a jerky train. A journey on the New York Central is the perfection of luxury. It entails neither fatigue nor soreness, for it has practically no sharp curves, and its trains move at the highest speed without the slightest shock. Its trains are superb in their furnishings, every detail of modern luxury is provided, the service is ideal. To travel on the New York Central is the poetry of motion. —The Dry Goods Chronicle.

Thro' Yellowst'ne Park on a Bicycle.

A personally conducted excursion will leave Omaha via the Burlington Route at 4:35 p. m., Saturday, July 13, for a bicycle tour of the Yellowstone National park. Mammoth Hot Springs will be reached at noon Monday, July 15, and the next morning the 150-mile circuit of the park will be begun.

As the park roads are excellent, this can easily be accomplished in four days.

The cost of the round trip ticket to Mammoth Hot Springs is $47.50. Rates at the park hotels, $4.00 a day for a stay of a week or less. After that $3.00 a day.

$75.00 to $85.00 will about cover the entire expense of the trip, including sleeping car fares both ways, meals enroute, etc.

The party will not conform to any prearranged cut-and-dried schedule, but will move according to the wishes of the majority of its members and will be accompanied by Mr. J. E. Buckingham of the general passenger department of the Burlington Route at Omaha.

Address J. Francis, G. P. & T. A., Omaha, Neb., for full information.

THE WONDERFUL BLACK HILLS.

All Teachers Should Know

All about the Black Hills—historic, instructive, interesting to a greater degree than any other part of the west.

The Hot Springs of South Dakota are there.

Delegates to the National Educational association meeting at Denver, holding tickets over the Union Pacific, have an unprecedented offer in the way of a low rate, returning through the Black Hills. Prof. Clemons of Fremont Normal school, Fremont, Neb., will personally conduct an excursion party on this trip. Consult him or the nearest agent F., E. & M. V. or Union Pacific railway for further particulars.

J. R. BUCHANAN, G. P. A.

Two Great Excursions to Boston.

Via the Lake Shore & Michigan Southern Ry., one in July and one in August. One fare for the round trip. Stop over at Niagara Falls and Saratoga if desired; also by boat one way between Albany and New York at the option of the passenger. Stop over can also be made at Chautauqua on return trip. Regular Summer Tourist Tickets to the many delightful mountain, lake and seaside resorts of the east are now on sale. Complete list of routes and rates, with any further information desired, will be promptly furnished on application. B. P. Humphrey, T. P. A., Kansas City, Mo. C. K. Wilber, West. Pass. Agt., Chicago.

Spirit Lake, Spirit Lake, Spirit Lake.

Through sleeper via the Northwestern Line, commencing June 28, leaves daily for Spirit Lake at 6:10 p. m. from Webster street depot. The lake is the same, accommodations a little better, fare a little lower. City office, 1401 Farnam street. Depot, 15th and Webster streets. J. R. BUCHANAN, G. P. A.

One Fare for the Round Trip.

For the round trip to all points within 200 miles, The Missouri Pacific will sell July 3rd and 4th. Limit for return July 5th. Call at city office, N. E. corner 13th and Farnam, or depot, 15th and Webster streets.

Note Change in Time.

Chicago, Rock Island & Pacific railway's Chicago vestibuled limited leaves at 4:40 p. m. Lincoln, Fairbury, Bellevue and points south and west at 6:45 p. m.

Summer Tourist Tickets via the Wabash

Are now on sale; for folders giving routes, rates, etc., call at Wabash office, 1415 Farnam street.

STARS NO LONGER SHINE

Fifteen Police Officers Summarily Dismissed from the Service.

POLICE COMMISSION BEGINS REFORM

Announcing that the Dismissals Were for the Good of the Service the Board Lops Off the Heads of Agitators.

Chief of Detectives Henry P. Haze, Sergeant A. T. Sigwart, Mounted Officer R. A. Wilbur, Patrolmen G. W. Barnes, A. H. Burr, H. Flint, M. B. Halter, James Kirk, W. H. Storey, George Prescott, M. M. Starkey, M. Dollard, F. E. Evans, Louis Godola and John Leary comprise the members of the Omaha police department who lost their stars yesterday afternoon.

The Board of Fire and Police Commissioners held a quiet executive session at 4:30. Commissioner Strickler was the only absentee.

The commissioners acted unanimously in dismissing the men named, with the exception of the case of Sergeant Sigwart. In this instance the vote stood 3 to 1, Mr. Smith voting against the dismissal. The retirement of the fifteen took effect at roll call last evening. The commissioners dismissed the men from the service for various reasons, and announced officially that it was "for the good of the service."

It was furthermore decided to abolish the office of chief of detectives and to place all detectives under the control and supervision of Chief of Police White.

The places made vacant will be immediately filled. Next Monday at 2 p. m. there will be a special meeting of the commissioners to consider applications of men who wish to wear the stars.

It all happened within an hour. At 4:20 o'clock the commissioners quietly filed into their private office and closed the door. Commissioner Deaver carried a record book under his arm and Commissioner Smith subsequently came out and got another big book out of the vaults. Then Captain Mostyn was sent for and remained closeted with the commissioners for half an hour. Thirty minutes later the session was over and the reorganization of the police department had been inaugurated. Chief White was not present. He was busy at work on the murder mystery.

Secretary Brownlee was authorized to notify the police headquarters of the result of the board's action.

It is rumored that five more officers are on probation and that it is possible that there will be more vacancies on the police force in the near future.

Popular Scenic Route to the East.

The New Vestibuled Train Service via Chicago & Grand Trunk, Grand Trunk and Lehigh Valley Railways, between Chicago, New York and Philadelphia, via the famous St. Clair Tunnel, Niagara Falls, and the beautiful Susquehanna, Wyoming and Lehigh Valleys, known as the "Switzerland of America," offers elegant appointments and is the most picturesque route connecting these leading cities.

Train leaves Dearborn Station, Chicago, daily, 3:10 p. m., and has attached a Pullman Vestibuled Sleeping Car for

TORONTO, MONTREAL AND BOSTON VIA MONTREAL.

During the Summer Tourist Season there will also be attached to this train a Pullman Buffet Sleeping Car for the White Mountains and Tourists' Resorts on the Atlantic Coast, by way of Montreal and the Portland Division of the Grand Trunk Railway. The beautiful scenery along this route makes it one of the most picturesque and attractive tourist routes to the East.

Baggage can be examined and passed customs at Dearborn Station, Chicago, thereby avoiding delay and inconvenience on entering Canada.

For Sleeping Car reservations, rates, time tables, etc., apply to E. H. Hughes, General Western Passenger Agent, 103 Clark street, Chicago.

HALF RATES EAST.

Through Cars East—Special Parties East.

Boston July 5 to 8. Baltimore July 15 and 16. Half fare for the round trip. Special parties in charge of excursion managers with through car service from Omaha.

THERE ARE OTHER ADVANTAGES.

Ask about them at the
Northwestern Line
Ticket office, 1401 Farnam street.
R. R. Ritchie, General Agent. G. F. West, G. P. and T. A.

On Behalf of Prospect Hill.

Conviction of officers of the Prospect Hill Cemetery association under an ordinance forbidding the platting of any more ground inside the city limits for burial purposes has caused an ordinance to be introduced repealing the ordinance under which the conviction was obtained. Mr. Kennard is the father of it. It is so worded as to cover only the Prospect Hill case, where the purchase of a narrow strip adjoining the cemetery and which was originally designed for burial garound was made by the association to make the contour of the cemetery regular.

A Few Advantages

Offered by the Chicago, Milwaukee & St. Paul railway, the short line to Chicago. A clean train, made up and started from Omaha. Baggage checked from residence to destination. Elegant train service and courteous employes. Entire train lighted by electricity and heated by steam, with electric light in every berth. Finest dining car service in the west, with meals served "a la carte." The Flyer leaves at 6 p. m. daily from Union depot.

City ticket office, 1504 Farnam street. C. S. Carrier, city ticket agent.

ONLY $31.75

To Boston and Return Via the Wabash.

For the Y. P. S. C. E. convention the Wabash will sell tickets at above rate July 5th to 9th inclusive. For tickets or folders giving full information in regard to routes, limits, etc., call at Wabash office, 1415 Farnam st., or write G. N. CLAYTON,
N. W. P. Ag't, Omaha, Neb.

Time Card.

Lake Manawa railway time card in connection with Council Bluffs motor line: Leave Paxton hotel at 8:28 a. m., 1:27, 3:37, 4:29, 5:21, 6:13, 7:05, 7:22, 7:43, 8:20, 8:34, 9:19, 9:36, 10:33 p. m.

Leave Manawa 7:25 a. m., 1:07, 3:33, 4:30, 5:25, 6:15, 7:10, 7:30, 8:00, 8:25, 8:50, 9:15, 9:40, 10:30, 11:40 p. m.

On Sundays and holidays trains will run oftener.

CHEAP EXCURSION RATES

Via the Burlington Route.

Here are the Burlington route's best offerings in the way of reduced rates.

To Boston, Mass., July 5 to 8; one fare for the round trip, good to return until August 6.

To Denver, Colorado Springs, Manitou and Pueblo, July 4 to 8, $19.00 for the round trip, good to return until September 1.

The city ticket agent at 1324 Farnam street will gladly give you full information.

Cheap Excursions East and West.

Boston and return, one fare for the round trip, tickets on sale July 5 to 8. Denver, Colorado Springs and Pueblo, $19.00 for the round trip, tickets on sale July 4 to 8, good for return passage till September 1. Three special excursion trains from Omaha to Denver, Saturday, July 6, at 2:55 a. m., 1:40 p. m. and 6:30 p. m. Call at Rock Island ticket office, 1602 Farnam street.

ANNOUNCEMENTS.

The Trilby club will give a concert and picnic at Columbia park, Fortieth and Leavenworth, July 4. Admission free. Fireworks display in the evening.

AFTER A DEAD MAN'S WEALTH.

Suits Brought Against the Paulson Estate—News of the Courts.

Another creditor has secured permission to appear in court to contest the transfers made some years ago by the Paulson heirs, alleging fraud in the transaction. In addition to this the court has been asked to appoint a receiver for the property in connection with the issuance of an injunction restraining the heirs and executors of the estate from disposing of any of the real or personal property left by ex-Senator Paulson.

The Arlington State bank began its suit to enforce the claims it held against the estate. The Midland State bank is the latest intervenor to the suit and seeks to enforce a judgment for $4,768, which it obtained last December in Washington county. It claims that it cannot enforce collection unless the equity powers of the court are set in operation and a series of transfers set aside to which the Paulson heirs are parties.

John T. Paulson died October 5, 1889, leaving to a wife and six children dozens of lots and other property in and about Omaha, directing in his will that his debts should be paid, however, out of his personal estate and giving the executors, his grown children, no power to mortgage the estate. In December of 1891 the executors conveyed to a married sister, Augusta Lammerich, property for an alleged consideration of $150,000, on which she placed a mortgage with the Globe Loan and Trust company for $25,000. These and similar transactions the bank is attacking in court.

Now He Wants the Cash.

Dennis Cunningham and L. H. Kent are in the district court, fighting over a land trade which fell through, and according to Cunningham's story, resulted in his swapping his land away without getting anything back to show for his trade. Cunningham is now demanding money, as he can not get his desired land.

Cunningham alleges that April 21, 1890, he made a bargain with Kent. In pursuance of it he conveyed, by deed to Kent, lots in block 14, Carthage addition, together with a one-seated buggy. The title to some land in block 76, South Omaha, failed, when Cunningham undertook to convey it, but Kent, so Cunningham avers, said that made no difference and agreed to accept other land. Cunningham has waited for a transfer of some 600 acres of school land, but as Kent has sold the property to other parties he demands $4,500 in lieu of the property.

Minor Court Matters.

The insurance companies which were defeated in the suits brought by J. A. Wakefield on account of the loss of his lumber yard by fire have appealed their case to the supreme court.

Peter Frenzer has begun a suit against Mrs. N. A. Blanchford to recover $550. He claims that she moved into the building at 116 North Twenty-fifth street on March 24, 1890, and left August 15, without notice, leaving unpaid rents.

A damage suit for $5,000, brought on account of the murder of William H. Chapple against James Ish, accused of the crime, has been instituted in the district court. W. S. Shoemaker filed the petition yesterday afternoon, in which he asks this sum on behalf of Ferdinand Meyer, who was appointed administrator June 18.

Caroline Day, living on lot 15, block 55, Omaha View addition, has been restrained by an order issued by Judge Ambrose from paying her rent and E. G. Whitman, W. G. Clark and H. R. Clark have been prohibited from taking any steps to collect it. This property is in litigation between the Michigan Mutual Life Insurance company and O. C. Johnson. Intervenors who claim to have rights have secured an injunction.

Courtland's Program.

The attractions at Courtland beach for today have been arranged as follows:

Matinees 2 and 4 o'clock with Philion, the spiral tower, the Arabs; admission to amphitheater, 15 cents.

3 o'clock daylight fireworks on the lake in front of the pavilion.

Concert by Courtland beach band and Boyd theater orchestra afternoon and evening.

On account of the extraordinary attractions admission to the amphitheater in the evening will be 25 cents. This includes the $1,000 display of fireworks that will by far exceed anything of the kind ever seen in the west and Philion on the spiral tower, also the big show of the Arabs.

Caught Her in the Act.

Yesterday Special Officer Keysor detected a woman in the act of shoplifting at the Boston Store. He watched her until she had reaped quite a little harvest and then placed her under arrest. At the station she gave the name of Mary Doe and claimed to reside at Beatrice. She had in her possession two ladies' vests, a fan, two china saucers, one pair of silk mits, three bunches of dress stays, three combs and a curling iron.

The woman was neat appearing, well dressed and carried a parasol into which she stowed away the articles stolen. The police state, however, that the name given by her is not her real name and that she is an old resident of Omaha.

Expect Rains to Lower Bids.

All bids recently received for furnishing horse feed to the city for the last six months of this year have been rejected. This was on recommendation of the city council committee on public property and buildings, which reported that with the fine prospects for good crops, much lower bids might be expected in thirty days. Meanwhile the present contractor will furnish the provender needed.

Munro Takes Hold.

George F. Munro, chairman of the Board of Public Works, entered upon the duties of the position yesterday. It is thought improbable that any change will be made in the clerical force.

THE DOCTOR'S COLUMN.

Mrs. J. R., Station X, Chicago.—Have a boy 4 years old who looks well, but seems to have no strength in his bones; can not walk up stairs without support.

Give the little patient two drops of Cerebrine, extract of the brain, in a little water three times daily for two weeks; then use Medulline, extract of the spinal cord, in same doses, alternating.

T. J. M., Leavenworth, Kan.—For the trouble of which you write, take Cerebrine, extract of the brain, in three drop doses, three times daily on the tongue for two weeks; then use Testine, in same doses.

W. L. S. B., Chicago.—For your trouble, Cardine, extract of the heart, would be better than any form of potassium. Take Cerebrine, in three drop doses, three times daily on the tongue for one week, then use Cardine in same dose and manner, alternating.

Miss H. A. S., New York.—Take Ovarine, in three drop doses on the tongue, three times daily for two weeks, then use Cerebrine, extract of the brain, in same dose, and for the same time, alternating.

W. H. E., Chicago.—Will you name a cure for pimples and blackheads?

Use Thyroidine, extract of the thyroid gland, in three drop doses on the tongue, three times daily. Take one teaspoonfull of Natrolithic Salt in a half tumbler of water, one-half hour before breakfast, twice a week.

H. F. D., Willoughby St., Brooklyn.—I am a sufferer from chronic asthma, and more or less bronchitis; have difficulty in breathing.

Take Febricide pills, one, three times daily for a week; then Medulline, extract of the spinal cord, in three drop doses on the tongue, three times daily.

A Sufferer, St. Louis.—Take Testine, in three drop doses on the tongue, three times daily. Use cold sponge bathing in the morning, and rough Turkish towel. Sleep on hair mattress, with plenty of fresh air in the room.

W. T. PARKER, M. D.

P. S.—All letters of inquiry on medical subjects directed to the Columbia Chemical Company, Washington, D. C., will be answered free, either in these columns or by mail direct.