

NEMAHA ADVERTISER

W. W. SANDERS, PUBLISHER

Nemaha, Nebraska

A Chicago physician of prominence says that in families where consumption is common the diet should consist as largely as possible of fats, such as milk, cream, butter, fat beef and mutton, but that no pork or veal should be used except the fat of bacon, which is said to be as rich in nutrition as cod liver oil. Good red beef may be eaten, but overcooked meats of any kind should be avoided. Pears, ripe apples, cooked ripe fruits and whole wheat bread are recommended. Drink new milk until two quarts a day can be consumed.

Cure to Stay Cured.

Wapello, Iowa, Sept. 11.—(Special.)—One of the most remarkable cures ever recorded in Louisa county is that of Mrs. Minnie Hart of this place. Mrs. Hart was in bed for eight months and when she was able to sit up she was all drawn up on one side and could not walk across the room. Dodd's Kidney Pills cured her. Speaking of her cure, Mrs. Hart says:

"Yes, Dodd's Kidney Pills cured me after I was in bed for eight months, and I know the cure was complete for that was three years ago, and I have not been down since. In four weeks from the time I started taking them I was able to make my garden. Nobody can know how thankful I am to be cured or how much I feel I owe to Dodd's Kidney Pills."

This case again points out how much the general health depends on the kidneys. Cure the kidneys with Dodd's Kidney Pills and nine-tenths of the suffering human family is heir to, will disappear.

SCRAPS.

The city of Tokio is one hundred years older than St. Petersburg.

Over 856,000 cattle were destroyed by wild beasts in India last year.

True happiness is an excellent complexion powder.

The Japanese poetical term wrinkles "the waves of old age."

Praise among women, like gold and precious stones, owes its value chiefly to its scarcity.

You can tell that most artists are bachelors by the "dreams" of women they paint.

Woman's wits are something like her opera cloak—to be worn only on state occasions.

Many a young girl who seems bowed with grief is merely carrying the secret of her best girl friend's love affair.

Wetting the finger in cologne and drawing it over the eyebrows is as useless and agreeable, beside having a most soothing effect.

The girl who notes the popularity of her foolish sister with the opposite sex doubtless finds little incentive for being wise.

The average girl believes that she has expressed undying loyalty and eternal friendship for her best girl friend when she admits that she is pretty.

A lady in St. Louis withheld \$3 from her servant because the latter had damaged a piece of furniture. The girl then maliciously smashed crockery valued at \$12. She was arrested, and the judge fined her \$25.

STRONGER THAN MEAT.

A Judge's Opinion of Grape-Nuts.
A gentleman who has acquired a judicial turn of mind from experience on the bench out in the Sunflower State writes a carefully considered opinion as to the value of Grape-Nuts as food. He says:

"For the past five years Grape-Nuts has been a prominent feature in our bill of fare.

"The crisp food with the delicious, nutty flavor has become an indispensable necessity in my family's everyday life.

"It has proved to be most healthful and beneficial, and has enabled us to practically abolish pastry and pies from our table, for the children prefer Grape-Nuts and do not crave rich and unwholesome food.

"Grape-Nuts keeps us all in perfect physical condition—as a preventive of disease it is beyond value. I have been particularly impressed by the beneficial effects of Grape-Nuts when used by ladies who are troubled with face blemishes, skin eruptions, etc. It clears up the complexion wonderfully.

"As to its nutritive qualities, my experience is that one small dish of Grape-Nuts is superior to a pound of meat for breakfast, which is an important consideration for anyone. It satisfies the appetite and strengthens the power of resisting fatigue, while its use involves none of the disagreeable consequences that sometimes follow a meat breakfast." Name given by Postum Co., Battle Creek, Mich.

There's a reason.

DENTISTRY IN THE NAVY.

Uncle Sam Has Six Dentists to Do the Necessary Work.

Comparatively little is known of the importance that attaches to dentistry in the United States navy and few persons realize how important the path of an applicant as a governing admission to Uncle Sam's sea service, says the New York World. There probably are more aspirants for the navy rejected for having bad teeth than for any other cause.

Until three years ago there were no dentists attached to the navy. Now there are six in the service and these are stationed at the principal navy yards throughout the country. The most important of these dental stations is at the Brooklyn navy yard, where the office is in charge of J. L. McCarthy, D. D. S. There is another at Boston, one at Newport, R. I.; one at Norfolk, Va.; one at Mare Island, Cal.; one at Goat Island, Cal., and still another at the navy yard at Cavite.

The dentists are under the surgeon-general of the United States navy and are supposed to look after the teeth of all the men in the navy from the highest officers down to the apprentice. Teeth are extracted free of charge, as well as treated and filled with amalgam and cement fillings. Dr. McCarthy is a regular salaried official of the yard. The only work charged for is the gold fillings, gold crowns and bridge work, which the dentist furnishes himself.

To receive the free treatment all a man in the navy has to do is to report it sick call and receive a slip from the surgeon in charge, giving permission to visit a dentist. The number of men treated daily is getting beyond the ability of the post dentists. An effort is being made by the surgeon general and the secretary of the navy to increase the force to thirty dentists, or as near one to each thousand men in the service as possible.

Every time a warship arrives in port Dr. McCarthy has a busy time of it and since he was appointed to the local yard he has attended 300 men, who were given alloy fillings. A great number of other patients have received treatment of teeth and had teeth extracted. As each man is treated a chart of his mouth is taken and placed on record. These charts show exactly which tooth was filled, which was treated, and the records are of great value to the navy department, as they serve for identification.

Dr. McCarthy is a graduate of the University of Lexington, Ky., and also of the University of Knoxville, Tenn., and took a post graduate course in a college at Cincinnati, Ohio. He is an athlete, and was captain of the football team at Mare Island navy yard before he was transferred to the Brooklyn yard.

English Tongue in Lead.

The United States are by far the largest of the civilized nations except Russia, which has 130,000,000 inhabitants. The German empire has 55,000,000; Austria-Hungary, 47,000,000; Japan, 47,000,000; the United Kingdom, 42,000,000; France, 38,000,000; Italy, 32,000,000, and Spain, 18,000,000. China has 350,000,000, but she does not count in a calculation of this sort.

Owing to the rapid growth of the United States the English language is now spoken by more persons than any other civilized tongue. Charles V said he spoke German to his horse, French to men, Italian to his women friends and Spanish to God. In his days, three and a half centuries ago Spain was a land on which the sun never set. England was only a small spot on the map and the English language held only a minor place in the civilized tongues. To-day 130,000,000 of people speak English, 100,000,000 speak German, 70,000,000 employ Spanish, including the inhabitants of the Latin American countries, and 40,000,000 speak French.

Moreover, the lead for English is rapidly lengthening. Nearly two-thirds of all the people who speak the English tongue are in the United States.

Out of the Ark.

Mr. Bones—Why is an exhausted stick of carbon like a dove?

Mr. Tambo—I gives it up, sah.

Mr. Bones—Because they both came out of the ark.

Mr. Tambo—Ladies and gentlemen, with your kind permission, we will now sing: "I wish I was a Senator in a Nice Cool Jail."—Pittsburg Post.

McKinley Memorial Church.

A memorial church for William McKinley, dedicated at Portland, Ohio, his boyhood home, is erected on the spot on which stood the church McKinley joined when he was 14 years old. Mrs. McKinley contributed to ward its building, and Andrew Carnegie gave the organ.

Proof Positive.

"I was not drunk last night."

"You were."

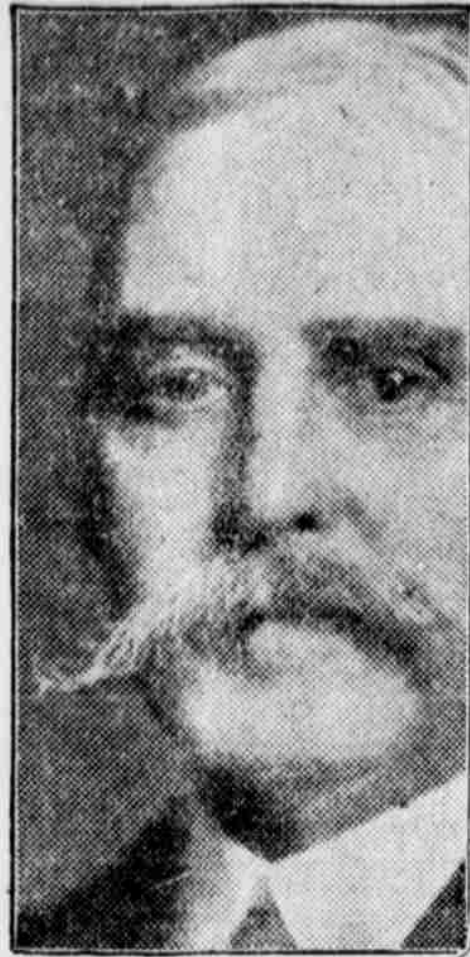
"What makes you think so?"

"I saw you trying to set your watch by the fare register on a trolley car!"

—Cleveland Leader.

Every time a man's neighbors kick it makes him sore.

LIEUT. F. S. DAVIDSON



PE-RU-NA STRENGTHENS THE ENTIRE SYSTEM.

F. S. Davidson, Ex-Lieut. U. S. Army, Washington, D. C., care U. S. Pension Office, writes:

"To my mind there is no remedy for catarrh comparable to Peruna. It not only strikes at the root of the malady, but it tones and strengthens the system in a truly wonderful way. That has been its history in my case. I cheerfully and unhesitatingly recommend it to those afflicted as I have been."—F. S. Davidson.

If you do not derive prompt and satisfactory results from the use of Peruna, write at once to Dr. Hartman, giving a full statement of your case, and he will be pleased to give you his valuable advice gratis.

Address Dr. S. B. Hartman, President of the Hartman Sanitarium, Columbus, Ohio.

A lotion of rosewater and glycerine, two ounces of each, and half the quantity of citric acid, is good for sunburn. Apply when washing the hands.

NOISES IN HER HEAD

Mrs. Reagan was a Nervous Wreck But Dr. Williams' Pink Pills Brought Sound Health.

"Before I began to take Dr. Williams' Pink Pills," said Mrs. Mary Reagan, of No. 86 Kilburn street, Fall River, Mass., recently, "I was in and out of bed all the time, but now I stay up all day and do all my own work."

"I was badly run down from overwork. One day noises began in my head and almost made me crazy. My head felt as if a tight band had been put around it, and the pressure and the sounds made me so uneasy that I often had to walk the floor all night.

"My stomach was in bad shape, and I had smothering sensations. At such times my body seemed bloodless, my hands were like chalk and my face turned yellow. The doctor said I had dyspepsia in the worst form. Then my nerves gave way and I was completely prostrated. I frequently suffered from smothering sensations.

"The first box of Dr. Williams' Pink Pills that I used quieted my nerves so that I could get a good night's sleep which was a new experience for me. Before I began to use them I was a nervous wreck and trembled at the slightest sound. I was so weak that I had to sit down and rest every few steps when I went up stairs. Now I can run up a whole flight at once. The smothering sensations have gone and the noises in my head have stopped entirely. My appearance has greatly improved, for friends who were alarmed on my account before, now say: 'How well you are looking!' My husband spent over a hundred dollars on treatment for me that was worthless, but a few boxes of Dr. Williams' Pink Pills brought me sound health."

Sold by all druggists, or sent, postpaid, on receipt of price, 50 cents per box, six boxes for \$2.50 by the Dr. Williams Medicine Co., Schenectady, N. Y.

The World's Standard
DE LAVAL CREAM SEPARATORS

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Ten Times All Others Combined.
Save \$10.00 per Year over all Gravity Setting Systems and \$5.00 per Cow over all Lactating Separators.

Send for new Catalogue.

THE DE LAVAL SEPARATOR CO.
Caneo & Randolph Bldg. CHICAGO
74 Cortlandt Street, NEW YORK
OTHER SALES BRANCHES AND LOCAL AGENTS.

A FAMOUS ENGINE.

Not long ago a little old-fashioned switch engine was hauled down the main line of a Western railroad to be thrown into the scrap pile. Dingy, rusty, worn out, not worth repairing further, it was yet of sufficient importance to attract to station platforms hundreds of men and women who had not forgotten the record of "Engine 97, of the Alton," and wanted a last look at the old machine.

Just a third of a century ago "97" was the most famous locomotive in the world. To the bounds of civilization, wherever the telegraph and the daily news reached, it was talked about, praised, spoken of with the pride which all the world feels in one man's creation which has done a wonderful thing. And a wonderful thing "97" had done, for, stopping only for water, it had run for three consecutive hours at a speed approximating a mile a minute, and had even run long stretches of the way at the then undreamed of speed of a mile in fifty-seven seconds.

That was in October, 1871. The engine was in the roundhouse at Bloomington, Ill. On the previous night word had reached Bloomington that a great fire was in progress in Chicago. Early in the morning a telegram came to the Bloomington fire department from the mayor of the burning city, asking for aid. The fire department called up a railway official and asked for a special train.

So "97" was fired up, rolled out to the main line, coupled to a coach and a flat car, and sent to a team track. There all the fire fighting apparatus that could be spared was run on the flat car and fastened securely, the firemen found places in the coach, and "97," with a full head of steam, slipped easily away on what was to be the most famous run of its life.

A clear track had been provided for the whole distance. Every opposing train was sidetracked, and men were stationed at all the switches to assure safety. Louis Hawks was at the throttle of the little engine—little as engines go today, but a big fellow then. He gave "97" notch after notch of the throttle till the train flew at a wonderful speed. From Chenoa to Pontiac, ten miles, the train passed in ten minutes. From Dwight to Gardner, nine miles, was covered in nine minutes. Then in a burst of speed that made the wondering officials in the dispatcher's office gape in amazement, "97" wheeled off the seven miles from Wilmington to Elwood in barely over six minutes.

At the throttle Hawks sat, bent forward, his eyes intent on the track, strained, nervous over this never-before-equated speed, coaxing his engine with a magician's hand. And at last, in almost an even three hours, he closed the throttle and brought the train to a stop in the smoke-enshrouded city after a record making run of one hundred and twenty-seven miles.

The story of that ride went everywhere as one of the great feats in connection with the big fire. Sermons were preached about the engine, and magazines spread pictures of it broadcast. Like the "John Bull" of the Camden and Amboy line, or the "General" which once pulled Andrews and his raiders, "97" was set down for immortal fame. But no such easy berth awaited it as those others found—level sidings in showy expositions. It pulled special trains till it was out of date, and then was put into the shops and made into a switch engine, in which guise it wore itself out.

Louis Hawk, too, grew old in service and died a little before his engine, on January 3, 1905, after nearly fifty years of continuous service.—Youth's Companion.

She was Worried.

"Charles asked me the all-important question last night," said Clara.

"What—a proposal?"

"Oh, heavens, no. He wanted to know if I would like the use of his auto while he was away this summer."

"And what about the other question?"

"Oh, that will come; but I felt uncertain about the auto."—Commercial Tribune.

Made Himself So.

Neerbye—I called to see Brassy last evening, but he wasn't at home.

Subbubs—Oh! yes he was.

Neerbye—I tell you he wasn't.

Subbubs—But I tell you he was—very much at home. He monopolized the hammock on our porch all evening.—Philadelphia Press.

Steel Trust President's Routine.

W. E. Crost, president of the United States Steel Corporation, is at the head of a concern that employs 165,000 men. He is at his office every morning at 9:30, and there he remains until there is work to do—sometimes until 7 or 8 o'clock in the evening. Twenty-three years ago he was earning \$15 a month.

French Women in Tobacco Factories.

The French government employs 17,148 people in its state tobacco factories. The great majority are women.

EARLY ELECTRIC ROADS.

Line in Baltimore Perhaps First Regularly Operated in This Country.

Daft began work on the Hampden branch of the Baltimore Union Passenger Railway Company in August, 1885, at first with two, and a year later with two more dummies, which pulled regular street cars. A central and the running rails were used for the normal operation, but at crossings an overhead conductor was installed, and connection was made with it by a transversely hinged arm carried on the car and pressed upward against it by a spring. The driving was by a pinion operating on an internal gear on one of the axles.

This was, I think, the first regularly operated electric road in this country, and the conditions under which the contract was taken, including waiting a year for payment conditioned on satisfactory operation—and finally, even on these onerous terms, secured only in the face of an opinion by a well-known scientist that no one but "a knave or a fool" would undertake it—were anything but encouraging. Fortunately for Daft, however, T. C. Robbins, the general manager of the railroad company, was strong in the faith.

This equipment was followed by a more ambitious one—that of a section of the Ninth Avenue Elevated Railroad for a distance of two miles, where a series of experiments were carried on during the latter part of the year 1885, with a locomotive called the "Benjamin Franklin." The motor was "mounted on a platform pivoted at one end, and motion was communicated from the armature to the driving-wheel through grooved friction gears held in close contact partly by the weight of the machine and partly by an adjustable screw device. This locomotive, pulling a train of cars, made several trips; but the experiments were soon suspended, and they were not resumed till three years later, when, during several weeks, a rebuilt and improved "Benjamin Franklin" was frequently run between the steam trains on the section between Fourteenth and Fiftieth streets, attaining at times a speed of twenty-five miles an hour, and on one occasion pulling an eight-car train up the maximum grade of nearly 2 per cent at a seven-mile rate.—Century.

Not Loaded.

Maybelle—Clarence and Jack quarreled about me!

Estelle—How exciting! What did they do?

Maybelle—Oh, it was awful! I came into the room and they were waving pistols at each other.

Estelle—Pistols? Mercy! Were they loaded?

Maybelle—Not a bit—they were as sober as could be!—Cleveland Leader.

Bacon—I saw a friend of your family sitting on your stoop yesterday when I went by. Egbert—Oh, that wasn't any friend of my family; that was my wife's mother.—Yonkers Statesman.

How vain and fleeting is epitaphy. In a Philadelphia cemetery founded 80 years ago scarcely a line of the glowing words graven on the headstone remain for the edification of visitors. Time's ruthless paw plays tricks with fiction.

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\$3.50 & \$3.00 SHOES FOR MEN
W. L. Douglas \$4.00 Gilt Edge Line cannot be equaled at any price.

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W. L. DOUGLAS MAKES AND SELLS MORE MEN'S \$3.50 SHOES THAN ANY OTHER MANUFACTURER.

\$10,000 REWARD to anyone who can disprove this statement.

W. L. Douglas \$3.50 shoes have by their excellent style, easy fitting, and superior wearing qualities, achieved the largest sale of any \$3.50 shoe in the world. They are just as good as those that cost you \$5.00 to \$7.00—the only difference is the price. If I could take you into my factory at Brockton, Mass., the largest in the world under one roof making men's fine shoes, and show you the care with which every pair of Douglas shoes is made, you would realize why W. L. Douglas \$3.50 shoes are the best shoes produced in the world.

If I could show you the difference between the shoes made in my factory and those of other makes, you would understand why Douglas \$3.50 shoes cost more to make, why they hold their shape, fit better, wear longer, and are of greater intrinsic value than any other \$3.50 shoe on the market to-day.

W. L. Douglas Strong Made Shoes for Men, \$2.50, \$2.00, Boys' School & Dress Shoes, \$2.50, \$2, \$1.75, \$1.50

CAUTION.—Insist upon having W. L. Douglas shoes. Take no substitute. None genuine without his name and price stamped on bottom.

WANTED. A shoe dealer in every town where W. L. Douglas shoes are not sold. Full line of samples sent free for inspection upon request. Fast Color Eyelets used; they will not wear blue. Write for Illustrated Catalog of Full Styles. W. L. DOUGLAS, Brockton, Mass.