

# DURING SUMMER MONTHS

Dr. Hartman Gives Free Advice to Suffering Women.



MISS LIZZIE SNEATHING

Dr. Hartman, the Famous Gynecologist and Inventor of Pe-ru-na Offers to Treat Women Free During the Summer Months.

America is the land of nervous women. The great majority of nervous women are so because they are suffering from some form of female disease. By far the greatest number of female troubles are caused by catarrh.

Women afflicted with pelvic catarrh despair of recovery. Female trouble is so common, so prevalent, that they accept it as almost inevitable. The greatest obstacle in the way of recovery is that they do not understand that it is catarrh which is the source of their illness. In female complaint, ninety-nine cases out of one hundred are nothing but catarrh. Peruna cures catarrh wherever located.

The following letter was recently received:

186 W. 38th st., New York City.  
The Peruna Medicine Co., Columbus, O.  
Gentlemen—What bread and meat means to the hungry Peruna means to the sick. It is an especially valuable medicine for sick women. I have found that no medicine so quickly restores health and places the body in a normal condition. I but voice the sentiments of women who were once sick, but are now in perfect health.

"MISS LIZZIE SNEATHING."  
All women who are in doubt as to what their trouble is should write Dr. Hartman, Columbus, Ohio. Give him a full description of your trouble, previous treatment, symptoms and age. He will promptly reply with full directions for treatment free of charge. This is an opportunity which no ailing woman should miss. Dr. Hartman has become renowned through his success in treating women's diseases. His experience in these matters is vast. Correspondence is strictly confidential. No testimonials published without written consent. Dr. Hartman relies principally upon Peruna

Housekeepers: Send for our Electric Cleaner. Kills all germs and insects; perfect disinfectant. Price 25c. Alexander Mfg. & Supply House, Chicago Ill.

Agents: Be alive and progressive. Manufacture your own goods. Five valuable money making receipts for the Diamond Novelty Company, Springfield, Mass.

57 ways making a fortune, do your own manufacturing at your own home. Send self addressed envelope and stamp. Reliance Mfg. Co., Dept. 1, 420 5th Ave., N. Y.

The optimist believes that the best years of his life are ahead of him.

Have used Piso's Cure for Consumption nearly two years, and find nothing to compare with it.—Mrs. Morgan, Berkeley, Cal., Sept. 2, 1901.

The city of Tokio has 800 public baths, where some 300,000 persons bathe daily at a cost of about one cent each.

Mrs. Winslow's SOOTHING SYRUP for children teething, softens the gums, reduces inflammation, allays pain, cures wind colic, etc. bottle.

An Iowa man, undergoing an examination in Washington to determine his fitness for a consular post, was asked: "How many Hessians did George III. hire to come to this country to fight the Americans during the Revolution?" He thought for a long time. Then he said: "I don't know, but it was a darn sight more than went back."

In a closed room which contains enough air to last one man for an hour, a lighted candle will shorten his existence by fifteen minutes, but if a gas jet is burning he will live only ten minutes.

The government of the Malay peninsula is planting gutta-percha trees on a large scale, and it will not be necessary to cut them down as gutta-percha can now be extracted from the leaves and twigs without injury to the trees.



MRS. ALEX. JOHNSON

In these cases, Peruna cures catarrh wherever located.

Mrs. Alex. Johnson, 256 University avenue, Kingston, Ontario, Can., writes:

"I have been a sufferer for years with bearing down pains and back-ache, and got no relief from doctor's prescriptions. I commenced taking Peruna, and after taking the first bottle I felt much better and within a month I was a well woman, and heartily recommend it to any woman who is in as poor health as I was."

MRS. A. JOHNSON.

Miss Mabel Meyers, Argentine, Kan., collector for the Kansas Temperance Union, writes: "Peruna has proved a friend to me, for it cured me when I was sick, and the least I can do in return is to acknowledge its value to the public. Since I was 17 years old I have suffered with headache, backache and pains in the shoulder blades. I caught cold easily and my lungs were weak. Catarrh of the lungs was what the doctors called my trouble. I took their medicine for eight months without any benefit, and hearing about Peruna I decided to try it. I used nine bottles and was restored to health. This was two years ago, and I am now in perfect health."

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 glad to give you his valuable advice gratis.

Address Dr. Hartman, President of The Haysan Sanitarium, Columbus, O.

Near Scarborough, England, there is a farm for raising butterflies and moths. The output is 20,000 a season.

HALL'S CATARRH CURE is taken internally. Price 75 cents.

Mr. and Mrs. Calligan, of Piscataquis county, Maine, have seven children, four boys and three girls. The boys are called Matthew, Mark, Luke and John, and the girls are named Faith, Hope and Charity.

Use the famous Red Cross Ball Blue. Large 2-oz. package 5 cents. The Russ Company, South Bend, Ind.

Do Your Feet Ache and Burn? Shake into your shoes Allen's Foot-Ease, a powder for the feet. It makes tight or New Shoes Feel Easy. Cures Corns, Bunions, Swollen, Hot and Sweating Feet. At all Druggists and Shoe Stores, 25c. Sample sent FREE. Address Allen S. Olmsted, LeRoy, N. Y.

Aluminum shoes have been tested in the Russian cavalry. In these experiments one aluminum shoe was worn with three of iron, and it was found that in every case the durability of the former exceeded that of the latter.

Don't forget a large 2-oz. package Red Cross Ball Blue only 5 cents. The Russ Company, South Bend, Ind.

Negro Philosophy You would have to go far to find a philosophy to match this: A negro, standing in his cabin door during a thunderstorm, exclaimed: "Bless God, lightning's hit de mule, en de sheriff can't levy on him!"—Atlanta Constitution.

In the use of paris green and london purple as spraying material it is necessary to make new applications each time the powder is washed off by the rain.

# POPULIST HOT SHOT.

Selections Made by C. Q. DeFrance Chairman Populist State Central Committee.

## A DESERVED COMPLIMENT

"The Railroads of Nebraska" Show Their Appreciation of the Power of the Press by Buying Space in Nebraska Newspapers

Few people correctly estimate the wonderful influence exerted by the newspapers; and a still smaller number give proper credit to the country newspapers. Because a certain country weekly has only 500 to 1,000 subscribers, the average man is apt to say, "Oh, it doesn't cut much figure—it has only a small circulation," and he will doubtless believe that none except the great dailies really have any influence. What one should inquire is, How strong is the influence of any given paper over each of its subscribers on the average? When considered in this light, the country paper will be found usually up to the standard of the great dailies, if not above. Given a daily with 100,000 subscribers, printing 700,000 copies each week; isn't it reasonable to suppose that 700 different country weeklies, each circulating 1,000 per week, can wield as far-reaching influence as the daily?

"The railroads of Nebraska" have paid a deserved compliment to the country press of Nebraska. Realizing that the question of railroad taxation is a growing one, and that the people are becoming more and more interested in it, the railroad managers have determined to take a hand in the discussion. Heretofore they have said nothing except through their respective commissioners in presenting their side of the question to the state board of equalization each year. According to reports the older heads repeated the famous Vanderbiltian saying, "The people be damned," and were against the advertising idea; but the younger men said, "We will take the people into our confidence and tell them our story and they will be disposed to treat us fairly." And the younger men went out. Up to the time they made a personal attack on Edward Rosewater, they were doing good work for their side of the contention; but that attack was a tactical mistake.

At first the tax commissioners were content to tell their story through the advertising columns of the Lincoln, State Journal, Omaha Bee and Omaha World-Herald. Then they bought space from the Western Newspaper Union for the ready print side of a great many Nebraska papers, populist, democratic and republican. Then they made contracts for a plate service and bought space in the home print side. Today one can pick up a country newspaper out of a pile of a hundred or more, and it's ten chances to one that it will have one of the railroad stories either on the home side or the ready print side, and about even that the latter will be told on both sides of the paper.

These tax commissioners expect to convert the people of Nebraska to the belief that the railroads are paying their share or more of the taxes. It is a herculean task, but they have gone about it in a systematic way. Every man, woman and child in the state who can and will read, will have an opportunity of hearing the copartisan side of the case. No blame can attach to the editor of any populist or democratic paper who receives pay for publishing these railroad advertisements—the transaction is a business proposition; but he should give his readers to understand that the articles are paid advertisements and not published because he indorses what they contain—unless, in fact, he does indorse the same.

I have made a careful tabulation of The Independent's exchanges this week for the purpose of ascertaining how extensively the railroad stories are being told. With a few exceptions the papers are either democratic or populist.

## READY PRINTS.

In the ready prints furnished by the Western Newspaper Union of Omaha and Lincoln appear the articles entitled "Action of Board of Equalization" wherein the attempt is made to show that the railroads in 1900 were assessed \$1.69 per mile more than they should have been, "and are still paying more than their fair portion of taxes." This appears in the following papers: Progress, Republican (pop.); State Capital, Lincoln (neutral); Independent Era, North Platte; Chief Pawnee City; The Granger, Auburn; The Ong News and Edgar Sun; Times-Independent, Loup City; McCook Republican (rep.); Arapahoe Pioneer; Madison Star; Madison Mail; Wilber Republican (rep.); Johnson News; New Era-Standard, Kearney; Trenton Register; Hickman Enterprise (neutral); Cedar Bluffs Standard; Plattsmouth Journal; Springfield Monitor; Fairbury Journal; Deacon, Broken Bow; Progress, Holdrege; Citizen, Lexington; Democrat, Osceola; Cedar Rapids Outlook; Crete Democrat; Hebron Champion; Trenton Leader; Minden Courier; Shubert Citizen; Syracuse Democrat; Mitchell Index; Benkelman Chronicle; Sentinel, Franklin; Independent Herald, Bertrand; People's News, Creighton; Randolph Reporter; Petersburg Index; The Quill, Schuyler.—Total, 39 papers.

The advertisement in the above named papers occupies a ten-inch, three-column block—30 inches; and costs the "railroads of Nebraska" in the neighborhood of \$180 a week, reaching about 40,000 readers.

## HOME PRINT—PLATES.

The railroad tax commissioners have also established a plate service to accommodate those papers that print all at home or use ready prints from the Country Publishers' Company of Omaha, the Nebraska Newspaper Union of York, either of the Sioux City houses or Kellogg's lists. In a number of cases the tax matter is used on both home and ready print sides, and such papers are marked (2): The home print matter contains the article used in the W. N. U. ready prints with an additional article added. The following papers used the stuff last week: The Quill, Schuyler (2); Arbor State, Wymore; Tribune, Imperial; Benkelman Chronicle (2); Phonograph-Press, St. Paul; Stromsburg News; Rushville Standard; Trenton Leader (2); Democrat, Hastings; Stanton Register; Pawnee Press; Clipper-Citizen (2); Broken Bow (2); Grand Island Democrat; New Era, Wahoo; Pender Times; Independent, Bartlett; Blair Republican (pop.—2).—Total, 19 papers.

This adv. occupies 15½ inches, three columns—46½ inches, and certainly costs "the railroads of Nebraska" not less than \$4.65 per paper each issue.

It has been suggested that if the railroads would pay a little heavier taxes and save what they are now spending in the uphill task of telling the people what they are not ready to believe, that it might be cheaper in the long run. That is not the real question at issue, however. The real question is, Shall the people be permitted to conduct their state government without unwarranted interference on the part of railroad officials? In other words, Will the people elect for governor the man selected by U. P. Attorney Baldwin and his confederates and announced nine days before the republican state convention?

## RAILROAD TAXATION

A Little Ancient History for the Benefit of Those Who Care to Study the Question

Twenty-eight years ago Nebraska was but a school-girl in short frocks, yet she was considering the advisability of adopting a new code of rules adapted to her remarkable growth. She had 55 county organizations within her borders, and 1107 miles of railroad extending through and into 32 of these counties. Her assessors returned for taxation, among other property, eleven million acres of land, nearly ninety thousand horses and 230,000 head of cattle. The land was assessed for taxation at \$3.91 per acre on the average, horses at \$4.67 and cattle at \$2.95 each. The railroads were crude affairs when compared to those of today, yet they were valued at an average of \$10,095.89 per mile. A trifle over 13.3 per cent of the taxes were levied against them that year (1874). Farm lands bore more than half the burden, and town lots nearly one-eighth.

Eight years later (1882) the railroad mileage had more than doubled. Every mile of the original eleven hundred miles was undoubtedly more valuable than it was in 1874; and every mile of the 1250 miles of new line was reaching into good territory. But railroad domination already had a firm hold on Nebraska, and the 2,355 miles of Nebraska railroads were assessed on an average valuation of \$6,315.03 per mile—a decrease of 37½ per cent.

Lands had increased a little over three million acres in that eight years, but the assessed valuation had fallen from \$3.91 to \$3.05—a decline of 22 per cent. If the assessment of 1874 was equitable, then as compared to farm lands, the railroads in 1882 had an advantage of about 15½ per cent. In other words, instead of paying taxes on a valuation of \$6,315.03 per mile, it should have been \$7,874.79, or about \$1,560 higher per mile. This, of course, is on the assumption that railroad improvement and farm improvement kept pace with each other.

At this point the railroad tax commissioners for "the railroads of Nebraska" might call attention to the 43 per cent decline in horses, and the 33-1-3 per cent slump in cattle valuations between 1874 and 1882, but the taxpayers generally understand that railroad property and land make fairer comparisons. Every man knows that until the British established military supply stations at Chalmette, Lathrop and other points, horses have been on the down grade for a good many years.

Eight years later (1890) the railroads had again more than doubled their mileage. It being 5,167.57 miles, or more than 4½ times as great as in 1874. Although this year is now looked to in making comparisons with present day railroad assessments, yet the fact is the average was only \$5,788.42 per mile, or a decrease of 81-3 per cent from 1882 and over 42½ per cent decline from 1874.

Lands had fallen off to \$2.98 an acre, while the area had nearly doubled in eight years. The decline in eight years was about 21-3 per cent and for the sixteen years a little less than 24 per cent. On the comparison of lands with railroads, always assuming that in improvements and real value they had kept pace, if we look to 1874 for our starting point, the railroad assessment of 1890 should have averaged \$7,672.87 per mile, or about \$1,885 more per mile than it really was. Looking only to 1882, the valuation should have been \$6,167.67, or about \$380 a mile increase.

Lands in 1900 averaged \$2.45 an acre. This is a decrease of 371-3 per cent since 1874. A similar decrease in railroad assessment would give an average of \$6,326.75 per mile of line.

Cozad Local: The ticket is one that is bound to be a winner in the coming campaign. Dawson county was honored by the selection of Claude Smith for superintendent of public instruction.

Seward Independent-Democrat: Although there was a hard fight over the head of the ticket, yet everybody is satisfied with the outcome, and the entire ticket will receive the hearty support of both populists and democrats.

Stanton Register: The ticket nominated is an excellent one and the strongest named for years.

Democrat, Hastings: What's the matter with that ticket? Study's a little. Clean and strong. Inquire into the character of the men and you will find nothing to raise a doubt. The agreement on W. H. Thompson as a candidate was a happy solution. He is one of the best known men in the state and known to be right with both populists and democrats.

Democrat, Osceola: Uncle John Powers for secretary of state ought to get the reward of the father of the populist party, that reward which we should have had ten years ago. It's a nomination well placed.

Accordingly, at this rate the 5,652.33 miles of Nebraska railroads would be valued at \$35,750,878.82 instead of the twenty-six millions as found by the republican board after excluding the "extra corporate franchises." The populist platform fixes forty million dollars as the minimum assessment under present conditions, and it is about the correct figure, when we consider that the eleven million acres of land in 1874 embraced only the richer portions of eastern Nebraska, while the thirty-two million acres today cover the entire state and takes in much land that never will be very valuable.

For the benefit of those who may wish to do some figuring on their own account, I append a number of small tables which have been compiled from the records and may be depended upon as correct.

CHARLES Q. DE FRANCE.

GRAND ASSESSMENT ROLL—1874.	
11,000,579.5 acres land.....	\$43,004,800.01
—City and town lots.....	9,941,899.99
97,449 horses.....	3,906,778.99
229,469 cattle.....	2,973,221.99
1,107.69 miles railroad.....	11,183,114.47
All other property.....	9,744,321.76
Total.....	\$80,754,044.17

Lands, per acre.....	\$ 3.91
Horses, per head.....	44.67
Cattle, per head.....	12.95
Railroads, per mile.....	10,095.89

GRAND ASSESSMENT ROLL—1882.	
4,784,206 acres imp.....	\$19,834,217.99
9,420,011 acres unimp.....	23,415,861.99
14,204,017 acres.....	\$43,250,178.99
49,042 city lots, imp.....	\$ 9,951,923.99
151,259 lots, unimp.....	2,433,518.00
390,301 city lots.....	\$12,388,441.00
232,942 horses.....	\$ 5,709,788.99
815,933 cattle.....	7,065,490.99
2,355.78 miles railroad.....	14,876,850.31
All other property.....	15,246,727.80
Total.....	\$98,537,475.11

Improved lands, per acre.....	\$ 4.15
Unimp. lands, per acre.....	2.76
All lands, per acre.....	3.05
Improved lots, each.....	202.98
Unimp lots, each.....	16.98
Horses, per head.....	24.51
Cattle, per head.....	8.33
Railroads, per mile.....	6,315.03

GRAND ASSESSMENT ROLL—1890.	
11,449,269 acres imp.....	\$45,495,812.99
14,288,781 acres, unimp.....	30,182,329.69
25,738,150 acres.....	\$75,678,142.68
156,501 city lots, imp.....	\$30,385,921.00
329,478 lots, unimp.....	9,295,809.00
495,979.....	\$39,681,830.00
581,055 horses.....	\$ 9,145,254.00
1,677,343 cattle.....	7,050,292.99
5,167.57 miles railroad.....	29,854,221.05
All other property.....	23,356,564.49
Total.....	\$184,770,504.54

Improved lands, per acre.....	\$ 3.90
Unimp. lands, per acre.....	2.11
All lands, per acre.....	2.38
Improved lots, each.....	194.16
Unimp. lots, each.....	27.38
Horses, per head.....	15.71
Cattle, per head.....	4.20
Railroads, per mile.....	5,788.42

GRAND ASSESSMENT ROLL—1898.	
17,774,481 acres, imp.....	\$60,459,953.99
13,362,867 acres, unimp.....	18,058,885.00
31,137,348 acres.....	\$78,518,838.99
204,654 city lots, imp.....	\$26,166,098.00
312,652 city lots, unimp.....	6,883,796.00
517,306.....	\$33,049,882.00
617,104 horses.....	\$ 9,364,440.99
1,581,633 cattle.....	7,659,202.99
5,542.47 miles railroad.....	26,108,936.99
All other property.....	18,509,465.99
Total.....	\$167,810,764.79

Improved lands, per acre.....	\$ 3.40
Unimproved lands, per acre.....	1.49
All lands, per acre.....	2.52
Improved lots, each.....	131.28
Unimproved lots, each.....	22.62
Horses, per head.....	6.35
Cattle, per head.....	4.91
Railroads, per mile.....	4,719.79

GRAND ASSESSMENT ROLL—1900.	
17,774,481 acres, imp.....	\$60,459,953.99
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When they (the Filipinos) have shown their capacity for real freedom by their power of self-government, then and not till then will it be possible to decide whether they are to exist independently of us.—Theodore Roosevelt.

Many politicians of our time are in the habit of laying it down as a self-evident proposition, that no people ought to be free till they are fit to use their freedom. The maxim is worthy of the fool in the old story, who resolved not to go into the water till he had learned to swim. If men are to wait for liberty till they become wise and good in slavery, they may, indeed, wait forever.—Lord Macaulay.

By a process of evolution the water cure in the Philippines developed into what is known as the "kerosene cure." It is applied there in the same manner as the water cure. Here in the states we have it administered in a slightly different form. The Standard Oil trust simply raises the price 12½ per cent.

Because the Illinois democratic platform has some good planks in it, is no reason why reformers should vote the ticket. Those reforms would have just as good prospects of being enacted into law by a railroad, republican legislature as by the men who have obtained control of the democratic party in that state. They are all tarred with the same stick. They are simply two pins in one pod. Both of the sets are run in the interest of the money power.

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# CHANGE OF LIFE.

Some Sensible Advice to Women by Mrs. E. Sailer.

"DEAR MRS. PINKHAM:—When I passed through what is known as 'change of life,' I had two years' suffering.—sudden heat, and as quick chills would pass over me; my appetite was variable and I never could tell for



MRS. E. SAILER, President German Relief Association, Los Angeles,