12 WOMAN'S SECRET.

She is over-worked, poor thing! Proud, honorable, faithful, womanly, All the determined to keep expenses down, and do the work herself. Right nobly has she done it, but at terrible cost. The sparkle that was in her eye when she was a bride is gone. axer once plump and rosy cheeks Different Classes of Corporations are now hollow and colorless. She used to step lightly and gracefully, but now she drags one foot after the

other with painful weariness. For the sake of the family she does not mention her aching back, ner acutely-painful nerves, her rheumatic twinges, her dyspeptic troubles, or the heavy weight she feels in her right side, that tells her her liver is roing wrong. She thinks nobody knows about all that, and she will suffer on in quiet and unrepining pa-tience. Alas! her secret is an open one, for it tells its own tale.

Whisper this in her ear, she ought to know it: Madam, Brown's Iron Bitterswill heal your back, calm your nerves, killyour rheumatism, drive out your dyspepsia, and correct your liver. Dollar a bottle. Nearest druggist.

TRUE Temperance

Is not signing a pledge or taking a solemn oath that cannot be kept, because of the non-removal of the cause -liquor. The way to make a man temperate is to kill the desire for those dreadful artificial stimulants that carry so many bright intellects to premature graves, and desolation, strife and unhappiness into so many families.

> Itisafact! BROWN's IRON BITTERS, a true non-alcoholie tonic, made in Baltimore, Md., by the Brown Chemical Company, who are old drug-gists and in every particu-lar reliable, will, by removing the craving appetite of the drunkard, and by curing the nervousness, weakness, and general ill health result-ing from intemperance, do more to promote temperance, in the strictest sense than any other means now known.

It is a well authenticated fact that many medicines, especially 'bitters,' are nothing but cheap whiskey vilely concocted for use in local option countries. Such is not the case with Brown's IRON BITTERS. Itisamedicine, a cure for weakness and decay in the nervous, muscular, and digestive organs of the body, produc-ing good, rich blood, health and strength. Try one bottle. Price \$1.00.

Railway Time Table.

U. P. R. R., MAIN LINK.

LOCAL TRAINS-BRIDGE DIVISION!

B. & M. IN NEBRASKA Denver Express. 5:15 a m | Atlantic ... 6:30 p m |
Pacific Express' 6:35 p m | Denver Express' 9:40 a m |
K. C., st | 70 & & C. B. R. R. B. & M DEPOT. |
Mail 8:25 a m | Express 6:00 a m |
Express 7:20 p m | Mail 6:50 p m |

*Sundays excepted. Opening and Closing of Mails.

| Nours | Opening and Closing of Mails | Closa | Open Special mail for Plattemouth, Ashland and Lincones at 5:30 p. m., opens at 10:30 a. m.
Office open Sundays from 12:30 m. to 1:00 p. m.,
C. K. COUTANT Postmaster

MANHOOD RESTORED.

fearly imprudence, causing nervous debil-re decay, etc., having tried in vain every dy, has discovered a simple means of self-he will send FREE to his fellow-sufferers.

Authorized by the state to trea Chronic, Nervous and Private discases. Asthma. Epilepsy, Rheumatism, Piles, Tape Worm, Urinary and Skin Discases, Seminal Weakness (night losses). Sexual Debuilty (loss of sexual power). Cures guaranteed or money refunded. Charges Thousands of cases cured. No injurious media furnished even to patients at a distance. Constitute of the confidential—call or write; age and erience are important. A BOOK for both sexual distance and circulars of other things sent scaled two 5 cent stamps. FREE MUSEUM At medicade.

CORPORATE PROFITS.

nteresting Article Concerning Their Regulation by

and the Charters Under Which They Exist.

A Subject that is Beginning to A sume Proportions Demanding Attention.

Judge Cooley in the North American Review At the time when the Federal Constitutien was adopted municipal government in America was a very simple affair, and was managed with ease and economy through local officers, who provided for the making and repairing of roads, looked after disorderly characters, shated local after disorderly characters, abated local nuisances, and levied rates for the few and simple public needs. When the and simple public needs. When the growing population of a particular locality appeared to need larger powers of local government, the Legislature granted them, but they often involved little more than the holding of fairs as a means of building up local trade, the institution of a local court for the trial of petty cases, a few simple precautions against fires, the employment of watchmen, provision for employment of watchmen, provision for the streets, and authority to levy taxes under very narrow restrictions to meet the corporate expenses for these purposes. State government was more complicated, but it was vastly less so than it has be-

Changes, the most of which have taken

place within fifty years, have made everything different . The railroad has come for good and for evil, and has displaced not only the old stage-coach, but te a large extent also the use for trade and travel of the common roads. The state and its municipalities provide the common highway and keep it in repair, and it seems therefore to be within their authority if not their duty, now that the railroad has become the chief convenience of travel and transportation, to provide that The use of coal gas has become common for illuminating purposes, and better, for public streets and places. The telegraph and the telephone are to some extent superceding the post-office, and are quite as much a public necessity. The advance in sanitary science makes us acquainted with the dangers of imperfect city sewerage, and of impure water, and we are compelled to abandon the town-pump and to bring from a distance an abundant supply of pure water for domestic and public use. We also see the necessity of giving to the city popul-ation the opportunity of breathing pure air in parks which are shaded with trees and refreshed with fountains. Here are important public wants, every one of which is expensive, and must be provided for, if at all, at a cost of taxation which to our frugal ancestors would have seemed almost like confiscation.

THE CUSTOM.

When a public need is thus discovered or felt, the first question often is whether it shall be met by the government directthe franchise of providing for it shall be conferred upon individuals, with the privilege of making it a source of profit. The former is the method which apparently is most consistent with republican institutions, for it grants no favors, and does tutions, for it grants no favors, and does not complicate individual with governnot complicate individual with govern-mental affairs. But in practice it is dehtal. There can never be any implica-charges is unquestionable. In the second, found subject to very serious objections. We know what some of these are, for they have been confronting us for many years, and subjecting us sometimes to disaster and disgrace. The cost leads to lie shall pay for the conveniences which great debts, and these are commonly call-the grant secures for it is a matter of the C. P. R. R., MAIN LARK.

LEAVE.

Precific Express. 12:06 p m

Western Express. 12:06 p m

Grand Island Pass 450 p m

Grand Island Pass. 11:40 a m

G. Island Pass. 11:40 a m

G. Island Pass. 11:40 a m

G. Island Pass. 11:40 a m

Island Pass. 11:40 d great calamities. The management of railways, lightning works, the telegraph, or the telephone is a business, requiring in those who take it up not only a scienabusing its powers in the matter of chargement of the state of the second of the scienabusing its powers in the matter of chargement of the scienabusing its powers in the matter of chargement of the scienabusing its powers in the matter of chargement of the scienabusing its powers in the matter of chargement of the scienabusing its powers in the matter of chargement of the scienabusing its powers in the matter of chargement of the scienable scienab Lincoln Ex.....12:30 p m | Lincoln Ex.....12:35 p m DUMMY TRAINS—BRIDGE DIVISION.

Dummy trains leave Omaha as follows: 8:00 a m, \$200 a m, 10:00 a m, 11:00 a m, 1:00 p, m., 2:00 p m and training, but also the same attention, care, prudence, economy, and circumspection which in Dummy trains leave Council Bluffs as follows: 8:25 a m, 9:25 a m, 10:25 a m, 11:25 a m, 1:25 p m, 2:25 p m, 4:26 p m, 6:26 p m, 6:20 p m, 10:30 p m Sundays—The Dummy trains leave Omaha at 9:00, 11:00 a m; 2:00, 4:00, 5:00, 6:00 and 10:10 p m.

Leaves Council Bluffs at 9:25 and 11:25 a m, 2:25, 4:26, 5:25 and 6:50 and 10:30 p m.

LOCAL TRAINS—BRIDGE DIVISION: pend, directly or remotely, upon the an-ual elections. These, when honestly con-Mail & Ex. 7:50 am | Pacific Ex. 9:45 am Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 7:10 pm Atlantic Ex. 8:50 pm | Mail & Ex. 8:50 pm Atlantic E Mail* 6:15 a m Express 9:45 a m them with skill or with high business ca-of the community There seems there-fore, to be strong if not controling rea-sons, whenever the supply of a public convenience can assume the form of a private and continuous business, for permitting it to take that form and for granting to individuals the necessary franchise for the purpose.

But legislative permission to build and operate a railroad is commonly a necessary requisite. Highways must be crossed and public places intersected or occupied; and a railroad upon any of these without per-mission of the S ate would be a public nuisance, and subject as such to indict-ment and removal. It becomes necessary, also, to resort to the eminent lomain to force sales of lands for a right of way by persons who will not voluntarily part with them, or who take advantage of the circumstances to demand ex-orbitant prices. But in addition to other mpediments to individual construction, the capital required for the purpose is so great that only the cooperation of many persons can secure it; and the safe and convenient method of cooperation is under corporate forms. We therefore of

If these companies received from the beyond measure for its preeminent dyspepsia of over state nothing beyond the franchise to be wisdom and beneficence; and it has been isfactory results." a corporation for operating a railway they would, when formed, become merely of contracts would have been impossible,

and always there are exceptional rules of police for their convenience and protection. All these are special favors which they receive from the State to enable them to set up and carry on with profit their business as common carriers; and the inducement — if not the right — to grant them must be found in the fact that they are created to subserve public ends. It is quite certain that they could be given power to interfere with private property on no other ground whatever. We have, then, railway companies existing as common carriers, and subject

general are such prices as are determined by demand and competition, and they do not necessarily lose their character as reasonable, because under the pressure of demand and in the absence of competition they become very profitable. If, therefore, a railway corporation is to be regarded as occupying in all respects the position of a common law carrier, large public ends, it is not by any means certain that its profits may not justly be used as a test of the reasonableness of its charges. The charter is granted for the mutual benefit of the state and the corporators; and, while it contemplates reasonable returns to the latter investment, it cannot fairly be understood to contem-plate anything more. In determining what are such returns, all the risks to which the investment is subject are to be taken into the account; and it is obvious that these are much greater than the risk which attends the loaning of money on security. But charges can only be regulated for the future, and this must necessarily be done, either by the company itself or by the State, upon estimates of the business likely to be done and its cost. That the company could not be exclusive judge in doing this even at the common law has already been seen; and, as no third power can intervene except by mutual consent, it seems to follow of necessity that the State may limit profits as well as charges. The judicial decisions well as charges. The judicial decisions in his business if he could purchase for the proper police of all urban communities requires that the authorities should provide it, or something equivalent or go to this extent, that when the State establishes a maximum of charges these charges are to be deemed prima facia at least remonable.

A DIFFERENCE.

The case of corporations which are created to serve public ends in new ways and by new means of new inventions and discoveries differ from that of railread of the power to amend or repeal, the State must abide by the grant, and, if it ing new, duties and obligations of except-ional character have not been prescribed for them by the comon law. A telegraph company, for example, is not a common carrier, and therefore does not come uncarrier, and therefore does not come under the rules which control the carrier's to ferfeit it. This is the rule of constibusiness. But there is precisely the same reason why the State should regulate its business and keep its charges within the limits of reason that applies to the business of railways. The telegraph mercy of the agent it has created; the tion that this was the intention in any grant for a public purpose. A fair and reasonable use of the grant must always be understood; and obviously what the public conferring upon the corporation the right highest moment. It is just as much es as it is to prevent other abuses. And this may be done in strict accord with the principles of the common law and by virture of powers which are inherent in every sovereignty.

But to grant such a franchise is to give a special privilege which presumably has neglect on the part of the state to provide against them.

But suppose the state, when granting the privilege, makes no provision against an extortionate use of it for the purposes of private gain, is it powerless to do so afterward? No question more important than this has hitherto demanded the attention of the country. If the state may grant irrepealable and unchangeable franchises of all sortsf we may find, after a few years of foolish or corrupt rule, that it has bartered away a large part of its ability to be useful to the people, and that, instead of existing for the equal and common good of all, it has built upprivileged classes to whom the functions of government have been granted or pledged. It would be easy to imagine a state of things that might become intolerable.

When the force, effect, or binding nature of a public grant, and especially of a corporate grant, is in question, we turn spontaneously to the Dartmouth College case for the light and the law that must guide and govern us. That case has tended to fix in the public mind the imin the form of a legislative grant has a property character affixed to it which entitles it to common protection with the earnings of industry. pression that whatever can be obtained earnings of industry and the legitimate turn." accumulations of capital, and that it has something of the sacredness supposed to inhere in public compacts and treaties, necessity have charters for railway com-panies. and must be specially guarded for that reason. That decision has been extolled

eges. They are permitted, as has been said, to have the aid of the eminent domain, and to occupy public streets and places. Sometimes they are favored in the matter of taxation; sometimes the people made them distrust and fear; and power to tax is employed to aid them; in recent constitution-making they have giving distinct expression to the belief that a legislature with authority to grant irrepealable franchises and privileges. The revised State constitutions of recent date have therefore taken from the legislative department the power to grant corporate charters, except subject to the unalterable condition, as a part of the contract, that the charter may be altered or repealed in the legislative discretion; and that condition, in the case of nearly all of their being. It has been imposed un-der the influence of a fear that without it not only were corporations likely to be-come too powerful for effectual control, to the common law obligation to make come too powerful for effectual control, enly reasonable charges. But what are but also that the State was in danger of reasonable charges? Reasonable prices in stripping itself for their benefit of essen-

THE POWER TO REGULATE CHANGES. There are still some charters, however, that, having been granted without the condition, are not subject to repeal or amendment at the legislative will; there are also important franchises in the hands of uncorporated persons, And in examining the State power to regulate changes, it seems necessary to consider it, first, as it would exist at the common law; second, under charters not repealable or amendable; and, third, under charters which are subject to legislative

First-Of the corporations serving public ends the most important are railways.

These are chartered that they may establish the business of carrying for hire the property and the persons of those who may desire that service. This is a business well known to the common law, and has long been recognized as having a semi-public character which made it an exception to private business in general. The law permitted persons to assume the character of common carriers only upon certain conditions, one of which was that they should carry impartially for all per-sons. And another condition was that they should carry property at reasonable rates, and in the absence of special bargain the law, when necessary, undertook to determine what might be reasonable rates under the circumstances. But, subject to these and a few other conditions, any one might offer his services as a public carrier; he needed no State per his track a right of way; but he would operate it under the same common law conditions which other public carriers must ebserve. He would, therefore, be under the restriction that his charges

should be reasonable. Second-Where charters exist which was improvident, must suffer the consequences. All that can be done is to see that the incorporators themselves observe the conditions of the charter according to tutional law, and it is also the rule of public honor and integrity.

Charters, however, are not often their own sufficient interpreters; and the question of constructions in respect to the in general terms and prescribes no maximum. In the first of these cases the right of the State to restrict corporate to charge for the services rendered to the public, without expressly abdicating the power of control, must be understood to have reserved it. All corporate grants are to be strictly construed, and it must always be assumed that the State proposed to give nothing which it has not given in express terms, and that the grantees have bargained for and secured in express terms everything they were to have. A railroad charter, therefore which authorizes the company to establish

circumstances shall seem to demand its interposition. fix its own charges is not the subject, like all other corporate franchises, to the implied condition that it shall not be abused. The penalty for the abuse of franchises is forfeiture by judicial proceeding at the instance of the State; and it is consequently for the state and it is stated as the state it is conceivable that cases of such outrageous extortion and palpable injustice might occur as would

outrageous extortion and palpable injustice might occur as would justly subject a corporation to this punishment. But the remedy, being severe, would be applicable in extreme prairs, and is just as good for a lameness. cases only.
Third—Whenever, in granting corpor-Third—Whenever, in granting corporate franchises, the power to amend or repeal at will has been reserved, the control of the State must be deemed

A POSITIVE cure without medicale. Patented October 16, 76. One control of the State must be deemed

2 will sure the most obstinate case no matter of how

practically absolute. It is of no importance that the charter confers upon the tance that the charter confers upon the corporation the exclusive authority to fix its own charges, for the Legislature may at any time revoke the grant or set limits to it. The corporators have accepted it with the distinct understanding that they have only an estate at will in their as Soluble medicated Bodyles and the corporators of the Legislature may distroying the coatings of the stomach. Price \$1.50. Sold by all drugglets, or mailed on receipt of price. For further particulars send for circular.

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S. John Street, New York. have only an estate at will in their franchises, and have consented to assume all risks of State power being exercised prejudicially. No contract is therefore violated and no faith broken when the

State asserts its authority.

If you are in trouble look up, hold on, give the blues good by. If you are in pain, have a lamoness, have an ache of any kind, go to the druggist and ask him for *Thomas' Eclectric* Oil. It will do you good every time.

Governor Blackburn, of Kentucky, at tended Talmage's Brooklyn church, Talmage led the Governor to the platform

Horsford's Acid Phosphate. Tonic for Overworked Men.

Dr. J. C. Wilson Philadelphia, Pa., says: "I have used it as a general tonic, and in particular in the debility and dyspepsia of overworked men, with sat-

would, when formed, become merely carriers of goods and persons under common law rules; and we need look no further to ascertain their duties and soldingations. But they receive from the country, could never have been attained. State many other franchises and privil- But if the Dartmouth College one from Maryland.

GRAY SPECIFIC MEDICINES, TRACE MARK THE GREAT RIVE-TRADE MARK BEFORE TAKING, BALLAMIT

Bawans of advertisements to refund money, when druggists from whom the medicine is hought do not refund, but refer you to the manufacturous, and the requirements are such that they are seldons of ever, complied with. See their written guamentes. A small of one single package of Gray's Specific will convince the most skepsies of Re west meste.

On account of counteractions, we have adopted the Yellow Wrapper; fits only gentiles.

MF Fall particulant is our paragialet, which we desire e-end free by mail to every care. Aff The Specific Medicine is sell by all detaggists at R per packages for expectage, or expectages for Sciences, by The Specific Medicine is sell by all detaggists at R per packages for Sciences, by Michael Specific Medicine is sell by all detaggists at R per packages for Sciences, by addressing THE GRAY MEDICINEUX., Buffisto, N. Y. Seld in Omaha by C. F. Governant. (y 19 trade-e-e

Australian Sheep.

San Francisco Call.

The steamship City of New York, which arrived from Sidney on the 7th which arrived from Sidney on the 7th inst., brought to this port among its living freight fifty head of Australian sheep, imported by J. B. Haggin. At the first glance it would seem like "carrying coals to Newcastle" to bring sheep from faraway Australia to California, but a brief explanation of the reasons for so doing will at once show the importance of the undertaking. Australia, as many are aware, is one of the greatest wool-producing lands in the world, in fact, wool is the leading staple of that great island continent. The original flocks of these colonies are believed to have been derived from those of George IV. which in their time were the wonder of England's yeomanry. Upon this foundation the Australian sheep owners have, with care and persistence, bred a distinct class of sheep, more closely resembling the Spanish than the French merino. The Australians have in times past imported sheep from France, Saxony and England, while our Vermont-raised flocks, the highest standard of the American wool producers, have contributed fresh blood to reinvigorate the Australian sheep. Particularly in that country has the breeding stud-sheep been carefully managed and the result is, as Mr. Haggin believes, yeomanry. Upon this foundation the ing stud-sheep been carefully managed and the result is, as Mr. Haggin believes, that the Australian sheep are to-day for fleece, a matter of great moment when it is considered that where unwashed wool is transported for long distances the freight charges are considerable. Again, the wool of the Australian is of better quality and sells at a better price; it is

strong and fine as the American wool and rather excels it in length. For these reasons Mr. Haggin has concluded that the intermingling of the blood of these famous wool producers of Australia with his California flocks will benefit the latter. About ten years ago he imported five Australian sheep, but no particular attention was paid to the results obtained. Two years ago Mr. Haggin imported five other highly bred Australians and inter-bred them with native-born sheep, the progeny showing up stronger and hardier than pure-bred natives. Satisfied with the result obtained, the present importa-tion of fifty was made. They were purchased by Mr. Haggin's agent at the great annual studsheep sale in Australia eminent domain. The main object in granting the aid is to promote the public convenience and welfare by means of telegraph as a public agency, but incidentally and as of consideration for its services is either silent on the subject of a s person has sought to import them. The lot mentioned are now at Sacramento, where they are attracting a good deal of attention from sheep raisers.

not so close and the fiber is fully as

The finest alterative and anti-bilious medicine on earth, is Samaritan Ner-

"The doctors said my child must die with spasms, Samaritan Nervine cured Wm. E. Tanner, Dayton, Ohio. At druggists.

The seventieth anniversary of Perry's victory over the British on Lake Erie was celebrated in a benefitting manner at Eries Pennsylvania, on Monday. The Anthony Wayne block house at Presque Isle was decorated and the Erie fire department paraded in honor of the

Hear Him.

which authorizes the company to establish such rates for the convenience of persons and property as it shall from time to time determine by its by-laws, confers the power subject to the higher authority in the State to regulate the rates itself if the Adolph Lalloz, Buffalo N. Y.

Sir Edward Reed, M. P., owns no less It may become a question at some than 2,000,000 acres of land in America; future time whether an express grant to the Duke of Sutherland 4,000,000, Lord a corporation of the exclusive right to Dunmore 150,000 and Lord Dunraven

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FOR EITHER SEX.

This remedy being injected directly to the seat of the disease, requires ne change of diet or nauscous, mercurial or poissnous medicines to be taken internally. When seed as a preventive by either sex, it is impossible to contract any private disease; but in the sees of those already unfortunately afficied we guarantee three hoxes to cure, or we will refund the money. Price by mail, postage paid, 32 per hex, or three hexes for \$6.

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WE GUARANTEE SIX BOXES To cure any case. Wish each order received by us for six boxes accompanied with \$5.00, we will send the purchaser our written guarantee to refund the money if the treatment does not affect a cure. Guarantees used only by C. F. GOODMAN Drur ist Omaha Heb.

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wool-producing purposes superior to those of California. Their wool is free from grease and has therefore less dirt in the

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Housekeepers OMAHA DRY HOP YEAST! WARRANTED NEVER TO FAIL.

Manufactured by the Omaha Dry Hop Yeast Co. CORNER 15TH AND DAVENPORT STREETS, OMAHA, NEB.



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Keg and Bottled Beer This Excellent Beer speaks for itself.

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