BOUND FOR THE BIVOUAC.

Lauving Clams and "Culchaw" For a Feast of Fruit and Flowers.

THE VETERANS OF NEW ENGLAND

tither Delegations. The Red Cross Queen, Corporal Jim Tanner and tior, Holite, of Stame Among the Sections.

From Count to Count. Bunday was saidler's day in Omahasublices who twenty one years ago beterms similars and quietly and contently laid down their arms after having fought the "good fight" and built up a record for patriotism unsurpassed in history. They are now on their way to San Francisco to take part in the twentieth normal national convention of the O. A. H. Their ranks are growing thomser every year and there are far more gray baired and gray bearded men in the veteran ranks now than in 1885 and the youthful veterans of a decade ago are no longer to be seen on these yearly marches of pleasure. The ravages of time are enemies that the soldier may ment bravely but he never can come out victorious in the contest. Previous annonneement that thirty ear loads, principally of New England members of the G. A. R., would be here on Sunday had the effect of bringing many to the depot and several to the transfer across the Fiver. Assistant General Passenger Agent Jones; O. P. McCarthy, assistant general ticket agent, J. H. Green, traveling passenger agent; W. F. Herman, passenger agent at Cleveland; Baggage Master Traynor, all of the Union Pacific railway, together with General Paul Vandervort, who has arranged all these grand army excursions, were early at the transfer and were tireless in their efforts to get the tourists' properly started to the Pacific coast, Later in the day J. W. Morse, general ticket agent of the Union Pacific, went over and joined in the good work. GREEN MOUNTAIN BOYS.

The regular morning trains from Chrenge brought in a delegation of twentyfive Vermonters in charge of R. E. Hathorn of Burlington, senior vice commander of the state department, assisted by D. L. Morgan, of Rutland, inspector of the department and member of the national committee on administration; and William Schroeder, assistant adjutant general. The party was accompanied by ton, delegate at large to the national enof the New Englanders came in on the "Jumbo" special. There were several ladies in the party some of whom were members of the Women's Relief corps of

The regular train on the Chicago, Mil-waukee & St. Paul brought in the Pullman sleepers Melrose and Lammermoo. which were occupied by the Pittsburg division G. A. R. of Pennsylvania. division G. A. R. of Pennsylvania.

Among the visitors were the Hon. E. H.

Stowe, wife and son, the Rev. Colonel J.

A. Danks, formerly of the Sixty-third

Pennsylvania volunteers, Colonel A. P.

Burchfield and wife and the Rev. B. F.

Boyle. The party numbered twenty five.

Post No. 2 of Philadelphia came in

on the regular Rock Island

train. They were principally prominent

men of the Quaker city and their families,
and intend to make a regular thirty days'

and intend to make a regular thirty days' outing, visiting all points of interest on the trip to San Francisco, including Denver, Clear Creek eanyon, Grey's peak and Salt Lake. The entire party, with until 10:55 to-day.

the Pittsburg folks, crossed to Omaha immediately, and will remain in this city MISS CLARA BARTON.
The most noted arrival of the day was
Miss Clara barton, head of the Red Cross
society in America, and a woman who
has done more for the soldiers of all nations in times of war, and unfortunate communities in this country in times of peace, than any one living. She has served faithfully all through the war of the rebellion and the Franco-Prossian war, everywhere acting the part of an admin-istering angel to the sick and wounded. No matter under what flag they fought, Miss Barren brought them together as friends under the Red Cross, and banished the word "enemy" from the atmosphere that surrounded the cot of the sick and maimed. A lengthy interview, very cor-dially tendered a representative of the Bee, is unavoidably erowded out of this issue, but will appear during the week. It makes public cer-tain features of the Red Cross hitherto unknown to the general public and can-not fail of interest. Miss Barton is a New Englander by birth, but has passed most of her years in Washington, having devoted a life time and a large fortune to caring for the sick soldier and in other noble deeds. She is in middle age, and one who meets her is struck at once with her benign countenance which is the mirror of a heart only such as a woman who has done work as she has can possess. When she speaks there is elequence in every ut-terance, and though the world knows that she is the soul and life of the Red

that she is the soul and life of the Red Cross in America, not one word comes from her that has a jot or tittle of self adulation. All the old veterans knew her and no notable of the day was more cordially greeted. She is particularly a friend of the Germans, and when lately in Milwaukee they received her with royal honors, even going so far as to unhitch the horses from her carriage and draw it by hand from the depot to the hotel. They remembered Miss Barton's kindness to the Prussian soldiers in the war with France. She is always a guest of the grand duchess of Prussia, the only daughter of Emperor William, when in Europe, by invitation William, when in Europe, by invitation making the castle at Baden her home. Miss Barton is also well known in the lecture field and as an authoress. She attended the late meeting of the conferstrended the late meeting of the conference of charities and corrections at St. Paul, and, in fact, can always be found where anything kind and noble is to be done. With her is Doctor J. D. Hubbell, formerly of Iowa, but now field agent of the Red Cross in Washington. It is his duty, when epidemics, plagues, evertlows of rivers, cyclones, tornadoes, or any other dire calabilities visit communities, to visit, the localities and investigate the to visit the localities and investigate the same to see if the aid of the Red Cross is needed. Miss Barton and Dr. Hubbell went westward with the New England party last night.

THE PINETREE STATE.

This state had a very strong delegation, about 200 in number. Most of the members of the party were accompanied by their wives and children. They panied by their wives and children. They occupied five cars of the special train and the prominent figure in the delegation was Frederick Robie, governor of Maine, and several members of his staff. They left Parland July 23, at 6-20, Boston, 4-30 on the same day, stopped over a few hours at Ningara Falls, arrived at Chicago July 24 at 5 a.m. and left at 5 p. m. on the same day for Onota, arriving here ast evening.

OLD BAY STATE. Massachusetts came in principally on the third section of the special with tying colors. The life of the party was George H. Patch, military editor of the Glabe. Cambby and chipper has one of the mest popular newspaper mes, of New

England and it would only take two trips across the continent to put him on the same footing of popularity in the west. He is a thorough journalist and the only one of the craft who has accom-panied the G. A. R. tourists so far. The panied the G, A. R. tourists so far. The Mass achnisets party occupied five cars and numbered 150 persons including nineteen delegates. Among the prominent ones were Past Commander in Chief George S. Merrill, of Lawrence; Past Deputy Commanders J. G. B. Adams, Lynn; George W. Creasy, Boston; John D. Billings, Cambridge; George S. Evans, Cambridge; George H. Patch, South Framington, State Deputy Commander Richard F. Tobin, South Boston; John H. O'Donnell, assistant quartermaster general, South Boston; John Melbonough aid, on commander's staff, South Boston; General Otis of North taff, South Boston; General Otis of North Anburn, delegate at large; Walter Good-rich, Havernill, and P. Dougherty, Bos-ton. The Woman's Relief corps was very strongly represented, one car being very strongly represented, one car being devoted to its use. In this car were Mrs Sarah E. Fulier, national president, East Beston; Mrs. L. E. Turner of Boston, national treasurer; Mrs. Elinor B. Wheeler, South Boston, national secretary; Mrs. E. Florence Barker of Malden, one of the founders of the society, and its first president, and department president of the Woman's Belief corps of Massachussetts. Woman's Relief corps of Massachussetts. There were also many officers and delegates from several posts in the state. Massachusetts has nineteen votes and the majority of them are for Corporal Tanner for commander in chief, because New England has no candidate for that office or for the location of the next en-campment which will probably be at

Nashville, Tenn.

THE GRANITE STATE.

A very small delegation came from New Hampshire. The party consisted of C. B. Clark, Mashua; E. Chase, Richfield; Levi Barker and wife, Nashua; J. Libby and wife, Nashua; M.J. Merrill and wife, Nashua; Mrs. O. C. Moore and daughter, Nashua; Mrs. Charles Whitney, Nashua; Mrs Knapp, Nashua; Mrs. Colonel Lull, Miiford; E. Emerson, Milton.

LITTLE RHODY.

Rhode Island was numerously represented, the principal members of the party being Lieutenant Alonzo Williams, senior vice commander of the state, Providence; Lieutenant Henry H. Met-calf, junior vice commander, Providence; Peleg Macomber, assistant adjutant general, Providence, together with two delegates to the national encampment, alternates and several post officers.

WOODEN NUTMEG STATE. Connecticut had two cars of tourists in charge of Heary E. Taintor, of Hartford, senior vice commander of the state department. He was accompanied by his wife and son. There were also Assistant Adjutant General Amos D. Allen and Adjutant General Amos D. Allen and wife, of Norwich; Assistant Quartermaster General William H. Pierpont, New Haven; Thomas Boudren, of Bridgeport, delegate to the national encampment, wife and daughter; C. C. Kinne, of Meriden, also a delegate; D. F. Chadeayne, of Birmingham, a delegate and George W. Coy, of Milford; Daniel Keefer, of Waterbury and A. G. Sommer, of Guilford, alternates.

A special car accompanied this delegation composed principally of tourists, all prominent citizens of the state and resi-

prominent citizens of the state and residents of Hartford and New Haven. In it were Colonel F. J. Fox, Colonel A. C. Hendricks, General L. A. Dickenson, W. A. Morgan and wife, John Cannon, W. S. Wells, Alex Buckingham and wife, David Ford and daughter, Allen D. Bald-win and wife, George Merwin, H. E. Hendryx, S. D. Woodruff and wife, Miss Carrie Smith, Mrs. Tracy and Miss Knight.

EXCELSIOR DELEGATION.

Two Puliman cars came in on the Two Pullman cars came in on the special containing New Yorkers. The "Occidental" had a party made up around Albany. In it were the following from that capital city: Major George H. Treadwell, Colonel Alex Strain, Captain A. H. Spierre, George R. Taylor, W. W. Bennett, C. C. Shaw, Miss Helen J. Goodwin, Miss W. Kappes and Miss Hattie Dudley. From Troy—Judge L. E. Griffith and wife, Major Philip Fitzpatrick and wife, Professor C. E. White and Frank Irving. From Cohoes White and Frank Irving. From Cohoes—William F. Dodge, M. Weidman and wife, Nathan Shaver and C. P. Craig, The Hon. E. L. Demers, Lansingburg; M. Westcot, Oneonta, and Mrs. A. E. Tompkins, of Oakland, Cal., who has been vis-

iting in Albany.

The other car, the "Manhattan," con-The other car, the "Manhattan," contained Corporal James Tanner, of Brooklyn; Captain Ira M. Hedges, ex-department commander of Haverstraw; H. C. Conradi, of Brooklyn; H. C. Burley, New York city; Robert Lowring, Kingston; Henry Corse, Saugerties; Philip S. Biglin, New York city, brother of "Barney"; Judge Cantine, Kingston; William Winne, Kingston; John Palmer, Albany; Charles White, Troy; Judge Hester, Kingston.

Kingston. THE SPECIAL TRAINS. The delegates and comrades and friends were expected about 11 o'clock yesterday morning. The first installment, however, did not arrive until 3 o'clock in the afternoon. They were delayed four hours on the Grand Trunk, and left Chicago that length of time beand left Chicago that length of time behind the schedule hour. At the hour mentioned the section specified, over the Chicago, Milwaukee & St. Paul railroad, Chicago, Milwaukee & St. Paul railroad, rolled into the transfer depot. It was drawn by Engine 222. Edward Collon was the engineer and C. E. Mitcheil the conductor. It comprised the following Pullman sleepers: Metropolis, Cataract, Conewago, Brocton, Clearfield, Humber, Achates, Swatara, Owanica, besides a dining and baggage car. This train, although arriving lirst, left the east as the second section. A mixing up took place at Sarnia, in which the order of the trains was destroyed. It also caused the place at Sarnia, in which the order of the trains was destroyed. It also caused the separation of the state delegations to that degree that, while the people from each state started out in company, their cars became hopelessly mixed up in the several trains. With this exception, the journey of the section mentioned, was devoid of exciting episode. The parties on noard, however, enjoyed themselves to their hearts' content. Nearly all of them started out as strangers, but when they arrived at the Bluffs they were like a large family at a Thanksgiving reunion. There was an excellent representation of ladies. Among these were misses in their teens and matrons in the fiftes. Some were plain, others pretty, while the appearance of the whole party was that of intelligence and refinement which attracted general the whole party was that of intelligence and refinement which attracted general admiration. One of the most conspicuous figures was that of a woman, possibly fifty years of age. She was dressed in a dark dress, with massive rotundity of form, and masculine features, the head of which was surmounted with a soft black felt hat which bore the traditional G A. R. letters in the usual scroll of gold. She wore a badge of the same order upon her breast, and moved about with won-She were a badge of the same order upon her breast, and moved about with wonderful composure, as if she had been "Moll P.tcher" or the wife and mother of a husband and family who had laid down their lives for the flag. This train bore a number of the Massachusetts and New Hampshire delegates and comrades, but comprised, in the main, the people from Maine. The Massachusetts people occured three cars, one of which contained the Salem post of the G. A. R., with forty memb 3. The New Hampshire people occupied two cars, the other five being occupied by travelers from the Granite State. Prominent among the latter, were Governor Frederick Robie, the present incumbent of the gubernatorial office;

two hundred other people, each of whom, lashes and gentlemen, seemed to be in the ullest enjoyment of health and in anticipation of a very pleasant trip.

Governor Frederick Roble, the present in-cumbent of the gubernatorial office; General Beale, of Nerway, chief of the latter's staff; Dr. Hamlen, nephew of ex-Vice President Hamlin, and Colonel Hay-den, of Bath. Besides these there were

p. m. It rolled into the transfer behind engine 210, also of the C. M. & St. P. road. The throttle was held by S. A. Southern. The conductor was E. W. French. The train comprised a baggage car, a day coach, a dining car and the Pullmans, "Callais," "Honolulu," "In-ternational," "Alexandra," "Occidental," "Manhattan," and a special sleeper from the Hudson River road, which was emblazoned as the headquarters of the Admiral Foot post No. 17 G. A. R., of New

arrive, but it was put out of its place in the martial advance by the mistake above referred to. Six of the ears mentioned were occupied by Massachusetts people of whom there were not less than 150 people on board. They were, in the main of the intelligent and refined class and many of them displayed pretty, handsome and intellectual faces; and, while, there were a number of young ladies who would easily have attracted the attention of love-born swains. They seemed particularly happy because of the absence of "spoons," which are invariably the concomitants of such en-terprises. The more distinguished people of this state have already gone to the coast, while a few are still to pass here. Among them were half a dozen post department commanders, the latest of which is Wm. H. Chamberlain, of Pittsfield, who, with his sons and wife, are traveling to the coast. The "Interna-tional" contained the Rhode Island people, of whom there were fifty. The sides of the car was illumined with a stretch of muslin on which was painted in bold characters the name of the state. The "Manhattan" contained the New York delegates, of whom there were fifty more. The department commander had gone to the coast three cays before by another route. In this car among the others were Captain George Washburne, of the New York police, and Corporal Tanner, a gentleman of considerable national reputation. SECTION THIRD.

This part of the train did not reach the depot until 4:30 o'clock. It was delayed on the road near Denance by the bursting of a brake hose, which required half au hour to replace with another. This train was drawn by engine 209. R. A. Nichols was engineer and Robert Hamilton acted as conductor. "Shaughraun," "Castella," "Ruby,"
"Virginia," "Eoward Forrest," "Jerome
Marble" and "Yellowstone." Nearly
every one of these coaches bore a legend on either side setting forth the organi zation of the occupants. One bere the the designation of "Dahlgren post, No. 2, G. A. R., Boston to San Francisco."

Another contained the Mayor Howard post of the same organization from Springfield. The car bearing the delegation of the Women's Relief corps was designated by the following inscription: "National Headquarters W. R. C., from the old Bay State to the Golden Gate." Still another coach hung out the strip, "Massachusetts G. A. R. to San Francisco." This train came through with out an accident and was more than usually interesting because of the pres-ence of a great number of ladies. These in the main comprised the members of the Women's Relief corps together with a number of other ladies. In the "Jerome Marble" the occupants, ladies and gentle men, wore pink silk traveling caps with black stripes, and looked like a uniform corps which attracted much attention. GOVERNOR FREDERICK ROBIE.

This gentleman was met by the BEE reporter. He is a man fiffy-five years of age. He was dressed in a suit of blue flannel, with a white summer yest and a coarse brown shirt. His face is florid, with a light pair of gray side whiskers and a small goates of the same color. It was his first visit to the west, he said, and he was surprised to find Omaha a city of 75,000 people. He knew that it was a lively progressive place, but had not expected to find it so far along in the progress of the times. He had been gov-ernor of Maine for four years, and pre-viously both before and since the war, had been for seventeen year a member of the state legislature. Part of that time he had been speaker of the house. But he was now tired of public service even though he had been elected the last time by a majority of 20,000. Mr. Blaine was in excellent health and was now at Mt. Desert. The people of Maine had the greatest affection for him, and would no doubt give him their earnest support in the event of his nomination for the presidency. In the estimation of Governor Robie, Mr. Blaine's last defeat was due mainly to the temperance people, whose mistakes, he telt, would not be committed again. He had no doubt that Mr. Blaine would be pleased to run again for the presidency and fait that again for the presidency, and feit that this time he would be successful. CORPORAL TANNER.

This gentleman was found on the depot platform. He wore no coat nor vest and was drssed in dark-blue pants, flannel shirt of the same material and a black silk cap. He used a cane and smoked a silk cap. He used a cane and smoked a fragrant cigar. He lost both his legs in the second battle of Bull's Run, and now wears artifical limbs. He has been deputy under Mr. Arthur when the latter was collector of the port of New York. Uuntil recently he filled the appointive office of collector of taxes of Brooklyn, but the change of administration to the demogracy has put a member tion to the democracy has put a member of the latter pesuasion in his place. He is now a candidate for the national commander of the G. A. R., and it is expected that he will poll a strong vote. Corporal Tanner said that President Cleveland had a number of severe critics in New York, even among the members of his own party. The old soldier element was entirely against him, because of the reckless manner in which he had exercised his veto power in the pension cases. Of course, some of these deserved to have been vetoed, but there were others, just ones, the proofs of which lay with people who were dead or on the other side of the world, and which could not be received in any other manner than by a special act of conmanner than by a special act of congress. This did not come with very good grace from an able-bodied man who had sent a substitute to the war. If the soldiers had 1 of done as they did, by this time, he thought, there would be no United States government, neither would there be a President Cleveland. CAPTAIN GEORGE WASHBURNE.

"I am a captain of the New York po-lice. I have been a member of that body for twenty-eight years. I think it justi-fies the name of the "finest police in the world, because it is large, and it is much more easy to discipline a large body of men than it is a small handful. Besides, the mambars have every inducement to the members have every inducement to become reliable. They have life positions, unless they forfeit them by bad conduct. If they are sick they are assisted. If they get injured in the discharge of their duties, their medical and process are defined by the charge of their duties, their medical and surgical expenses are defrayed by the city. When they become too old to act they are pensioned on half pay. After two year's service, the policeman's salary is \$1,200 a year. There are new 3,200 men on the force and they will be increased to 3,700 before long. There is one superintendent with a salary of \$6,000, four inspectors with \$3,400 each, four sergeants at \$1,600 each, and twentyfour sergeants at \$1,600 each, and twenty two captains at \$2,500 per year. The expense of the force every year is \$2,500,000. BADGES.

Everybody yesterday, whether man, woman or child, on the train wore a badge. Some wore two, others three, and some looked like the ezar of all the and some looked like the exar of all the Russians with breast bedecorated with medals and ribbons. The latter were of all colors and the former of all shapes. These were of copper, brass, fron, ulcked silver and gold. They were fashioned into squares, circles, triangles, stars, suns, and other designs too numerous to mention. Some were plain, others more elaborate, and displayed not less the lib-This part of the train arrived at 5.80 elaborate, and displayed not less the lib-

erality of the owner or denor than they did the skill of the designer and gold-smith. The members of the different departments were distinguished by symbols which they were over their badges. Rhode Islanders were a little clam; Connecticut, a realistic wooden nutmeg; Bos-tonians, a copper bean pod; Maine, a small cone of pine, and New Hamp-shire a miniature block of granite. Each wearer was as proud of his ornamentum as Cæsar is supposed to have been on This train should have been the first to

DEPARTURE. After the trains had been unloaded, they were drawn to the west side of the depot, where they departed in the order in which they had come in. They were all under way before seven o'clock. The first was drawn by engine 716, with Tom Manahan, engineer; the second by 729, with John Staft at the lever, and the third by 721, with John Byers. F. P. Woodruff, Ed Roach and J. Cayle were sent along, one with each train, to look after the baggage. The Pullman conductors went with the party.

G. A. R. TAPS. The Vermonters were in the car "Peri-

It took five ticket handlers to accommodate the crowds. Some of the delegates had more badges

than coat covering. Sleeveless jackets and legless pantaloons were numerous. It was a busy Sunday for the U. P. of

ficials at the depot. There were 659 persons, in round numbers, on the special. The headquarters of the Connecticut

Some of the Boston party, with red traveling caps, looked "culchawed," in-All tickets had to be changed at the

people in 'Frisco is the Grand hotel.

transfer which caused a rush, crush and Two raised tables were provided with ink and paper for the accommodation of

the tourists at the transfer. New Englanders do not like prohibi-tion states out west. They don't under-stand the winks like in Maine.

The New Englanders had 576 pieces of baggage. Pity the three poor Omaha baggagemen who went out with the train The BEE representatives were the only newspaper men on hand to welcome the visitors and introduce them to Omah:

The military editor of the Boston Globe is not merely a Patch on the crazy quilt of journalism, but he is all wool and a

It looks as if Corporal Jim Tanner would get there and that the next annual trip would be to Nashville, Tenn., where me of the vets were before under differ ent circumstances.

Miss Clara Barton organized the national cemeteries and passed four years in searching for missing soldiers. During that time, the whereabouts of eighty thousand were discovered, some dead and others living.

Jolly boy Patch very considerately in formed the Omaha newspaper men that his party had Boston baked beans yester-day morning for breakfast and wanted to know if Nebraska could give them grasshoppers on toast.

Tom Manahan, engineer of No. 716, was ordered to pull out one of the specials. When he backed over to the tranfer he saw a car marked: "Vermont to San Francisco." This riveted his attention, for Tom is from Swanton, and he immediately commenced to explore it immediately commenced to explore. It was not many minutes before he was "in the hands of his friends"—a dozen or more schoolmates, neighbors, "fellers' who "licked" him in the haleyon and "fellers" he "licked." Tom had the sin-gular good luck of pulling his Vermont triends to Grand Island.

For Sale Cheap-Fine Jersey heifer calf, three months old. Address at onec, H. C., care Pacific Hotel Co.

Opelt's Hotel, Lincoln Neb., opened March 15th, first class in every respect.

A new Jersey soldier on the excursion train that went to Topeka, Kan., fell off the cars on the Hudson River road, New York, and was instantly killed.



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A word to the wise is sufficient.

614 and 616 S. 10th st.

M. BURKE & SONS, LIVE STOCK COMMISSION MERCHANTS. GEO, BURKE, Manager,

UNION STOCK YARDS, OMAHA, NEB.

REFERENCES: Merchants' and Farmers' Bank, i) and City, Neb.; Kearney National Bank, Kearney, Neb.; Columbus State Bank, Columbus Neb.; McDonald's Bank, North Platte, Neb.; Omaha National Bank, Omaha, Neb. Will pay customers' draft with bill of biding attached for two-thirds value of stock