RHYMES OF THE RAIL IN PROSE

Interesting Figures and Facts On Modern Railroading.

THE DEVELOPMENT OF SPEED.

A Very Young Traveler-Third Class Passengers in England-The New Rio Grande Bridge-Quick Runs by Rail.

Travelers' Magazine.

"What would you do," asked the fireman black, Of the grimy engineer,

"If suddenly upon the track
A woman should appear?
And suppose you were running a little behind. With your gauge chock up to 'L.'
And the woman was deaf and dumb and blind, And couldn't hear whistle or bell!"

"Do?" cried the grimy engineer, With a look of cold disdain, "I'd get out there and leave you here To take your chance with the train! I'd straighten out on the pilot plate, And that woman I would snatch Before she knew whether we were freight Express, wild or dispatch."

"That," said the fireman, "I cail game," And he shoveled in the coal, And wondered if he'd do the same In a similar kind of hol In a similar kind of hole.

And the headlight cast a long, thin stream
Through the dismai night of black,
When suddenly there came the scream

Of a woman on the track. "Jump!" shricked the fireman. "There sh

goes!"
But the engineer sat still, And a woman's sorrows, joys and woes
Were taken like a pill.
"Why didn't you get on the pilot plate? That was the place for you! Why didn't you try to avert her fate,

"My friend," said the grimy engineer, With an apologetic cough,
"That woman knew but trouble here,
And now she's better off.

As you boasted you would do!

Besides, by grinding her to hash,
A good fat thing I draw;
The road will pay five thousand cash, And she was -my mother-in-law! A Young Traveler.

The Lincoln Journal notes the arriva on a Burlington train from the east, of "the most remarkable passenger ever carried into Lincoln. It was a little girl but eight years old, who had traveled all the way from Venice alone. She was the daughter of a poor gondola maker, who died leaving nothing for the support of the child. Kind neighbors raffled off the family cook stove and secured funds for the purchase of a ticket to America, where the brother of the dead man is making a good living as superintendent of a division of railroad track. A lunch basket containing food for three weeks, and a carpet sack filled with the household goods not otherwise disposed of, and a big tag inscribed with the address of the brother comprised the equipment of the little traveler. She was kindly cared for by the conductors on the continental rail ways, and received much attention from her fellow-travelers."

A Rapid Locomotive.

Globe Democrat: An application for a patent has been filed by a New York civil engineer for a new locomotive and tender designed for making the fastest time which has ever been made in this or any other country. The boiler is rectangular in shape, having a large and permanent area of evaporating surface, the pressure to be carried being 210 pounds per inch, which is but onethird of the bursting pressure at its weakest point. The cylinders are in the rear of, instead of between the truck-wheels, and the fire-box is supported between the center of gravity of driving-wheels. All the combinations of parts are in exact harmony, and it is intended to easily make the time of sixty miles an hour with ten coaches, and can without violent strain be brought to ninety-five miles per hour with the same load. This gain in performance over the present machine is obtained by a mathematical construction with reference to the distance between rail centers upon which it is supported, and is the first application made which has embraced and specified every portion of a locomotive and tender constructed mathematically with reference to the limits within which they must be confined and supported. As a result of exact proportion with reference to such base, the cost of maintenance will be greatly below the general average of present constructions.

Third-Class Passengers.

"The ascendancy of the third-class passenger," says the Pail Mall Gazette, "every year becomes more marked. According to the statement of the chairman of the Great Northern railway: 'In the June half of 1887 the percentages of their passenger traffic, as to numbers, were as follows: First-class. 31 per cent; second-class, 51 per cent. and third-class, 91 per cent, whereas for the half year under review the percent-ages had been respectively 3, 5; and 911 per cent. In 1887 the receipts from the first-class were 14 per cent, and now they were 13 per cent; the second-class gave them 7; per cent in 1887, and now only 7 per cent; and from the third-class they derived 784 per cent of their receipts in 1888, as against 791 per cent last half-year. The average of the fares during the half-year had been 3s 4d in the first-class, 112d in the second and 8d in the third.' This tendancy is likely to increase. When railways carry all classes at the same speed and the thirdclass carriage is clean and comfortable, the purchase of a first-class ticket is seldom anything but a wanton luxury."

New Rio Grande Bridge.

Arrangements are making for building another bridge at El Paso across the Rio Grande, says the Globe-Democrat. There are two bridges already-one built by the International Street Railway company, over which the street cars run from El Paso to Paso del Norte. and the other a railroad bridge counecting the Mexican Central road and the Atchison, Topeka & Santa Fe line. The new bridge will be for a combined freight and passenger line. The neces-sary concessions and permits have been obtained from both governments. Rails, cars, and all other necessary material have already been ordered, and actual work will begin in a short time. The build of the bridge will be greatly facilitated by the extremely low stage of the river: The new enterprise was started and is owned by Samuel Schuetz, of El Paso, and Felipe Arellano, of Paso del

Quick Runs by Rail.

Scribner's for September: The speed of passenger trains has shown steady improvement from year to year. In the month of June in our centennial year, 1876, a train ran from New York to San Francisco, a distance of 3,317 milia, in 55 hours and 27 minutes actual time, thus averaging about 40 miles an mountain summits, one of them over 8,000 feet high. This train ran from Jersey City to Pittsburg over the Pennsylvania railroad, a distance of 444 miles, without making a stop. In 1882 locomotives were introduced which hour, but during the trip it crossed four

made a speed of 70 miles per hour. In July, 1885, an engine with a train of three cars made a trip over the West Shore road which is the most extraordinary one on record. It started from East Buffalo, New York, at 10:04 a.m., and reached Weehawken, New Jersey, at 7:27 p. m. Deducting the time con sumed in stops, the actual running time was 7 hours and 23 minutes or an average of 56 miles per hour. Between Churchville and Genesee Junction this train attained the unparalleled speed of 87 miles per hour, and at several other parts of the line a speed of from 70 to 80 miles an hour.

A Veteran Railroad Builder. Philadelphia Record: A few days ago General Herman Haupt, the noted engineer, at his elegant country seat. Mountain Lake, Giles county, Virginia celebrated his golden Wedding with Anna Cecilia Keller. General Haupt is a lineal descendant of the old German Lutherans who early settled portions of Pennsylvania. At a very early age he attracted the attention of General Jackson, who appointed him as cadet at the West Point military academy in 1831. That famous engineering feat, the "Horseshoe," on the Pennsylvania Central, was the outcome of his brain and perseverance. He was the engineer of the Hoosac tunnel.

A Very Fast Run.

The train-sheets show that on August 17 engine 340, on the Chicago St. Louis and Pittsburg (Panhandle route). Mike Greenan, engineer, made what is claimed to be the fastest run-hauling the Pennsylvania special, No. 20-over made on the Pennsylvania lines west of Pittsburg. The train, which consisted of four cars, was hauled from Indianapolis to Bradford, 105 miles, in 121 minutes, after making an allowance for making two stops at railroad stations. one of four minutes, stopping at five railroad crossings, and slowing down running through Greenfield. Knightstown and New Paris. The train, which left Indianapolis thirty-seven minutes late, ran into Columbus about five minutes late. The actual time, including stops, was, therefore, two hours, thir teen minutes, giving a speed of 47.4 miles per hour, while the average speed whilst in motion, was fifty-two miles per hour. The schedule time is two hours. forty-five minutes, with two intermediate station stops. This gives a speed of 8.2 miles per hour, including stops. This train, the Pennsylvania special, a through train from St. Louis to New York, is scheduled to run from Indianapolis to Columbus, 188 miles, in five ours, making stops at six intermediate stations. This gives a speed of 37.6 miles per hour, including stoppages.

Bad for the Scalpers.

A young railroad man of Atlanta (Ga.) has come to the front with an invention n the way of a ticket that will bring him fame and an enviable bank account. It is simply this: The purchaser of an ronclad ticket is not to be required to write his name or make any formal declaration as to his intention in regard o the ticket. Nothing of the kind, The agent who sells the low-rate round trip points his camera at you while he rives you your change. It records the image of the purchaser in an instant. The agent pulls out the slide, rubs his chemical sponge over the sensitized paper and-there you are. In the upper efthand corner he pastes that picture. outs it under a stamp that embosses the edges, and unless you can find somebody that looks enough like you to risk the chances of a return on your image the ticket will carry the original pur-chaser and nobody else.

An Important Invention.

Globe Democrat: It will even be safer to travel on a railroad car than to sit down at home. An Australian is said to have designed a truck to be run oefore every train, at an adjustable distance, by an electric current transmitted from a dynamo on the engine. If the truck comes in collision with any body in front certain glass tubes, in which the current is thus conducted, are broken. The current is thus broken. and at the same moment the brakes of the train are automatically applied. This may or may not be a working discovery, still there is sure to be some method, ere long, for making high speed travel almost absolutely secure. There is more permanent and unpreventable danger in the simpler events of everyday life, such as cating indigestible food or catching colds. In fact, there seems to be no difficulty in the way of easy and safe intercommunication about the globe that is not conquerable.

Circumventing a Railroad. Philadelphia Record: An interesting story of how the Tidewater Pipe Line Company in getting its pipes across the main line of the railroad in Chester County is told by a resident of West Thester. At the time the war was be ing waged by the railroad people against the oil men to prevent the completion of the pipe line, Col. Perter and a friend drove out in the country very quietly one day to take a look at the crops, and, if possible, find some way of getting under or over the railroad company's tracks, for this they had to do. After passing through Downingown, following the line of the railroad. they saw a large culvert running under the tracks. There was no stream o water running through the culvert and no apparent reason for such a break in the embankment, and Col. Porter made a few inquiries. He soon learned that the owner of the farm when the railroad was built had stipulated that the company should forever maintain a culver o allow cattle to pass from one part of the farm to another without the danger of crossing the tracks. It did not take Col Porter long to strike up a bargain with the owner of the farm for its purchase. The place is marked by a big streak of whitewash, showing where the

Notes.

The oldest employe of the Chicago, Burlington & Quincy Railway company s Conductor Dudley. He has served continuously for thirty years or more on the Quincy branch of that road. He has never seen a man killed on the line, has been in only one collision, and is the inventor of a catarrh snuff that would sneeze the head off a cast-iron statue. Patient industry, young man, is sure to lead to success.

The track of the Hudson Bay railroad, which was laid last year from Winnipeg north some forty miles, but has never been operated, is said by the Manitoba Sun to be "covered with grass to such a height that the services of a mowing machine would be required in order to see the rails." A road that can not be run in the winter without snow plows or in the summer without mowing ma chines on the pilot is in hard luck.

The Siamese government has granted a concession for the building of two railroad lines, one of which is to connect Bangkok with its port, Pakuam. It is and quick at her work as she is pretty. stated that the government has under. The only thing I can complain of in her and the construction of a steam tramway in the capital.

More than a million of men are employed by the various railway lines in the United States. This is about onetwelfth of the voters in the Union.

Angostura Bitters, endorsed by physicians and chemists for purity and whole-someness. Dr. J. G. B. Siegert & Sons, sole manufacturers.

IN THE FEMININE DOMAIN.

Wise and Foolish Achievements of Womankind.

WHAT BELVA LOCKWOOD CAN DO.

Only Republican Girls Wanted -Women and Real Estate-A Typewriter Fib-Women Who Go to College.

Only Republican Girls Wanted, Chicago Times: The following advertisement appeared in a Chicago paper last week:

W ANTED-Young ladies over \$5 feet high to help form a Harrison and Morton company to assist in carrying on our grand campaign. Republican ladies only need answer. Address Miss M. E. D., 1438 Wabash

A reporter who called at the address found that Miss M. E. D. stood for Miss Minnie E. Davis, a young and fair daughter of a veteran of the Fortythird Illinois volunteers. When she was asked to explain her advertisement she said:

"I am an enthusiastic republican, and I felt like doing something to help along the boom for Harrison and Morton, and so I have made up my mind to organize a brigade of young ladies and drill them for campaign parades. I am pretty young, it is true, but I have had a good deal of experience in teaching drill corps. I had a company in Iowa in Iowa in 1884, and everybody praised it freely. After I get the brigade formed and drilled I will offer its services to the republican campaign committee, and I feel sure it will prove a great card.

What Belva Lockwood Can Do. New York Sun: Mrs. Lockwood, it seems, is "of the type known as gray blonde," and as she weighs 150 pounds, with a height of five feet eight inches. she is both tall and well-proportioned; a little spare, perhaps, but commanding in figure, and all the stronger for her moderate height. This physical advantage, too, has been carefully cultivated and developed, for in youth "her feats of running, rowing, jumping and horseback riding were proverbial," even now "she is an enthusiastic lover of the tricycle." But she does not sit her tricycle astride, as a woman rights woman might be expected to do. She uses "a seat as in a buggy."

Women and Real Estate.

St. Louis Post-Dispatch: Girls and vomen are very valuable office helps to the real estate business. It is a wonder to me that more of them are not employed by the agents," remarked a veteran who has grown gray in the management of other people's property. "It is only lately," he continued, "that I could persuade myself to give a lady a place in my office, and I am free to confess that it was not my originality that led me to it, but the test is none the less satisfactory.

"A few years ago there was not a lady employed in any of the St. Louis offices. Now there are several of them, and the fitness displayed by those who have been given a trial, in taking hold of the business, will, I think, lead to the employment of a great many others before long. I was not the first agent, by long odds, to give the ladies a chance, I am sorry to say, and I presume that if it had not been for the efficient and brilliant services rendered by a young woman in the office of one of my brother agents I would have been plodding along as usual without ever having given one of her sex an opportunity to earn a living in the real state business. Since the experiment that I made has turned out so well quite a number of ladies have been employed

in the business.' "Have any of them been discharged?" "As to that I can't say; but I know o but one who has been given a trial who does not retain her position to-day, and it is my opinion that she found a place where her services as a stenographer and type writer commanded more

Are all the women engaged in the business short hand and type writers?" "No. I think not. There is one I have in mind who is neither, but she is, nevertheless, a valuable assistant."

"What does she do?" "She takes her employer's dictation in answer to correspondence in longhand notes, then writes them out in a splendid, plain, print-like fashion, draws leases and deeds to property and quitelaims with remarkable accuracy. Another lady that I know of is thor oughly experienced at the stenograph, and equally good in manipulating the keys of a type-writer. I don't believe she has her equal in the real estate business. She is identified with one of the leading offices, attends to all its correspondence, is familiar with every piece of property the office has charge of, and when a sale is made it is the custom of her employer to introduce the purchaser to the young woman, who then prepares the final papers, notes, deeds, etc., to the transaction. Her attention to essential details is remark-

"Do the other women in the business make their services so valuable?' "I hardly think so. I mention her particular case as an example of what women are capable of doing in the real estate business. Others that I know of who are engaged at it have not had so much experience as the model I refer to, but I have no doubt that they, with the proper training, will become quite

duties as she is. "What salaries do these ladies get?" "Well, as to that I can't say exactly. but I know of one of them whose pay is not far from \$75 a month."

as excellent in the discharge of their

"Is she married?" "No; I don't know of a married lady n the business, and what is more, those who are engaged at it are young and handsome, but I tell you it would take a smart fellow to catch either of them for

A Typewriter Fib. Pittsburg Telegraph: Early one morn-ing last week I chanced to be in the

office of a wholesale merchant down town at a time when the pretty little operator of the typewriter tumbled into Such a pretty girl, with very blue eyes, bright brown hair, and an assort-ment of dimples, is this deft manipula-

tor of the typewriter keys. The telephone which hungon the wall just behind the girl, whose desk was close to her employer's, in his private office, rang loudly as I took a seat. seized the opportunity to congratulate the merchant on his choice of so fair a

secretary.
"Yes," said he in an undertone, "she is pretty, and she is as well-behaved conduct is the hold that telephone seems to have upon her. She is en-gaged, I believe, to a nice enough felow, a clerk in a broker's office, but he will persist in calling her up on the telephone. He called her up so often on Monday last that I told her she must tell the young man to wait until after business hours. She blushed and said

she would tell him. Since then-that was three days ago | Drug Co.

apparently he has not been near the elephone, but, strange to say, Mary'sthat's the girl's name-sister has taken to holding long conversations with her at all hours of the day. The noise dis-turbs me, but I don't like to interfere with the girl's domestic affairs. Jus-

isten to her now!" We did listen, and we heard some-thing like the following: harlie didn't come to see me."

An interval of silence. "You know he called to see Kate." Interval. "What's that?"

nonsense; of course I shall go with you. Will you call for me? What did you Oh, Bob's going, too." Interval. "You can, if you like, but I just hate that girl, and if she's there I won't stay.

Did you say 6 o'clock? Make it 6:30.' Interval "I wish I could; it seems an awful ong time to wait. Oh, you musn't talk

like that. Isn't there any one there?"
Interval, during which the girl, with the receiver at her ear, laughs and blushes by turns, and finally says, titter-'Not one-I won't give you one, you bad boy.'

She hung up the receiver without another word and sat down blushing furi-"How is your sister this morning?" said the merchant, with an accent on

the "sister." But Mary answered never a word.

"Women Who Go to College." Under the above title Arthur Gilman writes in the September Century: have been told, even in cultivated, inellectual circles, that a young woman had better be in the kitchen or laundry than in the laboratory or class-room of a college. 'Women should be trained, such persons say, 'to be wives and mothers.' The finger of scorn has been lightly pointed at the mentally cultivated mothers and daughters who are unable to cook and scrub, who cannot make a mince pie or a plum-pud-ding. Such persons forget with surprising facility all the cases of wonen who neglect the kitchen to indulge in the love-sick sentimentality to which they have been trained; who think too much of possible matrimonial chances to endanger them by scrubbing, or by giving ground for the suspicion that they cultivate any other faculty than the power to apostrophize the moonlight and to long for a lover. They do not care to remember that it is no whit better to wither under the influence of gnorance or sentiment, to cultivate a fondness for "gush," than to dry up the sensibilities like a bookworm, or grow rigid and priggish as a pedant. It is as bad to stunt human nature as to overstimulate it-to stop its progress in one way as in another. The danger is in going to extremes. The mass of men choose the golden mean, and we may trust women to avoid extra extravagance in the pursuit of learning. We may and ought to give her every help in the direction of life that her brothers possess. It is no longer doubtful, it is plain, that whatever other rights woman should have, those of the intellectual kingdom ought to be hers fully and freely. She should be the judge herself of how far she should go in ex-

ploring the mysteries of nature and of science. "It is not a question of putting all our girls through college; it is not even a question of their being taught in the same institutions and classes with men when they go to college. The form in which women shall be taught and the subjects that they shall study are of minor importance at the moment, and time will settle them in a natural way. The great desideratum is that they be given the collegiate education when they need it, and that they be the judges of their own needs."

Joins the Ballet.

remark that a woman will when she will and won't when she won't, has a curious illustration in the ballet of the production now running in Niblo's in New York city. Among the many comely young ladies that Bolossy Kiralfy has somehow brought together in this spectacle is a fresh young woman of fair features and mould, modest manner and melting black eyes, who has been a dancing divinity only since the beginning of the "Mathias Sandorf" rehearsals, and thereby hangs the tale. She belongs to a proud family, whose geneological tree has flourished on the eastern shore of Maryland amid circumstances of honor and wealth almost from the days of Lord Baltimore. She was tenderly reared at home, and when she went to a convent that nestles cosily in the Blue Ridge mountains, not far away from Emmittsburg, Md., showed the spirit of her stock by winning the class medal two collegiate years. Naturally ambitious, hopeful and spiritedly independent, she was anxious to do something outside of the ordinary ken of women and by some inscrutable process of fate became deeply enamored of the stage. Of course the family was shocked by this preference, and sought by mild persuasion and travel to wean her from

the notion. It was no use, however. The longer the ordeal the keener her desire and firmer her resolve. At last an apportunity came by which she was ab gratify her heart's wish without any rupture of family ties. Her father began to show uneasy signs of failing health, and by his physi-cian's advice arranged his affairs for a trip to Carlsbad, Germany, where it was hoped he would regain his declining strength and spirit. The daughter was left in the care of a maiden aunt. and it was through her that the pretty young southerner was able to gravify her wish, even though in a most humble manner. The aunt was a neighbor of Bolossy Kiralfy in Yonkers, and to Mrs. Kiralfy she told her story. Self-possession and grace she wished to cultivate, and the practical trials of the stage in the exacting features of a big spectacle would be just the thing to insure these qualities. Never mind the fact of inexperience and tender rearing, she could and would manage herself so that there would be no upsetting force in any hardships of the ballet. The aunt favored the suit, as she thought the harder the road to begin with the surer the cure and disgust, for the fu-ture benefit of the girl. Mr. Kiralfy made her the captain of one of the first companies in the grand military ballet and so well does she appear and bear herself, and so apt in the learning of bailet movements, that he intends putting her among the "first line" beauties in another week.

While the girls course is reprehensible to some respects, it may be depended upon that she is of a natural timbre that yields good results, and her pleasing presence in Niblo's now adds materially to the charming effect felt by the multi-

California Cat-R-Cure. The only guarantee cure for catarrh cold in the head, hay fever, rose cold catarrhal deafness and sore eyes. Restore the sense of taste and unpleasant breath, resulting from catarrh. Easy and pleasant to use. Follow directions and a cure is warranted by all drug-gists. Send for circular to ABIETINE. MEDICAL COMPANY, Oroville, Cal.

Hahn's Golden Dyspepsia Cure. Six months' treatment for \$1; sent by mail, \$1.10, For sale by Goodman Price 50c Box at all Druggists.

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Mattresses, \$1.95 and up. Lounges, \$5 and up. Gasoline Stoves, \$3.75 and up. Parlor Suits, \$35 and up. Hanging Lamps, \$2 and up. Chairs, 45c and up. Center Tables, \$1.50 and up. Book Cases, \$7.50 and up Springs, \$1.50 and up.

Chamber Suits, \$17.50 and up. Stoves, \$9.75 and up. Carpets, 25c a yard and up. Bureaus, \$7 and up. Hall Trees, \$5 and up. Breakfast Tables, \$2.95 and up Extension Tables, 65c and up. Beds, \$1,95 and up. Pillows, 45c and up.



OUR TERMS.

\$10 worth of goods for \$1 per week or \$4 per month. \$25 worth of goods for \$1.50 per week or \$6 per month. \$50 worth of goods for \$2 per week or \$8 per month. \$75 worth of goods for \$2.50 per week or \$10 per month, \$100 worth of goods for \$3 per week or \$12 per month.

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An important innovation in railway ractice is the device of a Baltimore electrician for welding steel rails by electricity, a method which will admit of the laying or a continuous track. After they are placed on the track the rails are to be welded by means of a transformed electric current. may then be tempered so that the joint will be as hard as the rest of the rail.



It is time to put the boys into their Fall Suits. We can fit them with good sturdy clothes for school and play, and with a handsome suit for "Sunday best." Children's Suits in

two pieces for the small boys, and three pieces for the Jbigger brother.





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The Doctor has always pursued an independent course in the practice of medicine by which he has made many new and valuable discoveries in the treatment and Care of assesses. It is theory is that no disease should be regarded as incurable until the disease lorgan breaks down faster than it can be built up. While life exceeds death in any given part of the body, disease May and Can He cured. This is a plain and natural fact, demonstrated in the vegetable and animal kingdoms every day. Then does it not follow from the above fact that all so-called chronic diseases, such as Rheumatism, Neural gia, Nervous D seases, Euliepsy, Liver disease, Asthma, Catarrh, etc., are curable and that every vestige of the disease can be eradicated from the system?

CONSUMPTION, SCROFULA, **GOUT AND RHEUMATISM**

of treatment provided his treatment is pursued with diligence and care. The wonderful discoveries made by the microscope as to the cause of disease has led to even greater advancements in the science of their treatment. To admit that the above diseases are incurable is admitting that the advancements of medical science for the past century amount to nothing. In diseases of the

EYE, EAR AND THROAT

the doctor has established a repution which places him among the most successful, while his improved treatment of Throat diseases is unequaled. There is no disease which puts the science and skill of the physician to a more severe test, no disease is more rapid in its progress, or more serious in its results, and no class of maladies are so fatal to one's happiness.

NERVOUS DISEASES.

Upon the subject of Nervous diseases, and especially that class peculiar to the Female Sex, the doctor should be recognized as authority himself as his writings upon this subject show him to be a hard student and deep thinker. His "Theories upon the Nerve Current" and "The Causes of Pain" are far in the advance of authorities upon these subjects, and his success in the treament of this class of diseases shows how well founded are his theories. To restore the energy of the Nerves that have been Enfeebled by worry, depression or anxiety, to make life a pleasure and Not a Daily suffering, see the doctor and learn his treatment.

RECTAL AND KIDNEY DISEASES are among the most common forms of disease, yet they are diseases of which the patient, are almost entirely ignorant and have been completely overlooked. Nor is this surprising for the effect of kidney disease is so obscure that unless one makes it a Special Study they are not only liable to attribute the symptoms to entirely different causes but never a course of

tirely different causes but purs A GURE GUARANTEED In all cases of PRIVATE DISEASES AND DISEASES OF THE SKIN

a cure will be guaranteed. The evil effects of these diseases, such as dieet, Stricture, Ulcers, Disease of the Bones, Dry and Rough skin, Erubtions are permanently cured, and every trace of the disease completely removed. Gravel and all forms of Bladder Disease, Fistula, Piles, Deblity of the Sexual Organs and Heart Disease are diseases the treatment of which the Doctor has always given his particular attention. Dr. McGrew is a graduate of requiar medicine and has a diploma from one of the best medical schools. From his years of Hospital and Private practice he has carefully gathered experience which justify entitles him to be classed among the Leading Specialists.

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HIEADAUHE, HACHACHE, Dreadul

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