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THE DAILY BEE.

Sworn Statement of Circulation. State of Nebraska, ss. County of Douglas, ss. George B. Tschuck, Secretary of the Bee Publishing Company, do hereby certify that the actual circulation of THE DAILY BEE for the week ending April 21, 1890, was as follows:

Table with 2 columns: Day and Circulation. Sunday, April 21: 18,885; Monday, April 22: 18,670; Tuesday, April 23: 18,515; Wednesday, April 24: 18,539; Thursday, April 25: 18,567; Friday, April 26: 18,524; Saturday, April 27: 18,507.

Average: 18,510. Sworn to before me and subscribed to in my presence this 16th day of April, A. D. 1890, N. P. FRILL, Notary Public.

THE South side still awaits the coming of those promised street car lines.

THE military, naval and civic demonstration in New York City was in every respect worthy of the great occasion which called it forth.

THE car has found threatening letters on his table. There is evidently a loud call for civil service reform in the departments of his household.

A CHAPLAIN of the legislative assembly of Arizona has returned his salary to the conscience fund. Is Arizona trying to bribe her way into the union by such methods?

FIRST was Minneapolis to inaugurate a street car strike, and now it is St. Paul to enjoy another. It is nip and tuck which of these shall take the lead from day to day.

IT is highly significant that the prohibition amendment recently submitted to the voters of Massachusetts is the first constitutional amendment ever rejected in that state.

THE council should make provision for the immediate printing in pamphlet form of the amended charter for the benefit of city officials, taxpayers and citizens in general who find it necessary to consult that document.

THE rapid extension of railroads in the west is aptly illustrated in the number of miles of railroad constructed and in operation in Montana. Three trans-continental lines drain that territory, with an aggregate of nearly two thousand miles, and every county seat but three has railroad connections with these trunk lines. Yet Montana is said to lack sufficient railroad facilities.

THERE has not been a single case where law-breaking railroad officials have been punished under the penalties imposed by the inter-state law. This, too, in the face of the fact that Judge Cooley, of the commission, has given due warning that the time for leniency had passed and penalties would be inflicted. It remains to be seen whether the commission will carry out its threat, now that evidence is conclusive that certain railroads in Chicago are guilty of gross infractions.

IT is now definitely announced that the Council Bluffs and Omaha Chautauqua assembly will open its first session June 18 and close July 4, on the beautiful grounds now being laid out in Council Bluffs. An attractive and instructive programme is being prepared for the season, and the prospects are that the season will be a success in every particular. It behooves the people of Western Iowa and Eastern Nebraska to lend their aid to this enterprise. It is to them that the managers of the project look for encouragement, and plans should be laid now to attend the first session to in order encourage the Chautauqua and foster its growth.

THE golden gate special between Omaha and San Francisco, it would seem, is to be supplanted by a new overland passenger train which is to make fast time between ocean and ocean. It is proposed that a train leaving San Francisco shall arrive at Omaha in three days, in Chicago in three days and in New York in four days and twenty-one hours. Such a fast transcontinental service has not been attempted heretofore, and its success will be watched with no little interest in railroad circles. But while an overland fast train may at first be more in the nature of an experiment, the era of slow trains and improper accommodations is past. The Union Pacific has given its patrons a sample of luxurious traveling, and it may be depended upon that the public will insist upon the best and latest improved train service between Omaha and San Francisco in the future.

AN ELOQUENT ORATION.

The speech of Hon. Chauncey M. Depew in New York, yesterday, was eminently worthy of the great occasion. It was truly the greatest effort of his life. Clear-cut, eloquent and historical, it places him in the front rank of American orators. Delivered under the shadow of the statue of Washington, and surrounded by an eager multitude of patriotic people, he fulfilled the expectations of his hearers and readers and confirmed the wisdom of his selection.

The occasion did not demand grand flights of oratory. The simple story of the struggles of the founders of the republic, without adornment, is in itself, the grandest chapter in human history. It is the beacon of liberty, illuminating the paths of the oppressed in all lands, and emphasizing the axiom that "he who would be free must strike the blow." Mr. Depew traced in eloquent words the mighty struggle of the infant colonies against Great Britain, the darkness and despair which at times enveloped the continentals, the hardships and privations endured that freedom might live, and the sacrifices cheerfully made that the new world might enjoy the blessings of a government by and for the people. It is a story a century old, but can not be told too often. In the wild, nervous rush of modern life we are apt to forget the men and means by which America achieved its peerless position among the nations of the earth, and overlook the patriotic devotion of those who three life and property around the infant nation. Their valor is a model, their lives an inspiration for the people of to-day. In character and deeds they will live unrivalled in the history of the world. Surrounding the grand central figure of Washington, they form a picture of unselfish devotion, of generous sacrifice, of valor in field and forum, and of civil and religious liberty, which will forever remain the admiration of mankind.

EXTRA SESSION TALK.

Reports proceeding from Washington regarding an extra session of congress, to be called probably in October, continue to be made, though it is thought more definite upon that to back than the general proposition that a special session will be necessary in order to prevent any delay in organizing the next congress, which, owing to the small republican majority and the number of candidates for the speakership may be a good deal of a struggle. It is felt to be desirable that the organization of the house, so far at least as the election of a speaker is concerned, ought to be effected in advance of the regular session, and doubtless this is the correct view. With the house fully organized before the meeting in December, it would be in a position, when the regular session began, to immediately take hold of the economical questions which it will be peculiarly the duty of the next congress to determine, and which it is desirable for all interests shall be settled as speedily as possible. The administration has not thus far found the surplus especially perplexing. It is dealing with the matter intelligently, and to the advantage both of the treasury and the public interests, but it is quite possible that it may encounter obstacles in the future, and hence the importance of congressional action that will prescribe a regular and safe course.

There is reason to believe that President Harrison fully appreciates the demands of the situation, and that he acquiesces in the view of Senator Allison and other leading republicans regarding the expediency of calling an extra session at least in October. There does not appear to be any danger to the finances of the country between now and then resulting from an accumulation of the surplus, as it appears to be the purpose of the administration to handle the financial affairs of the government so that the interests of business shall not suffer, but at the same time there is an evident desire to avoid all unnecessary delay on the part of the next congress in re-arranging the fiscal system on a basis that will be permanent at least during the present administration. A more or less prolonged discussion will be necessary to accomplish this, and hence the expediency of gaining time for this and other matters of practical legislation by calling an extra session, in which the house will at least be enabled to complete its organization.

BRICK PAVEMENTS.

Brick pavement is rapidly coming into use in a number of western cities. Several streets in Lincoln and Beatrice were paved with this material last year and the results have been satisfactory, although the traffic on streets thus paved was not sufficient to thoroughly test the durability of the material. The great objection to brick is the fact that the article used in western cities will chip at the edges under heavy traffic. Once broken the material is soon ground into fine powder, which is wafted about by the winds in disagreeable clouds. On the other hand the vitrified fire brick used in a score of eastern cities has successfully proved its utility and durability. Hydraulic tests made at Pittsburg and Cincinnati show that vitrified brick resisted a pressure of 30,000 pounds, while similar cubes of granite from different quarries was crushed at pressures ranging from 17,000 to 30,000 pounds. A two-inch square cube of seasoned oak was crushed with a pressure of 12,000 pounds.

The Ohio Valley Manufacturer vigorously assails and refutes the assertions of Mr. John Grant, recently published in THE BEE that brick pavement was a failure in all cities where it had been used. Mr. Grant quoted Washington, San Francisco, Galveston, Ill., Zanesville and Steubenville, O., and Lincoln, Neb., as cities where brick pavement had proved a lamentable failure. The Manufacturer asserts that there was not a yard nor a brick of the vitrified fire brick laid in either of those cities, and claims that Grant grossly misstated the facts in regard to Zanesville, Steubenville and Youngstown. Zanesville uses vitrified fire brick and is increasing her area largely

each year. Her people are entirely satisfied with it and will have no other, in Youngstown, a large section of brick pavement was torn up because the material was soft and porous and vitrified fire brick substituted. Steubenville has experimented with brick pavement for five years and the results have been so satisfactory that the entire city will be paved with that material.

There is no reason to doubt that vitrified fire brick is one of the coming paving materials. The fact that the boards of public works of Buffalo, Cleveland, Pittsburg, Toledo and Philadelphia have recommended it is strong proof of its durability. Philadelphia will lay 5,000,000 fire brick in the streets this year. The material is cheaper in those cities than granite or cobble stones, makes an even surface, and relieves the residents of the deafening rattle of traffic on hard, uneven pavements.

The property owners on several streets in Omaha are now investigating the advantages of brick for pavement, and, in all probability, some sections of the city will be paved with that material this year. It is important, therefore, that the best material should be selected. If brick of the required hardness can be produced at home at reasonable cost, it would be to the interest of the city to encourage and patronize the industry. Any material which will overcome the mania for wooden blocks would be a deliverance from decay and dry rot which false economy has spread over miles of the best streets in the city. THE BEE does not want to be understood as recommending vitrified brick for pavements, but considers it worthy of an experiment.

LOCAL TRAINS.

The Union Pacific has acted wisely in deciding to have a local passenger train between Columbus and Omaha, with connection at Valley with the Omaha & Republican Valley trains from the Stromsburg district. If it is their intention to also have a train from Beatrice, reaching here in the forenoon, it will make the situation still better. In this connection, if they will run their freight and live stock trains on the Omaha & Republican Valley road, so they will arrive here early in the morning, in time for the daily South Omaha market, and have them leave here at night, it will give the business men in the country a chance to come in and sell their grain, produce, cattle and hogs in the forenoon and by dry goods, salt, lumber and other necessary articles during the day, with plenty of time to reach their homes at night. The freight trains leaving here in the evening will carry their purchases, in time to reach them early the next morning—early enough to sell them during the day. This is of the greatest importance to our friends in the country, especially on Saturdays, when the farmers "come to town" to do their weekly trading. Some complaint might arise about the mails, but this is of no consequence when they run against the laws of commerce.

The local passenger train referred to will be convenient for ladies to do their shopping, and others seeking the amusements of the city, such as the matinees, base ball games, celebrations, etc. To accommodate these the return trip to Columbus, Stromsburg, and other places should be held sufficiently late to enable these throngs to reach the trains.

If it is not the intention to extend the train to Grand Island, by arranging the trains on the Norfolk, Albion, and Cedar Rapids branches at Columbus, and the branch lines at Grand Island, so they will reach Columbus and Grand Island in the forenoon and return at night, it will enable those two flourishing cities to become important trade and travel centers for the surrounding districts, with Omaha as the principal base of supplies.

But under all circumstances the live stock trains on those branches should be run at convenient hours for the South Omaha markets. In a short time this will require an extension of the train service to a convenient connection with Omaha, if it is not immediately necessary. On the Fremont & Elkhorn Valley railroad the run can be conveniently made from Hastings, Norfolk, Okadale, via Albion, Geneva and Creighton. So all of these trains can reach Omaha by noon, picking up their passengers on the way, and distributing them at night on the return trip. As it is, the Lincoln & Norfolk train arrangements are excellent, reaching Omaha at 10:15 a. m. and returning at 5:15 p. m.

The local train service on the St. Paul & Omaha road is no accommodation at all beyond Blair. There ought to be a train from Sioux City, Hartington, Randolph and other places into Omaha every morning not later than 11 o'clock, leaving here on the return trip about 6 p. m.

When this is done and the trains made permanent, with the people in direct communication with their principal home market at Omaha, the intervening country will settle up rapidly and the agitation for building a rival road will cease.

On the Missouri Pacific the train service is worse than useless. There is no reason why it should not be as good at Omaha as it is at Atchison, Leavenworth and Kansas City. We fail to see why these cities should be built up at the expense of Omaha. If the management will put on a train from Falls City, with Lincoln and Nebraska City connections, reaching Omaha in the forenoon, and returning at night, with freight and live stock trains at convenient hours, the Missouri Pacific will find a bag of gold at the end of each run, and they will need no spectacles to find it.

These local trains are the foundation of the prosperity of Omaha and the west. Just so fast as circumstances permit they ought to be extended in every direction, and by all means, when the most convenient hour is selected, they should be run without change from year to year.

Omaha to claim any business relation with that section. This very generous and unselfish advice comes from a source which evinces alarm at the revival of the Omaha & Yankton railroad scheme. While Sioux City is wasting breath in a vain effort to furnish a market for the products of the thriving Missouri river counties, Omaha is turning their pork and beef and congo into cash, and supplying the people with manufactured necessities and luxuries of life. And this city will continue to supply nine-tenths of the business of that region. Even if Omaha could be shut out of northeast Nebraska by any possible combination, the enterprising people of Norfolk would drive Sioux City out of the field. The former possesses the capital, the energy and the grit to get there, while Sioux City's enterprise is limited to a mad desire to consume Covington whisky. There is no danger that the latter will make much progress in Nebraska. As long as the barrels and kegs are flowing on the west banks of the river, she will tarry there and soak herself.

It is a terrible story of disappointments, hardships and impositions which THE BEE's special correspondent graphically describes in Oklahoma. But that is just what might have been expected. When men go crazy over a wild scheme, whether it be in farm lands, mining enterprises, or town lots, there are tens of thousands of dupes who sacrifice their all to one individual, who makes a stake on the venture. From the first the Oklahoma movement was badly managed. But, worse than this, the soil is unfit for agriculture, the climate is bad, and the chances for an honest man to get a foothold among desperadoes and land-grabbers is small indeed. All this was set forth through the press of the country. The leading papers took pains to spread the news that Oklahoma was no land flowing with milk and honey. The man who left a comfortable home to take his chances in that wilderness has, therefore, no one but himself to blame for his foolhardiness.

The phenomenal growth and wealth of Dakota in the last decade excites the admiration of the country. The total valuation of property in Dakota as shown by the assessment roll for 1888 amounts to one hundred and sixty-one millions, five hundred thousand dollars. Four thousand, three hundred miles of railroad and other property in the territory belonging to the railroads with a valuation of over forty millions are not assessed and are not included in the property valuation, since railroads are taxed upon their gross earnings. But taking the property valuation as returned in the assessors' books, which is about two-thirds of its true value, it would be no exaggeration to estimate the wealth of Dakota at a round three hundred and twenty-five millions.

The determination of the Union Pacific to put on additional daily local trains between Omaha and Columbus will be highly appreciated by the people along the road as well as at Omaha. There is every reason to believe that the company will be encouraged by the local traffic to extend this service at least as far as Grand Island. This would enable the people along the line for a distance of a hundred and fifty miles west to come to Omaha, transact their business and return home the same day. The constantly growing relations between the cities and the metropolis of the state will soon make such local accommodation trains an absolute necessity, and the example set by the Union Pacific will be followed by all other roads centering at Omaha.

While Pennsylvanians were engaged in giving practical significance to Arbor day, last week, the legislature seriously discussed a bill which, if it becomes a law, will level the remaining pine and hemlock forests of the state. The bill proposes to place all streams not exceeding twenty miles in length in the category of navigable highways, for the purpose of floating saw logs to the mills. The destructive floods which have ravaged the Allegheny valleys in the past years is a warning that should be heeded. If the destruction of forests is not checked, the consequences will be serious, if not destructive, to the interests of the people.

The importance of Seattle and Tacoma as shipping points, due to natural advantages, has seriously affected Portland. A large part of the crops of Washington territory that formerly was shipped through Portland finds its way now through Tacoma and Seattle. The railroads, moreover, bring the bulk of the ores from the mines, the lumber from the forests and the products of the canneries to these enterprising cities, in preference to Portland where they are transferred to vessels and transported to sea.

Don't Compare With the Panama.

The Eiffel tower is a tall affair, but when its altitude is compared with the elevation to which the Panama canal scheme has been knocked it simply looks sick.

The Oklahomaniacs.

Washington Post. Oklahoma needs nothing now but a high fence and an annual appropriation to make it one of the most densely populated insane asylums of this or any other time.

Generality of the Date.

Tray Times. Dudes, so far as can be definitely ascertained, are the children of that numerous class of women who could not get dogs and turn their own progeny over to hired nurses.

Probably a Case of Suicide.

Chicago Tribune. "Were there any deadly weapons concealed about in the hall of voting?" "Not a bit of it," replied the wretches. And amid the profound silence of the spectators he placed a flask of Iowa whisky on the table.

Missouri is Within.

New York Times. "Missouri is not in the habit of voting the republican ticket," says the Chicago Times. Most assuredly not. But it does not follow that she will not accept republican offers. This is an era of good feeling. The campaign is over. Please pass the pie.

The Spectre Declines to Stalk.

St. Louis Globe-Democrat. At the beginning of the present administration the democratic papers expressed a

great deal of fear that Mr. Blaine would have too much control of it; now they are angry because he does not control it enough to suit their interests and purposes.

MAY DAY MERRIMENT.

Richmond Dispatch: It is expected that during the next few days the busy crop in Oklahoma will be large and varied.

Birmingham Republican: A critic thinks the "art of writing poetry is in decay." If he means modern poetry is mostly rot we vote aye.

Time: Harry—"Say, fellows, let's play cop. Tom'll be cop and try to arrest us for fighting." Tom—"All right. Where's a place for me to hide till the fighting's over?"

Boston Post: Stern parent (to a young applicant for his daughter's hand)—"Young man, can you support a family?" Young man (meekly)—"I only wanted Sarah."

Monsey's Weekly: At the opera: Wilkins's wife—Why do they call the prima donna the diva, George? Wilkins—I know, unless it is because she isn't afraid to jump into the high C.

Epoch: Beggar—"Please give me a dime. Do not judge me by present appearances, but remember I once did business with Jay Gould." Citizen—"I believe you, my man, I believe you. Here's a dollar."

Terre Haute Express: The young married boarder—I really believe that Mrs. Smith thinks more of that dog than she does of her poor little baby. The old bachelor boarder—Well, I don't blame her a bit. He's a nice, quiet kind of a dog.

Yankee Blade: Young Wife—I put a pan of cake I had just made on the back porch to cool off, and a tramp came along and stole it. Dyspeptic Husband—Are you sure it was a tramp who stole it? "Yes; why?" "O, I thought it might have been an escaped convict."

Traveler's Weekly: Jonas Sharpwit—"Mr. Van Knott, I have been looking at the hands of the old clock in your hall and have discovered a remarkable resemblance to Washington in them." Van Knott—"Indeed! How so?" Sharpwit—"Both were once in revolution."

Epoch: "Broniey, my serial story came back yesterday." "What! After keeping it three years?" "Yes, and it wasn't real, for I had purposely passed some of the pages to another. The editor kept my stamps and sent the MSS. by express at my expense." "And you're not hopping mad?" "No, I'm thankful he didn't charge me storage."

New York Tribune: Friend—By the way how is your novel selling? Aspiring young author—"It isn't selling at all. The critics killed it." "I am surprised to hear that. I didn't suppose they could say anything against it." "That is just the trouble. They all united in saying that every one should read it on account of its lofty moral teachings."

BLAINE'S HEALTH.

The Anxieties and Cares of Office Painfully Evident.

New York, April 30.—[Special Telegram to THE BEE.]—The Herald's Washington dispatch says: Secretary Blaine went out driving for a little while Monday afternoon with his wife. He was well wrapped in a corner of the close carriage, with a big plaid rug folded snugly about him and a comfortable soft hat pulled down over his forehead. He looked bad, and the increased pallor of his face shows the pain he has suffered. The confinement of the last four days has had a marked effect. When he came here early in the winter Mr. Blaine took long walks every day, and did little driving. Since he returned the state department all that has been changed. He has found it necessary to indulge in the necessary exercise of walking. He has driven to the department between 10 and 11, kept his carriage and left it late in the afternoon. Generally Mr. Blaine has joined him for a drive, from which they would return by 6 o'clock. For the last week he has found it necessary to abstain from driving. He has been very unwell in regard to his health, and he submits every day to the vigorous treatment of a massage, rub, and is using every precaution in regard to his health, and as an athlete after it, only to find a few hours later that its good effects gradually lessen.

A RACE ROW.

An Incipient Riot Between Soldiers and Negroes in New York.

New York, April 30.—[Special Telegram to THE BEE.]—While President Harrison was shaking hands in the Equitable building yesterday afternoon, some colored citizens in the neighborhood of Wooster and Houston streets, celebrated the day by thumping Pennsylvania soldiers over the head, and for a while looked as if the glorious anniversary would end in a miscellaneous riot. The trouble arose out of a casual remark of an enthusiastic private from Cline county, Pennsylvania, whose company is quartered in many of the large buildings at Green and Houston streets. He accosted a colored dandy and, taking offense, a great quarrel was started. The dandy, in the color of a smoked ham, invited the soldier boy to battle. They went at it in a lively fashion, gave and take. Sympathizers of both men made up the large crowd which collected about them and several outside wrangles were the result. The soldier's comrade, hearing that he was being maltreated, swarmed out of their quarters and charged the crowd surrounding the fighters. The negro fighter was hustled into a house by his friends and it looked for a moment as if the soldiers would storm the place. The counsels of policemen availed and what might have been a riot was averted. The riot lasted twenty-nine minutes.

THE UNION DEPOT.

Vice President Holcomb Specifies the Terms and Details.

Vice President Holcomb, of the Union Pacific returned from Boston yesterday where he was in attendance at the annual meeting of the stockholders and directors of the Union Pacific and also of a meeting between the representatives of the Burlington and Union Pacific, called in connection with the union depot project for Omaha. As regards the depot project he said: "All the preliminaries for the building of the depot by the Burlington and Union Pacific at this place have been arranged. The presidents of the two corporations were all here met in Boston Monday to conclude final arrangements. The provision in the agreement is for the city of Omaha to construct a viaduct along Tenth street, to be used with approaches, and the city will do this then the depot will be built. As soon as the deal is consummated, under instructions, I will submit the project to the city council and let it go before the people. If we agree in this all Iowa lines will be invited to enter Omaha over our bridge either on a pro rata scale or on a rental basis. I am of the opinion that everything will result satisfactorily." As regards the location of the depot, he said: "The Union Pacific confirmed the statements of J. S. Holcomb and location of the depot at the Cameron place, as shown on the map of the depot to cost \$1,500,000; to be three stories high of brick with stone facings; 328 feet in length and to be erected on the present site of the Union Pacific depot. Mr. Holcomb also stated that additional ground to the extent of \$40,000 would have to be acquired for terminal facilities. This is in the immediate neighborhood of the freight yard.

To Be Tried For Murder.

Robert Smith, a brakeman on the B. & M. railroad, who killed a man named Sullivan by throwing him from a freight train, was taken from the county jail yesterday to Papillion, where he will go on trial to-day for murder, before Judge Grot.

That hacking cough can be so quickly cured by Shiloh's Cure. We guarantee it. For sale by Goodman Drug Co.

TO PURIFY AND BEAUTIFY THE SKIN. Cuticura Remedies. Are Simply Infallible.



MY DAUGHTER, MARY CECILIA BRUNOLD, was afflicted with the worst case of eczema ever seen by the doctors who treated her. She was literally covered from head to foot with scales. These physicians tried their best to cure her, but I believe they were only experimenting. They kept on experimenting for over ten months, but, instead of getting better, the child got worse, and I did not know what course to pursue. My wife took her, after we had paid all we could afford for medical treatment, to a medical college where there were some twenty or thirty doctors assembled. But the case baffled them all. My wife had to go every day, and sometimes twice a day. In fact, the medicine they gave her did not have time to act, even if there was any virtue in it. It was changed so often by orders of the doctors. The latter part of January, after everything had failed, and patience and money were both exhausted, I made up my mind to quit all doctoring and try the CUTICURA REMEDIES. I did so, and now I can say that my daughter is cured, sound in health, and well to the surprise of humankind.

The druggist, Mr. H. M. Krueger, corner Chautau and Twing Avenues, who sold us the CUTICURA REMEDIES, is as much astonished as any of us. The CUTICURA REMEDIES have worked a complete cure, and we have used but a little more than three fourths of a bottle of CUTICURA RESOLVENT, and a proportionate amount of CUTICURA SOAP. I am ready at any time to make affidavit that my daughter had the worst case of eczema, as the doctors all admit, ever seen in this city, and that she has been cured solely by the CUTICURA REMEDIES, after the best physicians and remedies failed.

I shall be glad to have any one call upon or write me who has a child similarly afflicted, or any person who is troubled with a skin disease, that he may see for himself the CUTICURA REMEDIES have done. I do this in gratitude for the cure that has been effected in my child's case.

CLARA B. BRUNOLD, 2005 Grand Street, St. Louis, Mo. J.

Cuticura Remedies. For cleansing, purifying, and beautifying the skin, and curing every species of agonizing, humilitating, itching, burning, scaly, and pimply diseases of the SKIN, SCALD, and BLIND, and humors, blotches, eruptions, sores, scales, crusts, ulcers, swellings, abscesses, tumors, and loss of hair, whether simple or scrofulous, the CUTICURA REMEDIES are simply infallible.

CUTICURA, the great skin cure, instantly allays the most agonizing itching and inflammation, clears the skin and scalp of every trace of disease, heals ulcers and sores, removes crusts and scales, and restores the hair. CUTICURA SOAP, the greatest of skin beautifiers, is indispensable in treating skin diseases and baly humors. It produces the whitest, clearest skin and softest hands, free from pimples, eruptions, or blotches. CUTICURA RESOLVENT, the new blood purifier, cleanses the blood of all impurities and poisonous elements, and thus removes the CAUSE. CUTICURA REMEDIES are the only infallible cures for every form of skin and blood disease, from pimples to scrofula.

CUTICURA REMEDIES are sold by druggists and chemists throughout the world. Price: CUTICURA, 50 cents per box; CUTICURA SOAP, 25 cents; CUTICURA RESOLVENT, \$1.00 per bottle. Prepared by POTTER DRUG AND CHEMICAL CORPORATION, BOSTON, MASS.

Send for "How to Cure Skin Diseases," 64 pages, 50 illustrations, 100 testimonials.

PIMPLES, black-heads, red, rough, chapped, and itchy skin prevented by CUTICURA SOAP, and CUTICURA RESOLVENT.

HANDS Soft, white, and free from chaps and redness, by using CUTICURA SOAP.



ASK YOUR GROCER FOR GOLD DUST WASHING POWDER.

He will give you a Sample FREE.

Try its qualities once; it is low in price, and obtained for a trifle of cash; You'll bless him forever who sold it to you; To polish, scrub and to wash; We think 't would make pure a man's sinful sweet-heart; To the wretched will give great delight; With two or three rubs we are almost certain 't would make a black ducky turn white.

P. S.—Use "FAIRY," the great floating soap, for bathing.

USE PEARL TOP LAMP THE BEST CHIMNEYS IN THE WORLD.

MADE ONLY BY GEO. A. MACBETH & CO. PITTSBURGH, PA.

For Sale by M. H. BLISS, Omaha, Nebraska.

Sleepless Nights.

"For nearly a month I was not able to sleep, and after using PAIN'S CELYERY COMPOUND for two days, I am now strong and healthy."—E. G. SMITH, Classen, S. C.

"I have taken only a part of a bottle of PAIN'S CELYERY COMPOUND, and it has entirely relieved me of sleeplessness, from which I have suffered greatly."—MRS. R. ACTON, Peoria, Ill.

PAIN'S CELYERY COMPOUND produces sound and refreshing sleep. A physician's prescription, it does not contain any harmful drug. Like cod-liver oil, it is a guaranteed cure for sleepless nights. If directions are faithfully followed, relief will be obtained. Let any one write to me for advice."—GEORGE W. BOUTON, Stamford, Conn.

Pain's Celyery Compound. Tones up the Shattered Nerves.

quickly quiet and strengthens the nerves, when irritated or weakened by overwork, excess, disease, or shock. It cures nervousness, headache, dizziness, sleeplessness, melancholia, and other disorders of the nervous system.

DIAMOND DYES. Original and pure. LACTATED FOOD with fresh milk.

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