THE COMMERCIAL TRAVELER.

Some Interesting Events in the Life of a Lady Commercial Tourist.

MISS MARIE STOCUM'S EXPERIENCE.

How an Enterprising Hustler of the Grip Always Manages to Secure a Lower Berth in a Sleeping Car.

Miss Marie Stocum, who enjoys the distinction of being the only regularly employed traveling saleswoman in the west, has been engaged by the Consolidated coffee company of Omaha, and will make her headquarters in this city hereafter. In response to an urgent request, Miss Stocum has furnished the following letter for publication in this department:

I have been asked to contribute an article regarding my experience as traveling saleswoman. Had I the chance I could talk to people until they would beg of me to desist, that being an essential item in the constitution of a good salesman, I may say I lack not there, but when it comes to writing, being weighed in the balance, I'm fearful of being found wanting.

My career as commercial tourist is not a very extensive one, and yet, perhaps, I presume to say, that in the one short year and one-half, which time I have "hustled the grip," I have seen more different types of humanity than the average woman of twice my years.

Calling upon the grocery trade, as I do, I am thrown among all classes, nationalities, etc.

I remember a trip I once took in Missouri. Now the Missourians are nice people, but very peculiar. I have been selling Chicago yeast powder, and was at that time. I would call upon those people, most of them illiterate in every sense the word implys, and usually, after using considerable of my valuable(?) time in lauding the yeast powder I was selling to the very skies, as it were, I would receive an answer something like this: "Well, I'll tell you, Miss Stocum, I'd like right well to take your powder, but I reckon I can't." 'Tis unnecessary to say it struck me as very amusing, having a strong sense for the humorous, perhaps ridiculous will express it more perfectly. I became on that one trip utterly disgusted with the Missouri trade in general. To be sure there are Missourians who are learned and are fine types of character, but I speak of the majority of my trade. But really, did it ever strike you, that you ask a Missourian where he is from and he will invariably say St. Louis, St. Joseph, Kansas City or near some one of the large cities, never from Missouri?

After I gave up Missouri I annexed Nebraska to Iowa in preference, and have been making this state for nearly one year, and worked up a very nice trade in my line. Of course there are a great many obstacles to surmount, but I presume I suffer no more inconveniences than the type-writer in some office or book-keeper in my customer's store. Of course mine is of a different nature, but I have a faculty of looking upon the brightest side of everything, while they may become depressed and feel that the world and all is against them. Previous to my going into this business I lived in a town of about eighteen hundred inhabitants. One wherein nobodys business is everybodys. Having succeeded in getting my position as an "angel of commerce," of course my friends began to tender advice. I know that I needed it, being extremely green, but not such advice as they gave. I was actually led to believe that I must shun the traveling men, as they were on the road to perdition, and all who associated with them would fall into the same way. That is wrong entirely. Allow me to remark, and you women who have an especial grudge against traveling men, heed what I say. They are as a class the most courteous gentlemen with whom I meet. To be sure, there are some among the traveling community who are utterly beneath our cognizance, but, isn't it the same in every business? Take from your professional men to your porters. The rich man to the poor one. Often-times when it comes to free-heartedness and pure manliness, the latter will be the most worthy of praise. Thus it is among the traveling men; did you ever ask a traveling man for a cent in the way of benevolence but what you got it! Did any poor lady with several children, ever need assistance on the railway train, but what Mr. Traveling Man was ready and willing to lend a helping hand? I may have too good an opinion of them, but I think not. Stop and consider that I am in the society of men almost entirely, and they traveling men, and never by word or action have they ever treated me other than a lady.

I make myself conspicuous to a degree, because I have an idea that it furthers the interest of my business. Did I not, I'm fearful of being forgotton almost as quickly as I had left the town and upon my next trip it would be necessary to introduce myself again and it's very humiliating, to myself at least, to walk into a man's store with a beaming countenance and a feeling of acquaintance and have the proprietor fail to recognize me. I don't keep him long in doubt.

Omaha trade has always treated me especially well, and I have customers in Omaha whom I look upon as personal friends, and right here I must speak of the hotels. I can perceive a decided improvement in the western hotels within the past year. I have some very comical experiences also in these country hotels. It is a business habit of mine to walk into all hotels' office, register, call for my mail, etc.; but occasionally, going into some hotel where I'm not known, the portor will lead me to the lady's entrance of the house, into the parlor and I had them offer to bring the register in there, rather than have me invade the precincts of the office. Then the questions which are asked and which I oftentimes evade answering are amusing. Ask if I was a book agent; now if there is anything I dislike it is being taken for a book agent. When they ascertain to a certainty what my business is I am looked upon almost the same as a freak of nature. I enjoy their looks of amazement.

Oftentimes traveling men will say, "Why, they never refuse to buy from you do they?" I should say they did! While, I am confident of making a sale if there is any need for them, I say nobody can sell an article if the dealer makes up his mind he doesn't want it.

I remember once taking an order from a man, in a town in Iowa. He gave me the order as I learned afterwards simply to get rid of me. As I have a peculiarity of making visits of from two to three hours in length, of course it all depends on the dealer, you could not blame him much for his actions, but I did. His order had not been in the house more than twenty-four hours, before they received a letter from him countermanding said order. The same together with order swas immediately sent to me, I thereupon sat down and wrote a letter to him, such as he never received before, I guarantee, but the joke was I addressed it to the firm and this man's partner (to whom he made his brags about giving me the order so as to get rid of me) got the letter first and read. It was such a joke on the buyer that he was unable to keep it to himself, so told it about town. I was led to believe that the gentleman in question left town for the summer, or something to that effect. I never called at that store again. It is strange so many people think that just because I solicit their order, they can take their time about giving it, and then perhaps, as I say countermand it, giving some plausable excuse. They consider it child's play apparently and not a matter of business.

People say, "Do you get a man's salery for man's work?" No, I do not; but I get a good salery. More than the average of working women. But, if I am comparatively young in my business and there is plenty of time and chance for an improvement in my ability, as well as salery. I have found it the same in this as every other business. If one goes to work with a determination to make a success, there is no chance for failure.

I've been told that until I have been the victim of a snow blockace or a rail way smash-up, I'll not be a full fledged commercial traveler. I'm not at all anxious to become one if such is the case. MARIE STOCUM.

Travelers and Regular Boarders.

Let me give the traveling man who kicks against paying $14 a week for the same the regular boarders pays $4 for, some healthy advice. For twenty years I have been a traveling man, says G. D. Ball in the Hotel World, and have learned long since not to kick against hotel prices. If you don't like it go to some other house next time. Don't you know that the regular boarder is to a hotel what the swine is to the slaughter shop! The hog knows not what he eats and yet he gets fat, and the butcher saves that which but for the hog would be wasted, and in turn he receives from the swine many dollars; so with landlord and regular boarders.

Then, again, a regular boarder gets on the good side of a bright-faced waiter girl; he sees she is attentive to her duties, neat, intelligent and attractive, and she finds in him qualities which she admires and an affection springs up between them; engagement follows, when along comes some unsophisticated dude of a traveling man and "knocks his eye out," and then chuckles over the victory! Then, again, the traveling man has a nice, warm room to retire in, where the r. b. goes to bed in a room twenty degrees below zero. The traveling man's room is swept every morning, when the regular boarder's room gets a lick and "that's good enough" once a week; the same date his towels and sheets are changed. The t. m. gets a porterhouse steak, while the r. b. gets anywhere from the neck to the horns. The t. m. can lean up against the counter or sit on the desk and enjoy the smoke of two-for-5 cigars in the mouths of town loafers who occupy all the available seats, where the r. b. must seek sheater on dry goods boxes on the streets. The t. m. can be met at the office door in the morning with a whisp broom in the hands of the porter, and receive a lashing over the back and a behind-the-back voluntary cussing for not "scaling the porter." Why, you poor, miserable, grumbling, fault-finding, crabbed dude, don't you know that the eyes of the whole fraternity of the patrons of industry are onto you! Don't you know that you are classed as "lazy bummers?" If you don't, I do. I used to be just foolish enough to think I could dictate the hotel business and attend to my business as well as everybody's else. I have licked landlords, cussed waiters, found fault with the cook, thrown porters through windows, paid fines for assault with intent to kill, and what does it all amount to? I have fetched up bald-headed, one eye gone, minus three fingers, and doomed to get around on crutches the remainder of my life, and all for telling a Texas widow landlady that she didn't know how to run a hotel.

No Uppers for Him.

"Travel never sharpens some people," said the drummer, as he threw the stub of his cigar out of the window.

"In what respect?"

"Well, I've been on the road for eight years, traveling by day and by night, and I've never had to take an upper berth yet."

"That's luck."

"No, it isn't—it's management. I, of course, buy a lower berth when I can. When I can't I take an upper. Price is the same, you know, but there's a heap of difference in the comfort. Then the management comes in."

"But how?"

"See this bottle of camphor; I've carried it ever since I first started out, but have had it refilled about once a month. When I get seated in the car I am suddenly taken faint, I pull out my camphor bottle. You can smell camphor from end to end of a car. It isn't two minutes before someane comes to ask:

"'Anything wrong, sir?'

"'I'm feeling very badly.'

"'Can I do anything for you?'

"'No, thanks. That is—'

"'Don't be afraid of making me trouble. What is it?'

"'I have an upper berth, and I'm—I'm afraid I can never get in to it. Been troubled with palpitation for the last ten years. Reaching up increases it. I don't want to ask any one to exchange with me, but—'

"'Why, certainly, I have a lower, and under the circumstances I shall only be too glad to exchange with you.'

"That's all there was to it," said the drummer, as he opened his grip for a novel; "it's all in the management. A proper demeanor—a little camphor—a few words of thanks and I snug away into a lower and sleep the sleep of the just. The other man has got all he paid for, anyway, and if he doesn't sleep well that's not my lookout."

Samples.

Sam Taylor, who represents Messrs. McCord, Brady & Co., wholesale grocers, in western Nebraska and eastern Colorado, was in Monday last for a few days, looking over stock and selecting bargains for his trade. He left again for his territory on Thursday. Mr. Taylor is getting a good trade in his section of country. His home is at McCook, Neb.

Mr. Clow, a traveling representative of the William Deering manufacturing company of Chicago, had one of his traveling bags stolen from a train at Oxford last Friday evening. One of the citizens accidentally found the grip in a secluded spot near the river, where it had been cut open and cast away by the thief. As it contained nothing of value to any one but the owner's employers, its contents were left undisturbed. Among the papers were notes amounting to nearly $4,000.

According to the Norfolk News Jay Helphrey was so busy watching the big iron dollars grow on his sugar beet crop that he forgot to remember that Monday was his thirty-fifth birthday until his wife presented him with a beautiful painting of "Pharaoh's Horses," the work of her own deft fingers. Jay is not very old, but he has lived long enough to become one of the most successful and popular traveling men on the road, and the News hopes that many recurring birthdays will find him a resident of Norfolk.

3 HARVEST EXCURSIONS SOUTH 3

Via the Wabash Route.

On September 9, 23 and October 14 the Wabash will sell round trip tickets to points in Texas, Arkansas, Tennessee, Mississippi, Louisiana, Alabama, Georgia and Florida at Half Fare, good for 30 days. Remember the Wabash is the quickest route South and Southeast. Reclining Chair and Pullman Buffet Sleeping Cars on all trains. Only

15 hours to St. Louis,
32½ " " Chattanooga,
40 " " New Orleans,
46½ " " New York,

with corresponding fast time to all points South and east. For tickets and full information in regard to routes, also for a copy of the Southern Homeseekers Guide, call at the Wabash Ticket Office, 1502 Farnam street, Omaha, or write G. N. Clayton, Northwestern Passenger Agent, Omaha, Neb.

Naming the Baby.

A Boston man will tell you that his lack of success in life is entirely owing to the mistake of his mother in giving him a weak middle name which matches him about as well as patent leather boots would a pedestrian. His aversion in life was his middle name. He blushed for it the first time he awoke in the morning, not to mention awakening in the night sometimes overcome with a sense of shame. He was in hourly horror at school for fear the boys would call it after him in the street, and the only times that he could brace up at all was the first day that a new boy came to the school, before he had had time to find it out. Even then he was oppressed with dread and would eye the lad furtively, wondering to himself, "How soon will he find it out?" Parents are very thoughtless about this thing, according to the Home Journal. They do not look ahead and remember that it is selfish enough to invite a youngster into the world without at least asking him what he would like for a name which has got to stay by him day and night, be the only thing left of him when he makes his exit, and to live after him on a tombstone when all else of him is forgotten. It would be a kindness to number children when they are born, as Jones one, Jones two, or first Jones, second Jones, and so on, and allow the youngsters to select a name when they are old enough. Then at least they would have one thing less for which to blame mamma and papa.

The use of calomel for derangements of the liver has ruined many a fine constitution. Those who, for similar troubles, have tried Ayer's Pills testify to their efficacy in thoroughly remedying the malady, without injury to the system.

SOUTHWESTERN MINES.

A Good Year for Prospecting in Arizona and New Mexico.

"This will be one of the best seasons for prospecting that the miners of New Mexico and Arizona have seen for the last four years," observed Slason Jordan of Socorro, N. M., to me at the Coleman house, says a writer in the New York Star.

"The rainfall during the rainy season this year has been heavy, and every watercourse is full, while in the mountains all the tanks or crevices in the rocks are overflowing. The want of water on the Southwest frontier has always been the great drawback in the discovery and development of the immense mineral wealth which lies hidden in the mountain ranges of Arizona and New Mexico and in those of the bordering Mexican states of Sonora and Chihuahua."

"Is there much prospecting being done in the southwestern territories just now?"

"Considerable, but not anything like so much as was done in past years. You see, both Arizona and New Mexico have gone beyond the mere prospecting stage and are engaged in the development of established mining properties instead of speculating with holes in the ground through middlemen, who in turn seek to unload them on eastern capitalists. In the old days, when railroads had just opened up in the territories, when a prospector found mineral that assayed well he dug a hole on his claim about twelve feet deep and bonded it to a middleman, who went east and sold it for a mine. Ninety per cent of these so-called mines turned out to be worthless. St. Louis was first in the field buying up prospects for mines, and a number of its prominent citizens burned their fingers in the attempt to find material where nature had never placed it—at least in paying quantities. Among them were ex-Governor B. Gratz Brown, Otis R. Gibson, at one time minister to Germany, and General John Boyle.

"It is altogether different now. A man cannot sell a prospect except he has developed it sufficiently to show an ore body in sight, and so it follows that prospectors who have anything find it more profitable to work on the claims they have rather than go into the mountains searching for others. Moreover, the mountain ranges on our side of the border have been so thoroughly prospected that it is only going over old ground, and the chance of finding anything is about equal to the chance of drawing the capital prize in the Louisiana lottery."

"Where do the prospectors go, then?"

"They are nearly all going into Old Mexico now, spreading themselves among the foot-hills of the Sierra Madre on both the Chihuahua and Sonoro slopes. I firmly believe you'll hear in a month or two of some wonderful discoveries in that region, if the Apaches do not go on the war path. It is wonderfully rich in minerals."

"Is there any danger of an Indian outbreak?"

"There always is and there always will be as long as the government maintains the San Carlos and Mescalero agencies close to the frontier line of Mexico, and no amount of troops can give protection to prospectors, isolated mining camps or ranches. When I left Deming about ten days ago, there was a small band of Apaches raiding in the Hatchet mountains, and it was reported that several men had been killed."

"What effect has Secretary Windom's decision against the admission to the United States of argentiferous lead ores had on the mining industry of the southwest?"

"A very bad one. It has put an effectual stop to the investment of capital in smelting and reduction works. Without the cheap lead ores of Mexico, of course the low grade, dry silver ores of New Mexico and Arizona cannot be treated with profit, as we have only a limited supply of lead ores in the Territories. It has had another bad effect. The capital that would have been invested in smelting works on our side of the line is now being invested in Chihuahua and Senora and the business of exporting ores from Mexico to the United States will soon die a natural death, to the detriment of our railroad interests."

George Campbell, Hopkinsville, Ky., says: Burdock Blood Bitters is the best preparation for the blood and stomach ever manufactured.

IT HAS A HISTORY.

Interesting Story of a Bell Taken From a Submerged Ship.

When you visit the rooms of the natural history society on Boylston street ask the custodian to point out to you a ship's bell which rests upon a shelf, says the Boston Saturday Evening Gazette. This bell has a history attached to it. About the year 1856 or 1857 a firm in this city sent an expedition under the charge of Mr. Whipple, the noted submarine diver of the day, fully equipped with armor and divers, to explore the banks of the Gulf of Mexico for submerged articles of value. The expedition returned in due time from a successful trip, the vessel loaded with kentledge chains and anchors. Among the many crafts discovered and explored was a British frigate. From this was taken the ship's bell, stamped with the broad arrow; also, from the hull, several sheets of copper stamped with the initials of the dockyard in which the frigate was coppered, and also the year of its application. A statement of these facts, with a sheet of the copper, was was sent to the late George Sumner, who was then in London. He placed them before his friend, the earl of Clarendon, who was then connected with the British admiralty. On examining the records of the dock yards, it was ascertained that two frigates were coppered the year of the stamp, and were sent on their way to join the fleet about to attack New Orleans at the time of its successful defense by General Jackson. They were never heard of after leaving their moorings. One of these was the frigate discovered by Mr. Whipple. In this accidential way was communicated to the government and friends of the officers and crew intelligence of the fate of the ship. Perhaps a second Whipple may discover the resting place of the United States sloop-of-war Albany, which disappeared in the same waters, carrying to the bottom, among other noble souls, Lieutenant John Quincy Adams, grandson of the president of that name, who, if he had lived ten years longer, would have added luster to his patriotic name and family. A more accomplished and gallant officer than Lieutenant Adams never trod the quarter deck. The bell is overhung with a massive canopy of coral, which is considered of great scientific value as showing the growth of coral in a definite number of years.

Beware of frauds—Be sure you get the genuine Dr. Thomas' Electric Oil. It cures colds, croup, asthma, deafness and rheumatism.

Packing a Luncheon.

Luncheon should be carried if possible in a basket and not in a close box, because the free entrance of air that is possible in a basket keeps the food in a better and more healthful condition, says the Philadelphia Record. A fresh wrapper for the luncheon should also be used each day—a linen one is daintiest, to be sure—but if that is not to be had then a fresh square of confectioner's paper or a Japanese paper napkin should be used. The packing of many dishes in the basket is out of the question, but there should surely be some arrangement by which a flask of cold tea or milk or bouillon or lemonade can be carried. An ordinary bottle will answer every purpose if it be carefully stoppered, but an inexpensive flask, with a drinking cup fitted to the bottom, is most convenient and best. Salt and pepper in very small cruets should also be carried.

Headache, neuralgia, dizziness, nervousness, spasms, sleeplessness, cured by Dr. Miles' Nervine. Samples free at Kuhn & Co.'s, 15th and Douglas.

KEEP YOUR HATS ON.

Matter of Elevator Etiquette and Bodily Health.

The matter of elevator etiquette having struggled to the top again, the views of one man upon the subject may be interesting, says the Times.

"In the first place," said the man to whom the question was submitted, "I would say that under no circumstances should ladies expect men to remove their hats if there be the slightest suspicion of a draught in the elevator, and my own experience has been that they are seldom without it. To say nothing of lesser and simply annoying ailments, some of the most serious maladies are traced by physicians to a no more serious cause than a brief chilling draught.

"In the second place the question would be where the elevator is situated. If in a business building, where people are supposed to go only for business purposes, and where the observation of social forms and ceremonial etiquette is not important, and perhaps not even sensible, I would say that men should not be asked to remove their hats, and I do not think that they are disposed to do so.

"When we come to a hotel elevator the question grows finer. There are hotels where it would be a little pretentious and almost out of place to indulge in such a ceremony. In the smaller country hotels, for instance, and in hotels generally where there is little pretension to social style, the removal of hats in elevators would hardly be necessary. In some places I think it would be even impolite, on the principle observed by the German prince who, when his rustic guest poured out his coffee in a saucer, did the same thing himself that the untutored fellow might not suffer from his blunder.

"On the other hand, in hotels where there is a general observance of social forms, I think that if, as already said, there be no draught in the elevator; the hat should be removed in the presence of ladies, and my experience is that it is an invariable custom for men to do so in such places.

"I may add, however, that it is a custom which obtains only in America. In England and on the continent no gentleman thinks of doing such a thing."

There is comfort for the man with a prematurely gray beard in Buckingham's Dye, because it never fails to color an even brown or black as may be desired.

A Light in Every Berth.

To the Chicago, Milwaukee & St. Paul railway belongs the credit of being the first in the country to reduce the matter of electric lighting of trains to scientific perfection. One of the novel features introduced in the sleeping cars is a patent electric reading lamp in each section. With this luxurious provision reading at night before and after retiring becomes as comfortable as by day, and when retiring the toilet may be made in comfort and seclusion. The berth reading lamp in the Pullman sleeping cars run on the Chicago, Milwaukee & St. Paul railway, between Omaha and Chicago, is patented, and cannot be used by any other railroad company. It is the greatest improvement of the age. Try it and be convinced.

Sleeping cars leave the Union Pacific depot, Omaha, at 6:10 p. m. daily, arriving at Chicago at 9:30 a. m. Secure tickets and sleeping car berths at Union Ticket office, 1501 Farnam street (Barker Block), Omaha.

J. E. PRESTON, Pass. Agent. F. A. NASH, Gen'l Agent.

WHO MADE THE FOOTPRINTS?

A Point of Dispute Between Mahometans and Buddhists.

The many curious legends concerning Adam which have already been published in "Notes for the Curious," says the St. Louis Republic, would lack in completeness were we to omit giving an account of the Mahometan superstitions regarding an impression, supposed to be a footprint, found in the solid rock on Adams' peak, or Mount Samanala, a high mountain in Ceylon. According to the Mahometan legend, Adam, after the fall and expulsion from the garden, was taken by an angel to the top of this mountain, where his mind's eye saw a panorama of all the ills that should afflict mankind. These harrowing sights were such a weight on the man, who, notwithstanding his sin in the garden, was yet a good man, that his foot left its imprint on the solid rock; his tears forming a lake, both the print and the lake being still visible.

The Buddhists have their own legend of the Sripada or Sacred Footprint, according to which Buddha, ascending to heaven, left the impression where last he touched the earth on the rocky sides of Samanala. The Brahmans also and the Chinese have their legends, and for more than two thousand years all have worshiped in their own way around the gigantic imprint. The footprint itself is five and one-half by two and one-half feet; the site in a rocky basin; much faith and a lively imagination being necessary to aid one in discovering a very great likeness of the outlines to that of a human foot. To perform a pilgrimage to this shrine and to lay an offering upon it is to the Buddhist what a visit to Mecca is to a Mahometan. Tradition tells us that the iron chains fastened in the rocks to give safety to the pilgrims in crossing rocky canons near the Sacred Footprint were put there by Alexander the Great.

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Skin Eruption Cured.

One of my customers, a highly respected and influential citizen, but who is now absent from the city, has used Swift's Specific with excellent result. He says it cured him of a skin eruption that he had been tormented with for thirty years, and had resisted the curative qualities of many other medicines.

ROBERT CROG, Druggist, Kansas City, Mo.

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has been established in London **100 YEARS** both as a **COMPLEXION** and as a **SHAVING SOAP**, has obtained **19** INTERNATIONAL AWARDS, and is now sold in every city of the world.

It is the purest, cleanest, finest,
The most economical, and therefore
The best and most popular of all soaps

for GENERAL TOILET PURPOSES; and for use in the NURSERY it is recommended by thousands of intelligent *mothers* throughout the civilized world, because while serving as a cleanser and detergent, its emollient properties prevent the chafing and discomforts to which *infants* are so liable. **PEARS' SOAP** can now be had of nearly all Druggists in the United States, BUT BE SURE THAT YOU GET THE GENUINE, *as there are worthless imitations.*

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THE CHEAPEST AND BEST MEDICINE FOR FAMILY USE IN THE WORLD

Instantly stops the most excruciating pains; never fails to give ease to the sufferer; a few applications act like magic, causing the pain to instantly stop.

A CURE FOR ALL BOWEL COMPLAINTS.

Internally taken in doses of from thirty to sixty drops in half a tumbler of water will cure in a few minutes Cramps, Spasms, Sour Stomach, Colic, Flatulence, Heartburn, Langour, Fainting Spells, CHOLERA MORBUS, DIARRHŒA, DYSENTERY, Sick Headache, Nausea, Vomiting, Nervousness, Sleeplessness, Malaria, and all internal pains arising from change of diet or water or other causes. 50 Cents a Bottle. Sold by Druggists.

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—AS THE—

OMAHA BEE

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IF YOU HAVN'T TIME TO CALL, TELEPHONE US (NO. 238) OR DROP A POSTAL CARD AND A REPRESENTATIVE WILL CALL ON YOU. IF YOU LIVE OUT OF TOWN, A CIRCULAR GIVING FULL DESCRIPTION OF THE WORK WITH SAMPLE PAGE TO SHOW THE TYPE WILL BE SENT YOU BY MAIL.

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Specific for Hysteria, Dizziness, Fits, Neuralgia, Wakefulness, Mental Depression, Softening of the Brain, resulting in insanity and leading to misery decay and death. Premature Old Age, Barrenness, Loss of Power in either sex, Involuntary Losses, and Spermatorrhœa caused by over-exertion of the brain, self-abuse or over-indulgence. Each box contains one month's treatment. $1 a box, or six for $5, sent by mail prepaid. With each order for six boxes, will send purchaser guarantee to refund money if the treatment fails to cure. Guarantees issued and genuine sold only by

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SYPHILIS! Primary, Secondary or Tertiary permanently cured in 30 to 90 days. We eliminate all poison from the system, so that there can never be a return of the disease in any form. Parties can be treated at home as well as here, (for the same price and under the same guarantee,) but with those who prefer to come here, we will contract to cure them or refund all money and pay entire expense of coming, railroad fare and hotel bills.

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It can be given in a cup of coffee or tea, or in articles of food, without the knowledge of the patient, if necessary. It is absolutely harmless and will effect a permanent and speedy cure, whether the patient is a moderate drinker or an alcoholic wreck. IT NEVER FAILS. It operates so quietly and with such certainty that the patient undergoes no inconvenience, and yet he is aware, his complete reformation is effected. 48 page book of particulars free. To be had of KUHN & CO., 15th & Douglass, & 16th & Cuming Sts. E. P. Temple's Drug Store, 1417 Douglas St., BRUCE & CO., and RICHARDSON DRUG CO., Omaha.

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Suffering from the effects of youthful errors, early decay, wasting weakness, lost manhood, etc., I will send a valuable treatise (sealed) containing full particulars for home cure, FREE of charge. A splendid medical work; should be read by every man who is nervous and debilitated. Address, Prof. F. C. FOWLER, Moodus, Conn.

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A Full Set of Teeth, on Rubber For Five Dollars.

A perfect fit guaranteed. Teeth extracted without pain or danger, and without anaesthetics. Gold and silver fillings at lowest rates. Bridge and Crown Work. Teeth without plates. All work warranted.

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Entrance, 16th street elevator. Open evenings until 8 o'clock.

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FOR MEN ONLY! VIGOR OF MANHOOD STRENGTH Cure for LOST or FAILING MANHOOD, General and NERVOUS DEBILITY, Weakness of Body and Mind, Effects of Errors or Excesses in Older Young, Recent, Safe & ASHAMED fully Restored. Now to enlarge the Strengthen WEAK, UNDEVELOPED ORGANS AND PARTS OF BODY. Absolutely refuting MORE TREATMENT—Benefits in a day. Testify from 50 States and Foreign Countries. Write that. Descriptive Book, explanation and proofs sealed (mailed free). Address ERIE MEDICAL CO., BUFFALO, N. Y.

RAILWAY TIME CARD

Leaves Omaha.	CHICAGO, BURLINGTON & Q. Depot 10th and Mason streets.	Arrives Omaha.
4.30 a m	Chicago Express	8.00 a m
9.40 a m	Chicago Express	6.30 p m
9.10 p m	Chicago Express	9.50 a m
6.00 p m	Chicago Local	8.05 a m
Leaves Omaha.	**BURLINGTON & MO. RIVER Depot 10th and Mason streets.**	**Arrives Omaha.**
10.15 a m	Denver Day Express	4.05 p m
10.15 a m	Denver Express	6.15 p m
6.40 p m	Denver Night Express	9.50 a m
9.15 a m	Lincoln Local	3.00 p m
Leaves Omaha.	**K. C., ST. J. & C. B. Depot 10th and Mason streets.**	**Arrives Omaha.**
9.35 a m	Kansas City Day Express	6.10 p m
9.0 p m	K. C. Night Exp. via U. P. Trans.	9.45 a m
Leaves Omaha.	**UNION PACIFIC. Depot 10th and Marcy streets.**	**Arrives Omaha.**
1.50 p m	Overland Flyer	9.05 p m
7.30 p m	Pacific Express	12.45 p m
10.30 a m	Denver Express	3.50 p m
6.00 a m	Kansas City Express	12.05 a m
10.15 a m	Fairfield Exp. (except Sun.)	4.20 p m
Leaves Omaha.	**CHICAGO, R. I. & PACIFIC. U. P. depot, 10th and Marcy Sts.**	**Arrives Omaha.**
6.10 p m	Night Express	10.00 a m
9.05 a m	Atlantic Express	6.30 p m
4.30 p m	Vestibule Limited	10.45 a m
Leaves Omaha.	**SIOUX CITY & PACIFIC. U. P. depot, 10th and Marcy Sts.**	**Arrives Omaha.**
7.15 a m	Sioux City Passenger	
4.30 p m	St. Paul Express	10.10 a m
Leaves Omaha.	**SIOUX CITY & PACIFIC. Depot 15th and Webster Sts.**	**Arrives Omaha.**
6.00 p m	St. Paul Limited	9.25 a m
Leaves Omaha.	**CHICAGO & NORTHWESTERN. U. P. depot, 10th and Marcy Sts.**	**Arrives Omaha.**
9.15 a m	Chicago Express	6.30 p m
4.30 p m	Vestibule Limited	9.30 a m
6.15 p m	Iowa Accommodation (Exc. Sun)	7.05 p m
9.10 p m	Eastern Flyer	2.45 p m
1.15 p m	Fast Eastern Express	8.05 a m
Leaves Omaha.	**CHICAGO, MIL., & ST. PAUL. U. P. depot, 10th and Marcy Sts.**	**Arrives Omaha.**
6.00 p m	Chicago Express	9.45 a m
12.45 p m	Chicago Express	6.15 p m
Leaves Omaha.	**OMAHA & ST. LOUIS. U. P. depot, 10th and Marcy Sts.**	**Arrives Omaha.**
4.30 p m	St. Louis Cannon Ball	12.30 p m
Leaves Omaha.	**C., B. & MO. VALLEY. Depot 15th and Webster Sts.**	**Arrives Omaha.**
9.00 a m	Black Hills Express	5.30 p m
9.00 a m	Hastings Exp. (Ex. Sunday)	5.30 p m
5.10 p m	Wahoo & Lincoln Pas. (Ex Sund'y)	10.30 a m
5.10 p m	York & Norfolk (Ex. Sunday)	10.30 a m
Leaves Omaha.	**C., ST. P., M. & O. Depot 15th and Webster Sts.**	**Arrives Omaha.**
7.00 a m	Sioux City Accommodation	9.05 p m
1.00 p m	Sioux City Express (Ex. Sun.)	1.30 p m
5.00 p m	St. Paul Limited	9.25 a m
5.15 p m	Hancock Passenger (Ex. Sun.)	8.45 a m
Leaves Omaha.	**MISSOURI PACIFIC. Depot 15th and Webster Sts.**	**Arrives Omaha.**
10.30 a m	St. Louis & K. C. Express	4.50 p m
9.15 p m	St. Louis & K. C. Express	6.00 a m
Leaves Transfer	**CHICAGO, R. I. & PACIFIC. Union Depot, Council Bluffs.**	**Arrives Transfer**
6.30 p m	Night Express	9.35 a m
9.30 a m	Atlantic Express	5.55 p m
5.00 p m	Vestibule Limited	10.30 a m
Leaves Transfer	**CHICAGO & NORTHWESTERN. Union Depot, Council Bluffs.**	**Arrives Transfer**
9.40 a m	Chicago Express	6.00 p m
5.00 p m	Vestibule Limited	9.30 a m
10.00 p m	Eastern Flyer	2.00 p m
1.50 p m	Atlantic Mail	7.50 a m
6.30 p m	Iowa Accommodation (Exc. Sun)	6.40 p m
Leaves Transfer	**CHICAGO, MIL. & ST. PAUL. Union Depot, Council Bluffs.**	**Arrives Transfer**
6.30 p m	Chicago Express	9.15 a m
1.30 p m	Chicago Express	6.00 p m
Leaves Transfer	**K. C., ST. JOE & C. B. Union Depot, Council Bluffs**	**Arrives Transfer**
10.07 a m	Kansas City Day Express	5.45 p m
10.25 p m	Kansas City Night Express	6.20 a m
Leaves Transfer	**OMAHA & ST. LOUIS. Union Depot, Council Bluffs**	**Arrives Transfer**
5.00 p m	St. Louis Cannon Ball	12.15 p m
Leaves Transfer	**CHICAGO, BURL'N & QUINCY Union Depot, Council Bluffs.**	**Arrives Transfer**
9.40 a m	Chicago Express	6.30 p m
10.00 p m	Chicago Express	9.40 a m
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