

SPRING WORK ON RAILROADS

Campaign of Improvement Mapped Out by Lines Centering at Omaha.

GREAT WESTERN'S COMING MAIN EVENT

Other Lines Expect to Expend Large Sums in Betterment of Roadbeds and Tracks During the Season.

With the understanding that Omaha is a natural gateway between the east and the west and a railroad center, one new railroad will enter Omaha this year and all of the lines centering in Omaha are making arrangements to increase the value of their service to Omaha people. Increased equipment is but a portion of what they intend to do. In fact, the greatest work will be in the improvement of their tracks and placing them in line with the best in the country.

For two years the Chicago Great Western railway has been working its way toward Omaha and now has announced definitely that train service will be given to Omaha by July 1. The grading and preparing of the roadbed is completed, with the exception of a stretch between Harlan and Council Bluffs, about forty miles in length. To prepare this portion of the track over 100,000 yards of earth must be handled and track laid. Work is progressing slowly on this portion at present, but with the frost coming out of the ground work will increase in rapidity. The Chicago Great Western has built a practically new line from Fort Dodge, Ia., to Omaha, a distance of 150 miles. This will give a direct line to Minneapolis and Chicago over a route that is well known for its rate-cutting facilities.

Improvements at Stock Yards

The Union Stock yards at South Omaha is enlarging its plant and in connection with the enlargement of the yards will add considerably to the track facilities. The addition to the yards will extend to the main line of the B. & O. and will be so arranged as to allow for the B. & O. reaching the stock yards much more readily than heretofore. The B. & O. is adding a spur of track to be added to the present number and cattle chutes will be erected on these spurs. It is understood that the Swift and Company will build new side tracks in connection with this new work of the Union Stock Yards company.

It is rumored that three lines of railway are seeking a outlet to Sioux City, but it is highly improbable that any of them will take any steps toward the consummation of this scheme this year. The roads mentioned in these rumors are the Chicago, Rock Island & Pacific, the Chicago Great Western and the B. & O. For several years the Rock Island has been working toward Sioux City and has surveyed a line running northwest from Guthrie Center, Ia., which is the end of a short stub out of Menlo on the main line. It is not probable that any action will be taken this year in the matter, but it will come eventually.

The Chicago Great Western, when it takes Sioux City into its fold, will run a line out from Fort Dodge, Ia. It has been known ever since the Great Western started for Omaha that it was the ultimate intention to reach Sioux City also. This spring the Burlington & Missouri sent out a surveying party to work its way from Lincoln to Sioux City. The line as contemplated would cross the tracks of almost all of the Nebraska roads and would extend through a fertile stretch of eastern Nebraska farming lands. It would be but little farther to Sioux City by this route than by any other. For this reason it would be of direct benefit to Omaha and would make certain new fields easier to access to Omaha merchants.

Heavy Work Near Omaha

Other railroad work contracted for or contemplated on Omaha lines is mainly in the manner of improvements and will simply improve the service which is now given by these roads. Every railroad has a certain amount of ballasting and repair of winter damages to make.

The biggest improvement of railroad property, being done or in contemplation near Omaha, is the rebuilding of the west end of the Missouri river bridge used by the Illinois Central. A year ago the river had so altered its current as to imperil the piling on the western end and the Omaha Bridge & Terminal company, whose property the bridge is, began in August to replace this wooden portion with a second draw span identical with the present one on the east end of the bridge. At a cost of more than \$1,000,000 this work was begun and is being rushed forward steadily to completion. By July 1 the new half will be completed and the old wooden portion thrown into disuse. At present the Illinois Central takes twenty minutes to bring its trains from Council Bluffs to Omaha, but the time will be reduced by four minutes with the use of the new bridge. The Illinois Central has appropriated \$1,000,000 for improvements on its main line between Waterloo and Fort Dodge. At present there is a heavy grade on this six miles of track. A cut-off will be built which will skirt the base of the hill and extend along the river bottom. The new

PUNISHMENT

Social progress has done away with a great many forms of punishment once administered under the laws of enlightened people. But nature never changes or modifies her penalties. She still has the same old law for the man who neglects or abuses his stomach as she had in the far off days when Adam defied and Eve sinned.

The physical discomfort, dullness, sluggishness, irritability, nervousness and sleeplessness which are visited upon the man who eats carelessly or irregularly have been from the beginning the evidences of disease of the stomach and its associated organs of digestion and nutrition.

Dr. Pierce's Golden Medical Discovery cures the diseased stomach and enables the perfect digestion and assimilation of food, so that the sluggishness, irritability, nervousness and sleeplessness which result from indigestion are cured.

"I was taken sick nine years ago with fever," writes Mr. M. M. Wardwell, of Lincoln, Nebraska. "I was so sick that I could not get up. I broke up the fever all right, but I look like a skeleton right away. I couldn't cure it and it became chronic and then I gave up. I got so weak with it and had piles so badly I couldn't lie down, nor hardly get up. I was two or three months' time. I thought I would never live again, but I picked up one of Dr. Pierce's Golden Medical Discovery and saw your description of catarrh of the stomach. I thought I had it. I bought a bottle of Dr. Pierce's Golden Medical Discovery in the house that was for mother. You recommended it for catarrh of the stomach, so I went to taking it. The one bottle nearly cured me. I got two bottles the next time and one and one-half and was well. I haven't been bothered with diarrhea since."

Dr. Pierce's Golden Medical Discovery.

portion of track will have a grade of about 2 per cent and will be built with the intention of eventually double-tracking it.

Building Double Track

Double tracking between here and Chicago is being worked for by all of the lines. The Chicago, Burlington & Quincy is the first one to follow the Northwestern and reach the Missouri river with a double track. There is only a small portion remaining unfinished, from Glenwood to Pacific Junction, and work will be pushed forward on this, so that it will be completed before fall.

The Chicago, Milwaukee & St. Paul are also working toward the double track on its western end and are pushing into Iowa rapidly with the work. Owing to the running of through trains to the coast, the two tracks are becoming a necessity. More than 200 miles have been built and the two tracks are well into Iowa. As the road is double-tracked, a number of changes in grade are being made and the track is being straightened considerably.

Both the Missouri Pacific and the Wabash are making arrangements to give the best of service to St. Louis next year and their tracks are receiving a thorough overhauling preparatory to this. The Wabash has completed all of its work with the exception of the stretch of track extending from Brunswick, Mo., to Omaha, which is to be built this spring. Work on the southern end of the track is already begun and during the spring it will be completed. The northern end is to be built with crushed rock and the southern with gravel.

The Missouri Pacific still has 100 miles of track on its St. Louis line to relay with twenty-five-pound rails. This work, which extends from Omaha to Falls City, Neb., will be done this spring and summer.

Service to the West

It is not likely that a double track will be needed between Omaha and Denver or the west in the present generation, but both the Union Pacific and B. & O. are working slowly toward that end. Both are working out work for the spring and summer months that has the tendency of a two-track road throughout the west in the end.

The B. & O. contemplates improvements that will result in expenditure of about \$1,000,000. On the Billings and Denver line all of the sidetracks are to be extended to a length of 3,000 feet, so that passing trains may not be hindered by each other. Eventually these sidetracks can be joined together and a double track system incorporated. A number of old wooden bridges will also be replaced with steel and the roadbed considerably improved.

Work on the Union Pacific in Nebraska will be pushed rapidly along the main line between Silver Creek and Watson's ranch. There are now twenty-four miles of double track on this section of the line and the two gaps, from Silver Creek to Lockwood and from Lockwood to Watson's ranch, will be filled with double track, making a continuous double track for ninety-two miles. The Union Pacific schedules are so arranged that a great number of trains pass along this line, and with the new additions the line will be much more valuable to the company.

Western Work on Overland

To the westward and close to Cheyenne there is some double track in place. Contracts have been given now to grading contractors for grading of twenty-five miles on the east slope of Sherman hill and extending from Fort Bozeman to eight miles east of Buford, Wyo. This work includes the straightening out of several curves and the reduction of grades in two places and the placing of two lines of track over portions of it.

On the western end of the line and between Echo and Ogden, Utah, contracts have been let for grading along twenty-four miles of track. This work is principally composed of roadbed widening and the placing of two lines of track over portions of it.

RAILROADS HAVE PRIVATE LAW

Corporation Claims Recent Decision Makes Distinction Between Corporations and Individuals.

FAIRBURY, Neb., March 13.—To the Editor of The Bee: The supreme court of Nebraska recently decided a case which is of vast importance to a great number of property owners of this state, and particularly those whose property adjoins the right-of-way of the various railroads of the state. The case I refer to is entitled, *McLucas against St. Joseph & Grand Island Railway Company*. The syllabus of the opinion, as appeared in the newspapers, is as follows:

1. Under the provisions of section 4, article xi of the constitution of Nebraska, a railroad constructed and operated in this state is a public highway.

The general public has the same interest in the preservation and maintenance of railroads as it has in the maintenance of other highways, and the title to a part of a railroad right-of-way, while such road is being operated as a common carrier, cannot be diverted by adverse possession.

The facts are, the railroad claims by act of congress July 22, 1866, but nothing on record shows they ever held title of any kind. The people along the right-of-way have built fences, the farm lands and in the towns built hotels, lumber yards, stores, paid taxes, etc., and the railroad never questioned the people's right to any of this land until four or five years ago, after they had been settled for eighteen to thirty years. This decision, if allowed to stand, makes the above as law for the railroads, and the following for the people, a plain enactment of the legislature, which says:

Civil actions can only be commenced within the time specified in this title, after the cause of action shall have accrued.

An action for the recovery of the title or possession of lands, tenements or hereditaments, can only be brought within ten years after the cause of action shall have accrued.

How does it come we have one law for the railroads and another for the common people? Are they made of different and better clay?

It appears the statute of limitations is ten years to a common person made of ordinary clay and no time limit on the railroads even if they desire the lands in question for ten or thirty years and even fail to pay taxes on them, still their title is better than the peaceable owner who has made his home on the premises during this time, according to our present supreme court decision.

If this is a public highway who gave the Grand Island Railroad company the right to sell a part of this highway to the farmers? Now can they sell what belongs to the public? The deeds on record in this city, I would like to hear from the lawyers regard to this public matter through our papers.

GEORGE B. GALBRAITH.

Shows Omaha School Buildings

The New York School Journal, which is running a series of cuts of the public school buildings in various cities of the United States, contains this week a plate showing five Omaha buildings, the schools being the Pacific, Cass, Lincoln, Kellogg and Commercial. The plate shows the schools as they have been shown, including the High School.

Mortality Statistics

The following births and deaths have been reported to the Board of Health: Births—P. E. Easterday, 249 Franklin; boy; August Minado, 1003 Gurney, girl; Charles Minado, Ninth and Harvey, boy; Deaths—C. P. Hayes, Twelfth and Douglas, 25; Cora Boynton, 208 North Sixteenth, 25.

CONDEMN ATTACK ON BISHOP

Clergy of Nebraska Diocese Send Open Letter to Bishop Worthington.

CONDUCT UNBECOMING A CLERGYMAN

Professors Assert that Offending One of Their Number Has Laid Himself Open for Trial Before Ecclesiastical Court.

At a meeting of the clergy of the diocese of Nebraska, held in Omaha on Tuesday last, a committee was appointed to formulate their strong disapproval of the un-called-for and unprovoked attack made upon Bishop Worthington by one of the clergy of the diocese. The committee has expressed the judgment of the clergy in the form of an open letter, which is to be sent to Bishop Worthington and then given to the press. The clergy are unanimous in their condemnation of the attack on the bishop. The open letter follows:

To the Rt. Rev. George Worthington, S. T. D.: Impelled by the very deepest sense of the wrong inflicted upon your person and office by the recent unprovoked conduct of one of our members, I hereby condemn you and holding you up to public scorn and contempt, the clergy of your diocese desire to do all that lies in their power to undo the wrong that has been done to you and to the church through you. We are fully persuaded that the above legitimate criticism, which clearly open to presentation for trial before an ecclesiastical court for conduct unbecoming a clergyman, in thus holding you up to public contempt and ridicule; but we are also persuaded that you would be unwilling to accept of this action, inasmuch as the offense was against yourself. It is hardly necessary to assure you that we utterly repudiate and condemn the action of the priest in question. We do not think, any of us, that a bishop is or ought to be above legitimate criticism, whether as to his official conduct or to his personal life. But in the instance before us the criticism was neither legitimate nor fitting, nor was it spoken in that spirit of regard for the interest and honor of the church which even a legitimate criticism should be. Even though a priest felt all that was said was true, in the form of his own conscience, he could not possibly be justified for giving public expression to his private judgment to the lowering of his own priestly character, to the scandal of the whole church and to the bringing of worldly reproach upon the personal life of his bishop, to whom he owed priestly duty.

Forgets Duty and Honor.

We can only give public expression of our regret, reverend father, that one of our number should so far forget his own duty, and the honor due his office, as to do what he has done, even though he could feel it were true as uttered. We are persuaded that he acted impulsively and that his better reason would yet lead him to see the wrong he has done himself, you and the whole church, and that he would make the only reparation left him, to fully, freely, frankly, apologize for his words, rashly and unfitly spoken, in as public a manner as that in which he committed the offense.

As to your living away from your diocese, and the criticisms to which you have been subjected recently by certain of the church papers on that account, we would reply that you are in no way whatever exposed to just blame on that account. We supposed the whole church understood that your absence from your diocese was compelled by the state of your health, and the danger to your life under the conditions of your living and working in Nebraska, conditions which do not exist in living or even working at the ocean level, in New York or New England.

When you asked the council of your diocese to elect a coadjutor and to relieve you of the chief part of your jurisdiction the standing committee were in possession of the certificate of Dr. DeLafayette, one of the distinguished physicians of New York, warning you that you could not continue to labor under the conditions of your health, except at peril of death at any moment. The attitude of Nebraska and the condition of your heart conspired together to make it perilous for you to live in Nebraska. Moreover, for a whole year before you left here we were aware of the grave condition of your health. For a large portion of that time your absence was compelled and the diocese was given over to the care of the standing committee.

The diocese accepted the evidence presented to it of your inability to administer your diocese in perfect good faith. Had it not been so it would never have consented to relieve you of your charge and to elect a coadjutor. It would have insisted, either upon your fulfilling the office and duty to which you had been called or else on your resigning wholly, in order that the diocese might elect a bishop who would fulfill his office. You voluntarily surrendered, or offered to surrender, to the man whom we should choose, every part of your jurisdiction that was necessary to the proper administration of the diocese effectively after your proposed withdrawal from the diocese. Had you not done so the diocese would not have consented to the election of a coadjutor. It was our duty to see that the church in the diocese received no detriment by your enforced withdrawal and we would have fulfilled that duty. It has received none. Your coadjutor is fulfilling his duties in a manner satisfactory to the diocese. He has your confidence.

In the face of these facts, it is most absurd and injurious to you and to us to charge you with a violation of the canon which forbids a bishop to live permanently beyond the limits of his diocese. Bishop Smith of Kentucky did this for many years for like cause and was held blameless. The canon was made to compel a bishop to live in his diocese who was under no physical disability which required him to live away from his jurisdiction and who had no coadjutor, of course, to perform his duties. The canon was, in fact, necessary; but it is most unfair and injurious both to you and to us to hold that it applies to such a case as yours.

Good Will to the Bishop

Your diocese is effectively administered by your coadjutor. The few acts of Episcopal jurisdiction retained by you hamper his administration in no way. Neither he nor we desire you to surrender that jurisdiction, nor do we wish you to surrender your right of suffrage or effective influence in the House of Bishops. We shall always welcome you among us, whenever it shall please you to visit your diocese. And we trust that the harsh and unjust criticisms of which you have gone forth to the world will only serve to bind you more closely to us and to you.

Praying that God may give you length of days and health, and that you will, we subscribe ourselves most dutifully to you,

HERMAN B. BURGESS,
JOHN WILLIAMS,
ARTHUR E. MARSH,
D. C. FATTEN,
FRANCIS W. EASON,
Committee.

Approved: ARTHUR L. WILLIAMS, Bishop Coadjutor.

Sword for Lieutenant Willard. JEFFERSON CITY, Mo., March 14.—A bill was passed in the house today appropriating \$50 for a sword to be presented to Lieutenant Arthur Willard of Iowa and Douglas, who have planted the first American flag on Cuban soil in the Spanish-American war.

At Bennett's

We want to make our Ladies' Suit Department a busy spot Monday and will put on special sale the VERY LATEST STYLES IN SUITS, SKIRTS and JACKETS at prices that are bound to sell them quickly.

50 pretty Canvas Etamine Suits in black and colors, latest sleeves with taffeta band trimmings—a good \$15.00 suit—Monday special price **9.90**

Fine tailor-made Blouse Suits, made of all wool chevrot, serges and novelty cloths, in all the latest shades, fine satin lining, collarless coat with large pleated postillions on back, skirt made in the latest cut—a pretty \$20.00 suit—Monday special price **12.90**

A large number of very handsome Sample Suits, in fine quality black chevrots trimmed in the new shade of gray novelty weaves, etamines and canvas cloths, with Blouse Jackets, heavy satin lining, peau de soie facings, with new novelty trimmings; not one worth less than \$25.00—Monday's special price **15.00**

25 very fine Imported Costumes in the finest weaves, in voile etamines, mistrals and broadcloths—blues and blacks only in this lot—with a fine quality of silk drop skirts, beautifully trimmed, all different styles, values up to \$35—Monday's special price **19.90**

Black silk taffeta and peau de soie Coffee Coats with large collars, postillions on front—a regular \$12.50 coat—Monday's special price **9.90**

55 sample Walking Skirts in blacks and colors, made of nice all wool kersey thibet and melton cloths, nicely stitched and strap trimmings, worth from \$5 up to \$7—Monday's special price **2.98**

THREE BIG BARGAINS FOR MONDAY

WOMEN'S UNDERWEAR

All wool Vests and Drawers (light weight), fine ribbed, crocheted neck and front, ribbon trimmed, all sizes; worth \$1.00—Monday's special **75c**

Women's white Lisle Thread Vests and Drawers, silk crocheted and silk taped, full fashioned, worth 65c—Monday's special price **45c**

Women's Union Suits, in cotton and silk mixtures (in whites), worth \$2.00 suit—Monday's special price, suit **1.25**

EMBROIDERIES

A big table full of fine Embroideries, both edges and insertions, Swiss and cambric, widths run from 1½ to 6 inches wide, value worth up to 20c yard, all go on Monday at **9c**

At the ladies' Neckwear counter, very handsome new spring ruffs, capes and collars, in chiffon, Liberty silk and fancy net, in all blacks and black and white combinations will be put on special sale Monday at special low prices.

At the SILK and DRESS GOODS COUNTER

19-inch all silk colored taffetas—all colors, fine, 75c quality **53c**

Black and colored peau de crape, all shades, beautiful, soft, clinging material, 24 inches wide, only **1.00**

Black peau de soie—a very heavy, soft material—strictly all silk and the same on both sides—usually sold for \$1.50 per yard—special for Monday, per yard **1.00**

Dress Goods in voiles, all the new street shades—Monday only, per yard **50c**

46-inch mistrals, light and dark modes and brown, all the new shades, in blue and gray only, per yard **75c**

46-inch twine etamines—very nobby, new material, only, per yard **1.00**

We have too many fine linens and in order to reduce our stock will place on sale Monday several numbers of high grade goods that are guaranteed. BEING SOLD AT LESS THAN COST OF IMPORTATION.

60-inch silver bleached, strictly all linen Table Damask, all very desirable patterns, regular 66c quality, at yard **49c**

72-inch fine and heavy full grass bleached, pure Irish satin Damask Table Linen, nice patterns, regular \$1.00 yard, at **69c**

20x40 all linen huckaback face Towels, hemmed ready to use—no better 15c towel made, on sale Monday at, each **10c**

22x44 extra fine and heavy, closely woven, guaranteed all linen huckaback towels, hemstitched, no better towel retails at 50c, on sale Monday only, each **25c**

30-inch fine Imported Printed Chevrots, this season's new vestings, guaranteed washable colors, worth 25c yard, at **14c**

28-inch fine Imported French etamines, mercerized, luster; guaranteed lasting, all colors and shades, regular 40c quality, at yard **29c**

32-inch fine Imported Andersons, Glasgow, Madras—colors and patterns unsurpassable, regular 35c quality, at, yd. **25c**

EMBROIDERED WAIST PATTERNS—We have a few choice patterns left out of a 100 received a short time ago of fine embroidered waist patterns—A handsome new novelty as fine as silk and more serviceable—colors black, white, pink and tan, regular \$5 pattern—Monday, while they last, at **1.35**



Amethyst, Col., February 24, 1902.

Wine of Cardui is worth its weight in gold. It does more than you claim. It has saved my life and caused me to become a mother when everything else failed.

Mrs. DORA LEFVRE.

Bryant, Va., February 18, 1902.

My daughter-in-law, Lulu Giles, had a miscarriage. She was in very bad health, so I persuaded her to try Wine of Cardui. Since then she has had a fine baby boy.

My daughter, Fannie Hudson, also has a fine baby boy by her treatment. She highly appreciates Wine of Cardui.

Mrs. LOUISE GILES.

Vandervoort, Ark.

I suffered a miscarriage, which was followed by flooding. Wine of Cardui stopped my flooding and restored my fallen womb to its place. Now I am cured, after taking three bottles. I am expecting to become a mother, and Wine of Cardui will be my doctor.

Mrs. MARY L. BENSON.



GARDUI BABIES

Many homes are mere lonely abodes because no children are there. Barrenness exists in almost every case because female diseases have weakened the organs of womanhood, or have so drained the woman's life that she has no vitality to give another.

No medicine can cure organic barrenness, but very few women are naturally barren. Nature intends that every woman shall bear children, and Wine of Cardui, Nature's remedy for weak women, imparts health and strength to the diseased parts and makes motherhood possible in thousands of cases where barrenness is supposed to be incurable.

Wine of Cardui has brought health to 1,500,000 women suffering from every kind of female trouble. The Wine regulates the menstrual flow, which is the foundation of every woman's health. Barrenness usually yields quickly after this important function is regulated. Wine of Cardui also prevents miscarriage and cures bearing-down pains.

In any event Wine of Cardui removes the cause of barrenness by making the female organism strong and healthy. The letters from these grateful women printed to-day are the best evidence that anyone could give.

Go to your druggist and secure a \$1.00 bottle of Wine of Cardui. The use of Wine of Cardui will bring happiness to your home.

In cases requiring special directions, address, giving symptoms, "The Ladies' Advisory Department," The Chattanooga Medicine Co., Chattanooga, Tenn.

Luther, La., Jan. 30, 1902.

I suffered with dragging pains in the lower abdomen, and was perfectly disgusted with life. My husband purchased bottles of Wine of Cardui. The first relieved me and the second cured me entirely. I expect to be a mother again in April, and I don't intend to be without Wine of Cardui as long as I am able to buy it.

Mrs. C. J. ROBINSON.

Glendora, Tex., June 10, 1902.

I had worst trouble for three years, but found no relief until I tried Wine of Cardui. Now I have a fine baby boy one year and eight months old. I was married ten years before he was born and have had no other children.

Mrs. COLLIE JOHNSON.

Luna Landing, Ark., March 8, 1902.

Wine of Cardui was health life and strength to me during pregnancy. Before I began to use it I was not able to do anything. February 28th a fine baby weighing 12 pounds was born. I am now recovered, and I can now recommend it to every expectant mother.

NANCY A. JENKINS.

Wine of Cardui is the best evidence that anyone could give.

British America Assurance Co.

TORONTO, CANADA.

CERTIFICATE OF PUBLICATION.

State of Nebraska, Office of Auditor of Public Accounts.

LINCOLN, February 1, 1903.

It is hereby certified that the British America Assurance Company of Toronto, Canada, has complied with the insurance law of this state, applicable to such companies, and is, therefore, authorized to continue the business of fire and lightning insurance in this state for the current year ending January 31, 1904.

Witness my hand and the seal of the auditor of public accounts the day and year first above written.

CHARLES WESTON,
Auditor of Public Accounts.
J. L. PIERCE, Deputy.

British America Assurance Company of Toronto Canada—United States branch:

Assets: \$1,341,006.24
Liabilities: \$79,227.14
Surplus: \$1,261,779.10
Total losses paid in U. S.: \$13,508,797.47

Mechanics Insurance Company

PHILADELPHIA, PA.

CERTIFICATE OF PUBLICATION.

State of Nebraska, Office of Auditor of Public Accounts.

LINCOLN, February 1, 1903.

It is hereby certified that the Mechanics Insurance Company of Philadelphia, in the state of Pennsylvania, has complied with the insurance law of this state, applicable to such companies, and is, therefore, authorized to continue the business of fire and lightning insurance in this state for the current year ending January 31, 1904.

Witness my hand and the seal of the auditor of public accounts the day and year first above written.

CHARLES WESTON,
Auditor of Public Accounts.
J. L. PIERCE, Deputy.

Mechanics Insurance Company of Philadelphia:

Assets: \$778,022.40
Liabilities: \$13,065.63
Surplus: \$764,956.77

Western Underwriters Ass'n

OF CHICAGO

CERTIFICATE OF PUBLICATION.

State of Nebraska, Office of Auditor of Public Accounts.

LINCOLN, February 1, 1903.

It is hereby certified that the Western Underwriters Association of Chicago, in the state of Illinois, has complied with the insurance law of this state, applicable to such companies, and is, therefore, authorized to continue the business of fire and lightning insurance in this state for the current year ending January 31, 1904.

Witness my hand and the seal of the auditor of public accounts the day and year first above written.

CHARLES WESTON,
Auditor of Public Accounts.
J. L. PIERCE, Deputy.

Western Underwriters' Association of Chicago:

Assets: \$548,320
Liabilities: \$27,892
Surplus: \$520,428

We give written contracts to cure Diseases and Disorders of Men, or refund money paid. Many cases taken \$5.00 per month.

VARICOCELE, HYDROCELE

cured in 5 days, without cutting, pain or loss of time. Legal guarantee to cure you or money refunded.

SYNPHILIS—Suffering from this disease, the most dangerous and deadly of all, cured in 5 days, without cutting, pain or loss of time. Legal guarantee to cure you or money refunded.

WEEK MEN—Suffering from weakness, loss of vitality, and all the symptoms of a weak man, cured in 5 days, without cutting, pain or loss of time. Legal guarantee to cure you or money refunded.

STRICTURE—Suffering from this disease, the most dangerous and deadly of all, cured in 5 days, without cutting, pain or loss of time. Legal guarantee to cure you or money refunded.

DR. SEALES & SEALES, Omaha, Neb.

Popular and Timely Articles.

DR. SEALES & SEALES, Omaha, Neb.

DR. SEALES & SEALES, Omaha, Neb.