

The City of Omaha Deserves Better Treatment at the Hands of Its Medical Advertisers.

Naming the Various Diseases of Men is unnecessary and should be discontinued. Public opinion demands it, and the laws of this state prohibits it. Dr. McGrew has been a specialist in this line of practice for 30 years, and in the future will refrain from naming these diseases in public print out of respect for the people and the city in which he has lived for the past 20 years.

Dr. McGrew's Resources and Facilities for Treating this class of Diseases of Men are Unlimited.



For More Than 30 Years

DR. MCGREW

Has been one of the most successful specialists in the treatment of any and all forms of diseases of men. Thirty thousand cured cases prove the correctness of this statement. No specialist is better known, or has a cleaner record for fair and square dealing with men.

His Cured Patients

And his reasonable charges are his best advertisers.

There are more than

Thirty Thousand

Of these satisfied men passing to and east, and would it not be quite and east, and would it not be quite natural that they would recommend the physician who had done them the most good at the smallest cost?

MEN

There is No Time TO LOSE

The World Needs Strong, Vigorous Men, and Needs Them

Now! Today!

Remember, it is only the sick, afflicted and discouraged, that need the physician. Not only his treatment, but the uplifting and encouragement of his advice and consultation. Poorly treated, is he who simply receives so much treatment for just so much money, receiving no consideration, encouragement, or a word of good cheer.

The bettering of men's lives, morally, mentally and physically, has been the work of my life, and the great comfort and consolation in this work comes from the many letters I receive, telling me of the good I am doing, or the relief I have given. The latch-string hangs on the outside of the door to all needing my services or advice. It will cost you nothing to call and talk the matter over, and if you live out of the city, a postal card will bring our consultation blank for home treatment. Everything confidential and medicines sent in plain packages.

Treatment by mail. Call or write. Box 755.

DR. MCGREW

Office, 215 So. 14th St., OMAHA, NEB.

SHIPPERS STAND TOGETHER

Co-Operative Association of Farmers in Kansas Solves Problem.

BUSINESS ON AN ECONOMICAL BASIS

One of the First Successful Organizations of Farmers Now Doing Business in the United States.

The first attempt at effecting a business organization of farmers in Kansas was on August 7, 1900. A meeting was held at the National hotel, Topeka, Kan., and considerable enthusiasm was manifested.

The prevalent idea at that time was to effect the national organization and get various states of the union interested in pushing forward such an organization. After working along those lines for several months it was found that the plan was impractical, that people would not invest in or support such an organization.

The grain dealers of the west had combined or formed pools at the various stations. There was no competition among them, for they agreed upon a division of the grain that came to the station on the per cent plan, each dealer getting his proportionate profit on the amount of grain handled at the station. This led up to exorbitant margins which were exacted from farmers by the regular dealers. The grain dealers being thoroughly organized, they joined in a request to the various railroads operating in the west asking them to refuse to furnish cars to scoop-shovel dealers, which of course included farmers. This concession was conceded by the railroads.

Then the grain dealers, not being satisfied with what they had accomplished, they demanded of commission men and all receivers of grain in the central market, as well as exporters, that they refuse to handle grain from parties who were not regular dealers. They even went to so far as to include those who operated elevators independently, and who would not comply with the demands of the trust. This placed the trust dealers in a position to exact margins from the farmers, limited only by their selfishness.

Something Practical Needed. Something more practical in the way of a farmers' organization became a necessity. A conference was held by those who had taken an interest in effecting a farmers' organization and it was decided to hold a state meeting for the purpose of organizing on business lines, with a view of securing relief.

A meeting was held at Salina, Kan., and an organization was effected on May 16, 1901. This organization was known as the Farmers' Co-Operative Grain and Live Stock association. The plan adopted embodied the organization of local co-operative elevator companies, operated on the independent plan. And the central company referred to above was incorporated and it was expected that all the local independent associations were to federate with the central company and take stock in the same and transact their business through the central company. In the unorganized, chaotic condition of farmers at that time it was the only plan that would command support.

The co-operative movement among farmers has been one of continued growth and advancement. By actual test the independent plan proved to be inadequate and impractical. It was soon discovered by the most practical men in the movement that a closer organization was an absolute necessity. It was found that the Grain trust could confuse, divide and prevent the locals from consolidating their business and prevent them from associating together in a way that would insure success.

At the annual meeting of the stockholders of the Farmers' Co-Operative Grain and Live Stock association it was decided to adopt the corporation plan of a line system of elevators, adding to it the principles of co-operation. This plan was unanimously adopted by the board of directors of the old association and unanimously confirmed by the stockholders in annual session.

Operating Successfully in Three States The Farmers' Co-Operative Shipping association, now so successfully operating in Kansas, Nebraska and Oklahoma, originated with the board of directors of the old association, and was adopted by the stockholders of that company, and was promoted and established by the authority and direction of the stockholders of the old association in their annual meeting. The funds in the treasury of the old association were directed by the stockholders to be used in propagating and establishing the Farmers' Co-Operative Shipping association.

By resolution of the stockholders of the Farmers' Co-Operative Grain and Live Stock association the board of directors of said association was authorized to use such funds as were necessary in promoting and establishing the Farmers' Co-Operative Shipping association.

The board of directors of the old association authorized James Butler, secretary and manager of the old association, to proceed with the organization work of establishing the Farmers' Co-Operative Shipping association. This action was taken at an annual meeting of the stockholders, December 3, 1903. While the plan of the old company was weak and did not accomplish all that the farmers wanted, yet it laid the foundation for the company that is now operating so successfully. It prepared farmers for the progressive step and took the lead in establishing the present company. It was the parent of the present company. Hence it would be unfair and unjust to say that the old association was a failure, for had it not been for the work of the old association in propagating and producing the Farmers' Co-Operative Shipping association, the great work that is being done today would never have been accomplished. It should not be forgotten that the old company furnished the means to pay the expenses, and done the work of successfully launching the new association.

The Farmers' Co-Operative Shipping association was chartered May 23, 1903. This company began business, operating one elevator and handled its first grain only 8, 1903. The association has made a wonderful growth. It owns and operates elevators in Kansas, Oklahoma and Nebraska, and many new stations are preparing to line up with our association. We have over 4,000 stockholders in the Farmers' Co-Operative Shipping association, and under the plan of the company these stockholders stand together as one man.

The purpose of the Farmers' Co-Operative Shipping association is not to fight other corporations or other business industries. It is our purpose and aim to better conditions in securing for the farmers and wealth producers the rights and opportunities that naturally belong to them.

We have learned to our sorrow that selfish pools, trusts and combinations, organized for profit, are not to be trusted with handling our business, and they reap where they have not sown and take what does not belong to them.

nation in their own interest strong enough to successfully conduct their own grain business. Farmers, grain growers and the country business men should take stock in the Farmers' Co-Operative Shipping association, and capitalize their company with sufficient cash to finance their own business and protect their own welfare.

Local farmers organizations and local elevators will never solve the problem of marketing grain in the most economical manner. Individual shipping associations and independent farmers' elevators will never be able to compete with the powerful combination of capitalists now engaged in the grain business. Nor will they be able to withstand the onslaught of misrepresentation, bribery and insinuations hurled against their leaders by their combined competitors. As stated before, the stockholders of the Farmers' Co-Operative Shipping association act together as one man.

Under One Management. The Farmers' Co-Operative Shipping association owns and operates all the elevators under one management. The company is managed by a board of nine directors. The directors are elected by the stockholders at their annual meeting. Each stockholder votes in proportion to the stock he holds. 100 per share, and stockholders are limited to 300 shares. No person can hold more than 300 shares. This clause was adopted in order to prevent one man or a few men from gobbling up the company after it was in successful operation.

The association is incorporated under the laws of Kansas. Under the statutes of Kansas, when stock subscribed for is paid in full, it is nonassessable. The double liability clause was repealed by the last legislature. So when stock is paid for there is no danger of further claim against a member, even if the company should be unsuccessful or fail.

While the Farmers' Co-Operative Shipping association has secured wonderful advantages for its stockholders, its officers can see many further advantages that can be gained, as the company becomes older and stronger. Prominent workers in co-operative lines have issued a call for a farmers' co-operative business congress to be held at Topeka Monday, October 22. The purpose of the congress is to adopt for recommendation uniform co-operative corporation laws and plan for their adoption by the various state legislatures, to prepare and adopt for recommendation the most practical plan for incorporating and managing various co-operative institutions.—James Butler in the Twentieth Century Farmer.

COLOR SCHEME IN BASE BALL

How a Bucket of Paint Enabled a Club to Win the Pennant for Two Seasons.

One of the oldest things that ever happened on a ball field took place on the west side in Chicago in a game against New York. Anson's men were playing the Giants and the victory hung in the balance until, in the ninth inning, with the score even, Bill Lange faced Joust Meekin and rapped a certain double to center. There were two out and the crowd rose with a yell of delight when Lange smote the ball which rolled past Van Haltern.

That ball rolled on and finally disappeared. Van Haltern was on top of it, but instead of picking it up, he suddenly threw himself flat on the ground, rammed his right arm into the earth and commenced reaching. Lange, meantime, kept on. He turned second, raced to third, gave a look outward, and then sprinted for home, scoring the winning run.

The ball had rolled into a hole in the ground from which a post had been pulled that morning and Van Haltern had been able only to reach it with the tips of his fingers. The next day the hole was filled in.

Upon what small things the results of base ball depend can be guessed when it is known that a 45 cent bucket of paint won the National league pennant for Baltimore two years in succession. The men who composed the three times champion Orioles all admit the fact that the bucket of paint had more to do with their pennant winning than anything else.

The facts are these: The Orioles were not hitting. They could not find out why until one day Willie Keeler remarked that the ball when pitched from the pitcher's box was the same color as the center field fence and that the ball was lost to them against the dark background. The players set themselves down to figure it out, and in the end they figured that the reason they were not hitting was because there was a lack of relief in the color scheme of the grounds. The bat boy was sent in a hurry for a pot of white paint and a patch of the fence in center field, exactly on a line with the pitcher's box and the plate, was daubed white. The paint made a difference of nearly 90 points per man in their batting averages that season, and they won the pennant.

After that the space in center on most of the big league ball grounds was kept clear, or painted in some color that would assist the team in its hitting. The color scheme in baseball is more important than the casual observer would suppose. For instance, the Polo grounds is one of the hardest grounds in the world for an outfielder. Back of the grandstand rises a huge bluff—"Coogan's bluff"—and the stand is built partly on the side of the bluff. Naturally the shadow of the stand and the turf in the center of the field, as far out as second base in the late afternoon, and the outfielders have great difficulty in seeing the ball until it rises out of the shadow and above the sky line. The players learn to judge balls by the way they sound against the bat, but visiting players who do not know the grounds have a hard time judging line drives.

For years the New York players have had the advantage because of the color scheme of their grounds. In center field is a panel of color to relieve the batter's eye and show the ball in relief against it, while in the outfield the shadow sections of the front of the stand and the outfielders on the hillside have been painted. Those mechanical aids for batting are great things. Almost every home team has its grounds arranged for relief in color, so that they can, by looking at a certain spot, be certain to see the ball. It is not necessary for the ball to rise against the relief background, but it is necessary for the player's eye to be filled with the color, so that when he looks at the ball it stands out in relief against the color which still is imprinted on the retina of his eye.

Experimenting one time with Bill Hutchinson, the Yankees' star, and one of America's best pitchers, I tried to see what effect color had on the eye of the batter. I took only three colors, green, red and white, and secured pieces of cardboard of these colors. My theory was that the player, if he looked steadily at the cards before batting, would see the color against the background on the retina and either lose the ball entirely or see it more vividly. Hutchinson agreed to try the experiment in practice, and we went to work.

Bill would sit and gaze steadily at the white card and then go to bat. Then he would try the green, then the red. After a week we came to the conclusion that green was the only thing to use. Bill, who naturally was a bad hitter, would look at the green card for a minute and then swat the ball all over the lot. Red improved his batting somewhat, but after he had looked at white for a time he could not see the ball at all.

Everybody knows that green is restful to the eyes and white is not, but the result of the test was surprising for all that.

We tested the theory on the other players, but, alas for science, they scoffed at us. Later we tried painting the ball different colors and using colored cards, and discovered beyond a doubt that green is the color to make men bat. The scientific principle involved may not be understood by the players, but in half the grounds in the country there is a big panel of fence painted green, on a line with the home plate and the pitcher's box.

I would like to experiment now with photo brown, shutting players up in a room of that color and then sending them out to bat. I'll wager it would improve their batting 20 per cent.

One of the best hitting pitchers that ever lived, Walter Thornion, who was driven out of base ball because of the personal dislike of an official of the National league to him, had a scheme which worked well and which he claimed aided him in batting. He simply sat and held his fingers tight against his eyes for several minutes before going to bat. Shutting out all light, he claimed, rested his eyes after pitching a hard inning, and he went to bat with eyes fresh and steady.

And how he did hit them! How he did hit them! Pietro Gladiatori Brown tried every treatment possible for his eyes to keep them clear. Smoking a cigarette on the bench was one of his ideas, and he carried an eye wash with him which he poured into his eyes just before going to bat.

Most of the schemes of players to keep their "eyes in," as they say, are ridiculous, but there is no reason why a lot of players should not follow literally the advice of the biochemist and "see an oculist." Any good oculist can devise a color scheme that will help the batter.—Chicago Tribune.

Boyzish Joke of Howells. "Typographical errors," said William Dean Howells, the famous novelist, "are always amusing. When I was a boy in my father's printing office in Martin's Ferry I once made a good typographical error.

"My father had written, 'The showers last week, though copious, were not sufficient for the milliner.' I set it up 'milkmiser.'"

THE MAN IS ON THE WAY WITH A CASE OF



ALWAYS ASK FOR METZ

OMAHA'S FAVORITE BEER

METZ BEER OMAHA'S FAVORITE

Shortly after you give your order. By keeping in touch with our drivers over the telephone we have perfected the best delivery service in the city. No need to wait for METZ BEER—the pure, delicious, appetizing, healthful Omaha favorite.

THE BEER OF QUALITY
Telephone Douglas 119
We extend to all Ak-Sar-Ben visitors a most cordial invitation to call and inspect our most modern and complete Brewery.

TYPEWRITER PROBLEM SOLVED

Eighteen-Year-Old Virginian Boy Invents a Handy Automatic Carriage.

Robert Eugene Turner, an 18-year-old youth of Norfolk, Va., has invented an automatic carriage for a typewriter which those who have seen it declare, will solve a problem that has puzzled the manufacturers of typewriters for years.

It was recognized long ago, experts assert, that an automatic carriage return for a typewriter would add from 25 to 30 per cent to the speed of the operators. The manufacturers put experts on the problem of the transference, redirection and control of power, but none was able to solve it.

Mr. Turner has his attention drawn to the matter. He began to experiment with drawings, and for three years studied the problem at spare times, day and night. He finally solved the problem of regulating the power at all times, controlling and reversing it at will by means of the space bar.

"My device is very simple," said Mr. Turner today, "and can be added to machines at a nominal cost. It will not affect the durability of the machine or add to the cost of repairs. Its speed is sufficient for all practical purposes. It increases the mechanical control of the carriage, making unnecessary for the operator to remove his hands from the keyboard as he writes.

"The mechanism causes the carriage to return to the initial writing point automatically when the end of the written line is reached and also to return non-automatically from any point in the line by pressing a special key. Provision for cushioning the impact of the carriage to prevent destructive jar to the machine is amply provided for, as well as an improvement in the runways and rollers bearing the carriage, to reduce the friction to a minimum.

"The momentum attained by the carriage in its return stroke is utilized for the line spacing, simple device is introduced, so that the setting of either the automatic or manual line spacer will adjust the other to conform in the uniform spacing of the lines.

"The principle of the mechanism embodies a compound motor, consisting of two springs, geared in such a manner

against each other that a shifting of the gearing results in a change of the relative power of the two springs, enabling each to alternate between the other and draw the carriage back and forth, and mechanism for automatically or manually effecting the shifting.

"The invention can be used as an improvement to any of the standard styles of typewriters, as it does not affect any part of the mechanism except the carriage, motors or springs, which it replaces."—New York Times.

LABOR AND INDUSTRY.

The city of New York maintains on its payrolls nearly 67,000 workers at an annual expense of \$7,000,000.

Weaving cotton in Africa is slow and difficult work. A skilled workman can weave about three yards a day.

Thus far the opium poppy is found to thrive better in Vermont than in either Texas or California—the other states in which the Department of Agriculture is experimenting with it.

New materials from which paper can be made are continually being discovered. Recently pine waste has been successfully manufactured into that universal substance without which so many features of modern civilization could hardly survive. Fine paper can be made from corn stalks and from rice straw. In addition to spruce, pine, fir, aspen, birch, sweet gum, cottonwood, maple, cypress and willow trees all contain fiber suitable for the manufacture of paper. Hemp, cotton, jute, Indian millet and other fibrous plants can also be used for this purpose.

Very numerous are the patents that have been issued to women on novelties in furniture. One piece, which appears to be a school desk, also contains an organ. With simple manipulation an innocent looking sofa is converted into a bath tub.

Twenty-five years ago a young man with a scheme for a carriage to be run by a gasoline motor called upon a large manufacturer of vehicles and farm implements. The young man had spent years upon his patent—his success meant fortune to him, and also triumph over the men who had laughed at him. So he used his best eloquence to induce the manufacturer to put his automobile on the market. But the manufacturer shook his head. "You've been wasting your time on that scheme," he said. "And if I went into it I'd be wasting my money. No, sir—even if it worked, nobody'd ever care to ride in your 'explosion buggy.'" The young man was George B. Selden, and what his manufacturer said was also said by dozens of others. Today there are in use in the United States about 70,000 "explosion buggies," and about 90 per cent of all gasoline automobiles in this country or imported into it are licensed under the Selden patent—the royalties paid during the last three years amounting to \$34,132.

Are You Too Busy to Cure Your Cold?
USE THE
Salubrin Inhaler
Does not interfere with your work. Instantly relieves and effectively cures Colds, Coughs, La Grippe, Sore Throat, Etc. Positively free from injurious drugs. Sold at
SCHAEFER'S Cut Price Drug Store
Corner 16th and Chicago, Omaha
24th and N. South Omaha
Cor, 5th and Main Sts., Council Bluffs, Iowa.