THE KNIGHTS OF THE GRIP.

What They Propose to do in Omaha Fair Week.

THE BOYS WILL FALL IN LINE

And Parade the Principal Streets in a Unique and Catchy Uniform —Drummers in a Wreck —General News.

What Fair Day Will Be.

A number of the drummers of the city met at the parlors of the Arcade hotel Saturday to further perfect the arrangements for the coming fair day for the boys. After a half an hour in discussing base ball and other live subjects of the day W. B. Lanius, president of the traveling men's association in Nebraska and also president of this movement, called the meeting to order and made the following very short speech: "Gentlemen: We have come together to arrange for the greatest day Omaha ever had. It is about time for us to begin the work of the evening and I think the first business we will listen to is the reports of committees."

Mr. Robert Easson, chairman of the reception committee, reported that they had met and conferred with the officers of the board of trade and had concluded to have their rooms for their headquarters for the day and for their evening reception. He stated that the decorations they had considered as appropriate for the occasion would be the cereals and natural products of Nebraska. They have concluded to hold the reception in the evening from 7 to 11 o'clock.

O. H. Gordon, of the music committee, reported that they had conferred with the Second Infantry, Musical Union and Omaha Guards bands and would await the further order of the meeting before making the final arrangements of the day.

The subject of a trades display in connection with their day was next discussed and it was finally agreed to appoint a committee to wait upon all the jobbers who will have traveling men in the parade and invite them to join in the procession with a trades display. The subject of what houses this invitation would include was discussed at length. It was finally concluded to invite all the houses, whether in the state or not, who had men in the state for their trade, to join in the display. The committee appointed to call upon the jobbers consists of the following gentlemen: Joseph Garneau, of the Garneau cracker company; G. H. Gates, of Gates, Cole & Miles; Mr. Wright, of Rector & Wilhelmie; H. H. Meday, of George H. Hammond & Co., of South Omaha; W. H. McCord, of McCord, Brady & Co.; W. T. Gillespie, of P. Lorillard & Co. The last named gentleman is to arrange for all the foreign display.

The committee on parade reported that the parade would take place at 9:30 a. m., starting from the board of trade building with the right of the line resting on Farnam street. The line of march will be: South on Sixteenth to Harney; east on Harney to Tenth; north on Tenth to Douglas; west on Douglas to Fifteenth; north on Fifteenth to Chicago; west on Chicago to Sixteenth; south on Sixteenth to the board of trade building. The officers of the parade are: John S. Brady, chief marshal; Robert Easson, G. H. Wilcox and C. H. Coe, aides. It was decided to carry one handsome silk banner at the head of the procession and allow the trades display to have whatever they want in the way of banners and transparencies in their part of the procession.

The committee on uniform reported in favor of wearing black silk hats, linen dusters and canes. The report of the committee as to the hats was adopted, but the boys drew the line on the dusters and canes and adopted in their place the light colored flannel shirt and Japanese parasols. No coats or vests will be worn. This uniform was adopted to suit Omaha September weather.

It was also agreed to have two kinds of badges in the procession, one for the merchants and one for the local drummers.

Invitations will be extended to M. J. Pickering, of Philadelphia, president of the National T. P. A., to be present and join in the parade and to representatives of the local press. The mayor will be called upon to detail a platoon of police to accompany the parade on the line of march.

The parade and handshaking will occupy all of the forenoon and it is the intention of the boys to attend the fair in a body in the afternoon and have some kind of an amusement programme arranged for the time and place. The committee on programme reported in favor of having five races; a fat man's race, a lean man's race, a tall man's race, a short man's race and a free-for-all race. This programme was adopted and the committee were instructed to arrange for any other sport or entertainment that they might consider appropriate. Prizes will be selected for the various events and the entries will be open at least two weeks before the great day.

The climax of the day will be the reception in the evening at the board of trade rooms. The boys will all be at home there from 7 to 11 o'clock to their many friends. Music and refreshments, with perhaps a few very short addresses by prominent men, will be the entertainment. The officers elected for the day were: W. B. Lanius, president; Mayor W. J. Broatch, Robert Simons, of Lincoln, John A. Fleming, Frank Buchheit, W. B. Sheldon, of Hastings, Joseph May, of Fremont, Eugene Bradley, of Nebraska City, Frank Martin, of Lincoln, O. E. Livingston, of Norfolk, L. C. Dunn, of Council Bluffs, Manley Riley, Frank Daniels, Charles Mann and W. F. Manning vice presidents, W. L. Eastron was elected secretary and C. O. Lobeck, treasurer. It will be seen by the above programme that the boys are arranging for, as Mr. Lanius said, "the grandest day Omaha ever had in the way of a parade and local entertainment." The meeting was one of pure business and work from start to finish and the people of Omaha may expect to see about five hundred uniformed drummers marching on the streets during the forenoon of the 6th of next September. The next committee meeting will be held at the Arcade one week from next Saturday night.

A Delightful Trip.

Weary of the heat, hubbub and turmoil of the city, I decided upon a brief respite from business cares and a short visit to the famous Soda Springs of Idaho and other resorts of the mountains.

Leaving Omaha on the Union Pacific "Overland Flyer," the trip was attended by many incidents of pleasure and excitement. When I reached Grand Island a magnificent supper was served in the Pacific Hotel company's large and elegant dining hall to about two hundred passengers. This presented an enlivened scene, well calculated to drive away the cares of life, and after enjoying a hearty supper I proceeded westward, with good prospects of an exchange of the unbearable heat for a sniff of the balmy and exhilirating breezes of the Wasatch.

Next of interest was an early wakening about 4 o'clock in the morning by loud exclamations—throughout the Pullman car—of the fine surrounding scenery. From this it was readily divined that we were passing over the great "Black Hill" range of the Rockies, which consumed but a short time.

At Laramie City I enjoyed one of those breakfasts so noted at this station for variety of wild game, buffalo steak, venison and antelope chops, fine speckled mountain trout, fresh from the Cache la Poudre, besides a brace of English mutton chops served in a manner at once captivating to the most fastidious taste.

After leaving Laramie we traversed the great Laramie plains with a rapidity unequaled in the running time of the regular overland train service and soon reached Rawlins station for dinner, Green River for supper and the famous Soda Springs at 11:30 the same night, making the total time consumed from Omaha to the springs only thirty-five hours and fifty minutes, a distance of nearly eleven hundred miles.

Upon arrival at the springs we received a most cordial welcome by the manager of the Idanha, one of the finest hostleries between the city of Omaha and San Francisco, owned and conducted by the Pacific Hotel company, Messrs. Swobe & Markel, of Omaha. These gentlemen are proprietors of all the hotels and eating houses on the Union Pacific railway and at Garfield beach in Utah, and it is unquestionably the best conducted system of railway eating houses and hotels on the line of any railway in the United States. The mammoth Idanha at Soda Springs will compare favorably with the late Hotel De Monte at Monterey, Cal.

The following list of gentlemen, ladies and their families are a portion of those now sojourning at the Hotel Idanha: J. F. Grant and family, Salt Lake; Miss Adelaide Hampton, Salt Lake; W. Goldberg, Salt Lake; E. Hancock, Salt Lake; P. L. Hancock, Salt Lake; Hon. W. S. Edgley, Salt Lake; P. W. Williams and family, Salt Lake; A. Cohn and family, Salt Lake; H. P. Wetzel, Indianapolis, Ind.; Captain James Codman, New York; A. Norman, St. Joseph, Mo.; L. E. Taylor, St. Louis, Mo.; Charles Brown, San Francisco, Cal.; C. C. Vaness, Chicago, Ill.; C. J. Clark, Pendleton, Idaho; W. S. Dalliba; Mills, Wis.; Mrs. V. G. Vogue, Omaha, Neb.; W. C. B. Allen, Shoshone, Idaho; A. J. Glorieux, Boise City; C. T. Smith, Omaha, Neb.; Mrs. C. W. Collins and daughter, Brooklyn, N. Y.; N. S. Harwood and family, Lincoln, Neb.; W. R. Kelly and family, Lincoln, Neb.; C. V. Haight, Omaha, Neb.; E. Dickinson, Omaha, Neb.; John Ogden, Omaha, Neb.

Drummers in a Wreck.

The commercial travelers who have made western and southern Nebraska for some years are equal to any emergency and their record for getting out of difficulties when once in them seems never to have been broken any place. "Say Bee," called a member of the craft to a reporter the other day as he was passing down street, "do you want a joke on some of your Omaha men who were in a wreck down on the B. & M. a few days ago?" The Bee wanted it, and the knight of the grip began as follows: "We had left Ashland at 8:45 on Monday morning. Our train was crowded. We were only out of Ashland three miles and were bound for Louisville. Suddenly the trucks of the tender jumped the track and the jarring of the coaches showed that something was wrong. It was also seen that the air was broken in the train. The engineer stuck to his engine and whistled for the brakes or what would have become of us will always be a mystery. The Omaha boys attracted special attention for their work were: A. D. Fox, of Sloan, Johnson & Co.; Dick Keister, of the Lee, Clarke Andreesen hardware company; W. H. Allen, of M. E. Smith & Co. and W. B. Lanius, of Paxton & Gallagher. They occupied a double seat in the middle of the car and had just seated themselves ready to enjoy the trip—as only traveling men are able to. When they saw the brakemen rush for the doors they made such a break for liberty as I shall never forget having seen. One of the boys howled 'My God, we're gone!' Fox reached for the air rope at the side of the car, and when he found it was broken off he attempted suicide, saying, 'Good bye, boys. I would rather hang than burn up.' Keyster and Allen broke for the rear door and they were about the only men in the car to get there. Lanius was seen in the confusion on his knees praying. He was the first drummer I ever saw pray. The train was stopped after it had run about a hundred yards and strange to state the coaches did not leave the track. It was seen at once that the trip could not be made on that train and as all of our cards were out we had to get along. We finally found a hand car and chartered it to carry our grips and concluded to walk to Ashland. The boys took turns at working the cranks and it was a sorry hard trip—for some of us. Keister hurt his back so badly that he was laid up for three days, and others of the fellows were short a day or two for extra expense for St. Jacobs oil. We did all feel grateful to that engineer for sticking to his place. If he had jumped I expect we would have all been walking the golden streets now. The experience was but one more to our long list. We all came out all right and I guess are kind of glad that we had the fun that was connected with the day.

Fell From a Window.

I. W. Winterstein, a St. Louis drummer, registered at the Oak Leaf hotel in Little Rock a few days ago, says the Democrat, and being very tired asked at once to be shown to his apartments. The clerk assigned him a front room on the second floor, and did not see him any more till nearly 4 o'clock this morning, when he was found crushed and insensible on the rock pavement below, where he had fallen from a second story window. Tired and worn out he had fallen asleep in a few moments after he retired, but his slumbers were disturbed by fretful dreams.

He was in the heart of a great city where everything was bustle and confusion. Everywhere he went a great, stalwart man with the face of a vicious dog, and eyes that shone with the fire of a fiend, followed in his footsteps and crept in his shadow with diabolical stealth.

The drummer dodged and used every possible strategy to get away from his unwelcome companion, but to no avail. Every where he went these murderous eyes were leering upon him with a look of hellish hate. At last he came to the bank of a great river, where was anchored a vessel which was almost ready to sail. Pausing a moment he said: "I'll go on board and leave this great city of shadows behind," and with that resolve he stepped—not on the gangway of a boat, but through his window to the stone floor of the court below. How long he lay there no one will ever know.

When he regained partial consciousness, his head was lying in a great pool of blood, and he felt that to move was almost death, but he managed to raise himself on his hands and knees, and in this manner crawled a few yards towards the main door. He was discovered by the night clerk, who immediately summoned a doctor. A physician examined him, and found that his jaw was broken in two places, and he had received other serious internal injuries from the fall. He has been carefully attended to and will recover, but it was one chance out of a hundred. He is a young man of good appearance and had not been dissipating, as the clerk will attest.

They Will Not Pay License.

Kansas traveling men now have an anti-license decision from their own courts, says an exchange. On December 24 last a book agent, named H. H. Pelton, was canvassing in Fort Scott for a work sold only by subscription. There is a city ordinance requiring "drummers" to pay a license fee, which for book and map agents is $1 a day or $25 a year. Pelton did not procure a license, and a complaint was filed against him in the police court. He was arrested, found guilty and fined. He appealed to the district court, and was again defeated and assessed $25 and costs, when he finally carried his case to the supreme court. The main question involved was, whether a city "may be empowered by the laws of its own state to impose a license tax upon a commercial 'drummer,' or other persons of another state, for merely offering to sell goods by sample." The court holds that this question has been settled by the supreme court of the United States in favor of the "drummer," and reverses the decision of the court below.

He Was a Flirt.

The following experience of a commercial traveler, from the Merchant Traveler, will be of use to the democratic boys on the road:

An M. T. who is an ardent admirer of Cleveland and Thurman, and sports a red bandana as an earnest of his devotions, came to grief at Ames, Ia., the other day, on account of it. Flirting with strangers became such a craze among the school girls there that the city fathers took the matter in hand and passed an ordinance making it a finable offense for any person to "flirt with the handkerchief or otherwise communicate with strangers on the street or in public places by signs or signals." No sooner had our drummer friend flashed his gay ensign of political opinion in that town than he was run in and caused to pay a fine and costs amounting to $15.60 for being a "giddy flirt." Such is the reward of patriotism.

Who Will be in the Procession?

The committees having in charge the drummers parade desire to have it distinctly understood that every drummer who carries a grip or sample case in Nebraska and who works his trade in Nebraska is expected to join in the parade, and every drummer who is in the city or can be in the city on that day is invited to provide himself with a uniform as adopted for the day, and join in for the fun of the day and the march. They desire to have all good, honest, legitimate drummers in the line.

A Drummers' Club.

The plan of a drummers' club has been discussed a great deal among the men on the road, and it has finally been concluded to hold a meeting the night of the fair day, after the reception, and organize a club. The plan is to fit up rooms in some central part of the city where the boys can spend their leisure hours during their stay in the city. Every one who has been spoken to about the scheme has pronounced it a good one and is heartily in favor of it. There are at least two hundred men who make this city and are here a great many of their Sundays and are compelled to spend their time about the hotels or around the city. The plan is to furnish the rooms with billiard and pool tables, games of every kind, and all the leading papers and magazines of the day.

The Boys at the Beach.

Salt Lake City, August 1.—To the Editor of The Bee: The following traveling men are busily engaged working this territory at the present time, and without a dissenting voice agree that Garfield Beach is "all right." They desire to present their compliments to The Bee; also sympathy with their less fortunate brothers of the grip who cannot share the pleasures of a day at the beach during the warm summer months of July and August. Messrs. Markel & Swobe, proprietors of Garfield Beach, and Major George S. Erb, proprietor of the Walker house and Metropolitan hotel of Salt Lake City, are making it very pleasant for the boys on the road in the inter-mountain territories and the boys in turn make their headquarters with them. C. R. Beach, boots and shoes, Chicago, Ill.; W. A. Jackson, hats and caps, Chicago, Ill.; B. S. Swartz, glassware, New York; W. F. Franklin, Goodyear Rubber company, San Francisco; H. F. Randolph, clothing, New York; W. H. Sabine, hats and caps, New York; W. Allen, boots and shoes, Chicago; J. R. Stephens, boots and shoes, St. Joseph; James Shields, dry goods, Chicago; C. A. Richardson, teas, San Francisco; C. R. Temple, cigars, Omaha; W. A. Stafford, dry goods, Omaha; J. D. Winterton, San Francisco; J. O. Heitt, St. Joseph; B. G. Samuel, Chicago; E. B. Drury, Chicago; L. D. Lullmer, San Francisco; T. A. Lewis, Chicago; S. C. Jones, Omaha; A. Fried, Milwaukee, are among those now sojourning here.

Among Omaha's Men.

W. B. Lanius, chairman of the T. P. A. in Nebraska, was in the city yesterday from Ashland.

W. P. Maumaugh, formerly with D. S. Morgan & Co. of Chicago, was in the city yesterday.

Robert F. Baker, of McCord, Brady & Co., spent Sunday with his family in Beatrice, as is his custom.

W. H. Raynor, who represents West, Foos & Co., the Springfield, O., fence men, in Nebraska, was in the city yesterday.

C. S. Brown, who covers the territories for the Lee, Clark, Andresen hardware company, was in the city over Sunday.

W. F. Manning, representing Emerson, Talbot & Co. of Rockford, Ill., in Nebraska, was in the city Saturday night working for the fair day.

August Meyer, who works the B. & M. for Meyer & Raapke and lives at York, was in the city Sunday. He is ont the fair day committee and is rustling for the big day.

Mr. W. T. Gillespie, who represents P. Lorillard & Co. in Nebraska, was in the city Saturday night. He was there to see that he got some of his tobacco in the parade on fair day.

E. J. Roe, of W. L. Parrotte & Co., was out along the line of the Union Pacific last week. He saw Omaha Saturday evening and was working for the fair day for the boys.

Mr. Will Eastman attended ball games every day last week and worked in the morning enrolling the names of the traveling men of the city, so he could have them settle up fair day expenses.

A. G. McCanland, an old Omaha salesman of the Collins gun company, but at present looking after the Pacific coast trade for Herman, Baker & Co. of New York, was in the city yesterday shaking hands with his old friends.

Robert M. Simon, who represents the XXXX coffee house in the northern part of this state, came down from his run Saturday to spend Sunday with his family. He found that they were taking a vacation, and he had to leave without seeing them.

Omaha's Sunday Guests.

At the Paxton—George T. Faxon, Kansas City; G. F. Swift and W. B. Haines, Chicago; Robert O. Betz and W. R. Rollins, Boston; J. T. Bradley, Lexington, Ky.; F. B. Stearns and J. W. Payntar, New York; R. E. Pratt and I. R. Miller, Decatur, Ill.; F. M. Day, Davenport; L. T. Bond, Sioux City; J. A. Platt, Providence, R. I.; H. S. Gray, Kansas City; John F. Ray and E. B. Boyd, Chicago; A. J. Taylor, Rhode Island; W. R. Rollins, Boston; F. B. Nichols, St. Louis; F. D. Higbee and E. Stafford, New York; H. Heineman and George Leerburger, New York; J. P. Hale, Charleston, W. Va.; D. S. Aller and James Mahoney, Chicago; W. T. Whiffen, Cincinnati; J. B. Blatterman, Louisville; A. Berg, Sioux City; George S. Parker, Salem, Mass.; Fred W. Guard and S. Y. Alton, Chicago; H. W. Allen and P. E. Campbell, New York; I. Laudenbach and John H. Ammon, New York; George H. High and Edward Seifert, Chicago; W. D. Hatch and I. F. Friend, New York; John A. Payne, Washington, Ill.; Max Noel and L. D. Dave, Chicago; W. C. Sheldon, Grand Haven, Mich.; I. L. Trumbull and William H. Chadwick, Chicago; D. Morgan, Cincinnati; W. Knapp and A. Mannheimer, New York; E. G. Barratt, Chicago; C. W. White, St. Paul; S. L. Hagans, Trenton; A. D. Henberg, Baltimore; A. W. Lee, Ft. Scott; A. Meimath, Kansas City; G. M. Cumming, St. Joe.

At the Millard: Henry Belvin and A. Myerson, New York; W. G. Hills and C. H. Pierce, St. Louis; W. C. Stephens and A. Adler, Chicago; J. M. Tillotson and Ed Thermer, New York; C. N. Clark and Adolph Feltenstein, Chicago; A. P. Miller and O. T. Austin, St. Louis; E. G. Marsh and J. V. Herg, Chicago; H. H. Bainbridge and George Arndt, New York; John Parrish, Burlington; A. B. Van Sickle, Port Jarvis, N. Y.; J. W. Kohl, Cincinnati; Thomas Maloney, Lancaster, Pa.; L. W. D. Howell, Pittsburg; C. G. Morgan, New York; J. W. Andrews and F. W. Eddridge, Chicago; D. S. Elliott, Sioux City; W. O. Everes, Milwaukee; A. E. James and C. P. Stacey, Chicago; J. McD. Benight and J. Edgar Jones, Chicago; William C. Stewart, Kentucky; B. L. Platt, Dubuque; W. S. Gilman, Kansas City; F. E. Lavengood and Robert E. Libby, Chicago; Norb Gunsbarger, New York; J. Blum, Nashville; A. E. Tracy, Boston; John Kelly, Pittsburg; S. Danzinger, Milwaukee; J. Frensdorf and T. G. Conklin, Chicago.

In another column of this issue will be found an entirely new and novel specimen of attractive advertising. It is one of the neatest ever placed in our paper and we think our readers will be well repaid for examining the SUPPOSED display letters in the advertisement of Prickly Ash Bitters.

The rosy freshness and a velvety softness of the skin is invariably obtained by those who use Pozzoni's Complexion Powder.

THE CITY OF NEW YORK.

Something About the Largest Passenger Steamer Afloat.

New York Times: The new steamer City of New York, built on the Clyde for the Inman line by James and George Thomson, was given a trial trip Saturday. She is the largest passenger steamer afloat, being provided with accommodations for 2,000 persons. There are five decks in the new ship, and she is built with a double bottom. The promenade or topmost deck is flush from stem to stem, covered on top and open at the sides, affording the passengers ample space for their daily airing. One of the most pleasing features about the ship's construction, and one to which particular attention has been given by her designers, is the handsome dining saloon. This is situated forward on the upper deck, and in order to avoid the low ceiling which is so common aboard ship, the roof of the saloon is carried up above the top of the house on the hurricane deck, for about twenty feet. The ceiling is supported by a steel arch thirty-three feet long and with twenty-three feet of span. It is provided with stained glass windows or skylights protected by the usual skylights and frames. The dining room has along its sides a number of recesses or compartments for private tables. The room will seat 300 diners. The large pantries, one on each side of the saloon, are connected by lifts with the galley which is situated on the deck below. At the after end of the saloon is a large hall opening upon the grand stairway leading to the promenade deck.

The main first class saloon and library are also reached by this stairway, the former being forward of the library above the entrance hall of the dining saloon. These rooms are all elegantly furnished throughout, the library being amply provided with literature. Aft of the founels on the upper deck provision has been made for a dining room for children and nurses. The first class smoking room is situated on the upper deck at the after end of the ship, and is 45 feet long, 27 feet wide, and has ample room for 130 people. The bar is a very handsome apartment, upholstered in ornamental leather, with American walnut panels. The first class state rooms and suites of apartments are situated on four decks, within 155 feet of the ship's waist. The largest and best are those on the promenade and upper deck. There are 25 sitting rooms or saloons for day use, and altogether sleeping accommodations for 479 first class passengers.

The second-class passengers are provided for on the main and lower decks, the dining room being situated aft on the upper deck. It is twenty-seven feet long aud forty feet wide, with room for 150 persons. The other apartments of the second-class passengers, including ninety-six staterooms, are situated on the after end of the main and lower decks. The steerage passengers will be quartered at the two extreme ends of the lower and main decks. Their berths are in the middle of the vessel, leaving both sides of their cabins for day occupation. Petty officers and crew are accommodated forward. The ship is well ventilated and is lighted by electricity.

The gross tonnage of the city of New York is 10,500 tons. Her engine power exceeds that of any other merchant steamer in the world, being 20,000 horse power. The Umbria and Etruria, the fastest Atlantic vessels, have engines of 14,321 horse power. No vessel in the British navy, even, has engine power equal to that of the City of New York. She has one set of twin screws, with triple expansion engines. The engines can work independently of each other, each being in its own water-tight compartment. The boilers which supply the steam are fitted in three separate water-tight compartments, divided from each other by transverse bulkheads. There are nine boilers, of steel, weighing seventy-four tons. Their tubing taking altogether, it is said, would measure thirteen and a half miles. The appliance for forcing a draught in the boilers is fitted on the same principle as that used in the navy and called the Stakehold system. It will be the first time it has been used on an Atlantic steamship.

OMAHA MEDICAL AND SURGICAL INSTITUTE.

N. W. Cor. 13th and Dodge Sts., Omaha, Neb.

CAUTION—Designing persons, taking advantage of our reputation are constantly starting bogus Medical Establishments to deceive strangers visiting the city. These pretenders usually disappear in a few weeks. Beware of them or their runners or agents. The Omaha Medical and Surgical Institute is the only established Medical Institute in Omaha, Dr. McMenamy, Proprietor. When you make up your mind to visit us make a memorandum of our exact address, and thus save trouble, delay or mistakes.

FOR THE TREATMENT OF ALL

Chronic and Surgical Diseases, and Diseases of the Eye and Ear

DR. J. W. McMENAMY, Physician and Surgeon in Charge.

TWENTY YEARS' HOSPITAL AND PRIVATE PRACTICE.

Assisted by a Number of Competent, Skillful and Experienced Physicians and Surgeons.

Particular Attention paid to Deformities, Diseases of Women, Diseases of the Urinary and Sexual Organs, Private Diseases, Diseases of the Nervous System, Lung and Throat Diseases, Surgical Operations, Epilepsy or Fits, Piles, Cancers, Tumors, Etc.

More money invested; more skillful physicians and surgeons employed; more patients treated; more cures effected; more modern improved instruments, apparatus and appliances than can be found in all other infirmaries, institutes or dispensaries in the west combined. Largest and most complete Medical Institute or Hospital in the west. Fifty newly furnished, well warmed and ventilated rooms for patients, three skilled physicians always in the building. All kinds of diseases treated in the most scientific manner.

We Manufacture Surgical Braces for Deformities, Trusses,

Supporters, Electrical Batteries, and can supply physicians or patients any appliance, remedy or instrument known. Call and consult us, or write for circulars upon all subjects, with list of questions for patients to answer. Thousands treated successfully by correspondence. We have superior advantages and facilities for treating diseases, performing surgical operations and nursing patients, which combined with our acknowledged ability, experience, responsibility and reputation, should make the Omaha Medical and Surgical Institute the first choice.

The Omaha Medical and Surgical Institute is conducted upon strict business and scientific principles, and patients here receive every advantage that art, skill, science and human ingenuity, can bring to bear on their cases. Their comfort and convenience will always be taken into consideration.

Should you conclude to visit us for treatment or correspond with us, you will find that these statements of our position, location and facilities are not overdrawn in any particular, but are plain unvarnished facts.

Only Reliable Medical Institute Making a Specialty of PRIVATE DISEASES.

All Blood Diseases successfully treated. Syphilitic Poison removed from the system without mercury. New restorative treatment for loss of Vital Power. Persons unable to visit us may be treated at home by correspondence. All communications confidential Medicines or instruments sent by mail or express, securely packed, no marks to indicate contents or sender. One personal interview preferred. Call and consult us or send history of your case, and we will send in plain wrapper, our

BOOK TO MEN, FREE,

Upon Private, Special or Nervous Diseases, Impotency, Syphilis, Gleet and Varicocele, with question list.

My Reason for Writing a Book Upon Private, Special and Nervous Diseases.

I have for many years made a specialty of diseases of the urinary and sexual organs, have become a recognized authority upon the subject, consequently I receive an immense number of letters from physicians and afflicted persons, asking my opinion and advice upon individual cases. For the benefit of such persons, I have written a book, giving a general description of the most common diseases and conditions, my treatment, success, advice, etc. After reading it, persons will have a clearer idea of their condition and can write me more intelligently and to the point. It will therefore be seen that our object in writing these pages is not to furnish reading matter to a class of persons who read out of mere idle curiosity, but for the benefit of the many who are suffering to a greater or less degree from diseases, or the effects of diseases or abuses, of the sexual or urinary organs. Not a day passes but we receive many calls or letters from persons suffering from this class of diseases, or their sequel. Many of them are ignorant of the cause of the difficulty that has wrecked their constitutions, thrown a cloud over their bright prospects and is shortening their days.

SURGERY.

Surgical operations for the cure of Hare Lip, Club Feet, Tumors, Cancers, Fistula, Cataract, Strabismus (Cross Eyes) Varicocele, Inverted Nails, Wens and Deformities of the Human Body performed in the most scientific manner.

We treat Chronic Diseases of the Lungs, Heart, Head, Blood, Skin, Scalp, Stomach, Liver, Kidneys, Bladder, Nerves, Bones, etc., as Paralysis, Epilepsy, (Fits) Scrofula, Bright's Disease, Tape Worm, Ulcers or Fever Sores, Dyspepsia or Gastritis, Baldness, Eczema, etc.

DISEASES OF WOMEN, TREATED Carefully, skillfully and scientifically by the latest and most approved methods. WRITE FOR BOOK ON DISEASES OF WOMEN, FREE.

Dr. McMenamy has for years devoted a large portion of his time to the study and treatment of this class of diseases, and has spared neither time nor money to perfect himself, and is fully supplied with every instrument, appliance and remedy of value in this department of Medicine and Surgery.

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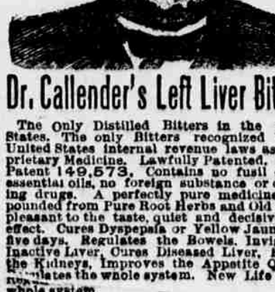

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