

SPECIAL NOTICES.

Advertisements for these columns will be taken until 12:30 p. m. for the evening and until 9:30 p. m. for the morning and Sunday editions.

WANTED—SITUATION. WANTED, POSITION AS BOOKKEEPER, stenographer, etc.

WANTED, POSITION AS SALESMAN OR TRAVELER, in all parts of the country.

WANTED, LABORERS, TEAMSTERS AND TRANSPORTATION, in Omaha, Neb.

WANTED, REGISTERED PHARMACIST, single, address C. A. Smith, Phila., Pa.

WANTED, AN ORPHAN, AT ONCE, lady of excellent character, well educated.

WANTED, A COOK AT NORTH PLATTE, Neb., for a family of four.

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WANTED—TO RENT.

BOARD AND ROOMS IN PRIVATE FAMILY, man and wife, must be centrally located.

STORAGE, WILLIAMS & CROSS, 124 HARNNEY, Omaha, Neb.

WANTED—TO BUY. SECOND-HAND FURNITURE, 220 E. 11TH ST.

HIGHEST PRICE PAID FOR SECOND-HAND furniture, stoves, etc.

WANTED TO INVEST, \$5,000.00 IN SOME business which I shall have interest in.

CASH PAID FOR MERCHANTS STOCKS IF sold at a profit.

FOR SALE—FURNITURE. PAYMENTS EASY, YOU WON'T MISS YOUR money.

FOR SALE—HORSES, WAGONS, ETC. A FINE HORSE AND TRACTOR FOR SALE.

FOR SALE—MISCELLANEOUS. FOR SALE, FIRST MORTGAGES, GUARANTEED 8 per cent.

MISCELLANEOUS. FREE MUSEUM OF ANATOMY TO MEN only.

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MONEY TO LOAN—REAL ESTATE.

LOANS ON IMPROVED AND UNIMPROVED CITY property, \$500 and up.

MONEY TO LOAN AT LOWEST RATES, THE C. F. DAVIS CO., 124 FARM ST.

LOANS—W. G. TEMPLETON, PAXTON BLDG., W-M791 31.

MONEY TO LOAN AT LOWEST RATES ON improved and unimproved Omaha real estate.

ANTHONY LOAN & TRUST CO., 38 N. Y. LIFE Bldg., 140 N. 16th St.

UNITED STATES MORTGAGE CO. OF NEW YORK, Capital \$2,000,000.

LOANS TO LOAN ON IMPROVED OMAHA real estate, Brennan, Love & Co., Paxton Bldg.

BUSINESS NOTICES. OMAHA MERCHANTS PIPE FACTORY.

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FOR SALE—REAL ESTATE.

FOR SALE, 40 ACRES OR 100 ACRES, JOHN PLYMER, Rippled land for investment.

BARGAIN—A FINE 160-ACRE FARM, 12 MILES from Omaha.

FOR SALE, CHOICE SECTION LAND NEAR Lexington, Dakota.

FOR SALE, 125 ACRES IN OMAHA, 40 ACRES well improved.

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STEAMSHIP LINE.

ANCHOR LINE MAIL, STEAMSHIPS—SAIL regularly every Saturday.

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TROOPS SENT FROM OMAHA

Desined for the Scenes of Trouble in the Northwest.

REGULARS GO TO FIGHT THE STRIKERS. Four Companies of the Second Infantry Off to Raise the Blockade on the Utah Northern and Montana Union Systems.

After days of weary waiting for marching orders four companies of the Second Infantry with station at Fort Omaha have received instructions to take the field against the strikers on the Utah Northern and Montana Union systems.

At 1 o'clock company C, Captain Waring, company D, Captain Turner, company F, Captain Ute, and company G, Captain Keller, constituting the Second battalion, took possession of the cars placed at the disposal of the troops by the Union Pacific management and about 2:30 o'clock left the garrison for the scenes of rioting along the Utah Northern and Montana Union roads from Pocahontas to Butte, the latter point being in the hands of a mob which threatens to burn the town should the Union Pacific attempt to open the line to the northward from Pocahontas.

The troops are in charge of Captain Keller, battalion commander, and are ordered to rendezvous at Fort Russell (Cheyenne), where they will be joined by four companies of the Ninth cavalry from Fort Collins, and three companies of the Eighth infantry from Fort McKinney. Companies of the Ninth took the Elkhorn Tuesday night for the rendezvous, going via Ogallala Junction, crossing the Elkhorn and then south to Cheyenne.

For a couple of hours yesterday afternoon there was a stir in the vicinity of Fort Omaha resulting from the departure of the troops of the Indian warfare. The train of six passenger coaches was drawn up on the Elkhorn tracks in the rear of the supply depot and a hundred soldiers were busily engaged sorting out and loading the supplies which were to be carried on the trip. A dozen of Uncle Sam's blue wagons, with the regulars' baggage, were drawn up on the boards, were drawn by the mule teams back and forth from the supply house to the train. Officers were running back and forth the arrangements for the departure and on the bank were gathered groups of women and children gazing with curiosity at the rapid work of the soldiers.

At 2 o'clock the four companies who were to board the train formed in line on the parade ground and marched to the train, headed by the band, which played a melody of martial airs. There were 235 men in line, commanded by fourteen officers. Besides the captains, the detail of officers consisted of two adjutants, Lieutenant Van Liew, quartermaster, commissary, and Lieutenants Wilson, Powell, Penn, Mackquart, Arrasmith and Hines. Lieutenant Van Liew, commanding company G in place of Captain Keller, who commanded the battalion.

The battalion was equipped with provisions for ten days, 200 pounds of ammunition per man. This, together with the camp furniture and other equipment, was sufficient to fill the five box cars which were provided to carry the baggage. The leave-taking was without special incident. When the baggage was all loaded and the troops distributed in the coaches Captain Keller, mounted to the conductor's seat and the throttle was pulled open. None of the officers seemed to have the idea that there would be any serious fighting. As the train started, however, it was believed that the time was past when the strikers would venture to resist the regulars.

Upon the arrival of the troops at Cheyenne the commanders will report to Colonel Bates, commander of the garrison at Fort Omaha, senior officer, who will have the line of the Utah Northern and Montana Union systems. The Utah Northern terminates at Silver Lake and 250 miles from Pocahontas. The Montana Union, while under a separate management, is operated from Silver Bow north to Butte and Helena, a distance of 100 miles to Butte and eighty miles from Helena.

At Union Pacific headquarters information concerning the arrangements for the Utah Northern and Montana Union were absolutely tied up and that no attempt had been made to move trains for three weeks past. Threats of a strike made against the Utah Northern should they attempt to move trains and the threats have served their purpose, as no attempt has been made to break the blockade which has been in force since the strike will try to lift the boycott as he did on the Union Pacific.

Butte has been cut off from the world for several days and the meager telegrams received indicate that people are suffering greatly, the city having been completely given over to the strikers, who have not only interfered with the mail, but have failed on eastern lines.

Companies of the Second will probably see considerable service in the Utah Northern traverses a very rough country, easily controlled by guerrillas and bushwhackers. FORT ROBINSON, Neb., July 18.—(Special Telegram.) The strike on the Union Pacific has been extended to the Utah Northern and Montana Union systems. The Utah Northern terminates at Silver Lake and 250 miles from Pocahontas. The Montana Union, while under a separate management, is operated from Silver Bow north to Butte and Helena, a distance of 100 miles to Butte and eighty miles from Helena.

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