

# ROBERTS & Co.

212 North 11th Street,  
Undertakers and Embalmers.



Telephones.—Office 145. Residence 156  
Open Day and Night.  
E. T. ROBERTS, Manager.

## UNPRECEDENTED ATTRACTION! Over a Million Distributed.



Louisiana State Lottery Company.  
Incorporated by the Legislature for Educational and Charitable purposes, and its franchise made a part of the present state constitution in 1879 by an overwhelming popular vote.

Its MAMMOTH DRAWINGS take place Semi-Annually (June and December), and its Grand Single Number Drawings take place in each of the other ten months of the year, and are all drawn in public, at the Academy of Music, New Orleans, La.

PAID FOR TWENTY YEARS, For Integrity of its Drawings, and Prompt Payment of Prizes, attested as follows:  
"We do hereby certify that we supervise the arrangements for all the Monthly and Semi-Annual Drawings of the Louisiana State Lottery Company, and in person manage and control the Drawings themselves, and that the same are conducted with honesty, fairness, and in good faith toward all parties, and we authorize the Company to use this certificate, with fac-similes of our signatures attached, in its advertisements."

*E. T. Roberts*  
*J. T. Early*  
Commissioners.

We, the undersigned Banks and Bankers will pay all prizes drawn in the Louisiana State Lotteries, which may be presented at our counters.

R. M. WALSHLEY, Pres't Louisiana Nat Bank  
PIERRE LANAU, Pres. State National Bank  
A. BALDWIN, Pres. New Orleans Nat Bank  
CARL KOHN, Pres. Union National Bank

### Grand Monthly Drawing

At the Academy of Music, New Orleans,  
Tuesday, September 10, 1889.

Capital Prize, \$300,000.

100,000 Tickets at \$20 each; Halves \$10; Quarters \$5; Tenths \$2; Twentieths \$1.

LAST PRIZES.  
1 PRIZE OF \$300,000 is ..... \$300,000  
1 PRIZE OF \$100,000 is ..... 100,000  
1 PRIZE OF \$50,000 is ..... 50,000  
1 PRIZE OF \$25,000 is ..... 25,000  
2 PRIZES OF 10,000 are ..... 20,000  
5 PRIZES OF 5,000 are ..... 25,000  
25 PRIZES OF 1,000 are ..... 25,000  
100 PRIZES OF 500 are ..... 50,000  
200 PRIZES OF 200 are ..... 40,000  
500 PRIZES OF 100 are ..... 50,000

APPROXIMATION PRIZES.  
100 Prizes of \$50 are ..... \$50,000  
100 do. 30 are ..... 30,000  
100 do. 20 are ..... 20,000  
100 do. 10 are ..... 10,000  
699 do. 100 are ..... \$69,900  
999 do. 100 are ..... \$99,900

3,134 Prizes amounting to ..... \$1,054,800

Note.—Tickets drawing the Capital Prizes are not entitled to terminal Prizes.

### AGENTS WANTED.

For Club Rates or any other desired information, write legibly to the undersigned, clearly stating your residence, with State, County, Street and Number. More rapid return mail delivery will be assured by your enclosing an Envelope bearing your full address.

### IMPORTANT.

Address M. A. DAUPHIN, New Orleans, La.  
Or M. A. DAUPHIN, Washington, D. C.

By ordinary letter containing Money Order issued by all Express Companies, New York Exchange, Draft or Postal Note.

Address Registered Letters containing Currency to  
NEW ORLEANS NATIONAL BANK,  
New Orleans, La.

REMEMBER that the payment of the Prizes is guaranteed by Four National Banks of New Orleans, and the tickets are signed by the President of an Institution, whose chartered rights are recognized in the highest courts; therefore, beware of all imitations or anonymous schemes.

ONE DOLLAR is the price of the smallest part or fraction of a ticket ISSUED BY US in any drawing. Anything in our name offered for less than a Dollar is a swindle.

## HAGENOW & ASCHMANN,

Philharmonic Orchestra

AND  
MILITARY BAND,

Room 10, Opera House Block

J. H. W. HAWKINS,  
ARCHITECT AND SUPERINTENDENT,

Buildings completed or in course of erection from April 1, 1888:

34 1/2 ave block, C E out on avy, 11th and N.  
do do L W Billingsley, 11th near N.  
Restaurant (Odella) C E Montgomery, N near 41th.

Residence, J J Inhoff, J and 12th.  
do J D Macfarland, Q and 14th.  
do John Zehring, D and 11th.  
do Albert Watkins, D bet 3d and 10th.  
do Wm M Leonard, E bet 9th and 10th.  
do E R Guthrie, 27th and N.  
do J E Reed, M D, F bet 10th and 11th.  
do L G M Baldwin, G bet 15th and 17th.

Sanitarium building at Milford, Neb.  
First Baptist church, 14th and K streets.  
Mortuary chapel and receiving tomb at Wyuka cemetery.

Office Rooms, 33 and 34  
Richards Block

## SHIP SIGNALING AT SEA.

### SOMETHING ABOUT THE COMING CONFERENCE AT WASHINGTON.

The Art of Communicating Between Vessels on the Ocean Has Been Brought Down to a Very Fine Point, and It Will Be Still Further Improved.

[Special Correspondence.]

NEW YORK, Aug. 29.—"Practically it is entirely safe to go to sea in a first class steamship of today," said Ensign Blow, of the United States hydrographic office, the other day, "excepting for one thing. The danger of fire is substantially done away with, for the appliances are so perfect that with a large crew there is no difficulty in subduing any conflagration that may start. The ships that are built nowadays will outlive any storm, even a hurricane, and there is no danger of a ship built with compartments sinking from any ordinary leak. The one peril which is not yet avoided is that of collision. Nothing that has yet been contrived enables the most careful navigator to rest free from anxiety on that point."

This utterance is one that is echoed by any and all sea captains who will talk on the subject. They declare that nothing remains to make sea going practically as safe as any land travel excepting to do away with the danger of collision, and it is therefore comforting to know that practical steps have been taken toward solving this important problem. Some time ago the president of the United States issued a circular letter to all the maritime nations of the world, inviting them to send delegates to a convention to be held in Washington for the purpose of considering this very question. England at first refused, and for some time hung back, and, as a matter of course, no conference that should be held without her co-operation would be of any great importance. At length, however, the English government reconsidered the question and appointed her delegates. Nearly all the other nations followed her example, and the conference is to be held in the coming fall.

That it is much needed no one who is at all conversant with maritime matters will question for a moment. The number of vessels actually sunk by collision in the world runs not far from 200 each year, and statistics show that even this large number is increasing from year to year.

The conference will discuss many questions bearing on the subject of safety at sea, but, as is suggested above, their main work will be directed to the use of signals for the purpose of avoiding collisions, that being universally conceded to be the principal danger now encountered by the mariner. They are expected, therefore, to adopt a uniform system of marine signals or other means of plainly indicating the direction in which vessels are moving in fog, mist, falling snow and thick weather, and at night. To their treatment of this subject will be attracted the most public attention.

As a matter of course, in order to avoid bringing his own vessel into collision with another, the master must know where that other is, and at the same time inform the master of the other vessel of his own whereabouts. In the case of derelicts this is manifestly impossible, and consequently the derelict inspires more terror than any other source of peril at sea. It presents the only danger which cannot be foreseen, against which no precaution is adequate. So long as there are ships it is likely that this peril will remain. There seems to be no reason, however, why a system of communication cannot be devised which will enable commanders to inform one another of their whereabouts even in a fog or on the darkest nights. Everybody knows that there is a system now in use among all seamen by which it is intended that this shall be done. Not everybody knows, though, that this system is radically defective and in some cases very inefficient. Manifestly the only way to communicate at sea is by signals to the eye or to the ear. Experiments are constantly being made in the hope of developing the possibility of telegraphing through the water, and it has been claimed that messages have been sent and received in this way. No practically valuable results have yet been attained in this direction, however, though it would be foolish in this day to deny the probability of electricity being the ultimate solution of the whole question.

For the present the only possible reliance is on the perception of the eye and ear, and this is reached in a few ways only. Flags and similar contrivances, such as balls hung like flags, lights, whistles or horns or sirens, guns and bells are the only means in use outside of the system of motions known as "wig-wag."

Wig-wag is a set of motions to be made by a man in sight, but out of hearing of another man, by which words can be conveyed. The sender stands in as conspicuous a place as possible and holds in one hand, or in each hand, some object like a flag, a cap, a stick, anything he can get, which the eye will readily follow. Swinging this in certain ways he can talk in the Morse alphabet by dots and dashes, while the movements are indicated by certain attitudes arbitrarily settled and agreed upon. This system is officially recognized by the army and navy of the United States and England, and is in use also in the merchant service of both countries. It is simple and efficacious when circumstances allow of the two men seeing each other. In the dark or in a fog, of course, it is useless, though at night and under favorable circumstances communication may be had with lanterns under this system.

Lights, also useless or nearly so in a fog, are the main reliance of the mariner in trying to locate the vessel he may encounter at night. International law fixes the manner in which vessels shall carry these lights, and a penalty of \$300 is fixed by act of congress for any violation of the regulations. These rules prescribe that all ocean going steamers and steamers carrying sail shall carry at the foremast head a bright white light of such a character as to be visible on a

dark night, with a clear atmosphere, at a distance of at least five miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of twenty points of the compass, ten points on each side, or from dead ahead to two points abaft the beam on either side.

In addition to the white light at the masthead, the vessel must carry on the starboard side a green light and on the port side a red light, which must be visible at least two miles, and must show a uniform and unbroken light over an arc of ten points, namely, from dead ahead to two points abaft the beam. These side lights must be screened, so as not to be visible across the bows.

No better arrangement than this has been proposed, but a little reflection will show that this is very inadequate and unsatisfactory. Supposing that on a dark night the master of a vessel sees a red and a white light. He knows that he is looking at the port side of a vessel, but of course he cannot tell how far off she is, nor can he tell whether she is headed almost directly toward his own ship or whether she is actually traveling away from him.

Similar regulations are applied to the cases of other vessels, so that, according as the lookout sees white lights, red lights or green lights, he can judge whether he is encountering an ocean going steamer, a towing steamer, a vessel laying telegraphic cable, a sailing vessel, a pilot vessel, or some small craft. Flare lights are also used at intervals by certain vessels, but in actual practice it is found that even when the regulations are strictly followed, as they generally are, mistakes are often made by the observer.

These international regulations also prescribe that in case of fog, steam vessels under way shall sound a steam whistle at intervals of not more than one minute. Sail vessels under way must sound a fog horn at intervals of not more than five minutes, and steam and sail vessels not under way must sound a bell at intervals of not more than five minutes. Other craft, such as a canal boat or a raft, must sound a fog horn or some equivalent signal, which must make a sound equal to a steam whistle, at intervals of not more than two minutes. This is of course a measurable protection from the danger of collision, but as a matter of fact experience shows that these noises do not tell the listener how far off is the vessel signaling, nor, if the fog is heavy, in what direction she is.

Signals of various kinds may be and are given by long and short blasts of the whistle. The only ones prescribed in the rules quoted, aside from the fog signals just specified, are one, two and three short blasts. The first means, "I am directing my course to starboard;" the second, "I am directing my course to port;" and the third, "I am going full speed, astern." The use of these signals is optional, but the regulations say that if they are used, the vessel's course must be in accordance with the signal made. Nevertheless a custom obtains with many commanders of using three blasts to mean, "I am towing something."

Guns and rockets are also used as signals, but, excepting in the navy under special circumstances, they are signals of distress and are not used otherwise. Such, in outline, is the only system known by which the master of a vessel can learn the facts on which depend the safety of his ship, and possibly the lives of all on board. That it falls far short of the requirements of modern commerce, goes without saying, even in the comprehension of the landsmen, and among seamen the wonder is, not that a world's conference is now to be held, but that it was not held many years ago. For not only has the danger long been realized, but various intelligent and well directed efforts have been made to provide the remedy.

Quite a number of years ago Capt. Griffin, of the Pacific Mail steamship service, who had given much study to the question, prepared an elaborate (possibly too elaborate, though it was simple, too) code of signals, which he offered to the world for universal adoption. For it is evident that any code, to be of use to any one, must be understood and followed by all. His plan was studied and favorably received by many shipmasters, but nothing was done toward the adoption of it.

Later—it was about 1880—Capt. Barker, of the United States, prepared another code which was still more favorably received. It was investigated by some of the great transatlantic companies whose experts approved it. It was laid before the British admiralty and board of trade, and by both those bodies was favorably considered. Still nothing was done until by act of congress in 1888 the president was empowered to call the present conference.

As a matter of course, no intelligent captain is without his own ideas of what should be done to improve the system, and as the conference will invite suggestions, it is likely that many wise and possibly some foolish ideas will be presented for their consideration. Some suggestions, however, have been made by mariners who stand high in their profession, and seem well worthy of adoption.

It is noticeable that all insist on the code being made as simple as possible. There is no time for anything but the bare necessities when a collision is imminent. It is suggested that eight distinct signals of some sort seem indispensable—one for each fourth point of the compass—N., N. E., E., S. E., S., S. W., W., and N. W. Further suggestions are that there should be a standard of power for the whistles, horns, etc. Whistles are made that can be heard eight miles, but many are in use that cannot be heard more than two miles. It is also urged that the intervals between signals in case of fogs should be made less, that the whistle should be placed at the bow of a vessel, where its wave sounds will carry best, and that the regulation about "reduced speed," if it is retained, should be made more definite. By the present code the speed is not prescribed. FALES-CURTIS.

## Capital City Courier,

BURR BLOCK.

Lincoln, Neb., Aug. 1st, 1889.

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Having been asked repeatedly why we did not handle the better grades and finer qualities of Correspondence Papers and Fancy Papeteries, we have placed on sale the finest line of these goods ever brought to Lincoln.

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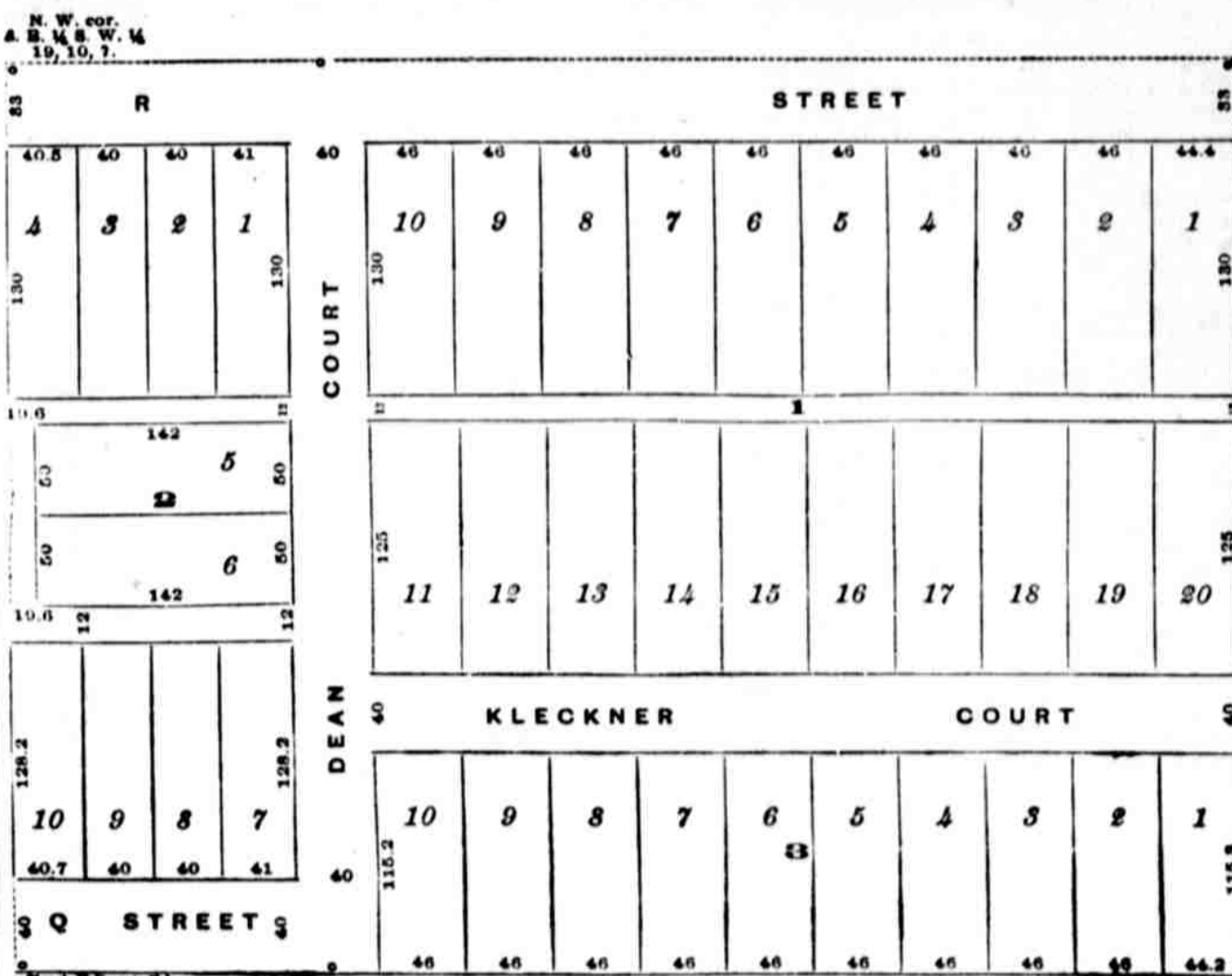
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