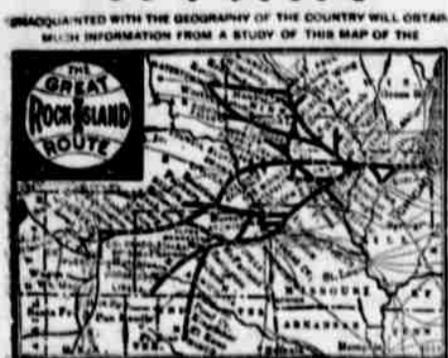




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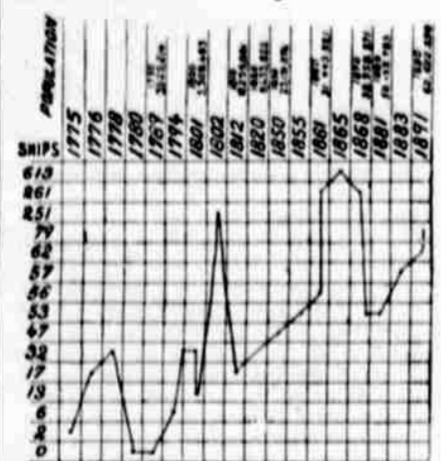
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OF THE AMERICAN NAVY

ITS BIRTH, EVOLUTION AND FLUCTUATION SINCE 1775.

It Was at the Best in 1865, When Uncle Sam Had More Than Six Hundred Vessels—Ships Now in Commission and Building.

[Special Correspondence.] NEW YORK, Nov. 5.—In view of the complications between the United States and Chili a brief review of the history of Uncle Sam's navy is not out of place. The following chart will show at a glance the changes in the number of vessels from the beginning of the existence of the United States to the present time:



The American navy began in 1775, when the colonies ordered the construction of two cruisers. At the outbreak of the Revolutionary war seventeen ships, varying in size from 600 to 1,000 tons, and carrying from ten to thirty-two guns were purchased, and by 1778 these had increased to thirty-two. From 1780 to 1789 there were no ships, the navy having been destroyed, sunk, captured or sold; but in 1794, six frigates, of which the Constitution was one, were ordered. Others were built until 1801, when from thirty-two the number was cut down to thirteen.

In 1802 the gunboat period set in, and these little boats were built until the country owned 251 of them. When the war of 1812 broke out we had seventeen cruisers afloat. The marvelous naval successes of the United States gave an undue importance to the few ships, but for all that congress, when the war closed, went back to the old policy. During the period from 1820 to 1855 the sailing cruisers built by this country reached their greatest development in strength, speed and efficiency. Such ships as the Franklin became the model of all naval architects. In 1850 we had afloat or under construction ten line of battle ships, one razer, fourteen frigates and twenty-two sloops of war, besides schooners. In 1855 we had fifty-three ships in all, and when the war broke out in 1861 fifty-six ships, carrying 3,000 guns.

We began the war with 261 ships, mostly purchased, and 22,000 men. We ended it with 613 ships and 58,500 men. During this time the genius of Ericsson had made the great advance of modern times in the building of warships when he conceived and built the turret monitor. It is not too much to say that he revolutionized naval architecture.

After the war the government got rid of its surplus ships as rapidly as possible, selling for \$7,000,000 that which had cost it \$15,000,000. It kept the best of them, and the country, after the life and death grapple it had just passed through, settled down to rest and get its breath. Under these circumstances and with the frightful war debt on it, to expect that the United States would spend money and effort to build ships was folly. What Americans wanted was peace. War and the semblance of war stank in their nostrils. Naturally they allowed England and the Continental nations to experiment in shipbuilding while sitting back themselves and looking on.

In 1881, public opinion having grown to the point of demanding that a navy be built according to modern ideas, congress passed a law appointing the first advisory board. This law was the first step toward the creation of our navy as it is now and will be in a few years. That board recommended that seventy unarmored cruisers be built. In 1883 the construction of three cruisers and a dispatch boat was authorized, and in 1885 five additional vessels were provided for. Up to and including the session last year twenty-five vessels were authorized, and the present navy of the United States is composed as follows:

Table with columns: Displacement, Speed, and various ship types including Armored vessels, Unarmored vessels, and Torpedo boats.

Of the old vessels there are still in the navy 7 steel and iron ships, 1 torpedo boat, 23 steam wooden vessels, 3 wooden steam receiving vessels, 12 iron and wooden steam tugs, 1 wooden practice vessel, 2 schoolships, 1 storeship and 6 receiving ships.

THE WORLD'S FAIR.

People Are Becoming Much Interested in the Work at the Grounds.

CHICAGO, Nov. 5.—In the way of travel to the southern outskirts of the city we are already getting a foretaste of what we may expect between New Year's day and Christmas of 1893. Although the suburban train and cable car service toward the south is probably the best of its kind in the country, and generally equal to double the demand made upon it, yet already it is being uncomfortably taxed, and I am told that on all lines the travel for the month of October was twice as large as ever before recorded for the same month.

On Sundays, especially, immense crowds of people, representing all classes and conditions of society, turn their faces toward the World's fair grounds, while it is becoming something of a fad for visitors from other places, no matter whether they are here on business or pleasure, or how little time they have at their disposal, to do the same thing. They seem to feel that they cannot afford to go away without taking a run down to Jackson park. And yet there is not so much for the ordinary visitor to see. A high board fence, with very few entrances, surrounds the grounds, and the number of permits that are issued to enable the favored ones to pass the Cerberus at the main entrance are decidedly few and far between.

Once inside, however, the visitor is struck with the activity that prevails and with the progress that has so far been made. Away over toward the west there is a noise that sets one's teeth on edge, diversified occasionally by a series of shrill whistles, and a sudden discharge of volumes of smoke from a big stack. These are the sawmills, where big forces of men are turning out immense quantities of lumber that are needed for the preparatory work on the various structures. From midnight on Monday morning until the same hour on the following Saturday night this work is not suspended for a moment. Only on the Sabbath do the saws and the engines and the men that operate them take a breathing spell.

Three gangs of men are employed, and from dusk until daybreak a score or more of big electric lamps shed something of a weird light upon the busy scene. Although they are turning out about a carload of lumber every hour, they are barely keeping up with what is demanded. A single building, that to be devoted to manufactures, has a maw that is simply ravenous. It is eating up the product of the mills at the rate of nearly 200,000 feet a day, and from the time the ground was broken up to today its appetite has been equal to nearly 4,000,000 feet.

This structure, by the way, will be a wonder, and were it to be the only feature of the fair it would amply repay the people who will come from the farthest point of the continent. The city hall of New York and the big music hall in St. Louis might be put into a corner of it and they would look like architectural dwarfs. Ten such structures as the public building in Philadelphia or the Auditorium in Chicago could be put under its roof and there would still be room for the biggest crowd of visitors that the liveliest imagination expects to see in any one building at one and the same time. To put it in another way, four-fifths of all the structures that comprised in the aggregate the Philadelphia centennial could find shelter within the four walls of this extraordinary structure.

On this building also work is being carried forward by day and by night. The foundations are practically completed, the greater portion of the flooring is done and the immense central truss will soon be in place. But it is the Women's building that will first have the honor of flying the flag that will denote final completion. In fact, the structure in which will be displayed the handicrafts of the gentler sex of two continents seems to have sprung up like a mushroom. Still, for all that, it is going to be not only substantial, but decidedly pleasing to the eye, so far as can be judged at the present time by the white roof lines and the immense quantities of ornamental friezes and decorative molding that is now being applied to hide the bare boards from sight.

More than satisfactory progress is also being made on the Transportation building, the greater part of which is rising for its exterior covering. The first floor of the Horticultural hall is in position and the second story will be very soon looming up. Little remains to be done on the foundation work of the Fine Arts building, and the structures to be devoted to the fisheries, the aquaria, as well as to electricity, agriculture and administration are well under way. Only preliminary work has so far been done on Machinery hall, but when the contractor starts in earnest an immense force of workers will be concentrated on this feature of the fair.

HENRY M. HUNT.

PAUL B. DU CHAILLA.

PHILADELPHIA, Nov. 5.—That noted Frenchman, Paul Belloni Du Chailla, who was born in Paris in 1835, but became an American citizen at the age of twenty-one, is of an elusive nature, having all the inherent idiosyncrasies of a great traveler and the restless energy of a man of brains. He may be in this city today, in Boston tomorrow, or in London next month. Nothing has come from his pen since the publication of "The Viking Age," by the Scribners, in 1887, but a leading publishing house on Broadway, New York city, is soon to issue some three or four volumes for boys' reading by him, of the legends, traditions, customs and history of the Norsemen, with tales and poetry of the Norseland. He has not been on the public platform since the years 1867-70, when he created such a furore; but during the coming winter he will again deliver a series of lectures treating of his African experiences and details of travel in many lands, in the leading cities of the United States. He is still a youthful looking man, short and wiry, and has aptly been described as "a bundle of nerves."



How to Shop for One's Wife.

To do a lady's shopping is one of the most difficult and disagreeable tasks which ever falls to the lot of a man. A man, unless he be a "man milliner," is no judge of the articles he is usually asked to buy, and he even has no intelligent opinion about them. Nor does he know what they should cost. There is no chance whatever that he will make a bargain. So as to reduce the chance of mistakes to a minimum a man when shopping for his wife should get from her before he starts out the minutest directions as to each article and write these directions in his notebook in full. He should learn what each article ought to cost and also inform himself where-in and how far he was to use his own discretion. With such directions, if a man will go to a shop and confess his ignorance and exhibit his orders, he will be taken charge of and provided with everything he desires. Some men are troubled with an inclination to think that they know it all. No better school of discipline could be devised for such men than to have to do a lady's shopping. That will take all the conceit out of them.

How to Save Stair Carpets.

Place a strip of very thick paper over the edge of each step, as that is where the carpet wears fastest. It should be about five inches wide and within an inch or so as long as the carpet is wide.

How to Dress for a Rainy Day.

This is one woman's way: She has discarded all sorts of rubber cloaks and wears a long woolen or waterproof circular, with pointed hood and no arm slits, except in winter or a very hard rain. She has a rainy day dress of good though not very expensive woolen material, which is not hurt by mud or rain. This comes out with the falling of the barometer. A little knack at lifting enables her to lift it when going up or down wet steps, so that it does not get very muddy. Of course there is a dark petticoat underneath it. After these garments are wet and muddy they are hung to dry, brushed and, if necessary, pressed. Rubber overshoes and gaiters protect the feet, and an umbrella and hat, minus ostrich feathers and velvet, both of which are changed by rain, completes this weather defying costume.

How to Remove a Particle from the Eye.

Take a horsehair and double it to make a loop. If the particle can be seen, lay the loop over it, close the eye gently and draw out the loop. It will nearly always bring the object with it. If the particle cannot be seen, raise the lid as high as possible and place the loop on the ball, widely extended, then close the eye and let the ball be rolled about a few times, after which draw the loop as before.

How to Clear Sugar.

Take a little gum arabic and a little isinglass dissolved in hot water and pour it in the sugar while the latter is boiling. It will cause all the sediment to boil to the top of the pan, where it must be skimmed off. Loaf sugar may be cleared with the white of an egg, isinglass or gum arabic.

How to Make a Cheap Paint for Outdoors.

Farmers will find the following a good receipt for making an excellent and cheap paint for outdoor buildings, fences and poultry houses: Take one-half bushel of good unslacked lime; slack it with boiling water, keeping it covered during the process, so that as little of the steam as possible may escape. Strain the liquid through a sieve and add to it a peck of salt dissolved in warm water and three pounds of ground rice boiled to a thin paste. Stir in boiling hot one-half pound of Spanish whiting, one pound of white glue and five gallons of hot water. Let the mixture stand a few days, covered from dust, and apply hot with a white-wash brush. If another color than white be desired, Spanish brown, yellow ochre or other colors may be added with the exception of green. This is a good paint for all outdoor woodwork, brick or stone.

How to Cure Rattlesnake Bite.

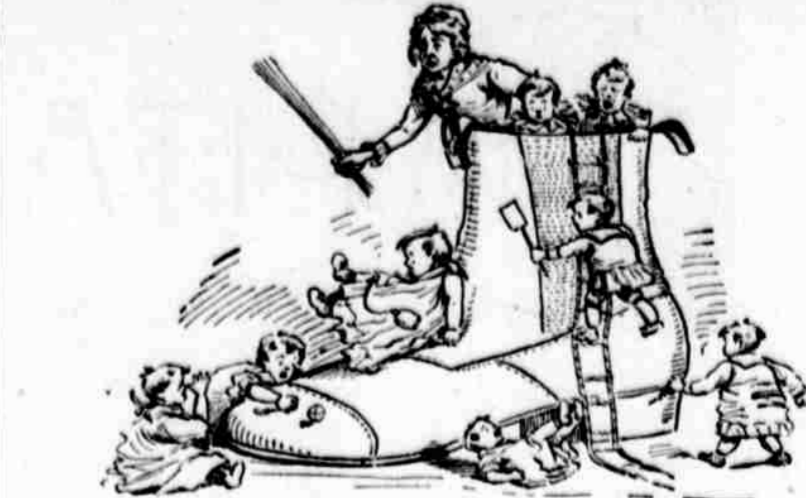
Out of many experimented with, the following receipt has proved the greater success: Iodide of potassium 4 grains, corrosive sublimate 2 grains, bromine 5 drams. It must be kept in a glass vial well stoppered, as the air affects it. Ten drops diluted in two tablespoonfuls of whiskey or brandy is the first dose. It may be repeated in one hour or two if relief is not secured, or a third the amount may be given sooner. Dr. Hammond often had occasion to test this in the Rocky mountains and gives it the preference.

How to Make a Good Salad Dressing.

Be a niggard with vinegar and a prodigal with oil. In these few words lies the secret of salad dressing. Take one-quarter of a tablespoonful of salt; three drops of tumeric sauce or an equivalent amount of red pepper; half a salt spoonful of black pepper; one-tablespoonful of vinegar and three and one-half tablespoonfuls of oil. Rub all these ingredients together in the bottom of a soap plate with the back of a fork, and the dressing is made. A salad is usually much improved by the addition of a piece of bread on which garlic has been grated or by the insertion of a few slices of onion.

How to Make Pillow Shams Stay Up Without Holders.

Fasten tapes or narrow elastics at the upper corners of the shams, placing them across the corners so they cut off triangles. The elastics can then be slipped over the upper corners of the pillows, and if the latter are show pillows, big and fat and stuffed with excelsior, they can be lifted off, shams and all, at night.



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