

THE DAILY BEE

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RAILWAY TIME TABLE.

THE CARB, CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA RAILROAD.

Leave Omaha—Passenger No. 1, 5:30 a. m. Arrive Omaha—Passenger No. 1, 5:30 p. m. Accommodation No. 1, 10:30 a. m. Accommodation No. 2, 10:30 p. m.

Leave Omaha—Passenger No. 2, 5:30 a. m. Arrive Omaha—Passenger No. 2, 5:30 p. m. Accommodation No. 2, 10:30 a. m. Accommodation No. 3, 10:30 p. m.

Leave Omaha—Passenger No. 3, 5:30 a. m. Arrive Omaha—Passenger No. 3, 5:30 p. m. Accommodation No. 3, 10:30 a. m. Accommodation No. 4, 10:30 p. m.

Leave Omaha—Passenger No. 4, 5:30 a. m. Arrive Omaha—Passenger No. 4, 5:30 p. m. Accommodation No. 4, 10:30 a. m. Accommodation No. 5, 10:30 p. m.

Leave Omaha—Passenger No. 5, 5:30 a. m. Arrive Omaha—Passenger No. 5, 5:30 p. m. Accommodation No. 5, 10:30 a. m. Accommodation No. 6, 10:30 p. m.

Leave Omaha—Passenger No. 6, 5:30 a. m. Arrive Omaha—Passenger No. 6, 5:30 p. m. Accommodation No. 6, 10:30 a. m. Accommodation No. 7, 10:30 p. m.

Leave Omaha—Passenger No. 7, 5:30 a. m. Arrive Omaha—Passenger No. 7, 5:30 p. m. Accommodation No. 7, 10:30 a. m. Accommodation No. 8, 10:30 p. m.

Leave Omaha—Passenger No. 8, 5:30 a. m. Arrive Omaha—Passenger No. 8, 5:30 p. m. Accommodation No. 8, 10:30 a. m. Accommodation No. 9, 10:30 p. m.

Leave Omaha—Passenger No. 9, 5:30 a. m. Arrive Omaha—Passenger No. 9, 5:30 p. m. Accommodation No. 9, 10:30 a. m. Accommodation No. 10, 10:30 p. m.

Leave Omaha—Passenger No. 10, 5:30 a. m. Arrive Omaha—Passenger No. 10, 5:30 p. m. Accommodation No. 10, 10:30 a. m. Accommodation No. 11, 10:30 p. m.

Leave Omaha—Passenger No. 11, 5:30 a. m. Arrive Omaha—Passenger No. 11, 5:30 p. m. Accommodation No. 11, 10:30 a. m. Accommodation No. 12, 10:30 p. m.

Leave Omaha—Passenger No. 12, 5:30 a. m. Arrive Omaha—Passenger No. 12, 5:30 p. m. Accommodation No. 12, 10:30 a. m. Accommodation No. 13, 10:30 p. m.

Leave Omaha—Passenger No. 13, 5:30 a. m. Arrive Omaha—Passenger No. 13, 5:30 p. m. Accommodation No. 13, 10:30 a. m. Accommodation No. 14, 10:30 p. m.

Leave Omaha—Passenger No. 14, 5:30 a. m. Arrive Omaha—Passenger No. 14, 5:30 p. m. Accommodation No. 14, 10:30 a. m. Accommodation No. 15, 10:30 p. m.

Leave Omaha—Passenger No. 15, 5:30 a. m. Arrive Omaha—Passenger No. 15, 5:30 p. m. Accommodation No. 15, 10:30 a. m. Accommodation No. 16, 10:30 p. m.

Leave Omaha—Passenger No. 16, 5:30 a. m. Arrive Omaha—Passenger No. 16, 5:30 p. m. Accommodation No. 16, 10:30 a. m. Accommodation No. 17, 10:30 p. m.

Leave Omaha—Passenger No. 17, 5:30 a. m. Arrive Omaha—Passenger No. 17, 5:30 p. m. Accommodation No. 17, 10:30 a. m. Accommodation No. 18, 10:30 p. m.

Leave Omaha—Passenger No. 18, 5:30 a. m. Arrive Omaha—Passenger No. 18, 5:30 p. m. Accommodation No. 18, 10:30 a. m. Accommodation No. 19, 10:30 p. m.

Leave Omaha—Passenger No. 19, 5:30 a. m. Arrive Omaha—Passenger No. 19, 5:30 p. m. Accommodation No. 19, 10:30 a. m. Accommodation No. 20, 10:30 p. m.

Leave Omaha—Passenger No. 20, 5:30 a. m. Arrive Omaha—Passenger No. 20, 5:30 p. m. Accommodation No. 20, 10:30 a. m. Accommodation No. 21, 10:30 p. m.

Leave Omaha—Passenger No. 21, 5:30 a. m. Arrive Omaha—Passenger No. 21, 5:30 p. m. Accommodation No. 21, 10:30 a. m. Accommodation No. 22, 10:30 p. m.

Leave Omaha—Passenger No. 22, 5:30 a. m. Arrive Omaha—Passenger No. 22, 5:30 p. m. Accommodation No. 22, 10:30 a. m. Accommodation No. 23, 10:30 p. m.

Leave Omaha—Passenger No. 23, 5:30 a. m. Arrive Omaha—Passenger No. 23, 5:30 p. m. Accommodation No. 23, 10:30 a. m. Accommodation No. 24, 10:30 p. m.

Leave Omaha—Passenger No. 24, 5:30 a. m. Arrive Omaha—Passenger No. 24, 5:30 p. m. Accommodation No. 24, 10:30 a. m. Accommodation No. 25, 10:30 p. m.

Leave Omaha—Passenger No. 25, 5:30 a. m. Arrive Omaha—Passenger No. 25, 5:30 p. m. Accommodation No. 25, 10:30 a. m. Accommodation No. 26, 10:30 p. m.

Leave Omaha—Passenger No. 26, 5:30 a. m. Arrive Omaha—Passenger No. 26, 5:30 p. m. Accommodation No. 26, 10:30 a. m. Accommodation No. 27, 10:30 p. m.

Leave Omaha—Passenger No. 27, 5:30 a. m. Arrive Omaha—Passenger No. 27, 5:30 p. m. Accommodation No. 27, 10:30 a. m. Accommodation No. 28, 10:30 p. m.

Leave Omaha—Passenger No. 28, 5:30 a. m. Arrive Omaha—Passenger No. 28, 5:30 p. m. Accommodation No. 28, 10:30 a. m. Accommodation No. 29, 10:30 p. m.

Leave Omaha—Passenger No. 29, 5:30 a. m. Arrive Omaha—Passenger No. 29, 5:30 p. m. Accommodation No. 29, 10:30 a. m. Accommodation No. 30, 10:30 p. m.

Leave Omaha—Passenger No. 30, 5:30 a. m. Arrive Omaha—Passenger No. 30, 5:30 p. m. Accommodation No. 30, 10:30 a. m. Accommodation No. 31, 10:30 p. m.

Leave Omaha—Passenger No. 31, 5:30 a. m. Arrive Omaha—Passenger No. 31, 5:30 p. m. Accommodation No. 31, 10:30 a. m. Accommodation No. 32, 10:30 p. m.

Leave Omaha—Passenger No. 32, 5:30 a. m. Arrive Omaha—Passenger No. 32, 5:30 p. m. Accommodation No. 32, 10:30 a. m. Accommodation No. 33, 10:30 p. m.

Leave Omaha—Passenger No. 33, 5:30 a. m. Arrive Omaha—Passenger No. 33, 5:30 p. m. Accommodation No. 33, 10:30 a. m. Accommodation No. 34, 10:30 p. m.

Leave Omaha—Passenger No. 34, 5:30 a. m. Arrive Omaha—Passenger No. 34, 5:30 p. m. Accommodation No. 34, 10:30 a. m. Accommodation No. 35, 10:30 p. m.

Leave Omaha—Passenger No. 35, 5:30 a. m. Arrive Omaha—Passenger No. 35, 5:30 p. m. Accommodation No. 35, 10:30 a. m. Accommodation No. 36, 10:30 p. m.

Leave Omaha—Passenger No. 36, 5:30 a. m. Arrive Omaha—Passenger No. 36, 5:30 p. m. Accommodation No. 36, 10:30 a. m. Accommodation No. 37, 10:30 p. m.

Leave Omaha—Passenger No. 37, 5:30 a. m. Arrive Omaha—Passenger No. 37, 5:30 p. m. Accommodation No. 37, 10:30 a. m. Accommodation No. 38, 10:30 p. m.

Leave Omaha—Passenger No. 38, 5:30 a. m. Arrive Omaha—Passenger No. 38, 5:30 p. m. Accommodation No. 38, 10:30 a. m. Accommodation No. 39, 10:30 p. m.

Leave Omaha—Passenger No. 39, 5:30 a. m. Arrive Omaha—Passenger No. 39, 5:30 p. m. Accommodation No. 39, 10:30 a. m. Accommodation No. 40, 10:30 p. m.

Leave Omaha—Passenger No. 40, 5:30 a. m. Arrive Omaha—Passenger No. 40, 5:30 p. m. Accommodation No. 40, 10:30 a. m. Accommodation No. 41, 10:30 p. m.

Leave Omaha—Passenger No. 41, 5:30 a. m. Arrive Omaha—Passenger No. 41, 5:30 p. m. Accommodation No. 41, 10:30 a. m. Accommodation No. 42, 10:30 p. m.

Leave Omaha—Passenger No. 42, 5:30 a. m. Arrive Omaha—Passenger No. 42, 5:30 p. m. Accommodation No. 42, 10:30 a. m. Accommodation No. 43, 10:30 p. m.

Leave Omaha—Passenger No. 43, 5:30 a. m. Arrive Omaha—Passenger No. 43, 5:30 p. m. Accommodation No. 43, 10:30 a. m. Accommodation No. 44, 10:30 p. m.

Leave Omaha—Passenger No. 44, 5:30 a. m. Arrive Omaha—Passenger No. 44, 5:30 p. m. Accommodation No. 44, 10:30 a. m. Accommodation No. 45, 10:30 p. m.

Leave Omaha—Passenger No. 45, 5:30 a. m. Arrive Omaha—Passenger No. 45, 5:30 p. m. Accommodation No. 45, 10:30 a. m. Accommodation No. 46, 10:30 p. m.

Leave Omaha—Passenger No. 46, 5:30 a. m. Arrive Omaha—Passenger No. 46, 5:30 p. m. Accommodation No. 46, 10:30 a. m. Accommodation No. 47, 10:30 p. m.

Leave Omaha—Passenger No. 47, 5:30 a. m. Arrive Omaha—Passenger No. 47, 5:30 p. m. Accommodation No. 47, 10:30 a. m. Accommodation No. 48, 10:30 p. m.

Leave Omaha—Passenger No. 48, 5:30 a. m. Arrive Omaha—Passenger No. 48, 5:30 p. m. Accommodation No. 48, 10:30 a. m. Accommodation No. 49, 10:30 p. m.

Leave Omaha—Passenger No. 49, 5:30 a. m. Arrive Omaha—Passenger No. 49, 5:30 p. m. Accommodation No. 49, 10:30 a. m. Accommodation No. 50, 10:30 p. m.

Leave Omaha—Passenger No. 50, 5:30 a. m. Arrive Omaha—Passenger No. 50, 5:30 p. m. Accommodation No. 50, 10:30 a. m. Accommodation No. 51, 10:30 p. m.

Leave Omaha—Passenger No. 51, 5:30 a. m. Arrive Omaha—Passenger No. 51, 5:30 p. m. Accommodation No. 51, 10:30 a. m. Accommodation No. 52, 10:30 p. m.

Leave Omaha—Passenger No. 52, 5:30 a. m. Arrive Omaha—Passenger No. 52, 5:30 p. m. Accommodation No. 52, 10:30 a. m. Accommodation No. 53, 10:30 p. m.

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1417 Farnham St. Old stand of Jacob & Co. — Office on Telegraph Building.

AN OCEAN MONSTER.

The Cuttle-Fish in Romance and in Nature—Some Marine Monsters.

New York Times.

Among the many animals that attract attention for their seemingly sensational appearance, none are so little, and at the same time so well known in a general way, as those forming the class Cephalopoda.

namely, squids, cuttle-fish, etc. They are principally known to the general public as forming the material upon which Victor Hugo based his romance, "The Toilers of the Sea," but the history of their lives and habits, and the story of their ancestry, has only been written by the scientist, and often couched in language by no means attractive to the unscientific reader. So it is that the "squids," "cuttle-fishes," "calmays," "pulpoes," etc., are terms strangely confounded and conveying various startling meanings to the average reader. The class includes the squid, octopus, spirula, nautilus, and argonaut among living forms, and such extinct creatures as the orthoceras, goniatites, ammonites, etc.

The finest collection of the first mentioned, probably in this or any other country, can be seen in the museum of Yale college, while the Hall collection of fossils in the museum at Central park is extremely rich in the extinct forms. The squids are the most striking members of the class, and, especially the gigantic ones, might well be called the kings of the mollusca, both on account of their size and the fact that they form a part of the highest division of the animals we commonly call "shells." Although these huge creatures have only been thoroughly examined by scientific men within a few years, they were heralded by the most extraordinary descriptions by writers like Hugo and Michelet, who relied upon indifferent information and sailor's yarns for their material, and when facts seemed insufficient, their more imaginative powers were brought into play with telling effect. The latter writer refers to the squid in the following: "In the more ancient formations of the world we find two murderers, a NIPPER AND A SUCKER. The first is revealed to us by the imprint of the trilobite, an order now lost, the most destructive of extinct beings. The second subsists in one gigantic fragment, a beak nearly two feet long, which was that of a great sucker or cuttle-fish (Sepia). If the other parts are in proportion to this, there have been enormous, its ventose invincible arms or perhaps twenty or thirty feet, like those of some monstrous spider. The sucker of the world, soft and gelatinous, it is himself. In making war upon the mollusks he remains mollusk himself, that is to say, always an embryo. He presents the strange, almost ridiculous, appearance of an embryo going to war; of a fetus furious and cruel, soft and transparent, but tenacious, breathing with a murmurous breath, for it is not for food alone that it makes war; it has the wish to destroy. Satiated and even bursting, it still destroys. Without defensive armor under its threatening mureurs there is no peace. It is itself a terrible, a terrible, a terrible enemy. It throws about its long arms, or rather thongs, armed with suckers at random." Pliny, Aristotle, and, later, Olaus Magnus and Denis de Montfort did much to throw a halo of romance about these creatures. Pliny the ancient relates his history of an enormous cuttle-fish which haunted the coast of Spain, destroying the fishing grounds and causing great losses to the fisherman. He tells us that the creature, as terror, to the followers of the craft. He states that the monster was finally taken, and that it weighed 1,500 pounds, and that its arms were thirty feet in length. This, as later developments have shown, was within the bounds of possibility. A well-authenticated fact is related by Lieutenant Bayer of the French navy. M. Sabin Berthelot also read a paper on the cuttle-fish before the Academie des sciences. Lieutenant Bayer's ship was between Teheriff and Madeira when she fell in with a gigantic "calmany," not less according to the account, than fifty feet long, without reckoning its formidable arms, covered with suckers, and about twenty feet in circumference at the largest part. The head terminating in many arms of enormous size, the other extremity terminating in two fleshy lobes, or fins, of great size, the weight of the whole being estimated at 4,000 pounds; the flesh was soft, glutinous, and of redish brick color. The commandant wishing in the interests of science, to secure the monster, actually engaged it in battle. Numerous shots were aimed at it, but the balls traversed its thick and glutinous mass without causing it any vital injury. But after one of these attacks the waves were observed to be covered with foam and blood. And, singular to relate, a strong odor of musk was inhaled by the lookers on. The monster shot not having produced the desired results, harpoon were employed, but they took no hold on the soft, impalpable flesh of the marine monster. When it escaped from the harpoon it dived under the ship and came up on the other side. They succeeded at last in getting a harpoon to take and in passing a bow-line around the posterior of the animal, but when they attempted to hoist it out of the water the rope penetrated deeply into the flesh, and separated it into two parts, the head, with the arms and tentacles, dropping into the sea and making off, while the fins and posterior parts were brought on board, and found to weigh over forty pounds. The crew were eager to give chase and would have launched a boat, but the captain refused, fearing that the animal might capsize it. They judged that it carried at least a barrel of ink or sepia. Prof. Verrill, of Yale, has investigated the history of these creatures with great thoroughness, and referring to earlier accounts of them, he gives great credit to Professor Steadman for his works on the subject. The latter has given accounts of many extremely large specimens. In one found by Captain Hyzant, in 1865, the pen was six feet in length. According to Jeffery, a huge cephalopod was stranded in 1860 between Hillswick and Seaway, on the west coast of Shetland. "From a communication received from Professor Allman,"

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