THE DAILY BEE

LMAHA PUBLISHING CO., PROPRIETORS 916 Farnham, bet. 9th and 10th Streets. TERMS OF SUBSCRIPTION. oe copy 1 year, in advance (postpaid) . . . \$10.00 ... 5.00 ... 8.00

RAILWAY TIME TABLE. INB CARD UNICAGO, ST. PAUL, MINNEAPOLIS AND OMAJIA RAILROAD

Leave Omaha—Passenger No. 2, 8:30 a. m. Accommodation No. 4, 1:0 tp. m. Arrive Omaha—Passenger No. 1, 5:20 p. m. Accommodation No. 3, 10:50 a. m. LEAVING ONAHA RAST OR SOUTH BOUND

C., B. & Q. 7:40 a. m.—3:40 p. m. C. & N. W., 7:40 a. m.—3:40 p. m. C., B. I. & P., 7:40 a. m.—3:40 p. m. K. C., St. J. & C. S., leaves at S a. m. and 6:3 m. Arrives at St. Louis at 6:30 a. m. and 5:50

WHEN OR BOTTHWESTS.

West OR SOUTHWESTS.

E. & M. is Neb., Through Express, 8:50 a. m. B. & M. is Neb., Through Express, 8:50 a. m. U. P. Overland Express, 19:16 p. m. O. & R. V. for Lincoln, 11:45 a. m. O. & R. V. for Secola, 9:40 a. m. U. P. freight No. 5, 5:30 a. m. U. P. freight No. 9, 8:30 a. m. U. P. freight No. 13, 2:50 p. m. U. P. freight No. 13, 2:50 p. m. U. P. freight No. 14, 11:30 p. m. — emigrant, P. Denver express, 7:35 p. m. U. P. Ireleht No. 11, 11:30 p. m. U. P. benver treight, 8:25 p. m.

ARRIVING- PROM MAST AND SOUTH,

 b. & Q. 5:00 a. m.—7:25 p. m.
 a. N. W., 0:45 a. m.—7:25 p. m.
 b. J. & P., 0:15 a. m.—9:05 p. m.
 c. J. L. Jee & C. B., 7:40 a. m.—6:45 p. m. ARRIVING PROM THE WEST AND SOUTHWEST. A. R. V. from Lincoin—1.08 p. m.
J. P. Pacific Express—3:25 p. in.
A. M. in Neb., Through Express—4:15 p. m.
A. M. Lincoin Express—9:40 s. m.
P. Denver express, 7:25 a. m.
P. Freight No. 14—2:50 p. m.
P. Freight No. 14, 12:15 p. m.
P. freight No. 14, 12:15 p. m.
P. freight No. 14, 12:15 p. m.

No. 8-9:00 p. m. No. 12-1:45 a. m. Denver freight, 1:10 a. m.? R. V. mixed, ar. 4:45 p. m. DUNNE WHATER DEPUNE ONAULA AND

COUNTY THAT'S REFERENCE ONAIR AND COUNTER HUFFS.

Leave Omaha at 8:00, 9:00, 10:00 and 11:00 m; 1:0 2:00, 8:00, 4:00 and 6:00 p, m.

Leave Council Bluffs at 8:25, 9:25, 10:25 and 1:25 a, m; 1:25, 2:25, 3:25, 4:25 and 6:25 p, m.

Bun-ays—The dummy leaves Omaha as 9:00 and 1:00 a, m; 2:00, 4:00 and 6:00 p, m. Leaves Council Bluffs at 9:25 and 11:25 a, m; 2:25, 4:25 and 6:25 p, m. and 5:25 p. m.

Through and local passenger trains between Omaha and Council Bluffs. Leave Omaha—6:15, 7:45, 8:50 a. m.; 3:40, 5:45, 6:00 p. m. Arrive Omaha—7:40, 11:35, 11:45 a. m.; 5:40, 7:05, 7:16, Opening and Closing of Mails.

OPEN. CLOSE Wabash Boux City and Pacific. Union Pacific. Omnia & P. V. B. & M. in Neb. 4:00 8:10 6:00 7:30 Omana & Sioux City.... 10:30 6:00

B. & M. Lincoln...... 10:30 6:00

U. P. Lincoln, Sunday.... 9:00 6:30

J. P. Denver Exp...... 9:00 6:30

C. Sloux City & St. P... 11:00 2:40

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Office open Sundays from 12 m. to 1 p. m.

THOS. F HALL P M.

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A THRILLING TALE,

Forty-Fix Days Adrift on the Ocean in an Open Boat.

The Burning of the Ship "Milton'

wooden ship, built in Nova Scotia, nearest land.

A THRILLING STORY.

The story of suffering and peril which these people relate is not sur passed in interest by anything in the terrible annals of shipwreck. It rivals in remarkable incidents and the fortitude and devotion of the Charles Reade's thrilling story of Charles Reade's thrilling story of The ortitude and devotion of the woman story of the loss of the Milton has already been told in a sailor's way by the survivors previously brought into

Upon the arrival of the Newbern Captain McArthur and his family took a carriage and drove to the Devon House, on Market street, which is a resort for sea captains and where rooms had been engaged for them. A reporter of The Chronicle called there soon after their arrival, and was shown to their rooms. The Captain had gone down town to telegraph to the relatives of himself and wife in the east the news of their safety. His wife, a matronly looking lady, with a little rosy-cheeked, blue-eyed chubby earn stness. "Just before we reachboy in a sailor suit at her knee, and a three-pound baby on her lap, received ed up by a schooner, we had eaten up the reporter. She is a pleasant, mild everything but the shreds left on a the reporter. She is a pleasant, mild spoken woman, with light hair, gray eyes and cheeks on which the roses were struggling out through the tan of her exposure and the pallor of her terrible suffering and sickness, although she was very weak and reduced in flesh.

"You have had a terrible experience?" said the reporter.
"Yes, indeed," she replied, "I hope human being may never have the like Then in compliance with the again." request of the reporter she told the

a half ago, at Maitland, Novia Scotia, at the head of the Bay of Fundy. That is my native place, and my hus-A sure cure for Slind, Bleeding, itening and Ulcerated Piles has been discovered by Dr. William's Indian Olntment. A single hox has cured the worst chronic cuses of 25 or 30 years standing. No one need suffer five nimities after applying this wonderful soothing medicine. Lotions, instruments and electuaries do more harm than good. William's Olntment absorbs the tumors, allays the intense itching, (particulasly at night after getting awm in bed.) acts as a poultice, gives in stant and painless relief, and is prepared only for Piles, itching of the private parts, and for nothing else. was, just after dinner, the mate came to the cabin, and said that the coals tism, and could scarcely move a fincould not control the fire."

THE SHIP ABANDONED. Ship would explode with the gas from the burning coal continued in the ship could not be saved, he took to the three boats. He got out water provisions and bedding, as much as he called to furnish the boats. They lay by the vessel until she burned to the water, for she seemed company to us out there alone in the Pacific. She was a fine ship, and we loved her as our there alone in the Pacific. She was a fine ship, and we loved her as our there alone in the Pacific. She was a fine ship, and we loved her as our there alone in the Pacific. She was a fine ship to the treatment does not eff cf a cure.

C. f. Goodman, Druggist, Sole, Wholesale and water, for she seemed company to us out there alone in the Pacific. She was a fine ship to the call they were bound to Cerras island [85 miles up the coast from St. Roque] for some material for dyeing which they got there. They took us all aboard and troated us very kindly, supplying our wants.

They were bound to g cold when the water drenched us to the skin, as it frequently did when the wind blew hard and the boat took water. We had canvas to stretch over if I should ever see the folks at home ing the water that we had shipped, and this soon rotted the bed clothes completely. The mate's boat we lost sight of on Christmas day, and the other a few days later. Before the second boat left us we took the second mate out of her into our boat.

A SAIL IN SIGHT. "As the days were on our provisons and water got low and we suffered greatly from thirst. On the 16th of January, when we had been twenty-January, when we had been twentyfive days in the boat, we sighted a
vessel. We thought she was coming
for us. The crew were exhausted for
want of water and could not pull
much. We were on daily allowance
of a cupfull, and only three gallons
left. The Captain, to encourage
the men to do their best, gave them
all but one gallon when we saw the all but one gallon when we saw the ship tack. Then we thought the vessel was coming for us, but she was morely tacking. The next we saw of her she was standing away from us. The Captain and all hands stood up and shouted till their voices failed, take the treather all of our hands. and shouted till their voices failed, might be as well to go with him and and we waved signals, but the ship bore away from us and first the ship bore away from us, and finally disappeared. It was awful, and our water REAL ESTATE ACENCY,

16th and Oodge Sts., Omaha Neb.

This gency does are insured to " one instead ooks are insured to " one instead of the second as if a squall would come of the squared to " one instead of the squared to

up and go all around us, but not a drop of rain touched us.

BAGINOS OF THIRST. "After the disappointment with that versel we had to depend for water on what the Captain could get by condensation, and our sufferings from thirst were terrible. The Captain made a condenser out of a tin can and The steamer Newburn arrived last a piece of pipe. We had a chest that week, having on board Captain Me-Arthur of the British ship Milton, his wife, their two children, the carpenter and a seaman. The Milton was a we used to sit and watch and count wooden ship, built in Nova Scotia, owned in England, loaded with coals dripped into the tin. He could make from Newcastle and bound to this port under charter for wheat On the 22nd of last December the cargo was discovered to be on fire, and finding it impossible to fire. ing it impossible to extinguish the flames, the ship was abandoned, in latitude 3 degrees north and longitude 110 west, which is due west of the United States of Columbia and the sea, but still the thirst kept rag-Inited States of Columbia and some- ing worse and worse. It was madness thing over 1200 miles south of Cape itself. My little boys began to cry St. Lucas, Lower California, the for water, and my two year old baby, Frankie, lay moaning out of his parch ed mouth, and died in my lap of hunger and thirst. It was too much, too much. As I lay in the bottom of the boat with the little sufferers, and heard the swish of the sea against the sides of the boat, the memory of every drink I had ever enjoyed came back to tantalize me. I don't believe that I ever took a drink of cool water from my childhood up to the moment of leaving the ship that each circum-stance did not come back to my mind distinctly. And to look at all that water around us, so blue and clear and cool when we dipped our hands in the sea, it seemed very strange that we should be dying of thirst."

THE LAST MEAL. "Had you anything to eat?" inquir

ed the reporter. "Yes, we did," broke in the chub-by-faced little boy, who was playing peside his mother on the so'a. had ham and the big flying fish." "That was the last meal we had,

ed Cerrus island, where we were pick ham, when a big flying fish leaped out of the water and fell into the boat, and we ate him up greedily. Before allowance of canned meats.

LAND AT LAST. "We had reached this stage and the carpenter and one of the seamen had followed Frankie, when—on the 6th of February, I think it was—we reached a little barren island off the coast of Lower California, St. Roque, I think. [St. Reque is an island close

tures.

THE ILL-FATED VOYAGE.

"We left Newcastle on the 9th of August, and, until the ship took fire. had as pleasant a voyage as ever I had as a least sight of them. had as pleasant a voyage as ever I had and I've sailed in the Milton every trip she ever made. I was on her when she was launched two years and a half ago, at Maitland, Novia Scotia, might then see her and attract her notice. About two hours later we band's, and my parents and little seven-en-year-old daughter live there now. Captain hailed her, but they gave us A Sure Cure Found at Last! One week in Copenhagen, while I was no answer, although they came on unon shore, is the only time I ever til we were about a boat s length from
lived out of her while she was afloat. The men had actually not

"Then they took me and the boy on in the hold were on fire. The Captain was confined to his bed with rheumation was deniled accreed when the schooner and left the rest in the ger. I dressed him and he got up and set the men to fighting the fire. They worked all the afternoon and until 3 o'clock the next morning, but I learned from what I overheard them boat. The Captain of the schooner I learned from what I overheard them saying in Spanish that they thought we were pirates, and that there were more "The Captain was afraid that the of us around the island, and they be ship would explode with the gas from gan to get their knives ready for resis-

TOUCHES OF NATURE. "When I came to go ashore my trength failed and I couldn't walk down the part of the boat we slept in at night, but I used to beg the Captain to leave it off, so that I could look at home, and I felt homesick. When I was in the boat and they were all sufthe stars as I used to do, and wonder foring, and some dying around me, I again. In the morning there would be a great steam from the bottom of lay and looked at the stars, I should lay and looked at the stars, I should ever see them so again; but I hardly cried at all, not even when the child died of hunger and thirst in my lap. I seemed hardened; but the momen I put foot on shore it was all changed, and had to cry. I must even now."

The woman wiped the tears from her tanned cheek as she spoke.

'How old was the little boy you lost?' asked the reporter.

A handsome little pamphlet, blue and gold cover, with numerous engravings, will be "Two years, sir: but we didn't lose

him. Nay, sir, we didn't lose him; him; not even his little body, for we have that with us, now, in a little tin coffin that the Captain made to keep it; and he will be buried sshore.' "Did you never lose hope in all your terrible experience?" "Nay, sir; I can't say that ever I

completely gave up hope. I knew that we were under good protection and in safe hands, for I counted that God saw and cared for us. But I did



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