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A valuable 64 page treatise containing similar proof from every State in the U. S. Canals and Great Britain; will be mailed upon application. Any druggist not having it in stock will procure to order. Ask for Dr. Hair s Asthma Cure. DR. B. W. HAIR & SON, Prop's Cin'ti, O.

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Mrs. Kate Conkly, Proprietoress. Me Newly and elegantly furnished. Good sample ome on first floor. Terms - \$1.50 to \$2 per day, Special rates given members of the legislature. nov10-1 m-me



ing Prize. Rumors of the Repudiation of the Treaty Abolishing Privateering.

land and Russia, which must in some depres take the form of naval warfare, ang-**BEST TONIC** gests instantly the rich prize which lies ready to the hand of any power in con-flict with Great Britain in the enormous So t DR. J. L. MYERS, Fairfield, Lows, says:
"Brown's Iron Bitters is the best from medicine I have known in my 30 years" practice. I have found it specially beneficial in nervous or physical exhaustion, and in all debilitating allments that bear so heavily on the system. Use it freely in my own family." port to which the winds of heaven can carry a sail or engines can drive a steam-What the value of this prize is may Genuine has trade mark and crossed red lines on wrapper. Take no other. Made only by BROWN CHEMICAL CO., BALTIMORE, MD.

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all chronic, urinary and pri-vate diseases. Gonorrhœa, Gleet and Syphilis in all their complicated forms, also all diseases of the Skin and

Blood promptly relieved and permanently cured by reme-dies, tested in a Forty Years Special Practice. Seminal

Weakness, Night Losses by Dreams, Pimples on the Face, Lost Manhood, positively cured. There is no experimenting. The appropriate remedy is at once used in each case. Consultations, personal or by letter, sacredly confidential. Medicines sent by Mail and Express. No marks on package to indicate contents or sender. Address

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Evergreens, Small Fruits,

Floral Designs, Bouquets, Baskets, Etc., for Parties, Weddings and Fanerals a specialty, and sent to any part of the State. Sweet Potato and other vegetable plants in their season. Illustrated Catalogue free.

**Manhood Restored** 

Greenhouse,

Bedding Plants,

QUICKEST SELLING AND

ERY BEST OPERATING.

be gathered from the fellowing figures: In 1880, the figures for which happen o be nearest at hand, there were in the British mercantile marine 19,938 sailing vessels of 3,851,045 tons, and 5,247 steam vessels of 2,723,468 tons, making a total of 25,185 vessels of 6,574,513 tonr. The figures since that time show an increase in total tonnage, due to an increased number of steam vessels and a slight decrease in sailing ships. By these vessels, sailing to and from all ports of the world, the world's commerce-carrying has been almost monopolized. It is scarcely out of reason to say that three-fourths of the carrying trade of the sea is done on English bottoms.

What the United States May Gain by

The prospect of a war between Eng-

Such a Scare

It needs, therefore, no very careful case is thought to jump at the right conclusion that this fleet presents the possibilities of a rich harvest to any nation which can command a fleet of commerce destroyers. Prizes sufficient to tempt a thousand Captain Kidds are afloat on the water today, and the prospect of a war naturally whets the appetite of all in whom survives a trace of the old rover spirit which made the "bold privatear" of the early part of the century a prominent figure.

Considerable loose talk as to the bold privateer has been indulged in of late. It has been assumed as almost a settled fact that Russian enterprise will seize upon the chance, and that the sea will se studded with swift vessels under the czar's flag towing conveys of richly laden merchantmen to Russian ports and chuckling over the prospective jingle of gold that flows from the proceeding. The Englishman has little to gain from this ides. The whole of the Russian merhant marine-at least that part of it which can be reached by his ships-would scarcely yield an extra allowance of grog Russia the fear is groundless. as prize money for the English fleet. Naturally enough privateering does not coupy his thoughts much, except as it involves a danger to the mercantile flect

ON THE MORALITIES OF PRIVATEERING nuch has been written and much will yet be written before the world-except that ception of contraband of war." It is part of it which has most to lose-agrees in calling it "legalized piracy," a meaningless phrase conventionally, although right enough to the pure moralist who calls war "legalized murder."

t is his duty to protect.

But whether moral or not, the question of privateers is no longer a practical one as between England and Russia. would immediately seek the protection of the neutral flag. Capital is proverbially only a single rail to each train. Between timid; it might be proved in this case the two tracks is an unfall. "Privateering is, and remains, abolished," is the plain, unmistakable and brief sentence in the Declaration of Parls signed in 1856 by the representatives of all the maritime nations of the world, except—notable exceptions—the maritime neutral nation to secure a pormarity of the control of the control of the care of will be necessary to revert to this article again later, but it is mentioned here as being in singular juxta-

nations to repudiate that which hinders the riches of the commercial world from yielding tribute to its prowess. To be successful in only one or two ventures would be ample comtwo ventures would pensation for possible capture. There s, to be sure, no reason to suppose that the course suggested. Russis would be guilty of this breach of faith, which is as much binding her to were such a law repealed and the mer-France and to Prussia as to England, chants of the United States permitted to but treaties are frequently set aside, and they might be now if they interfere of capture, or the greater fear of capital, with the divine right to "sink, burn and the effect would be to largely rehabilitate destroy" an enemy's mercantile fleet. Were the cause discarded between the

Roses, Flowering Shrubbery, two powers England would be no better She could only do as she is doing to-day, add the swiftest of her mercantile steamers to her great navy, and arm them for the protection of her commerce, because, as has been stated, so few Russian ships are affoat as to be no at. business it sorely needs in a direction intraction from a prize money point of view. But it is in connection with these steamers of the mercantile marine that the word "privateer" finds its most frequent connection. The association is an absurd one. War will doubtless see Nearly 300 have been set down for such could not supply her, and would not do service, and of late all first class steamers so, and the nation which permitted itself built in accordance with certain struc. to be the base of operations against a tural ideas promulgated by the British admiralty have been enlisted, even while they existed only on the ship designer's france and the United States, there is drawings. It was pointed out in the Globe recently, and the statements therein made have been widely copied, that the British naval authorities have already so engaged or ready for service all of some lines and the greater portion of all the great ocean passenger float. of all the great ocean passenger fleets of steamers. Of 412 steamships of 1,262,-

303 tons, and valued at \$117,883,100. THE BRITISH ADMIRALITY HAVE THE "RE-

FUSAL" of nearly 300, each capable of carrying six 60-pounder guns at least, and some them of matchless capacity for speed, like the "ocean greyhounds" Oregon, Alasks, Arizma, City of Rome, City of Berlin, etc. These 412 are however, the fleets only of twenty lines. and there are at least an equal number of the smaller and less known companies which can be had ships empowering them to destroy trading for the asking. Are these paivateers? vessels.

PRIVATEER OR CRUISER? safe to say that such vessels now rated on the admiralty books are already practically commissioned into the navy. Indeed, many of them are to-day—perhaps the majority of them—officered by men of the royal naval reserve and manned by the blue-jackets who are also concerned, may be locked upon as obsothe masters are of the royal naval reserve, and the ships are practically under tion now is one worthy of careful attenroyal naval discipline. The change would be scarcely noticed on the fifty steamships of this great line, all of which are listed as possible cruisers. As an illustration of the power this item conveys let it be noted that two of these ships are over 5,000 tons burthen, 5,000horse power, ten of over 4,000 each, thirty-four averaging 3,000 or more. In British Indian waters the British India Steam Navigation company own seventyeight vessels varying from 4,650 tons to

commercial marine which crewds every the limits of reasonable space, for the sillicted. It cures liver and kidney com-sea and carries the "meteor flag" to every reader will notice that the great Atlantic plaint. fleets have not been enumerated. Sufficlent has been shown to make it plain that with such a fleet ready-made and manned, the power of Russia to do material harm to Great Britain's commerce by the few cruisers she can have at sea would be too small for serious consideration. Then another reason presents itself against Russia doing much harm to

Pacific squadron, are bottled up in the \$1,000 license. These are the chief Black sea and the Baltic. The more the case is examined the less reason is there believe that England's mercantile navy

DANGER FROM RUSSIAN CRUISERS. Historically, too, the ground for this security are reasonable. During the whole Crimean war only a few prizes captured on the high seas came into a British port. The writer of this article during hostilities. Russian vessels were cut out in the Baltic by the Valorous, Driver and Hecla, and in the sea of Azov the local shipping was destroyed by the French and British. The Russian frigate

Diana, of the Northern Pacific fleet, fluttered among the dove cotes a little, but it is not in recollection that a single English merchantman fell a victim to her. England's commercial fleet is secure against such an enemy as Russia. Against France, with an unobstructed sea coast, open to the ocean, and with ports accessible in all parts of the world, the British may well be on guard, but with

Yet there is reason for believing that the effect of a war would be disastrous to the English merchant marine. It lies in the scope of the second article of the same declaration of Paris mentioned above. That article specifies that "the neutral flag covers enemies' goods, with the exclaimed, perhaps unnecessarily, that the British merchant who has no contraband of war which would make the cargo liable to capture would not take the slight risk of capture from cruisers, but that he Privateering is, and remains, abol- that the existence of one active Russian

United States and Spain. An article in tion of the British carrying trade are thus center of the car and are calculated with the Nineteenth Century for February, great. If the ocean traffic should be thus one winding to drive it from one station L. Kirscht & Co. written before the present trouble be- diverted, who would fall heir to the to the next. Each station will contain a tween England and Russia gave the rich business seeking the enterprise? small stationary engine, which by alightest suggestion of a rupture between The cause would be at once that hun- cable attachment, will start the train the two countries, draw attention in dreds of fine steamers would lie idle in and propel it about twenty feet, durtones of alarm to the danger to England English waters for want of freight, while ing which time the springs will which lay under the seemingly humanita- the Dutch, French, Germans, Italians, be removed by a pinionattachment workrian ideas of the Declaration of Paris. It Danes or Norwegians would rush into ing in the teeth of the beam arm at the the business.

to regain its maritime supremacy at one line of posts made of four inch tubing. position with the reported utterances of stroke would be apparent. Suppose that Among the benefits claimed for the ina St. Petersburg paper that Russia must our merchants—many of whom have vention are light running expenses, lack "repudiate" the declaration. With large sums invested in vessels flying the of noise and jar, ability to mount England's great navy, with its vast possibilities of increase, it seems ressonable to trade under the stars and stripes? They weight on the tracks, and to Z. Stavens 913 N. 21st St. suppose that the cry against the binding could not do it. Long ere yessels could round curves at a high rate of

It is not intended here to argue against knows, find excellent arguments against easily raised or lowered in case their

But it seems a prima facie case, that the commercial marine, and make the United States soon what she once was,

THE SUCCESSFUL RIVAL OF BRITAIN in the business of carrying the world's products.

Thus the war might greatly benefit the United States, and give an impetus to

British navy, but every one of such vessels has for years been so registered. Nearly 300 have been set down for such plaintiff in the Alabama arbitration case to the plaintiff in the Alabama arbitration case could not supply her, and would not supply her, and would not supply her.

The reasons which pressed the United States to refuse to assent to the principle that "privateering is and remains abol-lahed" need not be discussed here. They are based on the common-sense idea that G. SVANSON. to do so would be to weaken yet further a nation which has but a weak navy. Of the morality of privateering Franklin spoke in no uncertain terms. In the negotiations for the treaty which recog-nized the independence of the United States in 1783 he proposed that Great

interest of the only power she was likely

concerned, may be looked upon as obsoenrolled in the service. On some of the lete. The danger to England's commerce lines, as the Peninsular and Oriental, all from the czar's cruisers, though not great, may cause a change of flags. The ques-

The Trouble Safely Over.

Stomach trouble is serious business while it lasts; but what a blessed relief to have it depart! Mrs. F. G. Wells, of 19 Atlantic street, Hartford, Conn. writes that she tried Brown's Iron Bit ters for stomach trouble, and that she experienced such relief that the trouble So the list might be extended beyond is now entirely over. She recommends this great iron medicine to all who are

MARYVILLE METHODS.

Missouri Town of Much Prom inence - Politics and Religion,

Correspondence of THE BEE, MARYVILLE, Mo., April 22 - The sea

We have five saloons each paying cause of our hard times. Mrs. Clara Hoffman lectured on prohibition to a full house last week,

Our chief attraction this week national reform convention in the M. E. church. It was a new thing for our people and excited much discussion. This convention was a concert of all the churches and on the religious amendment of the United States constitution. They saw the first and only one which reached one of the greatest English naval stations of divine as well as human law. In the constitution we now have no higher authority recognized than the will of the people, and therefore cannot decide questions of right and wrong except by majorities.

Nearly all the ministers of our city took an active part in the convention, also Mrs. M. M. Bailey, of Shenandoah, Rev. M. Gault and Rev. Rufus Johnson, of Blanchard, Ia., Judge Alderman, of this city and Rev. E. G. Alderman, of Kansas. The candidate for mayor at our last election was defeated on the ground of being an infidel. It does seem as if our government cannot remain neutral on the question of recognizing christian morals as its standard of legislation. It must be either infidel or christian. S. D.

To Run on One Rail,

From the New York Times. At Rockaway Beach there is now or exhibition a working model of the Allen Elevated railway, invented by Norman Allen. He has invented a car propelled by a spring for a short distance route, and for long distances he uses a blejcle engine for motive power. The trains are only a single rail to each train. Detween the two tracks is an upright frame surmounted by a double grooved rail, on which runs a wheel at-who will find it to their interest to order some and who will find it to their interest to order some and who will find it to their interest to order some and who will find it to their interest to order some and of the tracks of the customers an opportunity to try it. side of the track. The superstructure The opportunity for the United States for the road is to be erected on a single

suppose that the cry against the binding force of the declaration by which privateering is abolished is that of a very small minority in Great Britain.

The conditions are reversed in Russia. Her ships are few and far between; privateering suggests an easy remedy for the lack of a fleet, and the prize in view is sufficient to tempt the most moral of spend without an increase of friction. The tracks for long distance roads are to be constructed the same as for the city roads. The bicycle engine will weigh less than ten tons, and is to be constructed with a fifteen-foot driving wheel running between the two boilers. The driving shaft works over the boilers.

The driving shaft works over the boilers. The driving shaft works over the boilers, With a bicycle engine on an Allen track at the rate of two miles a minute. The uprights for the structure are supplied with a device which enables them to be foundations settle.

> SICK HEADACHE, -Thousands who have suffered intensely with sick headache say that Hood's Sarsaparilla has completely cured them. One gentleman thus re-lieved, writes: "Hood's Sarsaparilla is worth its weight in gold." Reader, if you are a sufferer with sick headache, give Hood's Sarsaparilla a trial. It will do you positive good. Made by C. I Hood & Co., Lowell, Mass Sold by all druggists. 100 Doses One Dollar.

A Razer He Could Reccommend. "I sells you dot razor for a tollar, said a peddler; "dot's a fine razor." "But I tell you I never shave myself. The last time I tried it I cut myself

"Cut yoursellof? I give you my vort of

When Baby was sick, we gave her Castoria When she was a Child, she cried for Castoria, When she became Miss, she clung to Castoria, When she had Children, she gave them Castoria,

C. SVANSON & CO 1116 Farnam, Bet 11th and 12th St.,

Without entering into the intricacles of international maritime law-a matter no pne pretends is an exact science—it is Paris, that to accept this convention is faction gua anteed.

A PROMPT, SAFE, SURE OURE For Coughs, Sore Thront, Honracoes, Influence, Colds, Bronchitls, Croup, Whooping Cough, Asthma, Quinay, Pains in Chest, and other affections of the Thront and Lungs. Price 30 cents a bottle. Sold by Druggists and Dealets.

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THE CHARLES A. FOURLER COMPANY,
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British ships. At the utmost she could but "sink, burn and destroy," without the power to carry her prizes into port to be condemned. The few cruisers thus locse would be soon reduced to seek coal; a short life, if a merry one, would be short life, if a merry one, would be the result, with the seas swarming with English vessels, for the Russian navy, save the few ships of the Pacific squadron, are bottled up in the

A Positive Written Guarantee MARRIAGE GUIDE!

Seeking perfect restoration to health, full manhood and sexual vigor without Stomach Drugging, should send for Treatise on the Marston Bolus. Young men and others who suffer from nervous and physical debility, exhausted vitality, prepature decline, Varicoccle, &c., are specially benefited by consulting its contents. Diseases of the Prostate Gland, Kidneys and Bladder effectually cured. Endorsed by thousands who have been cured. Adopted in Hospitals and by Physicians in Europe and America. Sealed Treatise free. Address MARSTON REMEDY CO. or Da. H. TRESKOW, 46 West 14th St., New York.

46 West 14th St., New York. \$50 REWARD \$50 LOWSHARE PLUC TOBACCO. "The Dime Cute"
must be as LARCE and as COOD ev'ryway.
Wirth & Dickie, 60 & 62 Wabash Ave., Chicago

This brand is a happy combination of fine, young DELICIOUS FLAVOR

and it just meets the taste of a large number of chewers.

Orders for "Plowshare" are coming in rapidly from all parts of the country, demonstrating how quickly the great army of chewers strike a good combination of Tobacco, both as to quality and quantity. Messrs Lorillard & Co. have exercised no little time and labor in endeavoring to reach the Acme of Perfection in Plowshare, and seem to have done it. Besides the Trox carry curs of Plowshare are

car wheels are mounted on swivels which ask Your Dealer for Plowshare Dealers supplied by Groneweg & Sctoentgen, Council Bluffs

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A FINE LINE OF

The remarkable growth of Omata during the last few years is a matter of great astonishment to those who pay an occasional visit to this growing city. The development of the Stock Yards—the necessity of the Belt Line Road—the finely paved streets—the hundreds of new residences and costly business blocks, with the population of our city more than doubled in the last five years. All this is a great surprise to visitors and is the admiration of our citizens. This rapid growth, the business activity, and the many substantial improvements made s lively demand for Omaha real estate, and every investor has made a handsome

Since the Wall Street panie with the subsequent cry of hard times, there has been less demand from speculators, but a fair demand from investors seeking homes. This latter class are taking advantage of low prices in building material and are securing their homes at much less cost than will be possible s

all add to the prosperity of Omaha.

There are many in Omaha and through but the State, who have their money in the banks drawing a nominal rate of in-terest, which, if judiciously invested in Omaha real satate, would bring them much greater returns. We have many bargains which we are confident will bring the purchases large profits in the

We have for sale the finest residence property in the north and western parts of the city.

North we have fine lots at . asonable prices on Sherman avenue. 17th. 18th, 19th and 20th streets.

West on Farnam, Davenport, Cuming, and all the eading streets in that direction.

The grading of Farnam, California and Davenport streets has made accessible some of the finest and cheapest residence property in the city, and with the building of the street car line out Farnam, the pro perty in the western part of the city

will increase in value

We also have the agency for the Syndicate and Stock Yards property in the south part of the city. The developments made in this section by the Stock Yards Company and the railroads will certainly double the price in a short time.

We also have some fine business ots and some elegant inside residences for sale,

Parties wishing to invest will find some good bargains by calling?

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> P. S .- We ask those who have property for sale at a bargain to give us a call- We want only bargains We will positively not handle prop erty at more than its real value,