

REGIMENTS

Omaha's Crack Company to Join the National Guards.

CAPTAIN CORLISS' INTERESTING REPORT.

Personal and Garrison Information from Several of the Posts in the Department of the Platte.

The Omahas guards have decided to join the Nebraska National guards.

The resolution was taken at a meeting in accordance with the plan of a short time ago called upon Governor Thayer and discussed the subject.

Captain Mulford said that he had long been the desire of the Omaha company to join one of the regiments which now constitute the force of home guards.

The governor said that all along the officers of the militia had expressed a desire that the Omaha guards might join the State guards and would no doubt be pleased to see that a move had been made in that direction.

The governor said that the funds were so meager that he feared regular drills and meetings would have to be discontinued.

The force in camp was a brigade of two regiments of infantry, the First and Second, and a battery of artillery and one troop of cavalry.

At first, the discipline of the men was very strict. The general officers, extended to two officers and men, but little attention was paid to salutes either on or off duty.

The uniform of the men is the field dress of the army, canvas hats, trousers, canvas leggings and shoes of various kinds.

At the request of the colonels of the regiments, I was present at their guard mountings.

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VISIBLE LINKS OF DEATH.

Ravages of Man-Killing Car Couplings and Hand Brakes.

DEMAND FOR SAFETY APPLIANCES.

Important Improvements Essential to High Speed on Railroads—Some Recent Fast Runs—Anecdotes of the Rail.

The committee appointed by the national convention of railroad commissioners had a session in New York recently and heard arguments for and against congressional action looking to the prompt equipment of railroad rolling stock with the latest life-saving appliances.

There was a large attendance of railroad men from all parts of the country, among them being James C. Currier, representing the Brotherhood of Locomotive Engineers; W. McWood of Montreal, representing the Grand Trunk; Angus Sinclair, secretary of the American Railway Master Mechanics' association; E. B. Thomas, vice-president of the Midland, Lake Erie & Western railroad; J. T. Chamberlain, master car builder of the Boston & Maine railroad; D. W. Sabin, superintendent of the southern division of the Boston & Maine railroad; Colonel H. S. Haines, president of the American Railway association; C. W. Bradley, general superintendent of the Western coast lines; the Honorable W. E. Allen, also of the American Railway association; L. S. Coffin of Fort Dodge, Ia., representing the Brotherhood of Railway Conductors; Theo. N. Ely, general superintendent of motive power of the Pennsylvania railroad; E. T. D. Myers, president of the Richmond, Fredericksburg & Potomac railroad; R. C. Blackwell, N. W. Rhodes and M. N. Forney of the Master Mechanics' association, and Lucius H. Smith, superintendent of the New York, New Haven & Hartford railroad.

The committee reported the receipt of reports from the various states showing that of the 162,000 miles of railroad in the United States they fix the total number of freight cars in the United States at 978,161, which number only 29,244 are equipped with automatic car couplers.

Of this number 118,295 are fitted with the master car builder's or vertical hook couplers, and 17,000 are fitted with the automatic couplers of the American Railway Association, 43,231, Gould, 23,337, Hinson, 42,001, and other varieties, 13,779. Exactly 110,127 are equipped with train brakes, all but a few of which are of the Westinghouse make.

The equipment of trains with modern safety appliances is a matter of human life and death, and President Harrison urged the bill congress to legislate upon the matter.

A bill was introduced for that purpose, but it has not yet been taken up by congress.

State and national railway commissioners, organizations of railroad men, President Harrison, in fact all concerned except a few members of congress—favorable action that will within a reasonable time ensure the adoption of uniform safety couplings and hand brakes.

Private Carter, hospital corps, left for Hot Springs, Arkansas.

Major, commanding Company G, Eighth infantry, was in the hospital agency to witness the issue of annuity checks to the Indians.

Private Gilbert of a company of the Seventeenth infantry, after sixteen years in the service, was discharged from the army.

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THE MARINE DEAD LINE.

An Implement of Certain Destruction Within the Three-Mile Limit.

THE PATRIOT TORPEDO IN DETAIL.

Successive Tests Show Its Wonderful Qualities—A Coast Defense of Amazing Power Controlled on Shore.

The vast coast area of the United States renders the problem of effective coast defense one of serious proportions.

The modern armament of naval vessels possesses a range varying from one to ten miles. But little damage can be accomplished at the latter distance.

In addition to shore guns, the government proposes to provide an extensive system of torpedoes. In this line inventive skill has developed a vast number of marine implements of destruction.

The torpedo proper is 42 feet 6 inches long, but with the float is about 50 feet in length.

The float is a cylindrical shell of both iron and copper, and the joints are smoothly made, so as to offer no resistance in the water.

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NEW BOOKS AND PERIODICALS.

In his book just published entitled, "Rain Produced at Will," Louis Gathman says:

"The first great question concerning this subject is, 'Can it be produced at will?' The answer is: 'Yes.' The question is plain, direct and easily understood, and my answer is equally unmistakable: 'Yes.'"

The Cosmopolitan for the current month presents its readers with a splendid assortment of articles on a variety of interesting topics.

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ONE ENJOYS

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, head aches and fevers and cures habitual constipation.

Syrup of Figs is for sale in 50c and \$1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

CALIFORNIA FIG SYRUP CO. SAN FRANCISCO, CAL. DIVULFIE, KY. NEW YORK, N.Y.

SYPHILIS A Written Guarantee to CURE EVERY CASE OF SYPHILIS.

Our cure is permanent and not a patching up. Cases treated five years ago have never seen a symptom of the disease.

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MAGIC CURE FOR MEN ONLY.

For a case of loss of vitality, weakness of body or mind, the effect of excess of excitation, nervousness, or any other ailment, this is the only cure.

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