THE OMAHA DAILY BEE: TUESDAY, DECEMBER 8, 1891-TWELVE PAGES.

WITH MILITIA AND REGULARS

1 - N - S

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 Omaha guards have decided to join the Nebraska National guards. The resolution was taken at a meeting held recently. In accordance with it Captain Mulford a short time ago called upon Governor Thayer and discussed the subject. At the first presentation his excellency stated that it would be impossible to accept the proposition be cause there was not sufficient money available to maintain the National guards now mustered in and next because there was no vacancy in the two 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 th Omaha guards might join the State guards and would no doubt be pleased now that a move had been made in that direction.

Captain Mulford said that it had long been the desire of the Omaha company to join one of the regiments, but various things had frequently tended to discourage the move lest the time and the motive might be both

inopportune and liable to be misunderstood. The subject was carefully considered on both sides and finally Captain Mulford said that his company would not besitate in its determination because of the inadequacy of the appropriation but would be pleased to enter the National guards and expect to part of the appropriation which had been made for the current biennial period.

The governor said that the funds were se meager that he feared regular drills and meetings would have to be dispensed with and he did not understand how, under the circumstances, it would be possible to hold the annual encampment next fall. He said, however, he would refer the proposition to the adjutant general and would notify the guards as soon as that official should have passed upon the subject

The enthusiasm which was occasioned by the encampment of the National guards at Grand Island, last September, has been, to a Grand Island, last September, has been, 15 a great degree, experienced throughout the country. At nearly all the encampments, regularly appointed officers of the United States army represented the inspector gen-eral of the latter and to him reported upon the appearance, discipline and equipment o the guards who were in attendance. This is one of the steps which is being taken to eventually have a regular military officer in each state appointed to instruct the offi and through them the men who compose the

National guards. The officer detailed to report upon National guards of this state at their last Actional guards of this state at their last encampment was Captain A. W. Corliss of the Eighth infantry, Fort Robinson. Some of his observations are as follows: "The force in camp was a brigade of two regiments of infantry, the First and Second,

one battery (two guns) of artillery and one

"At first, the discipline of the men was poor. The greatest familiarity existed be tween officers and men, and but ittle atten tion was paid to salutes either on or off duty out this gradually changed, and toward th last of the encampment a great improvement was visible. The officers and men all seemed auxious to model themselves on the customs in vogue in the arm f and constantly plied me th questions of every kind. 'The first days of the camp men on guard

could be seen smoking on post, sitting down, reading books as they walked their posts, and carrying their arms in every imaginable position but the right ones; but tui ug the last two days, there was a great change for the better, owing, no doubt, to the fact that his excellency the governor, having ap-pointed me assistant inspector general or his staff during the encampment, had turned

over the whole matter of the ins ruction of the officers of the day, officers of the guard and men on guard to me, and no body of men could be more willing to learn or more intelligent in carrying out the customs of service

by special telegram in your Sunday issue, was buried Monday afternoon, the whole gar-rison turning out to the funeral. Colonel Biddle, Ninth cavalry, returned Tuesday evening from Fort Duchesne, Utah, where he had been to inspect the two troops of his regiment stationed there. Dr. Tempany, veterinary surgeon Ninth cavalry, was the recipient of a caning at the bands of Captain J. A. Olmsted, Ninth cav alry. The presentation was made yesterday afternoon at evening stable call. The feature of the cane is its appropriateness to the doc tor's duty as inspector of public horses. I has a slide in its internal economy which, when extended, makes it a standard for measuring the height of auimais. That the doctor was agreeably surprised goes without saying, and for once in his life the com-

under of "horse capsules" was caught "too full to shpake." Company C, Eighth infantry bought fifteen barrels of apples from Mr. B. S. Paddock. Alt the serviceable public animals are in excellent condition.

The Ninth cavalry is short of horses. If an emergency arose calling them into the field, not more than haif would be mounted.

Fort Sidney.

First Sergeant Clarke, Company B, Twen ty-first infantry, has been discharged on sur-geon's certificate of disability, and Sergeart Rollins, same company, has been appointed first sergeant. Private Peter Relily, Company E, Twenty

first infantry, has returned from his furlough Sergeant McDaniel and Private Davis, company B, Twenty-first infantry, have been discharged under the provisions of general order No. 80, A. G. O., 1890.

Licutement Charles G. Dwyer. Twenty-first infantry, recently left for the torpedo school at Willett's Point, N. Y. Consequent on his departure, First Lieutenant Palmer has been placed in command o any A, and Lieutenant William M. Morrow has been attached to Company C.

Sergeant James Coulter Hudson, who has been at Fort Omaha, Neb., under medical observation, returned on the 26th ultimo, much improved in health.

The following are recent promotions in Company B, Twenty-first infantry: Corporals Reilly and Weidlich promoted sergeants, and Privates Casey, Ryan and Lee, corporals.

Sergeant Henry Keiler, Company C, Twen ty-nest infantry, has received from the war department his warrant as regimental quartermaster sergeant, Twenty-first infantry. Private George Tibbitts, Company Twenty-first infantry, has been granted a furlough for three months.

Lieutenant Willson Y. Stamper, Twenty first infantry, with his party consisting of Sergeant Mara and Private McElderry, Com-pany E, Corporal Kelly and Private Crimnetz, Company C, and Private Lee, Company B, have returned from regimental recruiting duty at Lincoln, Neb. Lientenant Stamper was very successful considering the disadvantage under which he labored.

Colonel Joseph S. Conrad, Twenty-first infantry, returned from detached service at Fort Duchesne, Utah, where he had been inspecting a company of his regiment, on the twenty-seventh ult., and left here on the twenty-ninth for Fort Randail, S. D., to in-

spect Companies F. G. H and I. Corporal George Keily and Private Law-rence Malony, Company C. Twenty-first infantry, left here on the 30th for Fort Omaha Neb., in charge of military convict. Archie Elisworth, who is en route to Leavenworth military prison.

Dr. L. S. Tesson, post surgeon, and Hospital Steward Boland left here for Fort Omaha, Neb. on the 30th ult, as witnesses before a general court martial in the case of Private Herber, Company C, Twenty-first infantry, who was sent to Fort Omaha for nedical examination.

During the absence of Dr. Tesson Dr. A Stowitts of Sidney is acting as post sur geon. Dr. Stowitts is a graduate of Harvard and a physician and surgeon of no mean at tainments, though having been in Sidney but litt e over a year he has succeeded to a good The doctor and his charming wife practice. since their arrival in Sidney have been great social acquisition to the post.

Fort Niobrara.

Corporal Logan, K troop, Sixth cavalry has been appointed sorgcant, and Private E N. Davis of Omaha has been appointed corporal in his place. Corporal Bouchard, C troop, Sixth cavalry,

has been discharged after having served honorably for ten years. He went east, but is sure to return to the galloping Sixth. Private Carter, hospital corps, left for Hos rings, Arkansas, mand. Major Earnest, commanding Company G Eighth infantry, left for the Rosebud agency a witness the issue of annuity goods to the Indians. First Sergeant Cornelius Irish of Company

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 Bail.

The committee appointed by the nationa convention of railroad commissioners held 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 nen from all parts of the country, among them being James C. Currie, representing the Brotherhood of Locomotive Engineers; W. McWood of Montreal, representing the Grand Trung; Augus 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. Sanborn, superintendent of the southern division o the Boston & Maine railroad; Colonel H. S

Haines, president of the American Railway association; C. W. Bradley, general superin-tendent of the West Shore railroad; C. A. Hammond and W. F. Allen, also of the American Railway association; L. S. Coffin of Fort Dodge, Ia, representing the Broth-erbood of Railroad Trainmen and Order of Railway Conductors; Theo. N. Ely, general superintendent of motive power of the Penu-sylvania railroad; E. T. D. Myers, president of the Richmond, Fredericksburg & Potomac railroad; R. C. Biacknell, G. W. Rhodes and M. N. Forney of the Master Mechanics' association, and Lucius Tuttle, general man-

ager of the New York, New Haven & Hart ford railroad. committee reported the receipt of

The

replies from companies representing 125,000 of the 160,000 miles of railroad in the United States. They fix the total number of freight cars in the United States at 978,161. of which number only 129,304 are equipped with automatic car couplers. Of this number 118,928 are fitted with the master car build ers' or vertical hook style of coupler, viz ; Janney, 40,231; Gould, 23,357; Hirson, 42,061; other varieties, 13,279. Exactly 110,127 are equipped with train brakes, all but a few of which are of the Westinghouse make. The

balance of the freight cars, a vast majority, are fitted with hand brakes only. Locomotives owned or leased in the United States number 27,159, of which 17,000 are shown to be equipped with driving-wheel brakes.

Sixty-nine roads, representing 13,014 miles, replied that they are in favor of national leg

islation on the subject. A communication from the secretary of the Interstate Railway Commission in Washing ton showed that during the year ending June 30, 1889, there were killed in the operation of the roads 1,972 trainmen, and 20,028 were injured. During the following year 2,451 were killed and 22,390 were injured. In coupling or uncoupling cars there were killed during the year ending June 30, 1889, over 300, while 6,757 were injured. During the following year

369 were killed and 7,841 injured. The committee decided to report in favor of imperative action being taken by congress to hasten and insure the equipment of freight cars throughout the country with uniform hasten automatic couplers and train brakes in view of the fearful sacrifice of human life that is now going on in every direction. The equipment of trains with modern safe ty appliances is a question of such grave concern that President Harrison urged the last congress to legislate upon the matter, A bill was introduced for that purpose, but

owing to the short session it was not reached. State and national railway com-missioners, organizations of railroad employes, President Harrison-in fact all con--favorlegislative action that will within a reasonable time ensure the adoption of uni-form safety couplings and brakes, and it is

onable to hope that the coming

Central calls attention in Frank Leslie's to THE two vital requisites tokafety -highway crossings and the block system. "In respect to highway crossings and the passage of our roads through towns and villages," says he, "very much must be accomplished before uniform high speed can be made safe. With the growth of population their number is steadily increasing. There is no doubt that

every one is, in some degree, a source of dan-ger both to the trains crossing them and to the traveler on the highway as well. The best known protection for a grade crossing is still attended with very considerable risk to human life. All grade crossings must in time be aboushed. As a step in that direc tion no new crossings, under any circum-stance, should be permitted. A suitable law should be enacted, with just provisions for

the rights of the public, the neighboring property holders and the railways, which should put this matter under the control and jurisdiction of an impartual tribunal. Then this should be followed by a steady endeavor on the part of the various cities and towns and the rallways to abolish existing grade crossings. "In connection with this subject must be

urged the importance of a more strict ob servance of existing laws in regard to tres-passing on railway tracks. Walking on or crossing a railway track should be absolutely forbidden. Stations should be constructed with waiting rooms, etc., on both sides of the tracks, and overhead and under passage ways for the use of passengers. The num-ber of persons killed trespassing on tracks in one year in the state of New York was 313. This slaughter should be stopped, but it only will be when there shall be hearty co-operation between the railways and the state and local authorities. In England up-ward of 80 per cent of the railway mileage is protected by what is known as the abso-lute block system. In this country but very few lines use any block system at all that is worthy of the name. Even on some of ou worthy of the name. Even on some of our most important roads where a block system is in use, it is of a form known as the per-missive block, which unfortunately is not incompatible with rear collisions, absolute block system there are but a very few miles in use in the United States. Before trains can be run at a very high speed, and at all close to-getner, it will be necessary to safety to be sure that they are protected by an absolute block system. To insure safety with high speed other points will no doubt sugges iseives to the technical reader, out it is believed that the above are the chief requis ites for attaining the end in view.

"To recapitulate: We have passed through sixty years of railway life. We have existing railways with permanent way, folling stock and motive power capable of moving safely and in c. ufort a paying load of pas-sengers at a 1 orm rate of sixty miles an hour for any ustance from 100 to 1,000 With a continued improvement in mies. roadbed, reduction of curves and grades, abolition of grade crossings, absolute block signals, less dead weight per passenger, and continued increased efficiency in the locomo tive, it is safe to predict that a speed of 100 ailes an hour will be attained within the next generation, and probably within the active life of very many men now engaged in railroad work."

Refief in cars.

A famous French physician has declared that groaning, crying and exclaiming during surgical operations do really in an immeasurable degree relieve the sufferer by the easing of the painful stress in giving way to nature's channels for relief. And why not cry if it hurts! All silence is mainly the result of illdirected pride, a pride that is a direct enemy to sature. Pat Contey was only a rear orakeman on a Southern Ouio railroad train that broke in two while he was on deck. He made for the brake wheel to keep the rear section from dashing into the forward part of the broken train. The brake chain snapped, he was thrown off the car before the wheels and in an instant had both legs cut off above the knee, and one hand severed. What was left of him was hurried upon the engine to the station, fortunately very near at hand. The stumps were amputated and dressed without anæsthetics, the call being too sudion and summons too basty to procure them if the man's life was to be saved at all. Pat never uttered a sound. Quivering with pain. white and perspiring with agony, he never so much as winced. Gaugrene set in, and the arm had to be taken off above the elbow. But the brakeman uttered never a moan. Late one night, when he was still weak from the second operation, the hospital the second operation, the hospital cot on which the shuttered form lay, broke down. The patient felt to the floor,

MARINE DEAD An Implement of Certain Destruction Within the Three-Mile Limit. THE PATRICK TORPEDO IN DETAIL.

Successive Tests Show Its Wonderful Qualities - A Coast Defense of Amazing Power Con-

trolled 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. An invading fleet must approach within the five mile range, and at that distance shore guns will have a decided advantage in truchess of aim over guns on i hip.

In addition to shore guns, the government proposes to provide an extensive system of torpedges. In this line inventive skill has developed a vast number of marine implements of destruction. A majority of these are intended to form a part of the equipment of men-of-war. They are classed as "automo-bile" torpedoes and are discharged from tubes fitted to the vessels. This class has performed effective service in recent naval The styl ngagements in Chilian waters. nost in favor just now is known as the con rollable torpedo," of which there are several kinds undergoing trial by government officials. The one most favorably known is the Patrick torpedo, which has undergone exhaustive trials at the Newport, . L, torpedo station. The Patric's torpedo takes its name from

Mr. J. N. H. Patrick of Omaha, who owns the patent and supplied the means to perfect and put it in operation. The inventor is W. H. Wood of Plushing, L. I. He is a ma-chinist by trade and served in the army during the entire war, being now about 48 years of age. He has taken for his principle to work upon, the Lay torpedc, one of the first controllable torpedoes to make their appearhave been greatly changed. The French government has had one of these torpedos for the past three years, and it is said to afford great satisfaction. The United States has contracted for threa of them upon condition that they shall make twenty knots per hour, and the contract price is \$55,000. All three have been tried, and have de-veloped oven greater speed than was required, even under unfavorable circum-stances, so that now trials are discontinued and the torpedoes are practically accepted.

The torpedo proper is 12 feet 6 inches long, but with the float is about 50 feet in length to that it will be seen that it is no small af fair, especially as it weighs 8,100 pounds. It is cigar shaped, as is the float, which is attached four feet above the torpedo when in condition for service. The shells of both the torpede and the float are of copper, and all the joints are smoothly made, so as to offer no resistance in the water. The rudder is affixed between the two cylinders, but is operated from the lower one, which contains all the machinery and other apparatus. This lower cylinder is divided into several com-partments. The first one is the magazine, which is expected to carry 400 pounds of gun cotton or dynamite, and in fact will hold more. The explosive is discharged either by a contact pin in the front of the tube or by an electrical point from shore. The next compartment contains the electrical controllng apparatus, as well as the throttle valve nagnets. The third compartment contains a heater, which is a copper barrel containing 300 feet of $\frac{1}{2}$ inch pipe, in which the gas is expanded. The fourth contains the flask for the solidified gas, and in the rear of this is another heater, about the same as the first, but containing inch pipe, thus giving greater expansion for the gas. The fifth is a space provided for the cable, of which there is about three miles carefully coiled. The sixth compartment contains the engine which occupies only 14 inches of floor space, and is 30 inches high, yet develops 150 horse power. It is a six-cylinder rotary valve, camm engine, which drives the heavy craft through the water at the rate of 36 miles an

stations was not satisfactory, as at Newport, owing to the shallowness of the water, but LINE. there she developed 21 1-2 mots pur htur, an excess over the contract spess, for which no bonus is received, while in Newport harbor 24 knots were recorded, which is about equal to as miles per hour, terrible speed for a water craft. Many triais have been made at Newport, both official and experimental, and to do this has necessitated the providing of a boat house and railway for the holding of the torpedo at the tornedo station. The last trial at Newport was an exceed ingly trying one, there having been a high sea ruoning, but she performed her duty so well even then that orders were given the contractors to place the boats in running

ondition and leave them with the officials a the torpedo station. Charity Organization.

LINCOLN, Neb., Dec. 4 .- To the Editor of THE BEE: I was very glad to see in a recent issue of THE BEE an interview with Mr Thomas Kilpatrick relative to charity organ ization in Omaha. We have just completed the organization of such a society at Lincoln and are now on the lookout for a competen man for agent or manager. When we get in working order the result will be that all tramps and street beggars and frauds will be driven from our city and will naturally seek refuge in yours. The only efficient means of self-protection for Omaha is a charity organization society. The parasites who live and prey upon society, making capital of human ills and woes, trafficking in one of the noblest instincts of our nature-the love and service of our fellows-these are quite thoroughly rganized, as is shown by the fact that when it is known that a city has a charity organ ization society that knowledge runs through the land and it turns from that city the stream of tramps and frauds. They cities having no such organizations. O Omahi s under a great disadvantage anyway, as

Mr. Kilpatrick shows, and when the Lincoln society gets to work that disadvantage will be more than doubled. With public charity, as with all other pub-c agencies, we must pass from the particular to the universal; from the special to the general. Special action is always attended with a too great intensity of emotion, of feeling: and it only aims at certain obtrusive, salient features of the evil in question. General action on the contrary is deliberate and strikes at the root of the evil-destroying it entirely. Promisedous and unorganized charity is the least effective mode of roll ving human suffering. Small charitable schemes are at best only temporary alleviations and effect only the surface of the evil which renders them necessary. We must have organized charities. We must have a more general system. We must consist in something broader than the more satisfying of hungry stomachs, which will only remain satisfied a few hours. We must advance beyond the stage of promiscuous alms-giving to the work of associated societies – a oroad and expanding system of philanthropy. The system built on these principles was a

slow growth. It was not the product of a sud-denenthusiasm, but the outcome of a slow evolution. As an authority sums it up: "A sys-tem of charity combining infinite tenderness, wise provision and rigorous adherence to scientific principles, which was reached as the result of long experience and patient investigation.

These are some of the maxims; No indiscriminate giving, Begging from house to house never rewarded by money, food or clothing all such applicants being sent to some central secretary or committee whose business it is to carefully investigate all cases. In no other way can we prevent being imposed upon or guard against trickery or de-

imposed upon or guard against trickery or de-ceit. Another principle is that of registration, which is that whereby all the charitable associations in a community and all persons who extend help in any way to the poor, shall register with some central secretary the names of those they help, the reasons why aid was assed of them, or why they extended help. This will newent all overlapping or help. This will prevent all overlapping, or the receiving of more than one support. By means of it the various relief agencies can exchange information concerning the recipi-ents of aid, and thus discover imposters. Churches especially are slow to see the value of registration, and yet it has been shown no charitable agencies need it so much; none are so imposed upon by tramp members, by those who in the sacred name of religion ply their trade. Several city pastors in Indian-apolis made visits to one man tast Thanks-giving day, who had applied to each for



ONE ENJOYS

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when fally explained to them.

The uniform of the men is the field dress of the army, campaign hats, blouses, trousers canvas leggings and shoes of various kinds Officers have dress uniform of regulation pattern, but use only the dress sword-beit even when wearing blouses and forage caps. A few officers wore swords and belts of some secret order, Knights of Pythias, I think. If the troops were provided with overcoats of government pattern it would add greatly to their appearance and comfort.

arms in the hands of troops appear to be in fair order for service, but are not kept as clean as they should be. More atten-tion on the part of officers would remedy this defect. Gan slings are needed for active drivers, shell-extractors, and spare parts of The cavalry needs sabers, waist-belts. arms. cartridge-belts, nose-bags, lariats, etc., hav-ing now only carbines and house equipments. The artitlery have two three-inch Rodman rifles, also two unserviceable brass guns, but do wonderfully well with their meager equipments. The captain of the battery ows good executive ability and deserves better equipment for his men.

"All the men need haversacks, canteens, knapsacks and blankets. During the late Sloux campaign these men were ordered out for the protection of outlying settle-ments, and the need of these articles was very apparent, and the men suffered severely a the lack of the ordinary adjuncts of a soldier's outfit.

"At the request of the colouels of the regiments, I was present at their guard moun ings, dress parades and drills, and gave points to officers and men in their duties. The in-struction was appreciated and a marked improvement in every way was speedily visible and had the camp tasted another week manent good would have resulted. I have never seen finer material for soldiers than fill the ranks of this entire brigade, and I fee satisfied that these men would give a good account of themselves if called into active service, after a few weeks' drill and discipline under the officers now with them.

"The messing of the men is defective, They should be furnished with the Dutch ov ens, mess pans, camp kettles, etc., in use in the army. Their cooking was good, but their utensils were too cumbersome and difficult to transport.

The officers of these troops are intelligent and all seem eager to learn their duties. That some of them are close students of military affairs was very evident from their knowledge of the changes going on in the art of war, which, as a rule, only professional military men keep posted on. "In conclusion I will say that in my opin

ion the brigade of troops in camp at Grand Island this year is an honor to the state and well worthy of the fostering care of the authorities. A more liberal allowance of money on the part of the state is needed to complete the equipment of the various organ izations so that when called upon for duty their response will be more prompt and methodical; but, even now, with all those minor defects so plainly visible to the eye of a professional soldier, the people of Nebraska may well be proud of their citizen soldiery."

Fort Robinson.

Lieutenant Harry G. Trout and Mrs. Trout left Wednesday for Camp Pilot Butte to visit Colonel Andrew S. Burt, Seventh infantry, The licutenant will enjoy humself for thirty days hunting in the vicinity of the post Mrs. Trout is the only daughter of Cold

Burt. One of the features of the funeral Wednes-day was the lack of uniformity of the color of the luning of the carairy overcoat capes. Every possible shade of yellow was seen in the column and was far from looking well. The latest arrival at the post is Lieutenant

Cordray, second lieutenant of the Eighth inhis first guard, as officer of the guard, Thursday

Upon the completion of the new quarters the officers made selections, according to rans, and last week was a general moving time. The weather was pronitious up to and including yesterday. Today (Wednesday) it commenced to rain about 7 a. m., but in a few moments it changed to snow and has kept it The first start of the snow storm brought the largest flakes I ever saw. Some of them, of them, upon striking the ground, were fully one and a half inches square.

B, Eighth infantry, availed himself of a month's furlough upon re-enlistment. Corporal C. S. Dunny, C troop, Sixth cavalry, has been discharged. Fire call was sounded November 28 about

10 a. m., to try the efficacy of the fire system of the garrison. Within five minutes some twenty officers and over 350 enlisted men were out. The hose cart and hook and ladfer truck were manned in short notice and ere loog a stream of water was turned on an imaginary fire. The axe and bucket com-panies also turned out in full force and when recall was sounded everybody left with the assurance that should a fire break out the boys would be there on time. General E. A. Carr inspected each troop separately person

A new standard was received by the Sixth cavalry and presented with all due ceremony Lieutenant Colonel S. S. Sumner, Sixth cav alry, commanding battalion and Colone Eugene A. Carr reviewing and inspecting the troops, who presented a remarkably find Appearance in every respect. Major Emil Adam will soon leave to take station at Fort Washnkie, and all those that know him are sorry to lose him.

Fort D. A. Russell.

Private Gilbert of A company of the Sev-enteenth infantry, after sixteen years in the army and at the age of 48, suddenly finds himself worth \$52,000. This fortune was left him by an uncle at Evansville, Ind. Gilbert is a cousin of an ex-colonel of the Seventeenth and is a sensible man. He is a native of Alabama. He served a long time in the First regiment at San Francisco, Gilbert has no fixed plans for the future except that will leave the army and have a long visit in the south. Private Miller, who was a prominent wit

ness in the Parkison case and who was at one time under arrest charged with being an accomplice to the death of Baker, has a neat roll. Early in the spring he was left a piece of property in the east and has sold it for Sergeant Erb is a German, aged 38, and

has been in the army tweaty years, enlisting under age and when he had been in the country only three months. A relative in the fatherland willed him \$3,500. He received the draft three days ago and sent it to Pay master Bash at Omaha for collection. A Erb's requested the paymaster deposited \$3,400 and sent \$100 to the owner. Erb is really the happy man of the trio. All the boys heartily congratulated their comrades

SPORTING NOTES.

Dan Shannon, notwithstanding that the probability of a Western association is about as uncertain as the winds, has had the supremo gail to apply for the management of the Minneapolis club, but the Minneapolis people said: "Nay, nay, Daniel, we know

Notwithstanding the fact that Martin Duke failed to fill the bill with the Washington statues last year, will in all likelihood be found with one of the best clubs in the country next year. Barring his wildness, Duke is one of the best young pitchers in the land

O. P. Caylor is fairly making the Sporting Times biaze these dull winter days with his witty and caustic paragraphs. If there is a man in the country who can get up a more readable weekly base ball department than Caylor I'd like to see the color of his sester-ces. Ren Multord of the Cincinnati Times-Star is another great one, and it does seem as if this pair could make news out of mud. Dungan, who the Milwaukee management

let go to Omaha, although the Milwaukee fans were stuck on his playing, is now much sought after by the league and association clubs. He has two offers of \$3,800 for next season. Sam Dungan is a model ball player, does not drink or smoke and is always in the best of condition, besides is genial in his dis-position. Stein, late of Chicago, states Dunposition. gau is the best catcher that ever received his ielivery, and oh! my! how he can hit. of Lhem, upon striking the ground, were fully one and a half inches squares. Private Turner, Company D, Eighth in-fantry, who died from exposure, as reported

will promptly respond to the universal de-Some Fast Kuns.

"Fast runs" have now become the rashion and almost every road is trying, privately or publicly, to see what it can do in that line, says the Railway Age. Ambitton is not satisfied as formerly with demonstrating the ability of certain engines to make extraordinary speed for a spurt of a few miles, 'but long distance runs with regular passenger trains are now scheduled on several roads at an average spoed very greatly increased over all precedents. As examples of recent

achievements in both the directions named we condense the following figures: per BUN. Time. ROAD. Phil. & Read... Jenk to Lang-8:34 12. 82.1

Near Lang-:39 4-5 90. 1. N. V. C. & H. R. New York to E. Butfalo New York to 55. 435.5 440:
 Balt & Ohio...
 New York to Albany to Syrneuse...
 143, 149;

 Balt & Ohio...
 Balt me to Philiper to Syrneuse to E. Buffalo
 150, 148;

 Balt & Ohio...
 Balt me to Philiper to E. Buffalo
 150, 148;

 Balt & Ohio...
 Balt me to Philiper to Syrneuse to E. Buffalo
 150, 148;

 Balt & Ohio...
 Balt me to Philiper to Newark
 92, 92;

 Cauton to Phil.
 54, 4, 56;

 Phil.
 H & Pitts
 Gettysburg
61. 815 61.2 60. 58 02 ettysburg to Harrisburg 51 4 Rossm'e Harrisburg 5.4 5: 64 63 88. A. Y., D. E. & W. Burrato for server S. Y. C. & H. R. New York to Burrato Markov Markov Louisville to Grimes ... 1. 532 Hch. Cent. ... Chicago to De 422. 551: 45. 52.

:52 71 Mich. Cent. ... Nites to Kal- 246, 359: 48 nmnz00.... 48. 53: 54 *Exclusive of stops. In the wonderful special run on the Phila elphia & Reading twelve miles were cov area at the rate of \$2.2 miles per hour, and one mile was passed at the truly extraordin-ary rate of ninety miles per hour. Then came the remarkable long-distance run on

the New York Central & Hudson River road, where the distance of 43614 miles from New York to East Buffalo was crossed in the unprecedented fast time of 440 minutes without deducting for three stops-one o eight minutes, caused by a hot box. To do this a speed of seventy miles an hour and nore was necessary at numerous points. The Baltimore & Ohio followed shortly with a higher average of a mile and nute for the shorter distance of ninety-two miles between Baltimore and Philadelphia. Shortly after a Western road, the Kansas City & Council Bluffs line of the Chicago, Burlington & Quincy, came up to the scratch with a run of

111 miles in 118 minutes, in the course of which it is claimed to have covered six and one tenth miles at the rate of 88.3 miles per bour. The Erie, without great effort, sent a spe cial train over the long 423 miles between Buffalo and Hoboken in 9 hours and 11 min-

utes-averaging, without deducting for stops over 46 miles per hour; the New York Cen tral inaugurated its new regular train be-tween New York and Buffalo by doing the 440 miles in 501 minutes, making the average running speed 52.8 miles per hour and achieving a single mile in 53 seconds, while the Michigan Central reports a good trip of 46 miles at the average rate of 48 for the whole run and 54 per hour for 48 No doubt some of these performance have already been excelled by many road and we shall probably continue to hear o efforts to equal and even exceed the most remarkable achievements. As everybody likes to read of fast runs-although a good many do not care to risk their necks on them -we shall be glad to receive and tabulate

the records of all such performances. Safety Crossings on Railroads. of trains on American railroads, Superintendthe bandage was loosened upon his leg. the ligatures burst, and, but for the quick action of the nurse, Pat Conley would have bled to

man's face was drawn with anguish. He was so weak from loss of blood that it grew doubtful whether life could be coaxed back into his frame. Everything that could be done was attended to at once. Fainting, sick, racked with inexpressible torture, the was compelled to stoop to his pillow to catch the feeble words. In a whisper that was in-audible to the rest of the room, Pat mur mured: "Doc, how-long-ought a foller-stand this before he holiers! I can't stan it-much longer without-cryin', but I don'

want -to do the oaby act." "For God's sake, Pat." cried the doctor, "cry if you want to. It'll do you good." Then, for the first time in all these days of pain, Pat turned his thin face to the wall and wept like a child.

NEW BOOKS AND PERIODICALS.

In his book just published entitled, "Rain Produced at Will," Louis Gathman says: "The first great question concerning this subject that will present itself to an inquiring mind is: 'Can rain be produced artific iatly? The question is plain, direct and easily understood, and my answer is equally unmistakable: 'Yes.'" The writer then goes on to explain how it is done. Such a book attempting, as it does, the solution of a much vexed problem for agriculturists, can-not fail to be of great interest to all classes of our people. Published by the author, corner Lake and Peoria streets, Chicago, Ill. The December number of Current Literature is a very attractive one. Year by year this progressive publication is gaining in public favor and the publishers certainly merit all the patronage bestowed upon this magazine. Current Literature is essentially magazine.

magazine. Current Literature is essentially a monthly for busy people. The Cosmopolitan for the current month presents its readers with a splendid assort-ment of articles on a variety of interesting topics. The leading papers are "Rapid Tran-sit in Great Cities," by Lewis M. Haupt," and "A Daughter of the South," by Mrs. Burton Harrison. Burton Harrison. The Overland Monthly contains among

The Overland Monthly contains among other contributions: "The Defenses of the Pacific Coast," by Alvin H. Sydenham; "Flower and Seed Growing," by Ninetta Eames, profusely illustrated; "A Christmas in the Maalee Scrub," by T. J. R.; "The Santa Barbara Islands," by Martinette Kin-sell; "A \$30,000 Thanksgiving Dinner," by Fred M. Stocking, and some other excellent papers. The Overland Monthly company, 420 Montgomery street, San Francisco. In the Arana for December there is an

In the Arena for December there is an article by Edgar Fawcett which should be read by every lady and every professor of Christianity in our land. It is entitled "The Woes of the New York Working Girl." and what it says about the wretched existence of the 70,000 women in that city who hve by their needles alone will apply with equal force to other large cities of the union. This writer strikes out from the shoulder and there is a manliness and fearlessness about his writings which compel admiration. Some of our ministers might also find something to reflect upon by perusing this paper.

Other Publications Received.

"The Church at Home and Abroad," for December, a monthly published by order of the general assembly of the Presbyterian church, at 1334 Chestnut street, Philadel

spite of his many trials and tribulations out here, only has good words for the west. He said the other day: "I like the west very much, and I think there will be a strong With the ex league out there next season. perience the league has had this season with cities dropping out it will undoubtedly re-quire clubs to file bonds in a sufficient sum The salarles will no doubt be smaller than during the past season, but the players had better sign at a reasonable figure and be sure of receiving pay six months than to be promised exorbitant sums and have the league ge under after a few months."

the steering gear and rudder yok

hour. In the last compartment is situated

The chemical heat by which the engines are run is generated very rapidly, and in 30 seconds, it is said, 612 degrees can be obsined. The apparatus is well supplied with sufety valves, so that a gangerous excess of power need not be feared for the craft. So inely adjusted are her engines and her lines so well drawn that in 250 feet after starting she will be under full headway, and it has een impossible to detect more than three tenths of a second in the difference of time between the first and second halves of a

mile run. In all previous experiments up to last year, it had been necessary to carry a conductor with which to perform each separate function in the craft, such as to start, stop and steer to port or starboard. But now one single insulated wire is made to perform the whole duty by Mr. Wood, who has invented this one wire muchine by the use of a pole changer. Besidesnper forming all duties conmeeted with the management of the boat, the machine will also ground the current, so that one may approach the craft and work upon it while it is connected with the shore, which might be a dangerous proceed if the magazine were charged and the current turned on. The cable is carried in the craft to prevent its being dragged through the water and ret.rd-ing the boat. From its own compartment it passes out through that of the engine and passes out introduct that of the ongoing and the steering apparatus, and thence out through the hollow propeller shuft to a point several inches beyond the propeller, so that it may not become entangled. This hollow shaft is also used as an exhaust pipe for the engine. The float is in eight sections, separated by

water tight bulkneads, each filled with field cotton put in at pressure, so that a rupture in the shell is quickly filled up by the cotton and the water thereby excluded. The effect iveness of this has been tried by riddling the cylinder with shot and otherwise damaging it, yet it has still floated the torpedo, which is a very necessary condition in case of actual service, for otherwise the torpedo might be sunk before it had done its duty.

It is claimed by the inventor of this torpedo to be under perfect control of the operator on shore, and this is a broad claim, but trials have quite substantiated it. It is also claimed that in case of war such torpedoes could close any narbor in this country to the enemy, for by actual trial the craft are found to be serviceable to a distance of at least a mile, which is about the distance which it is possible to signt the flags which are carried upon the float and thus guide the craft from hore, yet she will go a much greater distance with the power and wire she carries, so it inot neccessary to take a direct course to the object upon which an attack is to be made but a zig-zag course may be taken which would make it a more difficult matter for the enemy to bring her guns to bear as she goes at such high speed. Trials have also proved that nets are of little account with her, for during the trial at College Point, L. L, the company's experimental station, last summer the government had the torpedo make sever-al attacks upon the United States tug Nina, which had previously been fortified with a torpedo net, but the torpedo went through the net and was stopped alongside the vessel. In another trial, unbeknown to the torped people, three-quarter inch wire rope was scretched through the net, but the net was more easily parted this time, as the rope took up the sag in the net, so it really offered less sistance when it was expected to offer

As regards its trueness of aim, if its way be called such, though, as said before, it is not necessary to go in a straight course for the object, a trial was made at the same place, and a cedar put one mile off was struck a glancing blow, which would give reason to suppose that the side or end of a ship could easily be hit at even a greater distance. And these trials were not only conducted by daylight when the flag marking the torped-could be seen as easily by the enemy as the operators, but they were also tried at night when in place of flags bicycle lamps were used with great success, the light being made to shine out to the rear, so only the operators could see it, and even with a search light it would be difficult to locate the little craft, except by her wake, for in running little of er is to be seen above the water except the flags, or at night the lanterus, even smaller objects. In running the nose of the float is forced slightly out of water, and the stern sinks a little, and this is hardly distinguish-

membership. In Battimore a woman had her iplized in seven chur es that si might interest as many groups of penevolent but short-sighted people in her behnif. Dr. Warner, formerly of our state university, tells how the children of many families are sentered through many Sunday schools, that there may be that many more sources of m-

ome. Ho says: "These church-made pau pers, these mammalian parasites, who are pions for revenue only, are a very discour aging class. They look upon the church as merely an institution from which something is to be got by begging, being miserable, and a weakness of the rich, and a means of rev

enue to the poor. They go to church for what they can get out of it." A report from Louisville says: "We have found out many cases where families were re ceiving help from a number of sources and each one helping them supposed they were the sole donors. One woman in this way received \$45 a month in money and about as much more in clothing and other articles. Such people we admonish and warn them to desist and find honest employment, else they must either leave the city or be placed in the workhouse. This class of persons when found out generally leave town in a hurry. We have cut down street begging in a little over three months fully 77 per cent. Over two hundred beggars have been driven from our streets who averaged Si per day, thus saving to our citizens in money over \$70,000 a year. Many beggars have been forced to seek legitimate employnent, while the regular professionals lef

the city in disgust. This portion of the work in a moral point of view, sannot be esti-mated in dollars and cents." The central bureau or office of the associ ated charities is not designed to be another

agency for alms-giving, but rather for in-vestigation and registration. It is not in any sense the rival or competitor of existing charities, but the ally and friend of all. work is described simply as a bureau for the reception, collection and dispensing information regarding the poor. If a beggar appliat my door, or he importunes me on treet, I send him to that bureau. If they have any information about him I will learn it: if they have not such information they will get it, and from that moment it becomes a matter of record. The Brooklyn Bureau of Charities found that innumerable cases were being continually relieved in duplication; that many charity recipients were liv

ing mageificently; that in one case a family was receiving \$3,000 a year in that way. In Lincoln we are going to make it very incomfortable for the undeserving, and tramps and frauds will naturally pass us by for Omaha's unprotected "pickin's and steal in's." Your only remody is some such organ ization as Mr. Klipatrick proposes - a charity elearing house. LLOYD SKINNER, Minister of the Unitarian Church, Lincoln.

A Train from Gaant Redwood.

The Tulare people are going to exhibit one of the results of the California climate in an altogether original way. There is a tree in that county which is a fair specimen of what the redwood can be if it grows enough. It stands in a gorge deep enough to be awfil, and its topmost boughs, where the cones are the thickest, are on a level with the highest rocks on the sides of the ravine. The tree is 300 feet high, 96 feet from the butt to the first branch, and 56 feet through at the very base. A log of clean, smooth wood that will measure 90 feet in length, and average 20 feet in diameter, can easily be cut out of it. That is what the Tulare people propose to do and having the log, they will utilize it to the benefit of the world's fair and the giory of

Tulare. When this giant tree reaches the railroad at Vasalie, sixty miles distant, the sections, each a car length, are to be hewn into the shape of ordinary passenger coaches. The rough bark of the tree will be the roof of the

rough bark of the field will be the bold of the car, and on the sides and ends the natural wood will be left unpolished. The inside will be hollowed out, windows put in and the interior finished after the fashion of Puliman cars. One will be a buffet and dining car, with apartments for bath, barber shop and kitchen. The other will be a sleeper, with an observation room Platforms will be put at the ends, and ordi-nary tracks underneath, and to prevent the transformed tree from failing to pieces under The trial for speed at the experimental be put around the body of the car.

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