A DVERTISEMENTS FOR THESE COLUMNS will be taken until 12.20 p.m. for the evening and until 2.20 p.m. for the morning or Sunday cillions. Advertisors, by requesting a numbered check, can new a their absvers addressed to a numbered letter becare of THE like. Answers at addressed will be fellwared upon presentation of the check.

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Rutes, I've a word Erst insertion, ie a word there fter. A othing taken for less than 25c. - DRESSES MADE AT HOME, II; WHAPPERS, \$2. Mrs. Oakley, Self. 24th. Children's clothing.

A-WANTED, POSITION AS OFFICE ASSISTANT and stenographer. Address X at Rec. 721

A-WANCED, SITUATION, BY EXPERIENCED operate smill Premier or Remington. Address, B 47, Rec. A-BOYLES & BABB HAVE A LIST OF STEN-ographers, all grades, furnished business men free fill N. V. Life, Tel. 558. M356 AH

A some lumber company either as an office or pard man. Have had several years of experience and am of good habits References furnished. Address C51 Fec. FIRST CLASS BREAD AND CARE BAKER wants place, country preferred. Address C-60 429 18"

WANTED-MALE HELP.

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Best ballur nover the salesmen to

Bsell baking powder. We put our goods in glas rolling pins \$50 month salary and expenses, or a per cent, commission. Send stamp for reply chicago Baking Powder Co., 757 Van Buren St. Chicago. B-WE WANT MEN. WHO ARE ALREADY traveling salesmen, to carry our lubricants as a side line. Manufacturers Oil Co., Cleveland, O., Manufacturers Oil Co., Cleveland, O., Manufacturers Oil Co., Cleveland, O., Cleveland,

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Brop wares and steady employment for temperate man and good workman. Apply to H. C. Akin.
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417 18

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R -RENT FREE: 160 ACRES GOOD FARM Rand within two miles of Dickens station. A

R-NOTICE, CMAHA, MARCH 18, 1891-A special meeting of the stockholders of the Gmaha Driving and Park association has been called for 2 o'clock Friday afternoon, March 24, at room 202, New York Life building. By order of the president. Geo. N. Hicks, Secretary. M547 23

A starth Cure for the past two years, and find it continues to give the best setisfaction. We are selling more of it than all other Catarrh cures combined. Yours respectfully, Vogel Brothers, continued. Yours respectfully, Vogel Brothers, continued to the selling may washington away dimended is, Minnat wholesale by Blake, Bruce & Co. Omaha, Neb.

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two years lease given to any one who will ; well on the place. C. L. Wood. North Plat

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229 A 10

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Cable for housekeeping, modern improvement rent cheap. 1704 Webster street. Mast

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T-MASSAGE T. HATMENT, ELECTRIC-THER-mai baths, scalp and hair treatment, manicure and chiropodist, Mrs Post, 1994 S. 15th, William H. F-BOARD, 1921 FARNAM, FOR 6 GENTLEMEN

PERSONAL.

MASSAGE, BATH, ETC.

Continued.

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MSSI 33

Z-FOR CLEAN STOCK GENERAL MERCHAN-dise, 230 acres improved land and some good atock Address flox 46. Eustis, Neb. 351-25* Z-CLEAN STOCK OF GENERAL M'D'S'F; WILL take real estate & money. Box 256, Frankfort, Ind 756

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M046

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8.10 a m . Stoux tity Accommodation . 9.05 p m 1.15 p m Stoux tity Express (ifx. Sunday) [2.41 p m 5.45 p m . St Paul mited . 9.2) a m 5.15 p m Hancroft Passunger (fix. Sund'y) 8.15 p m

Leaves F. E. & Mo. VALLEY Arrives Cmahs Depot 15th and Webster Sts. Omah

0.00 a m (Ex. Sat.) Wyo Exp. (Ex. Mon.) 5.20 p m 9.00 a m (Ex. Sat.) Wyo Exp. (Ex. Mon.) 5.20 p m 5.20 p m Norfolk (Ex. Sanday) 10.25 a m 6.45 p m St. Paul Express 9.31 a m

Loaves MISSOURI PACIFIC Cuaha Depot lath and Webster Sts.

1.10 p m St. Louis Express 10.00 p m St. Louis Express 6.10 p m Nebraska Local

.... Sloux (lty Passenger.

Leaves SIOUX CITY & PAGIFIC Omaha Depot, Lith and Webster Sta

6.00 p.m. St. Louis Cannon Ball

Going CHICAGO, R. I. A PAULEIC. From West Union Depot 19th and Marcy Sts. West am Beatrice Express 6.29 p m am Bancer Express 4.05 p m pm Overland Fayer 7.100 p m pm Beatrice & Strmsbg Exics Suni 12.30 p m pm Paulic Express 0.47 a pm Denver Fast Mail 4.20 c m writer, don't examine it. Mageath S ery Co., 1391 Farnam St., Omaha, Nob.

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would not wear. Time has shown them
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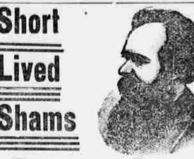
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without any qualifications, any ability, any experience, any skill, claim to possess the power to cure all the ills of he human race. But their want of worth soon becomes apparent to their would-be dupes, and these consciencelessquacks are soon consigned to the oblivion they so richly merit.

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ports and men-of-war were lost. Cor. Douglas St', rigate Ajax was destroyed off the Isle of Tenedos, in which disaster 250 per-OMAHA. - NEB ons perished. Soon afterwards the Prince of Wales and the Rochdale, two big British vessels, went ashore on the Irish coast, drowning 300 of those on board. Scores of other disasters followed, but one of the most pitiful of all was the loss of the ship Amphitrite, bound to New South Wales with female convicts on board. The vessel was lost on Bou-logne sands, and out of 131 persons on beard only three were saved. The dreary record of death at sea without any effort being made to save the voyagers is broken by the account of · MAJI the steamship Forfarshire. That vessel went ashore during a violent gale, but through the efforts of the Outer-Fern

> the fifty-three who were on board were saved. The Protector, an East Indiaman, went down with 170 of her 178 passengers and crew off Bengal, and then the transport Lord William Bentinck went down off Bombay, taking recruits, passengers and crew with her. Numerous other transports were lost

ighthouse keeper, James Darling, and

his heroic daughter Grace, fifteen of

at that time. Concerning one of these a

story is told which is romantic but apocryphal. It is to the effect that a tecop laden vessel was caught in a stress of weather, and that when she began to sink the officer in charge of the detach ment of soldiers ordered his men to fal in on the quarterdeek with arms and accounterments. It was a formation for death, made with the good order of re-When the gradually sinking hull had brought the waves swashing about the feet of the soldiers who were lined up for the last time, they still preserved their formation. As the water reached their waists they were ordered to un stran their belts and hold their cartridge boxes aloft so as to keep the powler ary. The wreck lurched under a few minutes later. An English paper commenting on the matter, said: "Tha officer marched his detachment straight

to heaven." In the early '40s many vessels began to go a-missing. The President, a steamship which sailed from New York, bound for Liverpool, in March, 1841, was among the first of these. Among her passengers, of whom she carried a large number, was Tyrone Power, the comedian, a son of the duke of Richmond. The vessel's fate is still unknown.

The next to disappear and leave no trace behind was the Glasgow steamship City of Glasgow, which cleared port with 480 persons on board, and has never since been heard from. The Pacific a Collins line steamship, left Liverpool for New York in January, 1866. She had 189 persons on board. It 1866. She had 189 persons on board. is supposed that the vessel struck an iceberg and sank immediately after, but her fate is mere conjecture, as nothing

has ever been heard from her since she eft port.

The Atlantic of the same line was nore fortunate. She cleared Liverpool for New York with a large number of passengers on board, and soon after she was out of sight of land the shaft snapped, leaving the vessel perfectly helpless. In those days bad news did PROBABLE FATE OF THE NARONIC not travel by cable, and no one was very uneasy about her safety, for the reason that no one at her port of departure knew whether she had arrived at her destination or not, and no one on this side of the Atlantic was certain that she had sailed.

Days grew into weeks, and then a Cunarder-at that time the only rival of the Collins line-came into port and brought the news of the Atlantic's departure from the other side. As the days were on without bringing any signs of the vessel the excitement grew intense. Days lengthened into weeks and weeks into months without any word from the missing craft. Then the Africa of the Canard line came into port, and as soon as the vessel was in hailing distance her captain shouted through his trumpet that the Atlantic had returned to Queenstown after a thirty-three days sojourn upon the Atlantic with a broken shaft, but with all well on board. news spread rapidly throughout the city, and old-timers can remember how the tidings were announced from the boards of every theater in New York that night.

The Ocean Monarch and the Blervie vere the next to make a mysterious exit. After them the steamship City of Bosn went a missing. The only trace ever found of her was a board picked up at ea, which bore some rude lettering to the effect that the vessel was sinking when the message was scratched upon it. It was found February 11, 1870. Ten cears later a bottle was washed ashoro on the Irish coast which, when broken open, was found to contain a memoandum signed by an engineer, which stated that the steamship Zanzibar, a ressel that sailed from New York for Glasgow the previous year and had never been heard from, had foundered

Another vessel whose fate is shrouded in mystery is the sloop-of-war Wasp, Captain Blakely, which, after gallantly capturing the Reindeer and Avon, disappeared and was never heard from again. Concerning her long absence, the genial Autocrat of the Breakfast

"Long after the real chance had utterly vanished I pleased myself with the fond illusion that somewhere on the waste of waters she was still floating, and there were years when I never heard the sound of the great guns booming from the navy yard without saying to myself: 'The Wasp has come!' almost thinking I could see her, as she rolled in, crumpling the water before her, weather beaten, barnacled, with shattered spars and threadbare canvas, welcomed by the shouts and tears of

A marine disaster which attracted universal attention at the time it happened was the loss at sea of the British ironclad Captain. By that accident 472 lives were lost, including Captain Hugh Burgoyne and Captain Cowper Coles, the designer of the ship. The vessel capsized in a heavy squall off Cape Finsterre soon after midnight, September 7, 1870, and sank within three minutes.

of-war, were the next to visit Davy an entire British fleet was wrecked in a nate a short time before. West Indian hurricane, all hands being were the Thunderer, 74 guns; the Stirger and cold.

Penelope, 24: Scarborough, 20: Barba; does, 14: Chameleon, 14: Endeavor, 14 never been heard from since. Soon afterwards the steamships Libe Borton sailed away, never again to be The wreck of the Ville de Paris, of 104 guns, one of Admiral Rodney's heard from. The list can be strung out almost inprizes, shortly followed. Then came the definitely, but perhaps the most fantas-tic story of all is the disappearance of

tain Scheldt of the United States navy, who was directed to investigate the affair, called "a sad and silent mystery of the sea." It is, indeed, a baffling puzzle to tell well followed soon after. She carried what became of the officers and crew of that vessel. The facts, as briefly stated 386 persons to the bottom. The frigate

by Consul Sprague in a letter from Gibraltar, dated January 6, 1873, are that a British brigatine, the Del Gratia, met in latitude 38° 20' north, longitude 17° 20' west an abandoned vessel, which on closer appreach was made out to be the Mary Celeste. As the broad surface of the Atlantic is

abandoned craft cannot, at first sight, be considered remarkable. But there were features to it that rendered it so, and not the least remarkable among them was that everything was found in shipshape order on board the brig. The hull was sound in every part, and the cargo was well stowed and in good con dition. A vial of medicine which stood upright on a table in, the cabin showed that the vessel had not experienced heavy weather, and the last entry in the log showed that she was in sight of the Azores at the time it was made. Everything on board seemed to be its proper place, and to this late date there has been furnished no clew to the mystery of her abandonment. Her master, B. S. Briggs, was also her part owner. He was considered an expert seaman, and was accompanied on this oyage by his wife and young child. With the crew there were thirteen per-

The strangest part of it all is that when the Mary Celeste was sighted sho was jogging along with all sail set, and it was by the merest accident that the officers of the Dei Gratia had their attention attracted to the vessel. As the vessels drew near it became apparent that no one was on board the brig, and a boat's crew from the Dei Gratia was

sent to investigate. Among other things was found a word, which seemed at first to betray marks of blood. Dents were discovered on the railing, and the conclusion reached by the sailors was that there had been a mutiny on board the brig and nat the survivors had taken to the beats. Experts who examined the

Nothing has been heard of the crew from that day to this.

Schiffman's Asthma Care. Instantly relieves the most violent attack, facilitates free expectoration and insures rest to those otherwise unable to sleep exept in a chair, as a single trial will prove, send for a free trial package to Dr. Schiff-

mann, St. Paul, Minn., but ask your drug

Thirteen torpedo-boat destroyers are to be added to the British navy, to be 180 fect long, about 240 tons of displacement and of 3400-horse power. Their armament will consist of one 12-pounder and three 6-pounder quick-firing guns, and five 18-inch torpedoes for use in a

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portunity. An excursion for North Galveston, Tex., will leave Omaha March 20th, 1865. Special inducements. For particulars apply to Agent D. D. Smeaton, Room 17, Barker

Strange Instances of Unexplained Disappear

ance on the Ocean-Countless Trage-

dies Shrouded in the Voice-

less Depths.

There appears but little doubt in mavi-

time circles that the Naconic has been

added to the list of mysteries of the sea.

The steamer is a twin screw freighter

belonging to the White Star line and

sailed from Liverpool for New York

February 13. Unless she became dis-

abled and drifted south of the beaten

track of vessels, there is little hope of

rescue, and even in that event her crew

of sixty-six would suffer for provisions.

One effect of the probable loss of the

Naronic has been to turn attention to

the many ships that have gone a-missing

in the past. Statistics show that while,

in spite of all modern improvements and

the many safeguards that are thrown

around the ocean traveler, vessels con-

tinue to get lost, the average of marine

gone by, nor are the wrecks of today

haracterized by the same appalling los

those of earlier times.

placed at 12,000.

of life which as a rule distinguished

The Naval Hydrographer calculates,

says the New York Times, there has been an annual total loss of 2,172 ves-

sels, representing in value about \$100.

The loss of merchant and other ships

from various causes was estimated at

Lloyds in 1800 to be about an average of

365 ships a year. In 1830 it was shown

that 667 British vessels alone were

wrecked during that year, but the num-

ber of ships affoat at that period was in-

significant compared with what it is

1852, were very disastrous to shipping The year 1852 was more prolific in

receded it. In the following twenty-

ve years it is estimated that at least

The long list of vessels whose loss at

sea was attended with frightful fatality

is led off with the British cruiser Mar-

Rose, 60 guns, which upset in a squal

in the year 1545, drowning all hands.

The next important wrecks were those

wich, seventy guns, and the Royal Sov-

ereign, Stirling Castle and Northum-

of Alderney on October 5, 1744, and dur-

ing the same year the Namur, 74 guns, foundered in the East Indies,

osing all of her erew of 485 men ex

cept twenty-six persons. Almost at the

same time the 60-gun ship Pembroke

was wrecked off Porto Novo and 330 of

A few days later the fine line of battle

ship Prince George was burned at sea

while making a passage to Gibraltar.

She lost 400 of her crew. The Lichfield,

Tilbury and Ramilies, all British men-

Andromeda, 28; Deal Castle,

The wreck of the Indiaman Halse

Pandora next drowned 100 of her grew

wrecked off the coast of Holland. Only

one person was saved from the wreck

During the next decade many trans-

and he died before reaching England.

The vessels that met disaster

Some years afterwards

berland. The 100-gun battle ship Vic

tory drowned her crew of 700 off the

of the Coronation, ninety guns; the Har

50,000 wrecks occurred.

her crew perished.

and Victor, 10 guns.

lost.

Subsequent years, particularly that of

disasters than any which had

The annual loss of life is

disaster is not as high as it was in day

at sea. No other tidings were ever had of the illfated craft.

Table said, reminiscently:

thousands.

Her destruction was attributed to a low freeboard and a heavy top weight. The next easualty to attract attention was that of the steamship Atlantic. the same vessel which had been so unfortustranded on the Nova Scotia coast and 560 of those on board lost their lives. Many perished in the rigging from hun-

The steamship Ella sailed from London in the latter part of 1873 and has

disasters to the 74-gun ship Superb: the Cato, Admiral Sir Hyde Parker's flagthe brig Mary Celeste-one which Capship, and the big Indiaman, Count Belgioloso, which went down off Dublin pay, drowning 147 of her passengers and

and then the British frigate Lutine was

strewn with dereliets this meeting of an

sons on board.

sword demonstrated that the stains were iron rust.

Torpedo Destroyers.

bow tube, and two revolving tubes amidships.



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Are those ignorant pretenders who

ling Castle, 64; Defiance, 64; Phoenix, 44; La Blanche, 32; Laurel, 28; Shark,

book of 120 pages, "Know Thyself."

dress, with stamp,

