WHERE CRIM DEATH LURKS

No Other Post So Full of Peril as the Modern Military Mast.

EXPOSED POINT ON A BATTLESHIP

Tars Assigned to Duty in the Fighting Tops Play Hide and Seek, with Battle's Chances All Against Them.

Our gallant tars who are off to fight Spain fully realize the horrors of warfare as made possible by the modern battleship. There are many posts of duty which entall great danger, but the brave fellows assigned to the military mast, or the fighting top, must know when they go up into those dread places that their chances of coming down alive ore very slim. There is no position on board a ship so exposed, there is no duty so thrilling, and there are no greater

heroes than Uncle Sam's topmen. The heroes of this war, says the New York Herald, will be the men detailed to duty in the military masts, or fighting tops, of our big battleship. The topman's position will be one of unspeakable peril. Exposed to the full fury of the enemy's fire with scarcely any protection, and with the possibility of having the entire mast shot away, his is a position perhaps the most dangerous in all modern naval warfare.

The steel barbettes of the present time,

save in certain battlestips, where an over-bead chield is carried, give a protection more apparent than real, more picturesque than practical. And while the military top crews have the advantage of seeing something of the scrimmage, yet they present too inviting a mark to the enemy, and have stations which in battle are pretty sure to be unten-

able from the heat and smoke.

The small arms men tiave frequent practice aboard ship, and, considering the difficulties of the environment, are good markemen. It is no easy took to fire from a platform place! at the fob end of a pendulum, ewinging ir-regularly, and the results attained testify to the value of the drill and to the flysique of the individual. WHERE GRIM DEATH LURKS.

On the larger battleships the military masts are bollow, and access to the fighting tops le gained through the interior. The ammunition is also passed up inside. In the smoke and grime of battle one can well realize what a hell these places would be. Another thing that must be considered is the fact that this will be the United States mayy's first practical test of the modern war ship. The last ten years have brought about a greater and more sudden change in the outward aspearance of men-of-war than has ever been recorded in the history of naval affairs. This is in the main due to the erd the more or less intricate rigging neces-sitated by their use, in favor of military

masts, or, in some cases, mere signal poles. The rig of the ironclad battleship of ten years ago differed in no very essential particular from that of the ships of long ago; but cow, in a single decade, all is changed. Before the change some progress had been made in utilizing the ordinary tops in action by placing riflemen or machine guns in them in order to direct a plungling fire to the enemy's deck. It will be remembered that it was a shot fired from the mizzentop of the Redoubtable that laid Nelson low in the moment of victory.

THE ANCIENTS USED THEM. As a matter of fact, military tops, although greatly improved as now constructed on our battleships, are by no means new to caval warfare. They are represented in the drawings and carvings of Eg; ptian and Asiatic war ships nearly 2,000 years before Chist. In mediacval days the fighting top was a recognized part of a ship of war. Archers end slingers powed their missiles down from them on the decks of their enemies, or stones, quicklimes and Greek fire were stones, quicklime and Greek fire were hurled upon the heads of the opposing crews. In the earlier days the top was at the extreme summit of the mast, but as ships got

down, The next step was also rendered occessary by the growth of masts and spars, for when heavily rigged ships, such as the Great Harry and the ships which took part in the sary to enlarge the circumference of the top to give a support to the shrouds which up-held the topmast. From this period the top as a fighting platform disappeared until re-cently, except in the war galleys of the Mediterraness and Baltic, which had a curious basket top at their mastheads, known

The military mant of today is constructed primarily to carry guns, and secondarily for signalling purposes, for it must be remembered that in all cases in which ships have been equipped with fighting tops since their very first inception, the primary duty of the mast which upheld it was to carry sail for the propulsion of the ship.

Some of the masts are supplied with an

upper top for the electric light, a peculiarly shaped edifica below to enable three quick firing guns to be discharged right shead, and a species of conning tower below, from which the captain can overlook the smoke clouds and so see to direct his ship in action. The later types are all constructed with

Some have a lookout, or conning tower, others have not, but all have three or sixpounder quick firing guns and electric light projectors, and one or two lighter machine guns in addition.

The small caliber rapid fire and machine

guns employed in tops are supported by riflemen, and in every fight their work of clearing the guns, sweeping the decks and superstructures, and of picking off the officers and leading men is, to say the least, hazardoue. In the galley days the military tops were fairly well protected, but during the sail era the top men handling the swivel pleces and deck rakers, and forming a special corps of muskeeters, had no protection. except what was given by a network of mat-tress filled hammocks.

TARGETS FOR SHOT AND SHELL. It would take a big projectile to bring a mast down, but then, if it did, great would be the fall thereof. And think of the poor devils that would come crashing down with it! And think of them even if the mast doesn't come down, perched up there, living targets for shot and shell! The thin pluting is of so avail against anything larger than a rific builet, and a small shell might pass harmlessly over the heads of the men in acopen top which in a closed one would have been burst by the iron sides, and scatter death and destruction within.

A curious umbrella-like structure is the production of the brain of that versatile genius, the emperor of Germany, and was statended to be placed on board the ship which was to be built to replace the old Preussen. Although offering the greatest possible protection, it was found to be Im-

practicable.
The only practical test of the modern battleship was the brush between China and Japan, and it was my good fortune the other day to have a talk with a sailor who had been

to have a talk with a sailor who had been in that fight.

In the depths of the ship men were stripped to their waists, throwing coal into the huge furnaces; in the turrets the gunners stood to their guns; in the after cabin and in the cockpit the sailors paced back and forth awaiting orders for action, not uttering a word, with every muscle and every nerve at extreme tension. The firemen, water tenders and coal heavers were shut up to the fire extreme tension. The firemen, water tenders and coal heavers were shut up in the fire rooms out of danger from shot and shell, but certain of a terrible death should the vessel be sunk or a magazine explode. On the platforms, at the reversing gear, at every valve and throttle were stationed men to make response to every command. Ollers moved about filling the cups; cadets were at the voice tubes and annunciators, in the magazines and shell rooms far below the water dins, on the lower flats and at successive stations men stood to guide the shells and

of the train had become detached. The forward portion was at a standstill when the rear cars dashed into it, demolishing afteen of the cars and piling up a mass of wreckage. Four tramps are believed to have been caught in the wreck.

The crews of the eight and twelve-inch guns in the turrets had cutiasses and revolvers strapped about them, while at the lighter guns stood sallors in small groups. All men not needed were directed to remain the shelter of the barbeites and threets.

Officers of divisions walked to and fro or leaned upon their swords with frequent glances ahead. The captain was on the bridge, the navigator in the tower, the quar-

termaster at the wheel and petty officers at the engine signals. On one of the flats below the protective deck was the surgeons' table, with a long row of glistening steel instru-ments, rogs of bandages and buckets of water.

water.

It soon became known even among the sailors that orders had been given to fire from the lighter guns when the enemy was 4,000 yards away, and to fire the main battery at a distance of 2,500 yards. This was to give time during the advance for from fifteen to forty shots from each light gun and two from the large guns in time to train abeam for the passing broadside.

THE FIGHTING REGINS.

THE FIGHTING BEGINS. THE FIGHTING BEGINS.

The Japanese boat could now be plainly seen, and the orders came to fire. The boom of the guns, the smoke of the powder, changed everything on board ship. There was now no expectancy, no suspense. The men in the turrets and the men at the lighter guns were blackened with the powder, and the smell of powder was all over the ship. The sailors forgot all fear. Amid the smoke and the dust they became as enraged animals. No thought of danger entered their minds; no realization of peril was upon them. They taked, they laugh it they veiled

the chells as though they were not freighted with certain death and destruction. It was evident that one, at least, had been fired true and would fall upon the Chinese vessel. It struck the forward turret and creshed through, silencing two guns and forever si-lencing the voices of twenty gunners.

The lighter guns kept up the fight, which waxed hot and furious as the two ships approached each other. Soon they were at broadsides, and the guns of each vessel swept the decks of the other. One after another the gunners fell, and the reserves were called out to take their places. The decks were so silppery from the blood of the wounded men that it was almost impossible for the sailors who were as yet uninjured to take the positions they were ordered to

DAYS OF THE OLD NAVY.

Recollections of a Brief Row in One of the Chinese Ports. The average American, says the Chicago News, takes away from school with him such a knowledge of American history as can be compared to the old-fashi ned magic lantern slides, the history itself being a kinetoscope picture. That is, he has vivid ideas of certain unrelated events, mainly with war, Saratoga, Valley Forge, the crossing of the Delaware and Yorktown stand for the revolution. Then there is little more until the battle of New Orleans. The war with Mex-ico follows and here the events are remembered more because of the outlandish names of the battles, like Cherubusco and Chapultepec, than for a better reason. So much for the affairs on land. By seas, the pictures are even scrappler and less intimately connected. We all know that the Bonhomme Richard, under Captain John Paul Jones, whipped the Serapis at the time of the revolution. And in a general way we know something of the Constitution and the Guerriere and Java, and of Commodore Perry's victory on Lake Erie. From that time to the brief series of events which culminated in the fight between the Monitor and the Merrimac, one spacious blank extends itself across the mind of the man of average training and intelligence in this country. other words, the navy from 1816 to 1861 has left no permanent impression on his mind. This discreditable gap Edward Stanton Maclay, in whom our "fighting ships and fighting men" found their first historian, atfighting men. found their first historian, at-tempts to fill up in part by his "Reminis-cences of the Old Navy," a valuable and newly published work which has been com-piled from the diaries of two gallant officers, father and son, Captain Edward Trenchard and Rear Admiral Stephen Decatur Trench-

The elder Trenchard was in the old Adams under Stephen Decatur, the elder—whence his son obtained his name—was in the Con-stellation at the bombardments of Tripoli in 1804, commanded the Madison on Lake Ontario in the second war with England, and then commanded the John Adams during the brief troubles with Barbary states in 1815-16. It will be recalled even by those whose knowledge of history is most fragmentary, that the British boasted at the beginning of the war in 1812 that they would wipe our cruisers off the ocean, going so far as to his son obtained his nam of the war in 1812 that they would wipe our cruisers off the ocean, going so far as to assure the deys and bashaws of the north African coast that they would not permit the United States to build any ships-of-the-line at all. It was a spirit of mischief that led to our government sending its beautiful "seventy-fours" over to cruise in the Mediterranean with the Guerriere, the Wasp and a number of other vessels taken from the British in open fight. And it was a similar desire to perform the operation which Mr. a number of other vessels taken from the British in open fight. And it was a similar desire to perform the operation which Mr. Maciay forcibly terms "rubbing it into the British," which led to the assignment of the Cyane, captured by the good old Constitution, to do duly on the west coast of Africa, where Captain Charles Stewart, grandfather to Charles Stewart Parnell, had originally taken her. Captain Trenchard was in command, and his husiness it was to suppress the mand, and his business it was to suppress the African slave trade as carried on by Ameri-African slave trade as carried on by Americans, the other nations having ships there to perform a similar office for their citizens and subjects, the British in particular. But Captain Trenchard did not believe in fighting much during times of peace, and the Cyane soon became a proverb for the admirable and bounteous hospitality he caused to be dispensed on board. Among other matters, regarded as luxurious in those days, was a band of music, the precursor of the marine band at Washington.

The younger Trenchard began his career affoat on board the Constitution, where he received his warrant as midshipman in July,

afloat on board the Constitution, where he received his warrant as midshipman in July, 1834. His commander was that Captain Hiram Paulding who had so greatly distinguished himself at the battle of Lake Champlain, and the old ship was kept cruising about Florida and the gulf during the war with the Seminoles. During the Meximum was the control of the Meximum and the gulf during the war with the Seminoles. During the Meximum was the control of the seminoles. war with the Seminoles. During the Mexican war Trenchard was kept cruising in the Mediterranean and his life was not very eventful until he was appointed the navigating officer of the pide-wheel frigate Powhattan, then one of the ficest ships in the American navy. He was assigned for duty to the Chira station. Sailing by way of the Cape of Good Hope, the ship arrived just in time to find the French and English at war with China, endeavoring to get at the cannon's mouth what they had failed to achieve through diplomacy—a treaty of commerce. It was here that Trenchard, in company with Captain Josiah Tattnan, took part in that Captain Jesiah Tattnan, took part in that historic incident which, with the landing of the American marines at the bombardment of Alexandria, constitutes a strong bond of amity between the British and American navies. The Americans, who later obtained their treaty without having to fight for it, their treaty without having to fight for it, had chartered a steamer, Toey-Wan, in order to follow the operations in the Peiho river. This stream was lined with Chinese forts, under the direction; it was believed, of Russian officers. When the fighting began, June 25, 1859, the British fleet was at a serious disadvantage. After watching the slaughter of the Englishmen for a time, Tattnall exclaimed, 'Blood is thicker than water!' and went aboard the British admiral's flagship, where his boat's crew manned a gun which had lost its men. Then, the Toey-Wan being 'the only ship in the river capable of bringing up the British reserve, she did so, and turned the British repulse into a victory. A few years ago, when Captain Mahan was extertained in London by British naval officers, Tattnali's exclamation was the motto on the bill of fare.

Freight Cars Piled Up in the Ditch. FLINT, Mich., April 28.—Fifteen freight cars of an extra train on the Flint & Pere Marquette railroad were wrecked in a col-lision here this morning. The rear portion of the train had become detached. The forward portion was at a standstill when the rear cars dashed into it, demolishing fifteen of the cars and piling up a mass of wreckage. Four tramps are believed to have been caught in the wreck.

on the bill of fare.

NAVAL FIGHTS AGAINST ODDS

Desperate Chances Must Re Taken with 8 " me of the Modern Craft.

DESTRUCTION ENGINES OF Modern Torpedo Bonts and Submarine Terrors - Recollections

their minds; no realization of peril was upon them. They taked, they laughted, they yelled as if in give. The battle had commenced. The larger than any of the satisfaction of the United States and Spain. He might have included the heroes who will form the lighter guins, bore steadily down upon the Chinese ahip. Four other Japanese vessels were reported, and it was evident that the Chinese thip, while very much larger than any of iter antagonists, was engaging in a desperate fight.

When the Japanese man-of-war were gaing in a desperate fight.

When the Japanese man-of-war were gaing in a desperate fight.

When the Japanese man-of-war were gaing in a desperate fight.

When the Japanese man-of-war were gaing in a desperate fight.

When the Japanese boat returned the fire, and the satiors watched the shells as they mounted the height of their trajectories and fell toward the mark. As eaimly they watched the shells as though they watched the shells ship affoat.

In the days when iron and steel had not ing ships, when long toms, carronades and loading rifles and machine guns, when a full broadside at close quarters lacked the destructiveness of a single projectile from a high-power rifle over a range of four miles, the sailor felt that as long as his ship ficated he had as good a chance of reaching dry land as his enemy. He had an abiding faith in the specific gravity of wood, and counted on finding a piece of his ship for a life-preserver if the fight went the wrong way. Today he is in much the same fix as the man who went sailing in a sieve before he learned to swim.

LEADERS OF FORLORN HOPES. There was never a tiope so forlorn, however, that a leader was lacking and no leader ever failed to find these who would follow him. Today the navy is being recruited as rapidly as possible with men who are of too high an order of intelligence not to know the perils before them. A certain proportion of these men will be a signed to the torpedo boats, a branch of the service which has been recognized as the most hazardous of all, making an exception in favor of any actual work that may be attempted with such new-fangled ideas as the Holland and Raddatz submarine torpedo boats. Moral courage of the highest order will be required of every officer and enlisted man when the call of duty takes him into an engagement with any of these deadly en-gines as his weapon of attack.

Experience has demonstrated that the orpedo boat, whether operated above or beow the water, is as much of a menace the life of its crew as it is to the ship it attacks. It may run the gauntlet of the machine guns under cover of darkness and de-liver a fatal blow against the armored side of the battleship, but the chances are as one in a hundred that the explosion which sinks the big ship will destroy the frail lit-tle boat and its crew. The submarine tor-pedo boat is an unkown quantity in actual warfare, unless its worth is estimated by the results attending repeated trials of similar boats during the civil war. Recent trials of the Holland submarine boat

seem to have proved it an easily managed craft, capable of diving and coming to the surface at the will of the operator. Whether this fish-like machine wil behave so nicely in time of war remains to be seen. It is to be hoped that it will establish a better record than the sub-marine boat constructed by the confederates in 1863. Naval officers have expressed grave doubts whether the Holland will ever accomplish anything but the destruction of its crew, just as the confederate boat did repeatedly in the attempts to use it against union ships. And thereby hange a story of heroic daring equal to any recorded in the history of the American navy.

A SUBMARINE COFFIN. Civil War.

In the fall of 1862 a tiny, half-submerged torpedo boat attacked the fine new union war vessel, New Fronsides, as she key at anchor in the Charleston harbor. The attack was successful, in that the terection of a monument to the memory of the officers and crew of the dynamite cruiser Vesuvius would be in order just as soon as that vessel went into action spoke with a full understanding of the probabilities attending the first engagement between the war ships

bott in the right place to send her to the bottom. One torpedo, as has been demonstrated in the harbor of Havana, can tear into fragments the most formidable better. She was raised, and the bodies of her crew were given a more fitting burial. Then into fragments the most formidable battle- she was towed to the Charleston harbor and put bito service. She was designed to ap-proach a vessel at anchor, dive under her supplanted oak in the construction of fighting ships, when long toms, carronades and bottom of the vessel. The first night set for ten-pounders were the equivalents of breech- an attack resulted in death for the nine men composing the crew of the boat. She was lying at the wharf then a passing steamer swamped her by the wash following. AN ILL-FATED CRAFT.

Once again she was raised and tied up t the Fort Sumter wharf. Once again she sank, and six men went down with her Sumter wharf. Once again she Again she was brought to the surface, and after being thoroughly repaired was placed in charge of a lieutenant and eight more men for trial in the Stone river. She be-haved splendidly for a day or two, and then dived to the bottom and stuck her nose in the mud. Nine more men were suffocated the fourth time the confederates raised this ill-fated craft and resumed again the experiments in the Charleston harbor. The made to dive under a vessel at anchor, when the fouled a cable and became a coffin again

With a faith in the future of the boat that could not be shaken the confederates raised her again. A brave lieutenant asked permission of General Beauregard to attach the Housatonic, a new war vessel ly-ing in the harbor. Consent was given, with the condition that the boat should work upon the condition that the boat should work upon the surface with a star torpedo, and that the crew should be composed of volunteers. The attack was made on the night of Febru-ary 17, 1864. When within 100 yards of the Housatonic the torpedo boat was discovered by a deck officer. He was slow in giving the alarm, and the delay in slipping her cable and starting her engines was fatal.
While all hands were being called to quarters and confusion reigned supreme on the pedo against the side of the bulky foe and knocked a hole in her below the water line. Four minutes later and the Housatonic was resting on the bottom of the harbor, a total wreck. Five of her crew were killed either by the shock or by drowning, and the others were rescued from the rigging. What

became of the torpedo boat. She was neve

seen again. She was either swamped by

the immense column of water thrown into

trapment satricy bene hestifoil sitt

any other Tonic.

liquid food imaginable for Convalescents.

Easily assimilated even by the weak-

est stomachs and lending a strength

to the system not obtainable by

A Non-intoxicant. - ALL DRUGGISTS

Foley Bros., Wholesale Dealers, Office, Del-lone Hotel, 124 N. 14th St., Omaha, Neb.

VAL.BLATZ BREWING CO.

MILWAUKEE, U.S.A.

down by the suction created by the sinking was never allowed to interfere with the THE ARMY MULE.

An Element of Considerable Strength An element of strength in a war between the United States and Spain would be the superiority of the United States in the matter of mules. The United States is the great mule nation in the world, declares the Hansas City Star, and Missouri is the bright particular mule state in the union.

It is a remarkable fact that in this contest Spain is also a mule country. The ceremonial team of the royal family of Spain is composed of white mules. But in this point of comparison, as in every other, the superiority of the United States is manifest. As the United States has more men and more guns, so it has more men and more guns, so it has more mules. Spain has, during the three years' cantest with the insurgents, been forcel to draw her mule supply from the United States, principally from Kansas City. With war this supply will be cut off, and the American mule, no longer being subject to draft in a cause he must despise, will be used in the service of his own country.

service of his own country.

The mule became prominent in history at the time of our civil war. The long-eared champion seemed to spring from the earth. Many volunteers from certain sections of the country who had never before seen a pair of mules harnessed lived to see thou-san's of them hauling army wagons. Teamsters, also, seemed to be created for the occasion. While the art of driving mules is a separate and distinct science, thousands of fully qualified drivers appeared, ready to climb into the sa'dies, armed with the rescount "blacksnake" and a full, free, rich

The mule, it is needless to say, has de veloped in war the highest military qualities endurance, patience and courage war horse eulogized by Job and many writers since has never displayed the practical traits of the army mule, which have never yet been preserved in blank verse or flowing rhyme. The mule is ever active, flowing rhyme. The mule is ever active alert and watchful, and his clarion voice "rouses the soldier e'er the morning star."
Usually the mule does not go where glory waits him (though General Fighting Phil Kearney habitually rode a mule, but is condenued to the heavy labor of the quartermaster's and commissary's departments. But in whatsoever lot—feed lot or any other -in which he is placed, he does his duty, He has been accused of a quick and even vindictive temper, but in trying times it

was never allowed to interfere with the performance of his public duties. And it was in the darkest days and nights of the war, as his soldier associates will now remember, that the brightest qualities of the mule appeared. In darkness and storm, with mud to the hubs, he leaned to the collar and "snaked" the heavy wain, caim and imperturbable, although his director wrapped himself with curses as with a garment and rode along enveloped in a light blue halo of profanity. And when the muddy march was over, the mule, who for days together had dined and supped on cod gates, released from harness and his long vacant interior decorated with a few quarts of coup, ran and raced, and squealed and kicked and played with his fellows as if he saw already spanning the horizon the

he saw already spanning the horizon the

stiered him to his first high and vibrant note. In Cuba he has found to peace and will find in war a wide field of exercion. A great general had said that "an army moves on its belly." The army with the best surtained "cracker line" must eventually wear out its opponent, and it is the mule that sustains the "cracker line." To that sustains the "cracker like." To slightly change a saying of General N. B. Forrest, it is the party "that gets there the fastest with the mostest mujes", on whose banners will be twiner the laurels of

Murdered by Robbers.
BLACK EARTH, Wis., April 21.—Andrew Nelson and wife, aged respectively 71 and 56, were murdered by robbers last night at their home in the outskirts of the city. rainflow of peace.

In warm and southern regions the services of the mule are indispensable. While he can live anywhere, he seems a sort of tropical beast. It is believed that his ample cars first unfolded in the sun of the equator, and that palm leaves and similar vegetation the interest of the city. Nelson's nead was crushed in with a club and his wife was pounded into insensibility. The robbers then set fire to the house. An aged woman who lived in the upper story was rescued from the flames by neighbors with a ladder. A few days ago Neison sold a house and lot, and the robbers are supposed to have secured the proceeds, \$400.



"The best guarantee of the future is the experience of the past." (PATRICK HENRY). When you look back on Pearline's twenty years' experience, how can you think that any less-tried washingpowder will give the same security

against harm? And Pearline costs only a trifle more than the poorest and cheapest washing powders. Willions

WEAK MEN CURED



SYPHILIS OR BAD BLOOD.

JOBBERS AND MANUFACTURERS

OF OMAHA.

AGRIC ULTURAL IMPLEMENTS Darlin, Orendorff

& Martin Co

Jobbers of Farm Machinery. Wagons and Buggles - Cor. 9th and Jones

ART GOODS

Hospe

Picture Moldings. Mirrors, Frames, Backing and Artis's'
Materials.

BOOTS-SHOES-RUBBERS,

merican Hand Sewed Shoe Co

M'f'rs Jobbers of Foot Wear The Joseph Banigan Rubber Co.

H. Sprague & Co.,

Rubbers and Mackintoshes. 1107 Howard St., OMAHA

P. Kirkendall & Co

Boots, Shoes and Rubbers Salesrooms 1105-1104-1106 Harney Street.

T. Lindsey,

RUBBER GOODS

W. V. Morse Co.

Boots, Shoes, Rubbers,

AT WHOLESALE. BAGS

Remis Omaha Bag Co Importors and Manufacturers BAGS

614-16-18 South 11th Street BAKING POWDER-EXTRACTS.

Farrell & Co., SYKUPS.

Also tin cans and Japanned ware.

Chicory Co. Chicory Omaha-Fremont-O'Neil.

CROCKERY AND GLASSWARE

Crockery, China, Glassware, Silver Plated Ware, Looking Glasses, Char deliers, Lamps, Chimneys, Cutlery, Etc. 1410 FARNAM ST.

CREAMERY SUPPLIES

ne Sharples Company

Creamery Machinery

DRY GOODS.

E. Smith & Co. Dry Goods, Furnishing Goods

> AND NOTIONS. DRUGS.

Dichardson Drug Co.

902-906 Jackson St. 7. C. RICHARDSON, Prest.

Q F. WELLER, V. Prest.

The Mercer Chemical Co.

Laboratory, 1118 Howard St., Omaha

E. Bruce & Co. Druggists and Stationers, "Queen Bee" Specialties, Cigare, Wines and Brandles

Corner 10th and Harney Streets

ELECTRICAL SUPPLIES. /estern Electrical Company

Flectrical Supplies. Electric Mining Bells and Gas Lighting

∖∕olf Electrical Supply Co ELECTRICAL SUPPLIES

> 1804 Farmam St, FRUIT-PRODUCE.

Branch & Co,

WHOLESALE Commission Merchants. B. W. Corner 19th and Howard Sta. fembers of the National League & Corn Merchants of the United States.

GROCERIES.

cCord-Brady Co.

18th and Leavenworth St. Stable and Fancy Groceries, TEA AND COFFEE BOASTERS, ELG.

Meyer & Raapke, WHOLESALE

FINE GROCERIES Teas, Spices, Tobacos and Cigara. M03-1607 Harney Screet

Daxton and Gallagher Co

GAS COFFEE ROASTERS AND JORBING GROCERS.

HARNESS-SADDLERY H. Haney & Co.

HARNESS, SADDLES AND COLLARS bere of Leather, Saddlery Hardware, B We solicit your orders. 1815 Howard 50

HARDWARE. Dector & Wilhelmy Go

Wholesale Hardware,

HARDWARE.

ee-Clark Andreesen Hardware Ce Wholesale Hardware.

Bicycles and Sporting Goods. 1219-23-28 Har-ney street. LIQUORS.

Walter Moise & Co LIQUORS. Proprietors of AMERICAN CIGAR AND GLASS WARE CO. 214-216 South 14th St.

Riley Brothers,

Wholesale Liquors and Cigars.

Her's Eagle Gin

East India Bitters folden Sheaf Pure Rye and Bourbon Whiskey.

Willow Springs Distillery, Her & Co., 1118

John Boekhoff, WHOLESALE

Wines, Liquors and Cigars. LUMBER

hicago Lumber 00.

WHOLESALE LUMBER ... 814 South 14th St.

OILS-PAINTS Ctandard Oil Co.

J. A. Moffet, 1st Vice Pres. L. J. Drake, Gen MgrOILS.... Gasoline, Turpent.ac, Axle Grease, Etc. naha Branch and Agencies, John B. Ruth Mgr.

arpenter Paper Co.

0

PAPER-WOODENWARE.

Printing Paper, Wrapping Paper, Stationery.

STEAM-WATER SUPPLIES.

rane-Churchill Co. 1014-1016 Douglas Street.

Water Supplies of All Kinds. I \nited States

Supply Co . . . 1108-1110 Harney St.

Steam Pumps, Engines and Boilers, Pips, Wind Mills, Steam and Plumbing Material, Belting, Hose, Etc. TYPE FOUNDRIES

Type Foundry

ELECTROTYPE FOUNDRY.

Results Tell. The Bee Want Ads Produce Results.

The Dogs of War Are Loose.

With the war on, all eyes are turned on Cuba. Every one is interested in the brave struggle being made by the people of that famous little island. The best information can be obtained from the best books.



whelming tragedy-

sign, Plain Edges, \$2.00.

famous as a journalist; brillient in his descriptions. It is a graphic account of the struggles of Cubans for liberty.

Revised to Date. Containing a vivid account of the over-

Destruction of the Maine

tain Sigsboo, Ex-Minister De Lome, General Blanco, Battleship Maine as She Was and Is.

A splendid octavo volume; 625 pages; 6;x9 inches; printed on extra fine quality of paper; in large, clear, perfect type; magnificently illustrated with 40 full-page original drawings and photographs, artistically and uniquely bound.

Elegant, Silk-Finished Cloth, Emblematic Ink and Gold De-

This Coupon is good for 75 How to Murat Robtond's

"THE STORY FOF CUBA." Price \$2.00.



Murat Halstead's

is entertaining, interesting and instructive. He is a talented writer, distinguished as a war correspondent,

CHICORY The American New and splendid illustrations of Consul Gonoral Los, Cap-

H. Bliss.

Get It Free Secure two new subscribers to the Daily and Sunday Bee for seven weeks each; or three new subscribers for one month each. Bring or mait them to the Circulation Department, Omaha Bee, with 15 cents for each week's subscription and you can get this spendid work free.