

FLOTILLA FOR THE PACIFIC

Six Little Vessels Bound on a Fifteen-Thousand-Mile Trip.

UNCLE SAM'S SHIPS KEEP BUSY

Three Lighthouse Tenders and Three Lightships Which are Steaming from New York to the Pacific Coast.

NEW YORK, Sept. 26.—When the Yankee battleship fleet threaded the perilous passages of the Straits of Magellan fears were expressed in some quarters about its ability to do the trick without disaster, although it had navigators familiar with the waters and was preceded by the warship of a friendly South American power.

This flotilla—one of peace—is a part of Uncle Sam's splendid life and property saving equipment in charge of the lighthouse department. It consists of three of the finest lightships ever turned out of an Atlantic coast shipyard and three tenders—water ships—closely resembling high powered ocean tugs, although with somewhat less freeboard.

Go Without Guides. No special pilots will help to guide the flotilla through the straits. The captain, Albert Meritt, of the navy, will depend entirely upon his charts and the talent of his six skippers, and he expects, blow high, blow low, to do quite as well as the war vessels.

Captain Meritt has been lent by the navy to the department of Commerce and Labor especially to command the flotilla. He is especially designated the lighthouse flotilla. He likes the job almost as thoroughly as he would one involving the use of big guns, partly for the element of danger and partly for the peaceful glory of it. All his officers and crews are from the merchant service except the flotilla commander, who is a naval officer who is detached from the navy to attend men who may get ill on the four months' voyage.

There will only be one real sea dog in the flotilla. Major, the admiral's pointer, presented to him some years ago by a Catholic priest in the west, whence the admiral had been detached from the navy to attend men who may get ill on the four months' voyage.

Problem of Sailing. The problem of training the merchant marine force in naval ways, was undertaken the moment the flotilla sailed from Tompkinsville where, at the depot of the lighthouse department, it spent more than a month fitting out. Before leaving the admiral said:

"It would be plain sailing if I had a young naval lieutenant on each ship. They have been trained to the duties of keeping formation, which is essential to the safety of fleet or squadron. But I have splendid material here, and I have no doubt that we will be able to put it in good shape before we are a month on the trip."

"To help out I have on each vessel a boy from the schooner Newport thoroughly trained in zigzagging. Thus by day with flags and by night with torches we can always keep in communication."

"We have no wireless. A man from a wireless company came to me and offered for a big price to equip us. He said that"

TALKS ON TEETH

BY DR. E. R. L. MURPHY

Comfortable Alveolar Teeth

If Dr. Murphy's Alveolar teeth were not first of all comfortable, they would be a failure. Looks wouldn't commend them alone, although they are beautiful looking.

The man who wears them will have relief from the misery of using "false" teeth, and rolling his food around in his mouth between plates instead of cutting it up as he can do with Alveolar teeth.

Again, the false teeth which are stuck on partial plates are always falling out, to the great embarrassment of the wearer.

If this is the first time you have heard of Dr. Murphy's Alveolar Method of supplying missing teeth without plates or ordinary bridge work, we shall briefly outline the plan.

We require two or more teeth in each jaw and with these to work from we build our structure, supplying every missing tooth, each in its own socket, so that each takes its own strain—following nature's plan, you see, and when the work is completed the patient has a new set of teeth as perfect and serviceable as nature's—in nearly every respect. We don't bore into the gums, nor perform any surgical operation, to do this work, nor is there anything about it to be dreaded from start to finish.

One can leave our offices and begin to chew beefsteak, or anything else, the same day the work is completed.

Imitators have attempted to do the work, but because of our broad patents, granted by this government and by many of the governments of Europe, they dare not infringe on the basic principle which makes the whole work a success.

We have notified these fakery to desist from their illegal practices and shall prosecute infringers vigorously. The teeth are too valuable to be ruined by these counterfeiters.

All we ask you to remember is the name Dr. E. R. L. Murphy.

We have magnificent offices in the New York Life building, the only office of this kind west of Chicago. We have no representatives, traveling or in the small towns. Beware of those claiming to do this work.

If you cannot call at once, write for our free booklet on the care of the teeth, sent free upon request.

DR. E. R. L. MURPHY 300-510-511 New York Life Building.

MAN'S EVERY-DAY SACK COAT

Autumn Dress of the New Yorker in Business.

MORE MODEST IN ITS APPEARANCE

Free from Extravagance in Cut or Material—Brown the Predominating Color—Lines of Trousers and Waistcoats.

NEW YORK, Sept. 26.—Perhaps it is the sack coat that interests the well dressed New Yorker more than any other garment. That is the coat he wears so frequently. It is the business dress of nearly every New Yorker, whether he be a clerk or the president of a trust company.

It is no uncommon thing indeed to see a young man who has attained or inherited a conspicuous post in business go to his office in a frock coat or a suit-way elaborately braided. But the sack suit is as much the symbol of business here as the blouse in the Chamber of Deputies in Paris is the outward and visible sign of the workman's party.

So it is pleasant to learn that this popular garment will this season be free from any extravagance in cut or material. Brown is again the prevailing autumn color, just as gray predominated all summer. But the alternation of these two colors seems almost inevitable.

The browns this year show the usual variety. They are the smooth, hard finish chevrons in various shades, the horizontal stripes, the shaggy castmores, checks outlined by pin lines of red, blue, gray and green, and flannels similar in pattern to those made for summer use, but heavier.

In some of the castmores and chevrons the checks are finely outlined. The checks and stripes are so finely outlined that the goods seem to be of a solid color. And this color must be of a dark chocolate brown rather than the light shades worn several years ago. The vogue of the onion skin is passed. Such shades, moreover, are suited only to summer weather.

There are, of course, other colors than brown, although that is the color seen most frequently and on the best dressed men. Grays are so dark that the black check or stripe on them is scarcely distinguishable; or they are so light that they might be intended for summer wear.

Blue is so essentially a summer color that it rarely appears in the winter wardrobe. Yet the dark blue winter serge may be a very smart garment.

The double-breasted sack of the kind shown in the picture is recommended only to the slight man. Such a coat, made of heavy winter material and then covered with an overcoat produces an effect of the kind described by fashion writers as bunched. Yet the thin man in a well cut dark blue double-breasted serge will be certain of looking as smart as the best of them. In such a garment it is, of course, line, and not color, that counts for smartness.

The smart sack of the coming winter should have four buttons and is still somewhat longer than the coat of two years ago and falls well below the hips. The shoulders are of natural width, which means that there is no padding, although every coat fits better for a certain amount of stiffening.

That the coat shall not outline the figure too closely is shown by the professional description of it as half fitting, which means that the figure is outlined without ever allowing the garment to touch too closely any points, including the neck. The smartest coats have three seams in the back, although some coats are made merely with the two side seams and a single piece of cloth to form the back. This is not so smart as the two-piece back with the seam down the middle, which enables a tailor to cut a much smarter coat and makes any garment in some indefinable way appear much more distinguished.

The sack coat of the year must show plainly that the wearer has a waist in spite of the equally important condition that the coat must not be what is commonly called cut into the figure. It is the mysterious phrase, half-fitting, which explains that the coat must be tight, but not too tight, the figure suggested, but not emphasized and all eccentricities of cut and design carefully avoided.

The collar still closes low enough down to show the top of the waistcoat, while the edges at the bottom are rounded, but almost meet. The roll of the collar, which should not be pressed down, extends to the breast line, and the hip pockets are finished with flaps. The breast pocket is finished only with a seam and is a little more slanting than formerly.

The sleeves are finished with a two or three-button welt. This is naturally practical, as one says of stage properties, which means that it will button and unbutton, whether that be necessary or not. The waistcoats are this year almost invariably made without a collar. They are also single breasted—few even of the fancy waistcoats this year made double breasted—and its novelty of finish may lie in long points or a button hole for the watch-chain cut between the second and the third button from the bottom.

The trousers are moderately full at the hips and should still be tight over the ankle. The tendency is to make them tighter at the knee. Naturally they are finished with side seams to match the coat.

A man who should have known much better came into Sherry's the other day wearing a blue serge suit. The coat was impeccable as to fit and so were the trousers. One detail of their appearance, however, ruined them. Down the outside seam of each leg was a stripe of black braid. Such a monotony may be of London origin, but it was bad wherever it came from.

The tendency to keep the trousers somewhat closer fitting is in line with the abandonment of the padded shoulders, the cut of the coat closer to the figure and the general attempt to keep the coat natural rather than in accordance with a conventional fashion.

One other coat shares with the sack the duty of clothing the American business man. This is the cutaway, as it is called here, or the walking or morning coat, as it is known to the London tailors. The great popularity of this style for dress during the last few years threatened to drive the frock coat out of existence. For daily wear it is most affected by men who have passed beyond the first years of youth.

The cutaway of the present season has skirts that almost meet at the waistband and the front opening at the bottom measures about five inches. The coat has four buttons, and the breast, hip and change pockets. The last on the skirt, are provided with flaps.

The rather broad collar rolls back to a point deep enough to show the waistcoat for a space of about half an inch. The sleeve is finished with the same simple cuff as the sack coat, opening and closing with two or three buttons. There are three seams in the back and seams are strapped.

When a man can't find something he wants around the house, he begins to accuse his wife of meddling with his affairs.—Chicago News.

Pointed Paragraphs. A wagging tongue opens the way for a lot of trouble. A camel, always going around with your back up. Some people's only object in life seems to be to start something.

Many a man's ship doesn't come because he failed to start it. Appearance may be deceitful, but disappreciation is more convincing. Most men start out with good intentions, but somebody handles them wrong.

Ever notice how the other fellow happens to have your umbrella when it rains? He is to start something. Many a man's ship doesn't come because he failed to start it. Appearance may be deceitful, but disappreciation is more convincing.

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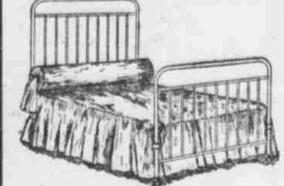
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HOME FURNITURE CO. 24th and L Streets SOUTH OMAHA

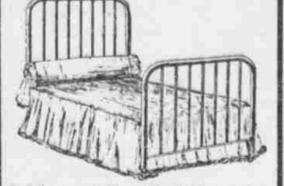
Sell Furniture 20 Per Cent Below Omaha Prices FALL OPENING

SALE OF CARPETS AND RUGS

Special This Week The new style chillless Iron Beds. A full car just received.



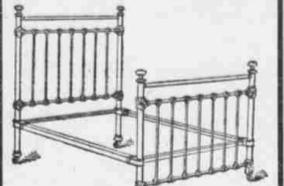
A fine Iron Bed, like cut— \$9.00 Omaha price \$14.00



A 2-in. post Iron Bed, like cut— \$16.00 Omaha price \$24.00



Special Steel Couch, a good Steel Couch, full size— \$2.95 Steel Couch, full size \$3.75 Steel Couch, full size \$4.25



2-in. post Brass Bed, from \$16 to \$30 One-Third Below Omaha Price.



This high grade Steel Range, well made—a guaranteed baker— FOUR HOLE \$22.50 SIX HOLE \$24.50

GET OUR PRICES ON RUGS

these cutaway coats, however, it is best not to use a too defined pattern but a mixture. Fancy waistcoats are generally worn with this style, although a waistcoat of the same material as the coat does not prevent the well made coat from looking smart. The cutaway, like most other garments, looks best on the thin man. There are few garments that do not, for that matter, unless it be the bathing suit.

DELICATE TRIBUTE TO SOLDIER

Exploit of President McKinley on Battlefield Exploited in Bronze.

William McKinley as a commissary sergeant in the union army, serving hot coffee to men on the firing line during the progress of the battle of Antietam, is to be perpetuated in bronze in a tablet which is to be unveiled at Wilmington, Del., on September 14, the anniversary of the death of the president.

George Gray of Delaware is president of the committee to have the tablet unveiled in the occasion for the gathering of a great concourse of men who helped to win the war of the rebellion, and patriotic addresses will be made by individuals of national prominence.

As told by General J. L. Botsford of Youngstown, O., who was at the time quartermaster of the Twenty-third Ohio volunteer infantry, of which McKinley was a member, the story of heroism thrills with interest.

"McKinley was commissary sergeant of the regiment at the time of the battle of Antietam," General Botsford says, "and his duty should have kept him with the supplies, which were about two miles from the firing line. During the hottest course of the battle, however, the young man, who was only 29 years old, conceived the idea of making coffee for the boys at the front. Pressing into service some of the stragglers, he filled a wagon with hot coffee and hardtack and personally conducted it into the midst of the fighting men."

"Tremendous cheering heralded his arrival, and our division commander, General Scammon, sent me to learn the cause, which I very soon found to be McKinley and his hot coffee. The rousing welcome he received from both officers and men can be readily imagined when the fact is considered of his leaving his post of security and driving into the middle of a frightful battle with a team of mules. It showed, even then, the character and determination which were a part of the man whose later life proved his stability."

"He was ordered back time and again, but he pushed on, and as he gave a can of coffee and a hardtack to a soldier who had been shot the man murmured, 'God bless the lad.' Those words, McKinley afterward told me, alone repaid him for the trouble and danger to which he had exposed himself in ministering to the needs of his comrades."

"The result of this sort of thoughtful-ness on the part of McKinley had a tremendous effect on the lines, and when later, the final order came to charge the men fell to with vigor and energy."

Among the members of the committee having the unveiling in charge are the president of the association, General James

H. Wilson and James L. Kelley.—New York Herald.

A Weather Barometer. Changes in the weather may be foretold by a very simple, home-made instrument, a water barometer, described as follows by a writer in the Scientific American: "It is composed of a two-pound glass jar and a glass oil flask. The jar is about half filled with water and the flask put head downward into the neck of the jar. Placed in a shady spot, where the temperature is fairly even, it will be observed that the height of the water in the neck of the flask is constantly varying—in fact, it is acting on the same line as the more elaborate barometer. In order to obtain some idea as to the movement of the water, it is a good plan to mark the stem of the flask off into tenths of an inch. A little experience will soon teach the owner as to how much importance to attach to the movement of the water barometer. However, a decided rise in a good sign of fine weather, while when the water is low down in the tube stormy weather may be expected."

The dowager queen of Spain has been the first motorist to legitimately cross the great St. Bernard in an auto. The Italian side of the road is open, but the Swiss is, however, closed. Her majesty, however, telegraphed to the Swiss government for permission, which was at once granted.

The Complete History of the "Car-Sign"



Unique and Clever Book Called "TWO BLADES OF GRASS"

Written by the Inventor.

Many Omaha people are acquainted, after a fashion, with the recent invention known as the "Moving Car-Sign." For the benefit of those who are not, a booklet has been written and published by the inventor, Dr. Theodore Kharas, which gives a complete and concise history of his remarkable invention from the very beginning up to the present time.

This booklet, which he has called "TWO BLADES OF GRASS," is now being reprinted, the first edition having been exhausted in less than one month from the date of its first appearance. It is very cleverly gotten up, written, printed and illustrated in such a manner as to present the facts concerning his invention in a fair and proper light.

As an example of a few of the terse sentences, note the following: "Nothing but the mint can make money without advertising."

"A business man trying to conduct his business without advertising may be likened unto a hapless lover standing afar off in the darkness throwing a silent kiss to his sweetheart—he knows what he is doing but no one else knows or cares."

This book, printed in two colors throughout, and gotten up in the most attractive manner known to the printer's art, is mailed free to anyone who writes to the inventor, Theo. Kharas, 21-22 E. S. Nat'l Bank Bldg., Omaha, Neb., and asks for a copy. It gives in detail, not only the history of the invention itself, but the story of the enormous task of promoting the business of gaining the absolute control, ultimately, of the street car advertising business, not only of this, but in all foreign countries as well. It is, in fact, as he writes by way of introduction: "The story of an achievement some into immortal print that the reader may be gratified and the writer satisfied," and was written and published in response to a popular demand made on him by his friends for a full and complete history of his invention from its inception up to the present time, together with the story of his trials, tribulations and triumphs in placing his invention before the world.

It has long been believed that the man who was a dreamer, as every inventor is supposed to be, and who "dreams" out an idea, invents something, is not the right sort of a business man to market his invention, but after inventing something, the inventor must then turn it over to financiers who will make it a "go" and generally are also accommodating enough to separate the inventor from any actual benefit of his brain-throbs. If you care to be convinced to the contrary, either call at the address given above and ask the inventor or write to him and ask for a copy of his booklet, which will be mailed without cost to you. He not only invented the Car-Sign, which makes every street car produce, as an advertising proposition, just four times as much revenue as it formerly would, but he dreamed out a way of securing the enormous amount of money necessary to get his invention into actual, practical use generally throughout the world.

He is very fond of telling stories, and they are always illustrative of some point in consideration. And when his many friends speak of him as a dreamer, he tells the story of Joseph, who was also a dreamer, and who was sold into bondage by his jealous brethren. Later on there came a panic in the land—not just a little financial brain-storm like our little

experience, but a real panic, and the brethren of Joseph went down into Egypt to procure corn. There they found the "dreamer" and he had the corn!

If you care to read the history of the Car-Sign, an invention which, as a money-maker, makes the Telephone business appear like the financial end of a peanut stand, and makes Tom Lawson look like a piker, get a copy of "TWO BLADES OF GRASS," and read it. It will do you good besides helping you.

One of his earlier books, called "Opportunity" has run through fourteen editions, over 4,000 copies having been printed and circulated, and those who have read both this and his last literary effort predict that "TWO BLADES OF GRASS" will far exceed "Opportunity" in popularity. But in order to be a good judge, it might be well to ask for a copy of both books and read them. They are true for the asking.

Less than a year ago a "Moving Car-Sign" was just an idea—today it is a reality, a real business entity, being pushed into actual use by corporations whose aggregate capital exceeds eight million dollars. All this has been created out of an idea and a man with a determination to "make two blades of grass grow where but one grew before."

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