vated terminals is under way in Providence, R. I., the cost of which is estimated at

Pastor First Baptist Church.

EDUCATIONAL,

An unnamed giver has presented \$100,000

One of the modern school buildings in New

Prof. John Bache McMaster has shown his

oyalty to the University of Pennsylvania in

an extraordinarily liberal manner by declining

the presidency of the University of Michigan

Over 175 students have already applied

for admission to Vassar next year. Many of

them will be lodged in near-by cottages and in Poughkeepsie until the first of December,

phlet describing the courses of instruction to be offered next year shows that a total of

295 courses will be offered. The pamphlet

also shows development in nearly every de-

The American society for the extension of

university teaching has decided to establish a university extension seminary for the training of lecturers and organizers. It will

be under the direction of Prof. Edmund J.

James. The term will open October 1, 1892,

The annual register of the Johns Hopkins

university, just issued, contains some interesting statistics showing the growth of the institution. The total number of students

enrolled during the present academic year was 547, an increase of seventy-nine over last year, and 143 over 1890. The largest increase was in the graduate department, which in 1890 numbered 229; in 1891, 276, and

Farmer Menthot-George has only been in

and him some more money. Mrs. Menthol

—For the land's sake! how does the boy manage to wear out so many clothes! Farmer Menthol—I guess it's all right, Maria. He says that it's hard on clothes because one of their physical culture exercises

WOODBURY'S FACIAL SOAP

JOHN H. WOODBURY, D.I., 125 W. 42451 . New York City.

DR E.C. WEST'S NERVE AND BRAINTREAT MENT, a specific for Hystoria, Dizziness, Fits, Nearalgia, Headache, Nervous Prostraton caused by sleoned or tobacco. Wakefulness, Mental Depression, Softness of the Brain, causing insanity, misery, decay, death, Premature Old Age, Barreness, Loss of Power in either sex, impotency, Leucorrhaa and all Female Weaknesses, Involuntary Losses, Spermatorrhea caused by over-exection of the brain-self-abuse over-indulgence. A month's treatment \$1.5 for \$5, by mail, Weguarantees ix boxesto cars. Each order for 5 boxes, with \$1, will sand written guarantee to refund if not cared. Guarantee issued only by A. Schroter, drugglest, sole agent, southeast

y by A. Schroter, druggist, sole agent, souther er loth and Farnam sts., Omaha .

PILE

Anew and Complete Treatment, consisting of Suppositories, Ointment in Capsules, also in Box and Pills: a Positive Cure for External, Internal bilind or Bieseding Itching, Chronic, Recont or Heroditary Piles. Tals Remedy has never been known to fail. Steps box 6 for 5; sent by mail. Why suffer from this terrible disease when a written guarantee is positively given with 6 boxes or refund the money if not cured Send stamp for free Sample. Guarantee is sented by Kuhn & Co., Bruggists, Sole Agents, corners

Issued by Kuhn & Co., Druggists, Sole Agents, co. 16thand Douglas streets, Omaha, Neb.

Chronic,
Nervousar

Drs. Searles and Searles

Acknowledged to be the rules successful specialists in all Private, Brooms Nervous, Skin and Urinary Directed.

Gonorrhos in from 3 toxis days Syphilis cured without Mercury.

Weak Men!

(VITALITY WEAK), Made so by too close appli-

(VITALITY WEAK), Made so by too close application to business or study; severe mental strain or grief: SEXUAL EXCESSES in middle life, or victous habits contracted to youth.

WEAK MEN ARE VICTIMS TO NERVOUS INEBILITY OF ENHAUSTION, WASTING WEAKNESS INVOLUNTARY LOSSES WITH EARLY DETAY IN YOUNG and MIDDLE AGED: lack of vim. vigor and strength, with sexual organs impaired and weakenened promaturely in approaching old age.

weakenened prematurely in approaching old age.

WHEN WE SAY CUILE We speak from knowjedge of FERMANENT RESULTS in many cases
treated and cured in past twelve years.

PILES FISTULA AND RECTAL ULCERS cured
without pain or detention from business.

HYDROCELE AND VARICOCELE permanently
and successfully cured.

STRICTURE permanently cured removal complete, without cutting, causile or dilatation. Cure
affected at home by patient without a moment's
pain or annoyance. Commitation free. Call on or
address with stamp.

Dre Cearles E Careles 118 South ligh Streat

Drs. Searles & Searles, 118 South 15th Street

Nervous Private Diseases

JAPANESE

·Female

Rheumatism,

Weakness,

AND ALL

Nervousan1

Diseases.

college two months and he writes that

and continue until June 1, 1893.

when the new hall will be completed, Proof sheets of the Harvard elective pain-

For sale by all druggists.

draught system of ventuating.

at a salary of \$10,000 a year.

to Barnard college,

dormitory.

partment.

this year 337.

is picking up chips.

Effect on Husband and Home of a Married Woman Working for Wages.

UNDESIRABILITY DEMONSTRATED

Tends to Divide Home Interests that, Like the Little Rift Within the Lute, Widen Past All Union-Fatal Effect on the Children.

[Copyrighted . 1892.] The precise effect on her husband, of a married woman's working for money, depends entirely upon how he looks at it. If he takes no particular interest in her work, or if he is inclined to feel jealous of the time it occupies, it is apt to be an annoyance to mm. and to produce certain results that are undestrable. He comes home, tired in mind and body, according as his daily work is with the brain or the hand. He needs a complete change; a pleasant, orderly nome, : cheerful house-mistress, bright, contented children, ready for reading, music, games, or talk on affairs of mutual interest, which ever is most agreeable to the little circle.

If he finds, instead, a preoccupied wife, either tired from her own work and so incapable of making a home, children restless, indifferent, longing to get away, a house showing the neglect or want of interest of the mistress-in a word if the feeling of beine is lacking, what is there to keep him within those four walls, and away from the within those four wais, and away from the many attractive lounging places open to men, where he can find the change his nature demands, in lively society, and amusement of one soct or another?

Destructive of Real Home Life. Every true-hearted wife will agree with me that the cultivation of a taste for these places in her husband is a sorrow to a wife, a

serious loss to the children and utterly destructive of any real home life. It might be said, in answer to this, by some unhappy sister, chaffing under the burden of the unsatisfied needs of herself and children. and enger to take measures to supply them, that since it is his own shortcomings tha force his wife to outside work, it is right that he should suffer somewhat. But let her never forget these facts; first, that his inanover lorget these lacks, the state of the bility to supply the family necessities may not be through any fault of his; and, secondly, that he does not so often suffer from this course, as cause his family to suffer.

Upon the duties and responsibilities of the husuand I do not propose to speak. The question I am trying to answer is this: men being what they are and doing what they do, how are they influenced by the wife's at-tempt to add to the family income by outside

The natural result on a man who feels no interest in his wife's work seems to be to wean him from his family, to divide their interests and make them grow apart. Where a Husband May Help.

The case is totally different where the hus band co-operates with his wife in her pur-suits, feels a pride in her success and a de-sire to assist her, looking eagerly for her articles if she is a writer, reading and enjoying them quite as often as criticising. There is always a fine chance for his help, for the woman's lack of business training shows, the moment she attempts any branch of work. Whether her labor be with the pen or the hands, whether she write books or make cakes, between her work and the money returns there is always more or less business; contracts to make; accounts, which sometimes, like Dickens child-wife's, "won't add up;" various details to arrange, in which business ability is ex-

oeedingly useful.
I know such a case at this moment. A gentleman engaged all day in serious transac-tions of a large business house, comes home to dinner at 6 o'clock, and plunges at once into another mass of affairs belonging to his who is also at the head of an exacting business. He keeps all her books, straightens out all financial difficulties, and helps with suggestion and advice out of his wide experience. After a long evening of work, he starts out in the morning with two or three "men to see" or orrands to do. He heartily inters into a from separating them it draws them closer

Moral of the Matter.

Why, then, is it not well? Look at the result. This pair are a business firm; with them there is no home life, in which the mind and heart can have their share of attention and culture. There is no time for the reading of noble books out of the line of their work; no chance for the enjoyment of nature; no opportunity for the cultivation of music or art, and there are no children to break into this constant round of work.

For the husband, as we are specially considering the effect on him, there is not a moment's rest from business. From his hurried breakfast to his late going to bed, one set of faculties are constantly active. affairs and his own all come under one head. Now, in our eager life of today, no human being can constantly endure a strain upo one point. He must have rest in the shape of a change of interest or occupation, or he will

Home should be to every man a place where no business thought intrudes, a com-plete relief from the occupations of the day. Because it generally is so, because in most cases society, books; or lectures, or simple home interests take his attention in the evenings, men are able to endure the strain of their work year after year, while the fact that women do not get this daily change, of leaving the scene of their all-day's labor and resting theniselves in a fresh atmosphere, with different interests and thoughts, is one reason why they sooner break down, or more imperatively need a vital change, like a

Demonlizing to Musculin Minds.

This demand of the time has come to be fully recognized in our large cities, where life is so intense. The health of woman, no less than the desirability of country air or children, has set the fashion and made the "summer outing" an almost universal cus-tom, indispensable to the well-being if in-deed not to the very life of American women. The effect of a married woman's working for money on a husband, who—as in the case given—sympathizes with his wife pursuits, is, as I said, quite unlike that upon one who is indifferent, but the result is almost equally unfortunate.

There is still another way in which a wife's pecuniary independence sometimes affects her busband. The masculine mind affects her busband. The masculine mind seems to be so constituted that the responsibility of being the sole support and maintenance of the family is indispensable as a balance wheel in its career. So long as an honorable man is possessed of that incentive, he will spare no effort to do his whole duty. But take away the feeling of responsibility, and the ordinary human being seems to lose his motive for effort. He will easily and saturally drift into carelessness, depend more and more upon the income of his wife to supplement his own pecuniary shortcomto supplement his own pecuniary shortcomings, and feel less and less the obligation he assumed in founding a family. I have heard of men who began with regarding the earn-ings of a wife as a personal insuit, and ended with depending upon her for daily bread.

Fosters Selfishness in the Husband.

This idiosyncrasy of our brothers is not a discovery of mine. Men who know human nature, doctors, lawyers, diergymen, will testify to its existence. Not very long ago, a wife who was in difficulty with her husband and could not get any support, asked the ad-vice of her lawyer (who was also a friend of her husband) about doing something for her-self. The wise old gestleman told her by no means to do so, rather to suffer almost to

means to do so, rather to suffer almost to starvation before taking that step; for, said he, "If you prove to your husband that you can earn money, you take away his motive for effort, and you will have to depend entirely upon yourself forever after."

The carning of money by a married woman seems therefore to foster in the husband his unlovely side, his selfishness. There can be no doubt that marriage is, and should be to the husband no less than to the wife, a discipline, a school of many virtues, often—nay, always—sorely needed. If this is true, it follows that so far as a wife becomes a moueymaker, in just that degree she prevents his receiving the discipline indispensable to his spiritual growth.

So greatly do circumstances vary that it is impossible to make rules that will fit all case. There is a middle course possible to some women in some kinds of moneyearning.

A wife may be able to carry on her work in a moderate fashion, for example, if it is some handlwork that she can follow at home, at odd hours and while overseeing her house hold affairs—something that does not ab-sorb her vitality and her brain power, like fine needlework, or delicate cooking, preserve or cake making, and other things.

Conclusion of the Whole Matter. The difficulty is to keep herself from being The difficulty is to keep herself from being absorbed in it, to keep it an "outside" interest. If the labor is of the brain some kinds may be indulged in moderately; story writing, or occasional articles of any sort that are soon finished, and each one complete in itself, but not regular newspaper work, or book writing of an absorbing kind, like a novel. A woman strong enough physically, and wise enough to keep within certain limits, may earn money to a modest extent without serious detriment to her more extent without serious detriment to her more important interests, but the temptation to do too much, to become absorbed,, requires a strong hand and a decided will to curb.

We are forced to conclude, therefore, that in the majority of cases the effect of a married woman earning money, on the husband no less than on the nome, is undesirable. It is far better for a wife to go without many things she wants than to give herself cause for accusing herself, on some future day, of neglecting her most imperative duties. It does not hurt children to be deprived of a good deal that they would like, but it is a fatal injury to stint them of mother love and care, or be the means of depriving them of a or be the means of depriving them of a father's influence.

To make a wise choice between evils is often the best we can do in our limited field of action and our dealings with weak human

OLIVER THOUSE MILLER. WHEN WE WERE BOYS.

Eugene Field in Chicago News. Come, Harvey, let us sit awhile and talk about the times
Before you went to seiling clothes and I to pedding raymes—
The days when we were little boys, as naughty

little boys As ever worried home folks with their everlasting noise!
Egad! and were we so disposed, I'll venture
we could show
The scars of wallopings we got some forty ars ago; wallopings I mean I think I need not What What wallopings I mean I think I better's specify—
Specify—
Mother's whippings did'nt hurt, but father's!

The way that we played hookey those many we'd rather give 'most anything than have our children know!
The thousand naughty things we did, the thousand fibs we told—
Why, thinking of them makes my Presbyterian blood run cold!
How often Deacon Sabine Morse remarked if we were his we were his He'd tan our "pesky little hides until the blisters riz It's many a hearty thrashing to that Deacon Morse we owe— Mother's whippings didn't count—father's did,

We used to sneak off swimmin' in those careless, boyish days.

And come back home of evenings with our necks and backs ablaze;
How mother used to wonder why our clothes were full of sand.
But father, having been a boy, appeared to understand. And, after tea, he'd becken us to join him in the shed.
Where he'd proceed to tinge our backs a deeper, darker red;
Say what we will of mother's, there is none will controvert.
The proposition that our father's lickings always hurt!

For mother was by nature so forgiving and so mild
That she inclined to spare the rod although
she spoiled the child;
And when at last in self-defense she had to whip us, she Appeared to feel those whippings a great deal

more than we!
But how we believed and took on, as if we'd
like to die—
Poor mother really thought she hurt, and
that's what made her cry!
Then how we youngsters snickered as out the
door we slid.
For mother's whippings never hurt, though for mother's whippings never hurt, though father's always did.

In after years poor father shriveled down to five feet four. But in our youth he seemed to us in height eight feet or more!

Oh, how we shivered when he quoth in cold suggestive tone:
"I'll see you in the woodshed after supper all plone!"
Oh, how the legs and arms and dust and

trouser buttons flew— What florid vocalisms marked that vesper interview! Yes, after all this lapse of years, I feelingly With all respect to mother, it was father's whippings hurt!

The little boy experiencing that tingling 'neath his vest neath his vest Is often loth to realize that all is for the best; Yet, when the boy gets older, he pictures with delicat The buffetings of childhood—as we do here to-The buffetings of childhood—as we do here to-night.

The years, the gracious years, have smoothed and beautified the ways

That to our little feet seemed all too rugged in the days

Before you went to selling clothes and I to peddling rhymes—
So, Harvey, let us sit awhile and think upon those times.

CONNUBIALITIES.

"Charley Wicks has only one arm, has he not?" asked Maude. "Yes," returned May, but it's a long one!" Jack (bashfully)-If I asked you for a kiss rould you be angry! Amy (naively)-Yes,

if you asked me for it. Mrs. Dorey—Darling, you don't eat any-thing since I have been cooking. Mr. Dorey —Dearest, I am so full of food for reflection,

The countess de Maille, who is engaged to marry M. Jean de Reszke, is described as the nost charming hostess in Paris. Pretty Eilen Philips of Westchester waited two hours at the altar for the groom that diup't come. The rascally lover borrowed

\$50 from the expectant bride and fled. He-Do you really believe that the receiver of stolen goods is as culpable as the thief? She—Why, certainly. He—Then how can you constantly object to my stealing a kiss? Fletcher Webster Jewell, proprietor of a hotel in Indianapolis, while signtseeing in Victoria, B. C., was smitten with the charms of Miss Creighton. They were married on

four hours' acquaintance. A wedding in London of interest to a number of the Americans sojourning there now will take place on Tuesday week. Miss Car-rie Foster of Cambridge, Mass., will be the oride and Mr. Isaahl the bridegroom.

Rev. A. A. Butier, pastor of the Second Baptist church at the town of Durham, N C., created a great sensation by cloping with Miss Annie Christian, the 17-year-old daugh-ter of Street Commissioner Christian of that

Some unique features were introduced at a weading in Wisconsin recently. Besides the maids of honor, best man, four brides-maids and four ushers, one lady acted the part of Queen Venus, dressed in classic robes with a jeweled crown on her head. He (timidly) -Now that we are engaged, I

—I presume I may—may kiss you as much as I please, mayn't 1! She (encouragingly)—Yes, indeed. Make the most of your time, dear. There's no telling how long an engagement will last nowadays, you know. Marriage may be a failure in San Francisco, and it may not, but it is interesting to note that comparatively few people are making the experiment. During the last year there were only 3,266 marriages in the city,

One of the large notable June weddings will be that of Miss Katherine Deere and Mr. William Butterworth, which will take place at the residence of the bride at Moline, Ill. Ex-Congressman Butterworth, the father of the bridegroom, will go from Washington with his wife and family to the appropriate the second of the second ington with his wife and family to the nup-

less than eleven to 1,000 of the city's popula

It was nearing the hour of midnight and he was talking to her in his tenderest vocal modulations, when she gave a startled look and threw one car forward after the manner of other deer. "Hollo," he exclaimed abruptly, "what's up?" "Sh— Papa," she whispered warningly, "and we had better scatter." It was nearing the hour of midnight and

Two of the prettiest Jersey City girls were married on Tuosday evening at their respec-tive residences and had big weddings. One was the daughter of Mr. and Mrs. J. D. Tayfor of 21 Belmont avenue, and the other was Miss Walker of 113 Avenue E, whose father, Mr. H. N. Walker, is with the firm of Clark & Dodge on Wall street.

Keep some Cook's Extra Dry Imperial Champagne in your ice chest; it's splenuld for company or for dinner.

The fifth annual catalogue of Redfield (S. D.) college shows an enrollment of 165.

GRADE CROSSINGS MUST GO

Elevated Railroad Terminals the Rule in Eastern Cities.

WISE PLANS OF THE NEBRASKA CENTRAL

Building for the Future as Well as the Present-Experience of Other Cities-Millions Spent to Correct Early Mistakes.

One of the few objections urged against the Nebraska Central railroad project is that an elevated terminal is a ridiculous innovation; that the difference in the cost of elevated over surface tracks is an extravagance that will render the road unprofitable for all time. The objectors assert with the positiveness of ignorance that elevated tracks repel rather than attract business. How can the company handle the business of coal yards, warehouses, factories, lumber yards and like institutions? they ask. And as a clincher to the argument the kickers declare that an elevated terminal is a visionary project, wholly unsuited to the needs of the city.

These assertions are on par with other equally absurd stories industriously circulated by men who are either ignorant of modern progress, or have a selfish interest in forging tighter the commercial shackles city. Omaha's experience refutes

The trend of railroad development within corporate .imits is universally toward elevated terminals. In new towns with limited traffic and population, surface roads are the rule, but in all the older cities public safety and necessity have and are forcing the abolition of grade crossings. Within recent years Omaha fought successfully for the abolition of the deadly grade crossing on Tenth street. The city is now battling for more open streets to the south side. The building of the Eleventn and Sixteenth street viaducts, the Thirteenth and Seven-teenth street bridges, and the promised bridge on Fourteenth, emphasize the gradual atolition of grade crossings in the city. The advantage of elevated terminals is threefold. They insure rapid transit within the city limits. Street traffic transit within the city limits. Street traffic is not interfered with by passing trains and life and limb are not endangered.
Within the present generation the relations

of railroads and cities have undergone a radi-cal change. Railroads have passed the experimental stage. The necessities of cities require that tracks shall not impede public business and imperil life, and the railroads are preparing for the inevitable. Within ten years \$40,000,000 have been spent in the abolition of grade crossings and the construction of elevated terminals in eastern cities, and plans have been prepared for like changes in Boston and Chicago involving an estimated expense of \$130,000,000. The cities wherein the changes have been made have aided liberally

in the work, paying one-fifth to one-third of the total cost. Foresceing the necessities of the times, the Nebraska Central managers have wisely planned to avoid grade crossings and build for the future as well as the present. A brief review of elevated terminals projected and completed in other cities forcibly illustrates

The Movement in Chicago. The greatest and most difficult problem Chicago has undertaken to solve is the abolition of grade crossings. The topography of the city is such that every one of the twenty-four trunk line systems plough into the business heart of the city on the ground level. Over 1,000 streets are crossed at grade, a majority of which are in thickly populated districts and the movement of trains is a constant menace to life and limb. It is estimated that 500 persons are annually killed at these crossings, and as many more are maimed for life. Various expedients have been tried to diminish the slaughter. An ordinance was passed by the city council about a year ago limiting the speed of trains within the city limits, but the distance to be covered from depots to city limits materially affected the running time of trains, and the affected the running time of trains, and the railroads secured the repeal of the law. Gates were established and flagmen increased, to no purpose. Safety of the demanded the abolition of creased, to no purpose. Safety of life demanded the abolition of grade crossings, and to that end authorities are now directing their energies. A commission of experts was appointed three months ago to devise a comprehensive scheme of terminals for the city, to procure plans and report to the council.

Both the authorities and the railroads have come to the conclusion that elevated terminals is the only solution. The enormous cost involved is the main difficulty. To afford facilities for all the roads will, it is estimated, require an expenditure of \$100,000, The railroads assert this would mean bankruptcy to them. The assumption is generally ridiculed as a bluff to induce the city to share largely in the expense. Steps have already been taken to build an elevated terminal on the south side of the city of sufficient capacity to ac-commodate ten or a dozon railroad systems. The plan is to build eight or ten doubletracks south from the union station to a di-verging point. The tracks will be carried on a steel structure through the thickly populated districts, and upon brick or stone arches in the suburbs. One hundred pound rails are to be used, so that the neavipound rails are to be used, so that the heavi-est locomotive may enter the city at a speed of fifty miles an hour. The plan also in-cludes inclosed freight yards with hydraulic elevators for the transfer of freight cars to and from the elevated tracks to the yards on the street level. Freight houses are to be constructed at convenient points, equipped with elevators to raise and lower the cars The passenger depot will be a magnificent building, eight stories high, having a front age of 300 feet on State street and 280 feet on Tenth street. The cost of the building alone is estimated at \$3,500,000.

It is only a matter of a few years when all railroads entering Chicago will have elevated tracks, with increased business facilities and entirely free from the costly dangers and delays of grade crossings.

In Philadelphia. The abolition of grade crossings in Philadelphia is well under way. The West Philadelphia station is reached by an elevated triple track over a mile long, on which 240 trains are handled daily. Hydraulic elevators are employed in raising and lowering freight cars and passengers. The Philadelphia & Reading is building an elevated terminal on Market street, in the heart of the city, a structure of imposing appearance, eight stories in height, architecturally and in dimensions second only to the Grand Central in New York. The main part of the ele-vated approach is an embankment with re-taining walls. The streets are crossed by stone arches or iron bridges. The cost of the depot grounds and elevated tracks is placed at \$8,000,000. This is part of the gen-eral movement toward the abolition placed at \$8,000,000. This is part of the general movement toward the abolition of grade crossings in the Quaker city, in which the railroads and the city officials cooperate. The matter of expense, which runs into the millions, was arranged by an ordinance, by which the city agreed to bear the expense of changes of grade on street approaches, but the railroads are required to hav all damages. The Pennsylvania compay all damages. The Pennsylvania com-pany is also making changes to avoid grade crossings and the Baltimore & Ohio has received notice to elevate its tracks. With-in two years it is expected the deadly grade crossing will be a thing of the past in Phila-

Changes in and About New York, The New York Central company has undertaken important changes below Harlen river, authorized by a state law, and under the supervision of a commission appointed by the mayor of New York City. Elevated tracks are to be built above and below the river to replace the present surface tracks.

The change involves an expense of \$3,000,000 to the company and \$750,000 to the city.

Three years ago the Pennsylvania company computed at Jersey City what is considered the best elevated terminal in the country. Previously trains were obliged to run slowly and accidents whereby people were killed were almost a daily occurrence. Were killed were almost a daily occurrence. Trains are now run through the city on the elevated structure at full speed. The engineering difficulties surmounted, the vast amount of property purchased at exorbitant values, and the permanent character of the completed work entailed years of labor and millions of dollars. Some idea of the cost may be had from the statement that the depot alone cost \$3,000,000. Massive hydrauhic elevators are employed to raise and lower freight baggage and passengers.

In Other Cities. The roads entering Washington have decided to abolish grade crossings and have ALLAN LINE

submitted plaus for that purpose to the District commissioners. Tracks are to be depressed or elevated as the topography of the city demands, and the kindlucts both for ROVAL MAIL STEAMSHIPS.

MONTREAL and QUEBEC

To DERRY and LIVERPOOL

CABIN, \$50 to \$80 According to steamer
and location of Stateroom.
Intermediate and Steecage of low rates.

NO UATTLE CARCLED.

SERVICE OF tracks and streets are to be arched masonry.

A state and municipal commission is study-A state and numicipal commission is studying the question of rapid transit in Boston, which comprehends both eighted tracks and tunnels. The joint commission has progressed sufficiently with the work to give an outline of the improvements the commission has provide grade crossings. All isteam railroads have been given a year's time to prepare for changes in their terminals, involving an expenditure ranging from \$14,000,000 to \$70,000,000.

Nine years ago the city of Rochester compelled the New York Central to elevate its tracks in the city, at a cost of \$1,726,000.

All tracks in the city of Hartford, Conn., are elevated and street bridges substituted for grade crossings. The change was ordered by a state law and the city paid one-third of the total cost.

A complete change from surface to elevated terminals is under way in Providence. STATE ALLAN LINE

LINE STEAMSHIPS.

TRADE MARK.

83,000,000.

Buffalo, N. Y., has labored for twenty years to abolish grade crossings. The topography of the city is similar to that of Chicago and the number of grade crossings well up in the hundreds. The Central, Erie and Lake Shore converge at the southern outskirts and cross a large number of streets in reaching the depot. The Central process in reaching the depot. The Central process is the coaler of the city. number of streets in reaching the depot. The central runs through the center of the city to Niagara Falls, but before this line was built, some ten years ago, the company was obliged to avoid grade crossings and purchase abutting property to a depth of 150 feet on both sides of its right-of-way. A bill was passed by the last legislature empowering the city to appoint commissioners who ELECTION PROCLAMATION. In pursuance of an or linance of the city of Omaha, passed and approved May 17, 1832 entitled "An ordinance calling a special election to vote upon the acceptance of the amen led proposition of the Neuraska Central rallway to vote upon the acceptance of the amended proposition of the Nebraska Central railway company and the issuance of coupon bonds of the city of Omaha in the sum of two hundred and fity thousand dollars (250,0.0) to and the Nebraska Central Railway company in acquiring depot grounds, in the construction of a union railway and passenger depot, and in the construction of other railway improvements upon said grounds, and to authorize a tax for the payment of the interest upon said bonds and to create a sinking fund for the payment of the principal thereof, and repealing ordinance No. 353, passed and approved May 19th, 1832.

I. George P. Bemis, mayor of the city of Omaha, Douglas county, Neb., that on Thursday, the 18th day of Jane, 1832, a special election will be heid in Said city at the following polling places, namely: ing the city to appoint commissioners who shall require railroads to enter into contract within thirty days to after their terminals. Seven railroads are affected by the measure and the changes to be made will require an outlay of \$7,000,000. Dr. J. B. Moore: My Dear Sir-1 have been subject to sick headsche all my life. Over two years ago I began using "Moore's Tree of Life" for it and never had a case of sick headache since, except when the medicine was at one end of the road and I at the other. It is worth more than money to me. I heartily recommend it to all sufferers of headache. Very truly yours,

W. B. Lille,

First District—Southeast corner Seventh and Marcy streets.
Seconv District—Northwest corner Eighth and Leavenworth streets.
Third District—128 Jones street.
Fourth District—1227 South Thirteenth street.

street.
Fifth District-Northeast corner Seventh
and Pacific streets.
Sixth District-Southeast corner Sixth and

Pacific streets.
Seventh District—623 Pierce street.
Eighth District—Southwest corner Eleventh
and Center streets.
Ninth District—1832 South Sixth street.
Tenth District—Intersection Ninth and Bancroft street, northeast corner.
Eleventh District—1923 South Thirteenth
street, northeast corner Arbor street.

SECOND WARD. York city, now under way, is to cost \$139,000 and is to be furnished with the forced-The Stanford university has found a new benefactor in a law school student whose name is withheld for the present. He pro-poses to defray the \$150,000 cost of a new SECOND WARD.

First District-Intersection Fourteenth and ones streets. Second District-1004 South Thirteenth second District—1998 South Intreenth street.
Third district—Intersection Eighteenth and Leavenworth streets, south side.
Fourth District—Intersection Twentieth and Leavenworth streets, south side.
Fifth District—Intersection Twenty-third and Leavenworth streets, south side.
Sixth District—Intersection Twentieth street and Poppleton avenue.
Seventh District—1422 William street.
Eighth District—1314 South Thirteenth street (McCandlish).
Ninth District—Intersection Sixteenth and Center streets.

Center streats.
Tenth District—1823 South Twentieth street (Lovett & Woodman.)
Eleventh District—Intersection Twentieth and Bancroft streets.
Twelfth District—1524 Vinton street (Donovan) vani.
Thirteenth District—Intersection Thirteenth and Vailey streets, west side.
Fourteenth District—Intersection Twentieth and Boulevard streets.

THIRD WARD.

First District-Intersection Twelfth and Chicago street. Second District-317 North Fifteenth street Third District--112 South Fourteenth street, (A. J. Simpson). Fourth District-1112 Douglas street (C. J. enan). Fifth District-Intersection Capitol avenue and Tenth streets.
Sixth District-Intersection Harney and Ninth streets, east side.

Seventh District—Intersection Eleventh and Farnam streets. Eighth District—1315 Harney street 4J. S. Me-Cornick). Ninth_District-1211 Howard street (Kilhas had to order two new suits and wants me kenny, Bray & Co).

> FOURTH WARD. First District-Intersection Seventeenth and Davenport streets.
> Second District-Intersection Twenty-sec-Second District—Intersection I wenty, ad and Davenport streets, north side, Third District—Intersection Twenty-fifth

Third District—Intersection Twenty-litta and Dodge streets. Fourth District—Intersection Seventeenth and Dodge streets. Fifth District—20 South Fifteenth street. Sixth District—Intersection Twentieth and Douglas streets. oughs streets. Seventh District—Intersection Twenty-sixth street and St. Mary's avenue.
Eighth District—Intersection Twentieth
street and St. Mary's avenue, west side.
Ninth District—1818 St. Mary's avenue Robobeaux).
Tenth District—Intersection Eighteenth and Leavenworth streets, north side.
Eleventh District—1613 Howard street (Hig-

PIPTH WARD. First District-Intersection Sherman avenue and Manderson street. Second District—Erfling building, west-side Sherman avenue, between Ohlo and Corby Streets.
Third District—Intersection Sherman avenue and Lake street.
Fourth District—1603 Grace street, Southwest corner Sherman avenue and Grace street.
Fifth District—1347 Sherman avenue (Sea-Sixth District-1154 Shorman avenue (Er-

fling).
Seventh District-Intersection Sixteenth and Izard streets.
Eighth District-898 North Sixteenth street (H. G. Clark, agent).
Ninth District-Intersection Casa and Fifteenth streets.
Tenth District-613 North Sixteenth street (Sears, agent).
Eleventh District—Southwest corner Eighteenth and Cass streets, 472 North Eighteenth street. SIXTH WARD.

First District—Lyceum hall, 4820 North Twenty-fourth street (Craig). Second D strict—Intersection Thirty-sixth street and Grand avenue. Third District—Intersection Military avenue Third District—Intersection Twenty-and Grant street.

Fourth District—Intersection Twentyfourth street and Manderson streets. Fifth District-Intersection Twenty-fourth Fifth District-Intersection Twenty-fourth and Wirt streets. Sixth District-Intersection Thirty-third and Parker streets.
Seventh District-2532 Lake street (W. A. Righth District—2625 Lake street (Sasstrom) Ninth District—2310 North Twenty-fourth

street.
Tenth District—Intersection Twenty-eighth and Franklin streets.
Eleventh District—Intersection Twenty-fourth and Franklin streets.
Tweifth District—1359 North Twentieth SEVINTH WARD.

First District—2813 Leavenworth street,
Second District—1812 Leavenworth street,
Second District—Intersection Twenty-ninth
avenue and Poppleton avenue, east side.
Third District—Intersection Twenty-ninth
street and Woodworth avenue, south side.
Fourth District—Intersection Twenty-ninth
and Megcath streets.
Fifth District—Intersection Thirty-second
avenue and Thomason street.
Sixth District—1012 Twenty-ninth avenue.
Seventh District—Intersection Thirtyfourth and Francis streets.
EIGHTH WARD, EIGHTH WARD,

First District—2904 Hamilton street. Second District—2222 Coming street. Third District—Intersection Twentieth and Third District—Intersection street.
Fourth District 2916 Coming street.
Fifth District—2408 Cuming street.
Sixth District—Intersection Twenty-second and Burt streets.
Seventh District-Intersection Twentieth

and Cass streets.

NINTH WARD.

First District—Intersection Thirty-second and Cuming streets.
Second District-Intersection Fortleth and Cuming streets, north side.
Third District-Intersection Fortieth and

Cuming streets, north side.

Third District—Intersection Fortieth and Farnam streets.
Fourth District—Intersection Thirty-second avenue and Davenport street.
Fifth District—New Farnam street.
Fifth District—New Farnam street.
For the purpose of submitting to the legal voters of said city, for their acceptance or rejection, the amended proposition of the Nebraska Central Railway company to the city of Omaha thereinaftor written at length and the questions, shall the bonds of the city of Omaha to Issued, registered and delivered, as provided in said amended proposition shall an annual tax be levied to pay the interest or such bonds as it becomes due? and shall a further annual tax, commencing the tenth year prior to the maturity of such bonds, be levied, in addition to all other taxes, for the creation of a sinking tunu sufficient to pay such bonds at the maturity thereof?

tion of said amended proposition, is submitted

tion of said amended proposition, is submitted to said legal voters, and will be voted upon in the manner and form following:

"The Nebraska Central Railway company has made the following proposition to the city of Omaha.

The amended proposition of the Nebraska Central Railway company to the city of Omaha. Neb.

To the Mayor and City Council of the City of Omaha. Neb.

To the Mayor and City Council of the City of Omaha. Neb.

To the Mayor and City Council of the City of Omaha. Neb.

To the Mayor and City Council of the City of Omaha. Neb.

To the Mayor and City Council of the City of Omaha. Neb.

To the Mayor and City Council of the City of Omaha. Neb.

The undersigned the City of Omaha. Nebtow of the Omaha Roit Railway company. Proposes to security at the Council of the City of Council of City of City

the lines of two or more of the following rall-way corporations, viz:

The Illinois Central Rallway company, the Winons & Southwestern Rallway company, the Minneapoils & St. Louis Rallway com-pany, the Chiengo, St. Paul & Kansas City Rallway company, the Chiengo, Fort Madison & Des Moines Rallway company, the Atchi-son, Topeka & Santa Fe Rallway company, the Baltimore & Ohio Rallway company, the Ohio & Mississippi Rallway company, the Culincy week & Western Rallway company, the Rec-kuk & Western Rallway company, the Quincy maha & Kansas City Rantway company and the lows Central Rantway company. One hundred thousand (\$100,03) dollars of said bonds shall be delivered by said trus-

One hundred thousand (100.03) dollars of said bonds shall be delivered by said trustee to said Nebraska Central Railway company. Its successors or assigns, when it or they shall have acquired and taken possession of that certain tract of land located within the district bounded by Fifteenth street. Chicago street. Eleventh street. California street and the right of way of the Omaha Beit Railway company, (except the south haif of block 28, lot a and 4 block 28, lot 1, and the north haif of lots 2 and 3 block 27:

Provided, that the said one hundred thousand dollars [\$10.000] of said bonds shall not be delivered until after the said Nebraska Central Railway company, its successors or assigns, shall have constructed the said line of railway in the state of lows.

One hundred and fifty thousand dollars [\$100.000] of said bonds shall be delivered by said trustee to said Nebraska Central Railway company. Its successors or assigns, when it or they shall have completed the erection of a union passenger depot upon said tract of land above described, to cost, including the other railway improvements on said grounds, not less than four hundred thousand dollars [\$400.000; proof of such cost to be made by the sworn statem suct of the president and treasurer of said railway company, fled with the sity clerk of Omana, accompanied by certificate signed by the city attornoy and city engineer, that in their opinion such amount has actually been expended.

Provined, that if the said Nebraska Central Railway company, its successors or assigns, shall fall to acquire and take possession of

Provided that if the said Nebraska Central Railway company, its successors or assigns shall fall to acquire and take possession of said land, it shall not be entitled to receive any part of said one hundred thousand dollars (\$100,000) installment of bonds; and, further provided, that none of said one hundred and fity thousand dollars (\$150,000) installment of bonds shall be delivered until at least one railway company in addition to the Nebraska Central Railway company shall be actually using said union denote and

using said union depot; and,
Provided further. That the mayor and the
city council shait, by resolution, upon the full
performance of the undertakings on the part performance of the undertakings on the part of said railway company herein contained, order the delivery of said bonds at the times aforesaid; and, Provided further, That all matured coupons

shall be removed and cancelled by said trustee

shall be removed and cancelled by said trustee before delivery of the bonds to which they are attached; and.

Provided further. That the mayor and city council of the city of Omaha shall cau a to be levied on the taxab'e property of said city an annual tax sufficient for the payment of the interest on said coupon bonds as it becomes due, and after the expiration of ten (10) years from the date of said bonds the unayor and city council of said city shall cause to be levied in addition to all other taxes on the taxable property of said city an amount of tax sufficient to create a sinking fund for the payment at maturity of said bonds, the amount of tax to be levied for such sinking fund not to exceed twenty-five thousand dolars \$25,000.00 in any one year); said tax to be continued from year to year until the said bonds are fuily paid.

The acquirement of the said lands and improvements herein contemplated including the said railroad in Iowa, shall be begun within one year from May 1, 1892, and be pushed to completion without unnecessary delay; and shall be completed within three years from the list day of July, 1802.

In case any of the terms, limitations, conflictions or provisions proposed herein relating to the beginning, procress and completion of said improvements are not combiled with, unless delay 's directly and necessarily caused by injunction or other judicial proceedings, or by unavoidable accident or act of Providence, the said company shall not be entitled to receive said bonds or any thereof, even though the electors of said city of Omaha shall have by their vote authorized the issuance of said bonds; that all right to said bonds shall have by their vote authorized the issuance of said bonds; that all right to said bonds shall have by their vote authorized the issuance of said bonds; that all improvements shall be extended to the extent of such delay or obstruction; and should a dispute and the said Nebraska Central Railway company with respect to the cause or extent of any such delay, the same at t

In consideration of receiving the proposed subsidy the Nebraska Central Railway company agrees to allow all railway companies the following rights: The right to run their locomotives passenger and freight trains over its main and passing tracts within the city of Omsha; and over its promosed by dge and approaches, the right to use such hortlon of its pronches the right to use and facilities as may te necessary and proper for the conduct of the business of such roads; including any eniarzment of its depot and depot grounds; the right to have their cars switched and delivered by the Nebraska Central Rilway company upon all of its switch tracks; the right to connect their roads at any point within one hundred (100) miles of said city of Omaha with any line of raliway which the Nebraska Central Raliway company, or its successors or assigns may construct or cause to be constructed east of the Missouri river, and to run their locomotives, passenger and freight trains over the main and passing tracks of said raliroad; it being hereby agreed that in case the Nebraska Central Raliway company shall conserved its proposed line east of the Missouri river, through the according of any other corporation or party, it will cause such corporation or party to execute and deliver to the city of Omaha a good and sufficient instrument binding it or him to abide by the terms, conditions and provisions of this proposition, the same as the said Nebraska Central Raliway company would have been bound if it had built the same, lefore delivery of the aforesaid one hundred thousend dolars (\$100,000) installment of bonds.

Provided, that the use and enjoyment by

thousand dollars (\$100,000) installment of bonds.

Provided, that the use and enjoyment by such rail way companies of each and every of said rights shall be upon just and equal terms and it he payment of just and fair compensation to the Nebraska Central Railway company, its successors or assigns, and subject to such operating rules and regulations of the Nebraska Central Railway company, its successors or assigns, as shall be necessary and proper, just and reasonable.

And the said Nebraska Central Railway company will submit any dispute arising hetween it and such other company or companies as to the use and enjoyment of any rights under this proposition, or as to the terms, compensation, operating rules and regulations, relating thereto, to a board of arbitrators, to be made up of three persons who are judges of the state district court, or its successor, of the district embracing the county of Douglas, to be selected by a two-thirds vote of all the persons who are district judges of said court.

Provided that any such railway company other than said Nebrasks Central Railway company, its successors or assigns, shall have the situation to subsidie they such dismuse to

other than said Rebraska Central Railway company, its auccessors or assigns, shall have the election to subset any such dispute to arbitration or to pursue any other remedy. Wherever arbitration is provided for by this proposition, the party desiring to submit any matter to arbitration shall cause to be

served upon the other party a written abiles

served upon the other party a written abiles which shall set out the matter in dispute to be submitted, and the time proposed for the hearing, which shall not be less than thirty (i) days after the time of service; and there upon the ndverse party shall within twenty 200 days after such sorvice upon it, serve its answer, if any it have, upon the party demand no the arbitration.

The Board of Arbitrators, when organized, shall have power by it the time of hearing and to adjourn the same from time to time, and to make all no essary raises and regulations for the production of testimony in the possession of either narty, and otherwise to compel a fairfand specily trial; the decision of a majority of the board shall control and the final determination of the board shall be final and conclusive upon the parties, of all matter subjusted and daying.

Wherever arbitration shall be, resorted to such arbitrations and to the excusive remedy of the parties (except as herein elsewhere proviced), as to the matters and things involved and decided therein.

Said Nebraska Central Rallway company, its successors and assigns shall transport freight (including transfer of freight and all charges incidental to said transportation) over any bridge and anorosches, as wall as over any rallway it shall construct within one hundred (100) miles of the Missouri river within the state of Nebraska for pust or reasonable rates or charges, and in case of difference as to what constitutes just and reasonable rates or charges, and in case of difference as to what constitutes just and reasonable rates of charges under the arbitrators above provided for, but this pragraph respecting freight charges shall not become operative or in force until five years from the date of the delivery of the last installment of the bonds hereinbefore referred to.

It is further proposed that said bonds shall be delivered to the Nebraska Central rallway company, its successors, and delivery to the city of Omaha, and that a violation of the terms of said undertaking

This proposition shall, after being duly acknowledged by the Nebraska Central Rati-way company, be recorded in the office of the register of deeds of Douglas county. Nebraska, and for a period of twenty (10) years from and after this date, shall be referred to by giving the book and page wherein the samelis recorded in any mort age, deed of trust, deed of conveyance, or lease of said depot and denot grounds, with the statement that the said Nebraska Central rallway company, its successors and assigns are bound by the terms, limitations, provisions and conditions of this proposition which are hereby made its cove-Bors and assigns, are bound by the terms, limitations, provisions and conditions of this proposition which are hereby made its covenants that attach to and run with the said proposition which are hereby made its covenants that attach to and run with the said proposity into whosoever hands it may come. Provided, that the city council of the city of Omsha, the mayor approving in due forms and leavent, is pending consideration before said councils, ontitled "Anordinance granting permission and authority to the Nebraska Central Raliway company, its successors and assigns to construct railroad tracks along, across, over and under certain streets and alleys in the city of Omaha subject to certain conditions, and to vacate parts of certain extreets and alleys in the city of Omaha subject to certain compliance with certain other conditions."

And it is also provided, that if said Nebraska Central railway company shall not within

streets and alieys in the city of Omaha upon compliance with certain other conditions."

And it is also provided, that if said Nebraska Central railway company shall not, within forty-five (45) days of being notified by the city clerk of the adopt on of this proposition at the election held to vote upon the same, file with the said city clerk its written ratification of the proposition under its corporate seal, none of said bonds shall be issued, and all the terms and provisions of this proposition shall be held for naught.

The Nebraska Central Railway company agrees before an election being called to submit to the voters of the city of Omaha this proposition, that it will execute and deliver to said city a bond with good and sufficient sureties in the sum of five thousand dollars (5,000.00) cash, conditioned upon the payment of the expenses of said election.

This proposition and the acceptance threef, by the city of Omaha and the ratification of this proposition by said Nebraska Central Railway company, or its successors or assignes, as herein provided, shall be construed and understood to constitute a contract between the said Nebraska Central Railway company, its successors or assigns, and the said city of Omaha, and all the terms, conditions, agreements and provisions made on the part of the Nebraska Central Railway company in this proposition contained are hereby made the covenants of the said Nebraska Central Railway company, its successors or assigns, which shall attach to and run w thall of its said property and be binding upon any party into whose hands it or any of it may come.

In witness whereof the said Nebraska Central Railway company has caused those presents to be executed this left day of May, A. D., 1892.

NEBRASKA CENTRAL RAILWAY CO.

By J. H. DUMONT, Vice President.

By J. H. DUMONT, Vice President Attest: JOHN L. McDAGUE, Secretary.

Attest: JOHN L. McCAGUE, Secretary.

[SEAL.]
Witness: ALEX. G. CHARLTON.
State of Nebraska.
State of Nebraska.
Douglas County, 58.
On this lith day of May. A. D., 1892, before
me, a notary public in and for said county,
personally appeared the above named J. H.
Dumont and John L. McCague, who are to me
personally known to be the identical persons who signed the foregoing instrumeut as vice president and secretary of
the Nebraski. Central Railway company;
they acknowledge the said instrument to be
the voluntary act and deed of the said Nebraska Central Railway company and their
voluntary act and deed as such vice president
and secretary of said company.
Witness my hand and notarial seal the date
last aforesaid. ALEX. G. CHARLTON.
[SEAL.]
Shall the above and foregoing proposition be
accepted and adopted, small said bonds be issued, registered and delivered and shall an annual tax in addition to the usual and allother
taxes be levied upon the taxable property of
the City of Omaha, Douglas county, Nebraska, sufficient to pay the Interest on said
bonds as it becomes due, and at the
time of levying the annual city tax,
commencing the tenth year prior to the
maturity of said bonds, shall a tax in
addition to all other taxes be levied upon the
taxab e property of said city of Omaha, Douglas county, Nebraska, and continued annually thereafter from year to year until thereby a shaking fund shall have been obtained
sufficient to pay said tonds at the maturity
thereof?

YES,
NO.

by a sinking fund shall have been obtained sufficient to pay said tonds at the maturity thereof?

YES.

NO.

The above questions shall be regarded as one question and all ballots of logal voters cast at said election containing the above proposition and questions in the form of the official ballots, to be prepared by the city clerk of said city for said election, with an "X" mark following the worn "yes" upon said official ballots shall be counted in favor of the acceptance of said amended proposition, the issuance of said amended proposition, the issuance of said amended proposition, the issuance of said bonds and the levy of said taxes in payment of the principal and interest thereof; and all ballots of legal voters cast at said election containing the above proposition and questions in the form of the official ballot, to be prepared by the city clera of said city for said election with an "X" mark following the word "no" upon said official ballots shall be counted and considered as against the acceptance of said amended proposition, the issuance of said bonds and the levy of said taxes in payment of the principal and interest thereof. If two-thiras of all the ballots voted by said logal voters of said city of Omaha. Douglas county. Nebraska, at said election shall be c st in favor of the acceptance of said bonds and the levy of said taxes in payment of the principal and interest thereof, the foregoing proposition will be held to be adopted and the fever of the acceptance of said bonds and the levy of said taxes in payment of the principal and interest thereof, the foregoing proposition will be held to be adopted and the foregoing questions will be held to be answered in favor of the issuance of said bonds and the levy of said taxes, and the said bonds and the levy of said taxes, and the said bonds and the levy of said taxes, and the said bonds and the levy of said taxes, and the said bonds and the levy of said taxes, and the certain and delivered in accordance with the terms and conditions of said amended pr

If you are not sure that the whiskey you are now using, as a beverage or for medicinal purposes, is positively pure and wholesome, ask your dealer or druggist for



It is guaranteed to be absolutely pure, rich and mature. You may know it by its fine flavor and the proprietary bottle in which it is served. For sale at all first-class drinking places and drug stores. Call for "Cream Pure Rye" and take no other.

DALLEMAND & CO., Chicago.

U Freque want IDEA IN ADVERTISING. Address suddenly, without notice, Omaha Advertising Bureau, N. Y. 14fe