

well sunk in a region permeated with salt will surely taste of salt. We know this latter by at least ten years of bitter experience. The artesian nature of the wells about Lincoln is shown by the fact that when many of the pipes are driven down, the water rises in them spontaneously. In the A street well the water rose 42 feet in the pipe before the pump was put to work. The freedom with which the water flows in the artesian fountain in post office square shows that the salt source is situated at some point much higher up than the surface of Lincoln, and that where an opening is made it will force itself to the top. These four lessons are the results of the Baconian method of observation and experience. They are not theories as to an underground and out-of-sight supply. Theories formed after studying the situation, not with a single mind, to securing better water for the city of Lincoln, but to accomplish something else first have been the cause of the impure water. This something else is shrouded in mystery. Now as to the opponents of the A street well and the Antelope valley, the only region from which the city has ever got any really good water. The amount of juggling that has been done at the different stations to keep the newspapers, and especially THE COURIER, from getting correct reports, staggers a believer in a democratic form of government. The editor of THE COURIER visited the A street well and obtained some information from the man in charge of the well as to the flow, apparent volume, the effect of pumping, etc. This information was incorporated into one of the many articles which have appeared in THE COURIER regarding the water question. The day after the publication of the article the man in charge of the A street well was discharged for being honest and disobeying orders. At the Rice well several new points have been driven, which, on orders from headquarters, can be connected or disconnected with the pump. When it is convenient for statistical purposes to prove the Rice station supply is in danger of being exhausted these wells are disconnected from the pump, the rapidity of the stroke increased and very soon the seeker after truth, which in Lincoln does not stay about the wells, hears the piston sucking air—and the engineer looks worried and talks about the limited supply, etc. There are ways that have been tried on the unsuspecting newspaper man to convince him that the Antelope valley will run dry if tapped. None of which explain the evident anxiety to keep out of that valley and remain in the salt basin. As for the effect of the A street pumping test on the surrounding wells the engineer said it was impossible to reduce the height of water in the well itself while pumping, and of course exhaustion would show itself first there. Then authorities on hydrography say that the rate of progress that an underground stream makes in a year is one mile. This being so the Rice well would not be affected in less than a year by pumping water anywhere in the neighborhood of the A street well.

The proposition to put up a statue in Washington to T. M. Marquett is gratifying to everyone who knew the man who was the first citizen of the state, in fact, and accomplishment, if not in fame. That gentle soul and wise, was admired by everyone who came within comprehending distance of his intellect and unassuming personality. Among the judges of the supreme court at Washington, where he went so frequently to try cases, Mr. Marquett

was given his real rank in the aristocracy of the law. They knew that the light of a mind which made complex cases simple and illuminated cases obscured by twenty-five years or more of litigation, was of no common order. A statue of this simple, great man, would confer distinction upon the state of which he was a citizen.

For three dollars the Pullman company will sell you twelve or sixteen hours of discomfort unmitigated and almost unbearable. Every other hotel or lodging house strives to please its customers by adding modern improvements. The Pullman sleeping car is as it was 25 years ago. It is impossible to sit up straight in a lower berth. It is by one or two inches too near the upper berth and medieval torture was only a matter of being stretched or squeezed half an inch. The ordinary traveller lays the inconveniences to the small space made necessary by the shape and size of the car. He forgets that he has paid his fare to the railroad company for transportation and three dollars for lodging to the Pullman company, though in nine cases out of ten the railroad company is carrying the passenger for nothing, while Pullman passes are much more rare. But the quality of lodging is of the worst, while the train service is of the best. Notwithstanding the great disparity between the quality of the two services and their relative cost, the car lodging company has made no essential improvement to keep pace with the better time, smoother track and cheaper rates of the railroad company. No hotel company could charge three dollars, and remain solvent, for a hole in the wall in which it is not possible to sit upright, badly ventilated and furnished with just as many heavy, hard blankets in mid-summer as in January. There are other abuses which, if practiced by a village landlord, would cause his hotel to be first boycotted by the travelling men and then by the travelling public, among which reputations do not travel so quickly. One of the tricks of the Pullman car service is to force everybody to rise at a certain time, and to make women at least go to bed at the time convenient for the porter. The men have a smoking room to which they can retire which cannot be made up into berths. For instance, in the through train made up in Denver for points east the berths are all made up so that when the passengers pour into the cars there is no place for them and their baggage except the aisles where two cannot pass each other without great inconvenience. So long as there is no place to stand and none to sit, all the passengers go to bed without further compulsion. In these days of electricity the cars are lighted by dim oil lamps or wax tapers by which it is impossible to read. When the traveler unwillingly gets into his berth he is forced to cram his clothes into a small hammock swung between the windows. Crouched in a position dangerous to maintain and expecting every minute to be hurtled into the aisle the garments of the day are finally thrust into the space provided for them to be extracted in the morning a shapeless mass of old clothes. After his exertions the traveler lies down exhausted, but too mad to go to sleep. In the morning, the nauseating toilet room about 3 by 3, in which just as many women as the car contains, whether it be two or twenty, must make their toilet. These are only the most annoying of the many extortions and abuses which Mr. Pullman practices on a public too good natured to resist. If the travelers would bear in mind that it is the railroad company which furnishes the transportation

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