## A Comparison Between the British System and That of America-Superiority of the Former.

country hotel, parlors and palace cars are as common as hackney-coaches in mostly four - each compartment being the surface is avoided; and the space the desk and home have packed their entered by a door on the side, and separated by a closed partition from necessary purposes.
the compartment adjoining. These partitions render impossible the characteristic long halls of the American train, and only by means of a small platform extending on the outside can one section be entered from another. This platform is utilized by the guard in collecting the tickets of the passengers, and the same are passed to

BACKWARD RIDING.

through which the train passes. The and obliging. The second-class commen and gentlemen, and as a rule are are dusty and the boards for seats \$8.25 in American currency; for a partment, too, may be on the same car with the first; or, if not attached, at least to the same train. In addition to the usual number of compartarticles which can be crowded under the seat go free. The word baggage, ing might be extended to include also common in America, is unknown in England, luggage being the word everywhere used. All luggage is weigh-ed, but is never checked, and for any excess a ticket is required.

sary shelter and protection, and why concert, a museum of art and lesser tonka, such comfort should be denied is one sights innumerable. Saturday is the of those railroad problems which but visiting and excursion day, and at this few mortals are able to fathem and time the number of trains is largely explain. But if the English cars are increased, and these in every direction inferior to those of America, the man- are crowded with enthusiastic sight agement of the line is vastly superior. The track is straight and smooth and beautiful. It is guarded by law from vandal feet with as much care as the garden spots of the country lords, and for any one to walk along the line or way lines is enlivened by groves of the country lords and some cribed. The country along the railthe Former.

for any one to walk along the line or in other way trespass upon the property of a railway corporation would be a gross transgression of private rights, and quite beside the question. Passengers are "respectfully requested" stacks are constructed with mathematical precision, and the graveled throne in the English house of lords, track by the bridge or pass under by roads are shaded so as to give a pleas. "I'm jest proud of old England when means of a tunnel, and if the request ing relief to the scenery. From Liv I look around me and see all of this or solicitation be unheeded a fine of erpool to Dover the country is little here. Now, we can't come up to you 40 shillings is demanded. All city else than a beautiful park, interin finery and all that, but we do jest go right ahead of you in steam cars an' sech like." These words, uttered the common level, and to attain this spersed here and there with cities and quaint old towns, the soil capable of the common level, and to attain this an' sech like." These words, uttered the common level, and to attain this the highest cultivation, and the land-dear ones, never neglecting a single with more attention to plain facts than end the most ingenious shifts are often scape in general offering every atrhetorical elegance, expressed a truth employed. To keep the line straight traction which the rules of the artist assailed by disease, and the system which is generally conceded, yet, not- and level it is carried through a hill would demand. In a country like should have a through cleansing, the which is generally conceded, yet, notwithstanding the superior style and comfort of the American car, the tiny English vehicle is so attractive to the average English traveler that there is little possibility of its being superseded. An English railway train is sui generis. At least there is nothing like it in America. Called by a certain writer "a string of little image inficancies, with a fat, dumpy little plaything at its head," little imposing dignity will be tound about it as a whole, yet such a means of conveyance is necessary in a country where caste is so strongly marked, and where caste is so strongly marked, and where another above many of the housetons, rank and wealth are the distinguishing or he can descend into the earth and which its merits deserve. traits of the national growth. Just take still another away below the as the Englishman considers the hotel surface. The metropolitan or underto be an advanced form of the board- ground system of railways in the great ing house, where the privacy of home city provides most admirably for rapid life is in a measure retained at the extransit between stations in the city pense of the general public, so the and stations in the suburbs. This railway car is only an advanced form system consists mainly of a series of of the old-fashioned stage-coach, and tunnels with almost as many branches differing from it not much, except in as the catacombs of Rome, with the division into compartments, and in openings here and there to the surthe rate of speed at which it is propelled. The superiority of the Ameri- passengers. There is made an almost can mode of traveling to that of Eng- | complete circuit of the city, so that a land is pretty well known. In the one passenger may start from some central point, as Moorgate street, near the bank, and after traveling for an hour the other, while there are no hotel finds himself back at Moorgate street Pleasant Hours party, most of the nor parlor cars, and but one single again. Notwithstanding the enorservice of palace cars in all England. mous cost of such a line its advanta-The English cars generally are limited ges are readily seen. Except for aged the heat will prevent for some weeks to three classes; the same varying and feeble persons the ascent and detection to come any extended parties or engreatly on different roads. Each car scent of the stairways are easy; the tertainments. The larger portion of is divided in several compartments, danger from collissionand accident on Omaha's inhabitants who can leave above is left to be utilized for other trunks, and hied themselves to cool

TASTEFUL STATIONS. But if the English railway lines in general are constructed with little care for the curtailing of expense the culmination of taste seems to center in many of the stations. This is true more especially of the stations in smaller towns than in the large cities, but in all England a rickety or tum-ble-down structure could scarcely be Mr. Charles Squires manifested itself him through the compartment winfound. In the larger cities, as London, in the most complete arrangements for Liverpool and Birmingham, the sta- the comfort and convenience of the The cars being entered on the side, tions are elegant structures of wood guests. The dancing platform was one-half the passengers must ride and glass, and are supplied with every lit by Chinese lanterns and brilliantly backwards, and if the train be full, convenience the traveler can demand. festooned with colored cloths. The the four persons who enjoy the win- In each may be found three classes of Ninth infantry band were present and dow seats are the only ones who ride with comfort and who catch even imperfect glimpses of the scenery which might more rightly be called rendered selections from their repersured. bookstores, since the stock is not toire. Among those present were first-class compartments, which are much inferior to that of the dealers Major Furey and wife and with them patronized by "fools, princes and in Booksellers' Row; parcel rooms, Messrs Snyder and Harry Painter, of patronized by "fools, princes and Americans," as the customary formula runs, are the most expensive of all and in comfort and elegance approach the nearest to our own Pullman cars. The floor is generally covered with a rung, which is clean and new. The windows glisten and are tastefully while the smaller English cities can and Mrs. Manning, of Fort Leavenwindows glisten and are tastefully while the smaller English cities can and Mrs. Manning, of Fort Leavencurtained. The seats are luxuriously boast of stations rivaling in elegance worth, Mr. and Mrs. Herman Kountze cushioned and the guard is obsequious those of Chicago or New York the and Mrs. Henry Yates, Mr. and Mrs. and obliging. The second-class compartments are patronized by the better class of tradesmen and professional men and centlemen, and as a rule are substantially built are decorated in Geo. E. Pritchett, Mr. Scott and Miss men and gentlemen, and as a rule are not much less comfortable than the first. The floor is often bare, but clean, the seats are less elegantly upholstered and the guard is civil, but neither so obsequious or obliging. A good second-class car in England or Germany is often more richly furthe most finished and artistic manner. Etta Wells, Mr. Carpenter and Miss Germany is often more richly fur- brier and other flowers, and these beds and Miss Tillie Morgan, Mr. George nished than the average first-class car are sometimes arranged so as to form Squires and Misses Mamie Saunders of Italy or France, but in either country cushions, curtains and comfort are generally wanting in the third-class compartments. In the English compartments the floor is bare and often covered with dirt, the windows are dusty and the boards for seats are dusty and the boards for seats are unusually hard. On account of the low rates of fare the mass of the people prefer this class, and whatever be the route the cars are generally crowded. This difference in rates is make his way 100 miles in England the country of Philadelphia; Mr. Chast Mergan and Miss Mary Morgan, Mr. Chesire and Miss Julia Knight, Mr. Dick Berlin and Miss Alice Berlin, Mr. Chast Mergan and Miss Julia Knight, Mr. Dick Berlin and Miss Alice Berlin, Mr. Chast Mergan and Miss Julia Knight, Mr. Dick Berlin and Miss Alice Berlin, Mr. Chast Mergan and Miss Julia Knight, Mr. Dick Berlin and Miss Alice Berlin, Mr. Chast Mergan and Miss Julia Knight, Mr. Dick Berlin and Miss Alice Berlin, Mr. Chast Mergan and Miss Julia Knight, Mr. Dick Berlin and Miss Alice Berlin, Mr. Chast Mergan and Miss Julia Knight, Mr. Dick Berlin and Miss Alice Berlin, Mr. Chast Mergan and Miss Mary Morgan, Mr. Chast Mergan and Miss Julia Knight, Mr. Dick Berlin and Miss Alice Berlin, Mr. Chast Mergan and Miss Julia Knight, Mr. Dick Berlin and Miss Alice Berlin, Mr. Chast Mergan and Miss Julia Knight, Mr. Dick Berlin and Miss Alice Berlin, Mr. Chast Mergan and Miss Julia Knight, Mr. Dick Berlin and Miss Alice Berlin, Mr. Chast Mergan and Miss Julia Knight, Mr. Dick Berlin and Miss Alice Berlin and Miss Alice Berlin and Miss Bessie stations are posted maps and notices Lehmer with her cousin, Miss Stokes a greater element in determining the than 500 miles in America, and Harrison of Philadelphia; Mr. Stuart car than one would suppose, and the any one who has ever attempted Hayden and Miss Annie Hayden, Mr. same may be learned from the fares to unravel the mysteries of Ben B. Wood; Mr. Charles Green, between Liverpool and London by the an intricate time table in Bradshaw's Col. Wilson, Mr. George W. Doane, Northwestern company's trains, that Guide will lose no time in subscribing Mr. Will Morris, Mr. Arthur Wakeley for a first-class carriage being about to the affirmation. Passengers are Mr. Arthur Remington. not ticketed from one station to ansecond class, \$5.75, and for a third other, but "booked," and if the class only \$4. The third class co- journey be of any considerable extent

ether, but "booked," and if the prof. Pinney gave a pleasant party journey be of any considerable extent to his pupils on Wednesday evening the latter term is certainly the more upon the conclusion of his course of applicable, since the traveler is supplied with a miniature volume in plied with a miniature volume in the P. E. vocal club delighted resi-which is seemingly a check for every dents of Capitol Hill with their music ments for the accommodation of the passengers, there is a compartment for train passes. Even the "oldest inguard or luggage van; and, since an habitants" are puzzled often to dis-Englishman, his umbrella and dog are tinguish between the changes and are generally inseparable, a "hound van" forced to question the guard like the is also something added. First-class veriest stranger. It has been said passengers are allowed more baggage that it takes more than a merely huthan the third, though in either case man understanding to grasp the system of the London lines, and the say-

> most every prominent system in Eng-CHEAP EXCUESIONS.

Owing to the low rates of fare and Miss Anna C. Hayden. The ceremony the large number of popular resorts will be performed on next Tuesday at in the vicinity of the larger cities, the The locomotive is a cute little machine, which reminds one of a good-sized toy, but with immense power with respect to its size. It rattles along the track with a pace seldom ment can be offered for the trifling cuter of the world of the residence of the world of the residence of the world along the track with a pace seldom ment can be offered for the trifling equaled in other parts of the world, and seldom does a break or accident lings will give the London excursionand seldom does a break or accident occur. The whistle is low, sharp and shrill. Most San Francisco hoodlums would have but little difficulty in imitating it on their fingers, and with lungs powerful enough a noise equally as loud might be produced. A great railway corporation is said to have no soul, and this may account for the fact that the engineer and "stoker" of an English locomotive have apparently no protection from the extremes of the finest aquariums in the world; and show him to Brighton and show him one of the finest aquariums in the world; and show him to Brighton and show him one of the finest aquariums in the world; and show him to Brighton and show him to Brighton and show him one of the finest aquariums in the world; and no protection from the extremes of the finest aquariums in the world; and the weather, but are exposed the year round to driving raiu, scorching heat, piercing fog and freezing cold. A very famous Crystal Palace, a magnificent slight sum, judiciously expended, exhibition of fireworks, a first-class would afford these employes the neces-

of Lake Minnetonka

tem will fall yet short of the position

SOCIALLY STEWING

In the Heat of Summer.

The P. F. C. Party-Notes

and Jottings.

The social season in Omaha may b

said to be taking a rest. With the

social clubs will close the season, and

Minnesota, leaving those who are not

so fortunate, stewing away in envy

The event of the week, was of course,

THE PLEASANT HOURS PARTY.

and caloric.

Miss Agnes McDonnell, one of Cin-Miss Agnes McDonnell, one of Cincinnati's handsomest belles, who has been visiting her aunt, Mrs. Mullen, on Howard street, returned to her home on Wednesday. Miss McDonnell, has made many friends during her stay in Omaha who will regret to learn of her departure. learn of her departure. She has the best wishes of all.

Too much cannot be said of the ever faithful wife and mother, constantly watching and caring for her assailed by disease, and the system

FOR ALID POINTS

No Changing Cars

Where direct connections are made with Through SLEEPING CAR LINES for NEW YGRK, BOSTON, PHILADELPHIA, BALTIMORE

WASHINGTON AND ALL EASTERN ITIES,

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No change of cars between Omaha and se. Louis, and but one between OMAHA and NEW YORK. SIK

REACHING ALL EASTERN AND WESTERN CITIES with LESS CHARGES and IN ADVANCE of ALL OTHER LINES.

on Wednesday evening. The Bete Noirs have disbanded for Private picnics in Hanscom's parl are becoming quite the thing.

a very pleasant lawn party to a tew of their friends Friday afternoon and evening at their residence at Farnham and Twenty-fourth street. Cards have been issued for the mar-riage of Mr. Ashbell Patterson and

Mr. and Mrs. D. H. Goodrich gave

NOTES.

dancing lessons.

the Rev. A. F. Sherrill officiating. Rev. Jas. McCosh, D. D., L. L. D. accompanied by Mrs. McCosh, are spending the Sabbath in the city, the guests of Mr. and Mrs. Oscar F.

Rev. W. J. Harsha leaves on Monday for a summer trip to Denver. Mrs. A. T. Robison, accompanied by her sister, Mrs. C. A. Ringer, will leave Omaha on Monday for a visit to their friends in Maryland.

Miss Dollie McCormick left on Friday for cool Minnesota.

tonka, for which point she left on Harry Duel has discarded fans and, is wearing an overcoat on the shores

THE ON ALL DAIL - PAR MONDAY, BULY IV.

Hon. Jas. W. Savage sailed on Tuesday for Europe on the steamer

Will Redick has gone to Minnesota.

TRUE TO HER TRUST.

OMAHA & CHICACO,

The Short Line via. Peoria

Eor INDIANAPOLIS, CINCINNATI, LOUIS-VILLE, and all points in the SOUTH-BAST. THE BEST LINE

For ST. LOUIS Depot with the Through Sleeper Lines for ALL POINTS

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The celebrated PULLMAN (16-wheel) PALACE SLEEPING CARS run only on this line C., B. & Q. PALACE DRAWING ROOM CARS, with Horton's Reclining Chairs. No extra charge for seats in Reclining Chairs. The famous C., B. & Q. Palace Dining Cars. Gorgeous Smoking Cars fitted with elegant high-backed rattan revolving chairs, for the exclusive use of first-class passengers.

gers.
Steel Track and superior equipment combined with their great through car arrangement, makes this, above all others, the favorite route to the East, South and Southeast. Ans, above an vessel, and the search and you will find traveling a luxury instead of a discomfort.

Through tickets vio this celebrated line for sale at all offices in the United States and Canada.

All information about rates of fare, Sleeping Car accommodations, Time Tables, etc., will be commodations to analying to

cheerfully given by applying to T. J. POTTER, General Manager Chicago.

Direct Line to ST. LOUIS AND THE EAST From Omaha and the West.

Daily Passenger Trains

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This entire line is equipped with Pullman's Palace Sleeping Cars, Palace bay Coaches, Miller's Safety Platform and Coupler, and the celebrated Westinghouse Air-brake.

ATSee that your ticket reads VIA AANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS Railroad, via St. Joseph and St. Louis.

Tickets for sale at all coupon stations in the West.

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THE OLD RELIABLE SIGUX CITY ROUTE 100 MILES SHORTER ROUTE 100 COUNCIL BLUFFS

TO ST. PAUL, MINNEAPOLIS, DULUTH OR RISMARCK, and all points in Northern Iowa, Minnesota and Dakota. This line is equipped with the improved Westinghouse Automatic Air-brake and Miller Platform Counter and Buffer; and for

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is unsurpassed. Elegant Drawing thom and
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Union Pacific Transfer sepot at Council Bluffs,
and St. Paul.

Trains leave Union Pacific Transfer depot at
Council Bluffs at 5:15 p. m., reaching Sioux City
at 10:20 m. and St. Paul at 11:05 a. m. making
TEN MULES IN AUXINE OF TEN HOURS IN ADVANCE OF ANY OTHER

ROUTE.

Returning, leave St. Paul at 8:30 p. m., arriving Sloux City 4:46 a. m., and Union Pacific Transit depot, Council Bluffs, at 9:66 a. m. Be sure t st your tickets read via "S. C. & P. R. R."

F. C. HILLS, Superintendent,
T. E. ROBINSON, Missouri Valley, Ia.
Asst. Ger. Pass. Azont.

J. H. O'BRYAN, Passager Agent,
Council Bluffs, Iowa. ROUTE.

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West for being the most direct, quickest, and safest line connecting the great Metropolis, CHI-CAGO, and the EASTERN, NORTH-EASTERN, SOUTH AND SOUTH EASTERN LINES, Which terminate there, with KANSAN CITY, LEAVENWORTH, ATCHINON, COUNCIL BLUFFS and OMAHA, the COMMERCIAL CENTERS from which radiate EVERY LINE OF ROAD

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any other line, and rates of fare always as ow as competitors, who furnish but a tithe of the com-

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wil correct the acidity, carry off the offending cause, and save sometimes a long spell of illness its effects are gentle and thorough, and its gen eral use would prevent mucd suffering. SOLD BY ALL DRUGGISTR

WISE'S Axle Grease **NEVER CUMS!** 

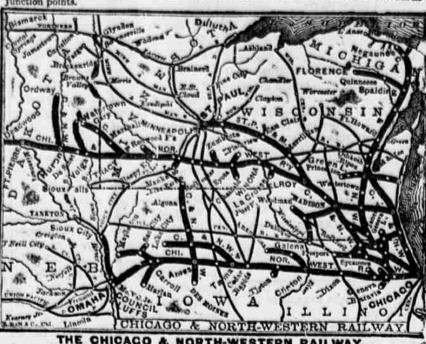
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Chicago and all of the Principal Points in the West, North and Northwest. Carefully examine this Map. The Principal Cities of the West and Northwest are Stations on this road. Its through trains make close connections with the trains of all railroads



THE CHICAGO & NORTH-WESTERN RAILWAY,
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