

We Still Claim AND BACK OUR CLAIM BY ACTUAL SALES

Which we have made the past week, that we are selling everything in the line of Dry Goods and Staples at the Lowest Prices. We are giving bargains in Dress Goods, Fine Gingham, White Goods, Parasols, Embroideries, Trimmings, Chalks, Lawns, French and American Satens, SUMMER SHAWLS, Silks, Hosiery, Underwear, and in fact anything and every thing you want in Dry Goods or Groceries.

Don't forget that we Lead in the Grocery line.

TELEPHONE 76.

L. MEYER & CO.

Leaders in Photography. Kelley's NEW ART Studios.

We make a specialty of the celebrated BROMIDE Life sized pictures and furnish the finest work at lowest prices. Best Cabinets \$3.00

Hayden FINE ART STUDIO 1214 O Street.

Examine samples of our work before ordering elsewhere. Cabinet Photographs reduced from \$4 to \$3 per dozen

FREE Sewing Machine advertisement with image of a machine and text describing the offer.

Monarch of the Dailies! Omaha Bee! Delivered to any part of the city for 20 cents a week, every day in the year

COUGH KILLER advertisement for Dr. South's medicine, including a list of symptoms and price.

A CENTURY AND THREE.

THE YEARS OF A TYPICAL NEWSPAPER OF THE SOUTH.

Interesting and Varied History of The Augusta, Ga., Chronicle—Some Account of the Life of its Present Editor, Hon. Patrick Walsh.

[Special Correspondence.]

AUGUSTA, Ga., May 23.—One hundred and three years is a ripe old age for a newspaper to attain. Think of it—over 40,000 days of chronicling events! Few papers in America can boast of such an achievement.

It has chronicled the news from the days of the colonial congress to the days of a tariff congress. It narrated the daily history of the world to men and women long since dead and gone, and it has been read in each succeeding epoch by grandsire, by father and by son.

What a history of human feeling, sentiment, prejudice and passion such a newspaper patriarch must contain! The follies and foibles of lovely dames and gay cavaliers of colonial days; the struggles of our great-grandfathers to establish a republic; the union, disunion and reunion of the states; the inundations, conflagrations and storm sweepings of nature; the rise and fall of European nations—these and scores of other events which go to make up history.

I have before me a copy of The Augusta Chronicle and Gazette of the State dated Saturday, Oct. 9, 1790. The motto is "Freedom of the Press and Trial by Jury Shall Remain Inviolable."

Yesterday morning the president of the United States, with his family, set off from this city for his seat at Mount Vernon in Virginia, where he will reside till his presence is necessary at Philadelphia.

He was accompanied to his barge by the governor of the state, the principal officers of government, the mayor and corporation, officers of the city, and a number of the citizens, who bade him an affectionate farewell.

Today such news would be amplified to a column and headed "special dispatch."

Here is a sample of late news from Alexandria, Va., dated Aug. 26, and published in The Chronicle Oct. 9, 1780.

Capt. Wood, who arrived here on Tuesday last, informed that on the day before he sailed he saw a gentleman from Antigua, who told him he had seen a letter, received at Antigua, from London, informing that an action had taken place about the 10th of July off Cape St. Vincent, between seventeen sail of the line under the command of Lord Howe, and eighteen of the Spanish; that the action commenced about 10 o'clock in the morning and lasted until sunset; that the British captured two sail of the line, sunk two others, and disabled four more in such a manner that they thought they could not reach the port of Cadiz; that the British fleet had suffered very much in their rigging and sails, lost two of their captains and a great number of men.

The modern newspaper would have chartered a steamer carrying a cable from New York to the scene of conflict and ticked the news into the editorial rooms during the progress of the fight.

The foreign news, four months old, shows the difficulty which The Chronicle had in sending information:

PARIS, June 21, 1790. The title of the king is now determined to be, emperor of the French.

The local news, with the exception of an obituary notice and a poem, is published in the advertising columns. The poem is a quaint and droll bit of sentiment, which the modern editor would smile to read:

TO MISS W-L-L. Sweetest ayren of the Augustan stage, Adored by youth, respected by old age, Permit me now to sing in homespun lays, Thy charms divine—that all, who know, must prize.

That fires my blood—I'll snatch the ambrosial kiss: Thy bosom, too, doth heave with fond desire, Like dying birds, like when they do expire.

The advertisements of a century ago were unique. Here is one: At the late dwelling of Philip Jones, of Burke county, deceased, on Monday, the 25th day of October next, ensuing, will be sold to the highest bidder, for ready money, all the personal property (not otherwise disposed of by the late Philip Jones in his last will), negroes and cattle only excepted—consisting of horses, sheep, hogs, a waggon, a nice rifle gun, sundry household furniture, &c. &c., by PHILIP JONES, guardians

The editorials in The Chronicle of 1790 were conspicuous by their absence, with the following exception:

"The Ode to Washington," "Lothario's Address to Zolius and Merellus," will appear in our next issue. From the thumb paper of 1785—brief, jejune, primeval—a mere suggestion of a newspaper rather than a newspaper itself, The Augusta Chronicle has come down through the last century to the modern daily, panoplied with every appliance of journalistic science.

The editors in charge were John E. Smith, 1785; Mr. Driscoll, a native of Ireland, 1807; Joseph Vallance Bevan, 1821; T. S. Hannon, 1822; A. H. Pemberton, 1823; William E. Jones, 1836; James W. Jones, 1839; Col. James M. Smythe, 1846; N. S. Morse, a northern man, 1861; Mr. Henry Moore, 1866; the latter part of which year Hon. Patrick Walsh took charge and has continued until the present time.

Mr. Walsh was born in Ireland, Jan. 1, 1840, and came to America in 1852, learned the printer's trade at Charleston and served in the Confederate service as lieutenant of Emerald light infantry, of Carolina. At the close of the war he went to Augusta and became connected with The Chronicle. He is at present editor-in-chief of the paper and also southern agent of the Associated Press.

Mr. Walsh was three times sent as a delegate at large to the national Democratic conventions of 1876 at St. Louis, 1880 at Cincinnati and 1884 at Chicago, and was an original Cleveland supporter, besides being on the national Democratic executive committee for four years.

The Augusta national exposition of last November was conceived by him, and he attended to the laborious work which that display of southern resources entailed. All this in connection with the work of conducting The Chronicle and half a dozen other enterprises for Augusta's good.

ENGLAND BOILED DOWN.

Funerals and Food—Language and Lit- quor. [Special Correspondence.]

SAG HARBOR, May 23.—Baggage is "luggage." No livery stables. Instead, sign of "cars on hire." No cars on railroad. All coaches. No rails. All "metals." No conductor. Instead, "guard." No depots. All stations. No boots. All gaiters. No street cars. All "trams." No stores. No mosquitoes. Very improper to allude to insect on plant or elsewhere as a bug. Bugs in Britain belong only in beds. In England's English "to get mad" means insanity. They get angry—never mad. A roasting piece of beef is a "joint." Things are never "fixed," a la American. They are arranged. The English never "guess," "reckon" or "calculate." These words belong to American English. Wheat, oats, rye, barley, all go by name of "corn." Corn itself almost unknown. No wharves. All docks or piers. Most pies are "tarts." Regular fruit pies baked in deeper dishes than ours. Crust only at top.

Twenty million or more people in Britain eat hearty supper at night. Table spread often for "dinner." Roast meat, potatoes and porter. No indigestion follows. Never think of it. No green corn. No watermelons. No pork and beans. No buckwheat cakes. No succotash. No oysters cooked a la stew, fry, roast, broil or steamed. No oysters save raw or in "patties." No clams at all. No pumpkin pie. No dessert pies made in our fashion. Very small affairs in small dishes. Plenty of cockles. Miserable apology for our round clam. Oysters thin. Not savory to American taste. Kept at shop in vats of fresh water. Cod the king fish. Twenty-five cents a pound. Lobsters very high priced. Sole, sprat, herring and other fish very cheap. No porgies. No shad. No blue fish. Plenty of mackerel. Yarmouth blasters in early summer. Never found in perfection in this country. Superb relish during that time. Are allowed to decompose after being caught until slight blast sets in. Hence name "blaster." Afterward lightly dipped in salt and water. Then broiled. Flavor so acquired doesn't last over four days. Salt strikes in afterward. Peas, cabbages, beans and turnips more tender than ours. Boil tender in less time. White beans called "harvest beans." Yellow turnips not eaten. Deemed fit only for sheep.

Nothing New. Wife—Why, Arthur! The trees are out! Arthur—Yes, I have noticed them out all winter.—New York Sun.

MEN WHO HAVE CLIMBED.

Railroad Magnates Who Have Risen from the Lower Ranks. [Special Correspondence.]

New York, May 23.—Samuel Spencer, president of the Baltimore and Ohio railroad, fifteen years ago was agent at one of the small stations on that line. Tom King, now one of the vice presidents of the road, commenced as brakeman. W. K. Ackerman, general agent of the Baltimore and Ohio, and formerly president of the Illinois Central, readily recalls the days when he earned less than \$10 a week as a transfer clerk. Superintendent Bissell, of the New York Central and Hudson River railroad, worked his way up from switchman to brakeman, conductor and freight agent. J. M. Toucey, assistant superintendent of the same road, less than twenty years ago was a station agent on a New England line. Assistant President Tillinghast, of the Central, was formerly a fireman, and Traffic Manager Gilford, of the same corporation, in the early sixties was a clerk in the freight department of an Ohio road.

Thirty years ago there lived on the line of the Delaware, Lackawanna and Western railroad in northeastern Pennsylvania a farmer whose 12-year-old boy would neglect his chores and steal off to watch the engines. The boy was seldom happy save when in the company of the employes of the road. When he was a few years older he suddenly disappeared to turn up a couple of weeks later as a brakeman on a coal train at \$25 per month. The station agent near his father's farm had obtained the place for him. The boy did not mistake his calling, and has been climbing ever since. His name is Jerome A. Fillmore, and he is now general superintendent of the Central and Southern Pacific railway system at a salary of \$15,000 a year.

W. B. Strong, president of the Santa Fe system, has a history very similar to that of Fillmore. He rose from freight brakeman to station agent, telegraph operator, and since then his strides forward have been fast and long. First Vice President Smith, of the same company, thought he was fortunate when he received an appointment as station master at an out of the way town on a bankrupted Indiana line. George L. Sands, the Santa Fe's general superintendent, commenced his career as a brake twister. President Clark, of the Illinois Central, was an engineer fifty years ago, and J. L. Jeffrey, the general manager, when a young man, learned the machinist's trade so thoroughly that he could now build a locomotive, build a new bridge or repair an old one.

General Superintendent Kerrigan commenced his training for the management of the 6,000 miles embraced in the Missouri Pacific system as axman on the Iron Mountain road. Later he became rodman, and everything that was given him to do was done so well that he now receives \$10,000 a year. General Agent Hitchcock, of the Union Pacific, and William H. Holcomb, general manager of the Oregon Railroad company, both began as brakemen. Twelve years ago W. S. Mellen, now general manager of the Wisconsin Central, was telegraph operator on a Wisconsin road, with seemingly little prospect of promotion. A year or so later, however, he was appointed station agent at Racine, and he has been advancing ever since. He can't be over 35, and as he is one of the best equipped railroad men in the country his future is indeed a bright one. A. A. Allen, Manager Mellen's assistant, commenced his railroad career in 1868 as a telegraph messenger boy. Henry C. Bradley, the Wisconsin Central's general freight agent, also began in the same way.

The man who rides over the Chicago and Alton railroad on a pass issued by the general manager reads at the bottom of the pass the name "C. H. Chappell." In war times this same Chappell was a freight brakeman on the Galesburg division of the Chicago, Burlington and Quincy railroad. He never fooled away his time, and employed all his leisure in learning the details of railroading. One day he came under the notice of the general superintendent of the road, who took him into his office. There he learned telegraphy and became a train dispatcher. His career since then is well known. An ex-brakeman is J. L. Hanrahan, general manager of the Louisville and Nashville road. President Thomas, of the Nashville and Chattanooga, commenced as a station master. Henry F. Royce, who for some years has been general superintendent of the Chicago, Rock Island and Pacific, used to be an engine wiper in the Boston round house of the Boston and Worcester railroad. General Manager St. John, of the same road, commenced as assistant to the ticket agent at Quincy, Mass. George L. Carman, who is now commissioner in half a dozen railroad pools and traffic associations, started in as a train boy.

Austin Corbin, president of the Reading road, was a country lawyer at Davenport, Ia., thirty-five years ago, and J. L. Bell, general traffic manager of the same road, was for years a freight clerk in the Philadelphia office of the Reading. J. H. O'Rourke, general superintendent of the Central Railroad of New Jersey, used to work in the machine shops at Pottstown, Pa. He was a good machinist, and makes a good superintendent. John Adams, general superintendent of the Fitchburg railroad, also started in as a journeyman machinist. Warren E. Locke, the Fitchburg's general freight agent, commenced as a brakeman, and W. H. Barnes, of the Boston and Albany line, as freight conductor. George L. Bradley, now general manager of the Lake Erie and Western, began in the same way.

The average railroad man holds to the opinion that he who is faithful in a few things will in due time be given charge over many, and it would look as though the average railroad man is about right.

Nothing New. Wife—Why, Arthur! The trees are out! Arthur—Yes, I have noticed them out all winter.—New York Sun.

Fashionable Millinery!



LATEST * NOVELTIES TO BE FOUND AT Mrs. W. E. Gosper's 1114 O Street.

This is the oldest Millinery establishment in Lincoln, enjoys the finest trade in the city and state, employs none but the best help in the trimming department and offers goods at reasonable prices.

New Spring and Summer Goods

—ARE NOW IN AT— JOHN McWHINNIE'S The Old Reliable Tailor.

First Class Workmanship, Fine Trimming, and Satisfaction Guaranteed. 305 S. ELEVENTH STREET.

The German National Bank, LINCOLN, NEB. Capital Paid up, \$100,000.00 Surplus 13,000.00

UNION SAVINGS BANK, 111 South Tenth Street. Capital, \$200,000. Liability of Stockholders, \$400,000.

Lincoln Savings Bank and Safe Deposit Co. CAPITAL, \$250,000. LIABILITY OF STOCKHOLDERS, \$500,000.

J. F. LANSING REAL ESTATE Fire Insurance and Loan Broker.

THE CENTRAL NEBRASKA LIVE STOCK INSURANCE COMPANY

WEDDING INVITATIONS BALL PROGRAMS, MENUS Wessell Printing Co., New Burr Block.