

Hayden FINE ART STUDIO 1214 O street. Examine samples of our work before ordering elsewhere. Cabinet Photographs reduced from \$4 to \$3 per dozen

WANTED!

Everybody to examine the plans and standing of the Union Central Life Insurance Company, of Cincinnati, Ohio, before insuring. It has the lowest continuous death rate of any company. Realizes the highest rate of interest on invested assets which enables it to pay large dividends.

Policies incontestable and non-forfeitable after third year.

The Union Central issues endowment policies at ordinary life rates; these policies are now maturing and being paid in from one to two years earlier than time estimated by the company. They protect the family and estate during the younger years of life, and the insured in old age at regular life rates. Other desirable policies issued. Call on us or write for plans.

J. M. EDMISTON, State Agent. C. L. MESHIER, Asst. State Agent. G. T. PUMPELLY, City Solicitor. Room 22 Burr Block, LINCOLN, NEB.

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. Elegant line of Picture Frames in stock and made to order. Call and see us. H. W. KELLEY & CO. 1025 O Street. LINCOLN, NEB.

Best Cabinets \$3.00. Elegant line of Picture Frames in stock and made to order. Call and see us.

H. W. KELLEY & CO. 1025 O Street. LINCOLN, NEB.

Cough Killer. I can cheerfully recommend Dr. Seth Arnold's Cough Killer as being a first-class remedy for Coughs and Colds, having used it in my own family with very great satisfaction. L. M. Bush, Des Moines, Iowa.

HOTEL ORLEANS

SITUATED ON SOUTH SHORE OF SPIRIT LAKE. One recent Sunday the Pennsylvania limited ran from Ft. Wayne to Chicago, 148 miles, in three hours and ten minutes, carrying five heavy vestibule cars. Eleven stops were made en route, making the actual running time two hours and forty minutes, or an average speed of fifty-five miles an hour.



Will be under the personal supervision of H. L. LELAND, and will be open for the reception of guests, June first in each year. Visitors will find

THE ORLEANS is first class in all of its appointments, being well supplied with gas, hot and cold water, electric bells and all modern improvements, steam laundry, billiard hall, bowling alley, etc., and positively free from annoyance by mosquitoes.

Round Trip Excursion Tickets will be placed on sale at the commencement of the tourist season by the Burlington, Cedar Rapids & Northern Railway and all connecting lines, at low rates, to the following points in Iowa and Minnesota: Spirit Lake, Iowa; Albert Lea, Waterville, Minneapolis, St. Paul, Lake Minnetonka, White Bear Lake and Duluth, Minnesota; Clear Lake, Iowa; Lake Superior points; Yellowstone Park and points in Colorado. Write for a Michigan Excursion Ticket to the General Ticket and Passenger Agent, Cedar Rapids, Iowa, and for local tickets to H. L. LELAND, Spirit Lake, Iowa. C. J. IVEY, J. E. HANNEGAN, Price and Gen'l Agent, Gen'l Ticket and Pass. Agent

RAPID MAIL TRANSIT.

SPECULATING AS TO POSSIBLE IMPROVEMENTS IN THE SERVICE.

A System of Fast Trains Running from New York and Points South and Boston and Points North to the West and What It Could Do.

[Special Correspondence.]

WASHINGTON, July 3.—One of the signs of the times is a certainty of the coming, in the near future, of more rapid transit of the public mails. Men who have given this subject close attention declare the telegraph can never be made to supersede the mail, except for pressing business correspondence, and that fast mails offer and will continue to offer the greatest benefit to the greatest number. Postal telegraphy is as yet not much more tangible than a dream, and while engineers and all who stand on the observation towers of progress are able to see that the electrical inventors are sure to bring us from their Pandora's box a railway train like that designed and built by Mr. Weems, of Baltimore, traveling two hundred or more miles an hour, for the present all improvements in the dispatch of the public mails must be made upon existing railways.

The fast mail train, so called, now run between New York and Chicago is a farce. It practically expedites nothing. It leaves New York city at 9 o'clock in the evening, at least four hours later than there is any excuse for, and six hours later than would be necessary if the business community were given notice of an earlier departure. This "fast mail" train uses nearly twenty-nine hours in making the run from New York to Chicago, arriving in the latter city at the absurd hour of 12:35 in the morning. The speed made is about the same as that of a number of regular trains on several roads. For a special train, running without stop or hindrance, it is really a very slow schedule. The mail it takes from the east for Chicago stands in the sacks till next morning, when it is assorted and delivered. So far as Chicago is concerned, the train might just as well arrive six hours later. As in New York business men do not write letters at 7 or 8 in the evening, so in Chicago they are not on hand to receive mail at 9 or 8 in the morning.

Service to the west from Chicago is expedited only by means of special trains leaving Chicago at 8 a. m. and arriving at the chief terminal points—Omaha, St. Paul and Minneapolis—so late in the afternoon that the delivery, even though promptly made from the train itself, is of little value to the business community. For none of these trains does the government pay anything more than the regular rate per ton of mails paid all roads. At present the New York, Brooklyn or Philadelphia business man who on Monday writes a letter to a Chicago correspondent does so with the consciousness that his missive will not reach its destination till Wednesday, and that if the letter be answered the same day he will not receive the reply till Friday. This is too slow for the times and the country.

Chief Bell, of the railway mail service, thinks it possible to arrange a fast mail train that will take letters written in New York during business hours of one day and deliver them in Chicago during business hours of the next day. Even Boston and pretty much all New England can be brought into the same over night service between east and west. If Chief Bell succeeds in accomplishing this he will create the greatest fast mail train ever known in this or any other country, one which will stand as a perfection till the Weems or some other electric railway supplants it.

A great share of mercantile telegraphing is done by "night messages," which are cheaper than day messages. If at 1 o'clock in the afternoon a New York merchant sends a telegram to a manufacturer in Chicago, it will not be delivered till the next forenoon. It seems almost incredible that a fast mail train could be arranged to give by post substantially the same service as is afforded by a night wire, but it is possible and will some day be done.

The fastest trains between New York and Chicago now make the journey in twenty-five hours. These are the "limited" trains, on which an extra fare is charged. Going west they gain an hour's time at Pittsburg, and therefore reach Chicago in an apparent running time of twenty-four hours. These trains are not remarkably fast, their schedules calling for about forty miles an hour. They are rarely late, even in winter. If from any cause they lose an hour or two on one part of the journey, the loss is usually made up on another part.

One recent Sunday the Pennsylvania limited ran from Ft. Wayne to Chicago, 148 miles, in three hours and ten minutes, carrying five heavy vestibule cars. Eleven stops were made en route, making the actual running time two hours and forty minutes, or an average speed of fifty-five miles an hour. There are faster trains than these limited expresses. For years the Baltimore and Ohio has run regular trains from Baltimore to Washington, forty miles, and with two yards to traverse at slow speed, in forty-five minutes. The trip has been made in forty minutes. Trains of the same road regularly make fifty miles an hour between Philadelphia and Washington. The Pennsylvania runs many regular trains between New York and Philadelphia, ninety miles, in two hours or less. In England a large number of regular trains travel from fifty to fifty-five miles an hour, some of them on long journeys.

Very fast time cannot be made on a road with many steep grades in its track. Fast time cannot be made with heavy trains of six or eight cars, particularly if they are sleeping cars, which weigh nearly twice as much as ordinary coaches. Fast time cannot be made with frequent stops at stations or grade crossings. Between New York and Chicago a train must stop forty times in pursuance of the state laws, which require full halts before crossing the tracks of other roads.

These stops represent a loss of nearly three hours' time. When once stopped a fast train cannot regain its full speed in less than four or five minutes. There is no good reason why fast United States special mail trains should be stopped for tracks at grade. There would be no risk of accident in closing gates or signals against the trains of intersecting roads, leaving the special mail free right of way. If it were not for these unnecessary stops a fast mail train could run from New York to Chicago between 3 in the afternoon and 10 next morning.

There are but two roads on which it would be possible to run a fast mail train to the west. The New York Central and Lake Shore are longer than the Pennsylvania, 980 miles by the former to 912 by the latter, but the northern route has greater track capacity, easier gradients and fewer curves. The great fast mail of the near future will use both roads.

Say the train is to leave New York by the Pennsylvania at 3 p. m. Everybody knows the hour, and all letter writing is arranged to meet the conditions, just as business men and bankers arrange their fiscal matters for the clearing house hour of noon. Correspondence clerks get off their western mail immediately after luncheon.

There is a special collection in the business district. Brooklyn sends over several sacks of letters. All the western mail from cities surrounding New York, manufacturing New Jersey and Connecticut, is lunched on this train, which consists, perhaps, of three specially built mail cars. At 5 o'clock the train leaves Philadelphia after taking on a car containing all of the day's western mail from that city and tributary towns. At Harrisburg, 105 miles away, another car is waiting. This had left Washington at 4 o'clock and Baltimore at 5 with the day's mail from those two great cities, and with all that had reached them from adjacent towns and the South Atlantic coast.

Now the consolidated train, having fifty tons of mail and if necessary thirty clerks and porters to distribute and manage it, starts on its flying journey to the west. Harrisburg is left at 7:30 and Pittsburg, 249 miles west, is reached at 1:35 a. m. Here the country begins to broaden, and the question is how such widely divergent cities as Cleveland, Detroit, Cincinnati and Louisville are to be served, as well as the central belt represented by Columbus, Indianapolis and Chicago.

After taking from Pittsburg and surrounding country late night mail for the west, the special runs to Alliance, eighty-four miles, by 2:30. Cleveland, on the great lake belt of cities, is but fifty-seven miles away. All mail matter for these northern points has by this time been placed in a single car, and this is attached to a special engine or to the regular night express for Cleveland, reaching the latter city before 5 o'clock in the morning, giving early delivery there and making connection with all regular morning trains east, west and south, supplying all northeastern Ohio as morning trains from Pittsburg supply all eastern and central Ohio.

But according to the plan this is not the only fast mail arriving in Cleveland in the early morning. Boston, northern and central New England and New York state must be taken care of. The New England flyer leaves Boston at noon, taking all forenoon accumulation from the surrounding country and the merchants of the Hub dispatching their western correspondence early in the day to suit the conditions. Letters written early in the day in all the chief New England cities—Providence, Worcester, Springfield, Salem, Lowell, etc.—can reach this train at Boston or points farther west. At 5 in the evening the flyer is at Albany, and thence on takes up the day's mail from all central New York cities—Utica, Syracuse, Rochester and their hundreds of connecting points—and reaches Buffalo a little before midnight and Cleveland at 3 in the morning.

Here, then, the two currents of flying intelligence, one from New York and as far south as Richmond, and the other from Boston and as far north as Maine, first meets Toledo, Detroit, northwestern Ohio and northern Michigan, and their many connections are supplied early in the day by regular mail trains.

But the Boston train has brought one or two car loads of mail for far western and southwestern points. Why not run the train through to Chicago? Simply because there is an easier and less expensive way to accomplish this result. We have left our Pennsylvania special at Alliance at the hour of 2:30 a. m. The 105 miles to Crestline it runs by 5 o'clock, or shortly after, and it finds awaiting it there—what? Why, the one or two cars of New England and central New York mail brought by the other train. From Cleveland to Crestline via the Bee Line road it is only seventy-six miles, and a two hours' special run has brought the northern mail hither.

Now that the junction is made all becomes easy. The Pennsylvania train gives the Bee Line special a car containing Cincinnati and southwest matter; the Bee Line gives the Pennsylvania its one or two cars of mail from the north. Together, at 5:15 or 5:30 in the morning, they steam away. The Bee Line train early serves Columbus and all connections by regular morning trains, as well as the important cities of Springfield and Dayton. Cincinnati and connections (including regular trains south to Tennessee, Alabama, New Orleans, etc.) are reached by 9:30 in the morning, and Louisville and its important connections at 1 in the afternoon.

Nor is this all. The Bee Line carries a special to Indianapolis by 10:15, giving early delivery there and sending mail over the fifteen railways entering that city. A fast train by the Vandavia reaches St. Louis at 4 in the afternoon or a little after, giving a delivery there during business hours of letters written during business hours of the previous day in far away Boston, Providence, and Richmond, Va. At St. Louis connections are made with all regular evening trains for the west and southwest.

Leaving Crestline a little after 5 o'clock in the morning, the great fast mail has 275 miles to run to Chicago. All along

it tosses off mail for thriving towns and their railway connections, and finally rolls into Chicago at high noon. All the Chicago mail borne by it is already distributed by carrier routes, and half a hundred or more carriers seize the bundles and convey them to counting room and office before 1 o'clock. By 3 o'clock there is a similar delivery in Milwaukee. To the great west and northwest the currents of intelligence are sent by regular trains. St. Paul, Minneapolis, Omaha and Kansas City are all reached early next morning, twelve to twenty-four hours earlier than formerly. A whole day is saved on the journey to the Pacific coast.

For such a fast mail service as this would be required a train specially built, steam heated, lighted by electricity, and provided with all labor saving devices. For such speed and service the railways would ask and deserve more compensation than the statutory pound rates. But what would a few hundred thousand dollars a year count against the almost inconceivable advantages of an over night mail between Boston, New York, Philadelphia and Washington in the east, and Cincinnati, St. Louis, Chicago and Milwaukee in the west? Would it not be worth a good many hundred thousand dollars to have millions upon millions of letters and papers carried to their destination more rapidly than ever before—to have the circulation in all the countless postal arteries and veins quickened and strengthened?

WALTER WELLMAN.

Some Georgia Wonders.

ATLANTA, July 2.—In the early part of August, 1812, a party of hunters found in a certain mountainous region, now known as Rabun county, a being nearly eight feet high, "covered with bluish hair, and having immense ears, like an ass; stone deaf, and upon this account unconscious of the approach of our party." This monster seems to have been seen upon several different occasions during the next four years.

In the spring of 1816 a number of young surveyors, hailing from Virginia, scoured the hills for the creature, but without success. In a letter indited by Joseph Earle, of Culpeper, Va., to Master John Bishop, living in Boston, Lincolnshire, is written the following: "Of the few people who inhabit this wild country not a soul whom we have approached doubts that the creature is alive. Indeed, sir, one poor planter who guided us a great distance from the falls is convinced that he saw him face to face no more than three weeks since, an assertion which my adventurous companions were only too ready to believe."

The many tales told of this extraordinary being seem to have created much stir even in New England. A printed circular of that day, issued by the owner of some lands in Georgia, assures those who contemplate a settlement in this country that the climate is "exceedingly mild, the soil productive and the danger of attack from uncouth beasts, who are represented in the public print as being half human, absurd. There is no portion of truth in these reports."

Sarah Jessop, of Augusta, was a great "wonder." Sarah was a colored woman, and had an iron cylinder, two inches in diameter, passing through her breast, which made her an object of almost national interest. A solution of the phenomenon was never definitely arrived at. When an infant the passage appeared a simple dent or cicatrice; at 6 years it was sufficiently large to admit a thumb, and at a later period a metal tube was inserted as a protection to the internal anatomy by a local physician. When the size of the cavity increased the cylinder was loosened, dropped out, and a larger one inserted. When Sarah died, at the age of 23, the cylinder was above two inches diameter inside, coming out between her spine and shoulder blades.

In 1878 John Tyler Carroll came down from his home among the mountains which divide this state from North Carolina, and engaged himself to the manager of Forepaugh's circus. Carroll will be remembered as having made a hit throughout the country as the Georgia giant wonder, and was a marvel, physically.

Miss Lulu Hurst emerged from local obscurity four years ago. This prepossessing young lady was the proud mistress of a mysterious electric force secreted in her slender finger tips, which almost set at naught mortal bone and sinew. Miss Hurst is so recent an acquisition to the list of Georgia's wonders that it will suffice to say that she could lay her terrible palm upon the shoulders of a strong athlete and bring him to the ground as easily as a mother can chastise an unruly infant. She now lives with her husband in Chattanooga and is possessed of a snug fortune. Miss Dixie Haygood was also an electric wonder, her gift being similar to that of her rival, Miss Hurst.

Every day the daily press teems with descriptions of six legged mules, snakes in various lengths, all the way from ten to fifty feet, and an abundance of mineral and vegetable monstrosities. A number of them were actually on exhibition at a recent county fair, and were referred to by a speaker in these eloquent words:

"Dakota may revel in her blizzards; Florida in her climate; the mosquito has almost become a synonym for New Jersey; Pennsylvania boasts of her coal, and Kaintuck of her water supply; but Georgia, conscious of no superior, points proudly at her native wonders."

Completing a Work Begun Under Nero. A work of engineering begun by the Romans under Nero, in the Second century, will be finished this year; that is, it has been in process of construction for over 1,700 years. The work to which we refer is the cutting of a canal through the Isthmus of Corinth. The canal, when done, will be only four miles long, and will have a depth of eight metres, which will allow the passage of the largest vessels used in Greek traffic. It is not so great a matter for an international view as the Suez and Nicaragua projects, but it will do much to further the rapid progress made by modern Greece in the arts of civilization and commerce.—European Letter.

Fashionable Millinery!



—ALL THE— 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.

Lincoln Savings Bank and Safe Deposit Co.

CAPITAL, \$250,000. LIABILITY OF STOCKHOLDERS, \$500,000.

Interest paid on deposits at any rate of 5 per cent per annum for all full calendar months. Money to loan on real estate and collateral. YOUR SAVINGS ACCOUNT SOLICITED.

HENRY E. LEWIS, President. A. P. S. STUART, Vice President. JNO. H. McCLAY, Treasurer. R. WELSH, Teller.

Established Dec. 10, 1856.

The German National Bank, LINCOLN, NEB.

Capital Paid up, \$100,000.00 Surplus 13,000.00

Transacts a general banking business, issues letters of credit, draw drafts on all parts of the world. Foreign collections a specialty. OFFICERS AND DIRECTORS. HERMAN H. SCHABERG, President. C. C. MUNSON, Vice President. JOSEPH BOEHMER, Cashier. O. J. WILCOX, Assistant Cashier. C. E. MONTGOMERY, ALEX HALTER, F. A. BOEHMEL, B. J. BROTHEFTON, WALTER J. HARRIS, T. A. HUDELSON

R. E. MOORE, Pres. E. E. BROWN, V. Pres. C. H. IMHOFF, Cashier.

UNION SAVINGS BANK, 111 outh Tenth Street.

Capital, \$200,000. Liability of Stockholders, \$400,000.

INTEREST Paid on Deposits at the rate of 5 per cent per annum for all full calendar months. YOUR SAVINGS ACCOUNT SOLICITED.

Money Loaned on Real Estate and Collateral. STOCKHOLDERS: John Fitzgerald, E. E. Brown, John R. Clark, J. McConniff, F. M. Hall, J. A. Thompson, A. S. Raymond, J. J. Imhoff, David Rennie, G. M. Lambertson, I. Meyer, C. E. Yates, K. K. Hayden, R. E. Moore, T. E. Calvert, J. W. Dewese, J. W. Bowman, Chas. Hammond, E. Finney, J. D. Macfarland, Joseph Wittman, H. L. Smith, C. H. Imhoff, G. W. Holdrege.

For Late Styles and Immense Satisfaction, —GO TO THE—

Lincoln Shoe Store

—They make a Specialty of— Ludlow's Celebrated Fine Shoes For Ladies. They combine Service, Solid Comfort and Economy. 1229 O STR T. LINCOLN, NEB.



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

Room 19 Richard's Block, LINCOLN, Neb. Cor. 11th and O Streets. Land Bought and Sold, Houses Rented, Abstracts Furnished, Taxes Paid for Non-Residents and all other business pertaining to Real Estate promptly attended to.

THE CENTRAL NEBRASKA LIFE-LOCK INSURANCE COMPANY. CAPITAL \$1,000,000. THE CENTRAL NEBRASKA LIFE-LOCK INSURANCE COMPANY. CAPITAL \$1,000,000.