

Nothing Else

equal Ayer's Pills for stimulating a torpid liver, strengthening digestion, and regulating the action of the bowels. They contain no calomel, nor any other injurious drug, but are composed of the active principles of the best vegetable cathartics.

"I was a sufferer for years from dyspepsia and liver troubles, and found a permanent relief until I commenced taking Ayer's Pills. They have effected a complete cure."—George Mooney, Walla Walla, W. T.

"Whenever I am troubled with constipation, or suffer from loss of appetite, Ayer's Pills set me right again."—A. J. Kiser, Jr., Rock House, Va.

"For the cure of headache, Ayer's Cathartic Pills are the most effective medicine I ever used."—R. K. James, Dorchester, Mass.

"Two boxes of Ayer's Pills cured me of severe headache, from which I was long a sufferer."—Emma Keyes, Hubbardston, Conn.

Ayer's Pills,

PREPARED BY
DR. J. C. AYER & CO., Lowell, Mass.
Sold by all Dealers in Medicines.

JOHN WANNAMAKER
PAYS A MAN
\$10,000. A YEAR
JUST TO WRITE & SUPERINTEND HIS ADVERTISING.
IT PAYS JOHN.
YOU CAN BE ENTERPRISING IN PROPORTION.

Lincoln Park

Lincoln's Great Pleasure Resort
Now open daily to the public. The finest picnic grounds in the state, with fine boating and fishing. Dancing pavilions, illuminated with electric lights and beautiful drives.

The Park is large and will accommodate everybody. Secluded places for private picnics can be had.

BICYCLE RACE
TWENTY MILES.
TO-NIGHT,

Between
WERTZ of Omaha,
and
MOCKETT of Lincoln.

Band Concert every evening from 7 until 9:30 o'clock, commencing June 25th.
Electric cars run to the Park every 12 minutes from 6 o'clock in the morning until 11:30 at night.

ADMISSION, 10 CENTS.

SEASON TICKETS
On Sale at Harley's, Shilling Bros., Odell's Restaurant and Ed. Young's.
Buy Coupon Tickets and Save Money.

YOUR ADVERTISING?

Cushman Park.



ANNOUNCEMENTS.

Park is free to all Mondays, Tuesdays, Thursdays and Fridays.

Sunday the park is tendered to Elder Howe, one-day camp-meeting. The elder preaches at 4 p. m. Trains at 10:30 a. m. and 2:30 p. m. Return after services. Sunday observance strictly.

Saturday, July 18.—Yardmasters' association. Outing and grand evening ball.

Monday, July 20.—Professor Seidell's Yankee Hill. Outing from 1 p. m. to 12 at night.

Trains at 4:20 and 8 p. m. Return at 8:30 and 12 m.

Old Settlers' Day.

On this day Cushman Park will be sold out in 3 and here lots at auction. Terms, one tenth down, one tenth October 1, one tenth January 1, 1892, balance five years' time at 7 per cent. Plats at Andrus' office a few days. Societies and associations can find beautiful ten acre tracts with timber, water and springs.

YOU SEE THIS!
So Do Several Thousand Other People.
Suppose YOUR "Ad." Was Here?

HIS FIRST SEA VOYAGE.

WALTER WELLMAN WRITES OF THE TRIP TO NASSAU AND RETURN.

What a Sea Voyage is—The Ocean is Really Sometimes as Smooth as Glass. Seasickness—The Captain's Patronage. Things It Will Be Wise to Do.

(Special Correspondence.)

WASHINGTON, July 9.—A sea voyage from New York to Nassau, the capital of the Bahamas, and return is a good thing at this season of the year, and a good thing at any season, I should think. I know it is good in June, because I have tried it. In early summer the sea is as smooth as glass. Landsman that I am, making my first sea voyage in June, the present year of our Lord, I never believed in the stories which I had heard of the calmness of the great ocean. "As smooth as glass" had to me always seemed more than a poet's license, which is generally a polite synonym for lie. But the sea can be as smooth as glass, as I discovered to my great astonishment and delight—that is to say, its surface in a two or three days' calm softens and quiets till not so much as a ripple remains, till a cork could float hour after hour with its uppermost end as dry as tinder. Of course the swell of the ocean—that gentle, undulatory motion—never wholly ceases. It is eternal.

It was in such a glassy, peaceful sea as this that we made the voyage from Nassau to New York a few days ago. What could be more delightful than four or five days like these, with long, cool nights to sleep through, with good company by day, with ravenous appetites and tempting cuisine, and with a right good novel to fall back upon when you tire of conversation? My advice to the readers of this letter is to take such a sea voyage if you ever get the chance. It will do you an immense lot of good, mentally and physically. It will broaden your ideas of men and things, give you a new conception of the majesty of nature and the vastness of the world, and no doubt add a couple of inches to your girth and as many years to your career. There is another thing it will do, and that is to fill you with a new love for the land in which you are so fortunate as to live. No matter how quaint and interesting the foreign lands may be you will sing hosannas of praise and thanks when you return to the United States, and forevermore be the more content with your lot, whatever it may be.

Here I am writing away for all the world like a schoolgirl about my first sea voyage, just as if a sea voyage was something new or extraordinary, which of course it is not. But the schoolgirl—heaven bless her—who goes into ecstasies of expression and reams of paper in recording her impressions of things new to her, though old to a majority of mankind, often builds better than she knows. So may I.

For I confess that a voyage at sea has always been a mysterious, a romantic thing to me. I have read letters of travel, of voyages, of personal experiences on the great ocean galore, and in none of them did I ever learn what a sea voyage was. Perhaps it is because it is one of those things which cannot be described; possibly it is because the writers run over the little things as too trivial for their attention, and look for adventures and incidents which never come. At any rate, I am going to tell you as nearly as I can what a sea voyage—an uneventful, commonplace, everyday sea voyage—is, for the benefit of country boys like myself and country girls, too, if I shall be fortunate enough to have them for readers, to whom the sea is an unexplored region.

To start, you buy your passage tickets of course. If perchance you should conclude to go from New York to Nassau and return, the round trip will cost you seventy dollars. What do you get for this? Well, eight days' board and lodging, and good board and lodging they are, too, and nearly 2,000 miles' travel. Of course you will readily perceive that this is cheaper than railway travel, where you pay from two to three cents a mile for transportation and extra for your meals and beds.

When you take your first ocean voyage do not fail to have some friends at the dock to see you off. If you have no friends handy hire a messenger boy or somebody as substitute. That was a mistake which I made—both my friend and I. Every other passenger had a friend on the dock to wave a handkerchief or something at him till the steamer had swung far out into the North river and was out of sight down the harbor. We—the artist and I—were like two orphans sailing southward into the hot, hot world without a single handkerchief waving in our honor, without one tear falling over our departure. We envied the lucky passengers who had such attention paid them, till we reached the real, great, wide, deep ocean and the steamer began to roll and pitch a little, and our friends who had enjoyed the great pleasure of waving and being waved at began to waver. It was a queer thing—how it came to be so I don't know—but the only passengers who were not more or less seasick the first evening out were the two orphans—the artist and myself. One by one the heroes of the handkerchiefs began to disappear to their staterooms, and finally all who had turned their noses up at us and treated us with proud disdain because no one had cried salt tears over us as we embarked, were wishing themselves back on dry land, or even wet land, just so it was land that would sit still. How the artist and I gloated over our fallen rivals, the sicker they became, the happier we.

But there were a few flies in our own ointment—at least the fear of them. When would our turn come? This was the question we constantly asked ourselves, and the advice which each gave to the other was not to give way to too much gloating till his stomach had been more thoroughly tested. Yet our turn did not come, and as the hours passed and our confidence increased we renewed and amplified our gloating over the misfortunes of our fellows. We were the

only passengers to show up at the breakfast table, and were as proud of it as a fond papa of a new and particularly nice baby.

"All humbug, this seasickness business," we exclaimed to the captain, at whose right and left we sat—the seats of honor in a ship's saloon. "All nonsense; purely a mental affection. You imagine you are going to be sick, that you are sick and you get sick, that's all. Purely a case of will power or the lack of it."

"You haven't sailed as much as I have," said the captain, "and I'll tell you something about seasickness which perhaps you don't know. I have heard thousands of men talk the way you do, and before the voyage was over they were in as bad shape as the rest of them. Many men who are not sick the first day out catch it the second, or even the third, and the fellows who feel pretty proud over their good luck the first day usually go down when every one else on board is coming round all right. Now and then we meet a man who sails several voyages without getting sick, and then makes one perhaps not as rough as the others and goes all to pieces. Old sailors are sometimes taken with seasickness for a voyage. We have a sailor on board this ship who gets sick every third voyage as regularly as a rooster crows in the morning. He has laid off a trip, and then two trips at a time, to see if it wouldn't break the spell, but with no change."

A queer thing about seasickness is that every man who suffers with it is ashamed of it, as if he had caught the itch or something, and endeavors to conceal it till finally he gets so sick that pride and every other feeling and aspiration save abject misery and indifference as to whether he hides himself in his stateroom, exposes his infirmity on deck or falls overboard have disappeared. When the attack first comes on the victim inquires for quinine and says he must have taken cold, or he has eaten something which has disagreed with him, or he has smoked too much. He goes to the table and makes a gallant but unsuccessful effort to eat as if nothing had happened, all for appearance sake, and nibbles and goes through a pretense of eating, and turns pale and suffers agonies till he thinks he can sneak away without being suspected of the crime of seasickness.

Women, on the other hand, don't try to conceal their affliction. They appear to glory in it. The average woman thinks a sea voyage that does not give her seasickness is a blank failure. Women passengers don't talk of much else—as long as they are able to talk—but seasickness and how they have been sick before and how it feels to feel that it was a mistake ever to have been born. They are like children with the mumps and measles and a few stone bruises and other sores—the one with the longest record of afflictions and the most profuse showing of contusions is the proudest and happiest.

The nearest we came to seasickness was a temporary cessation of interest in what new and good things the cook had for dinner one day, and a unanimous conclusion, which lasted for about twenty-four hours, that there is something in the flavor of salt water and salt air which takes away the enjoyment of a cigar. This was but a faint rumbling of possible disaster in store for us, yet it was enough to curb our haughty spirits and give us more sympathy with the afflictions of our fellow passengers.

If you go to sea don't fail to take a steamer chair with you. We had heard of people buying steamer chairs, but concluded they were idiots trying to put on style and declined to invest. We afterward wished we hadn't. There may be steamships which carry an ample supply of comfortable chairs for the use of their passengers, but this one didn't, and we sat around on coils of rope and spars and back breaking stools and borrowed chairs till we were tired of it. Don't enter the captain's stateroom unless you are invited to do so. The average captain is a meek enough man on shore. Meet him on Broadway and he'll step into the gutter to give you room to pass, but on board his ship he is another being. There he is lord of all he surveys, a monarch of absolute power between port and port, and he knows it. Don't ask him questions while he is taking observations; don't disturb him while he is monkeying with logs and logarithms if you want to keep on good terms with him, and you do want to keep on good terms with him, for you are a nobody at sea, whatever you may be on land, unless the captain patronizes you, and finally, don't forget to give the young man who takes care of your stateroom two dollars at the end of the trip, and the other young man who waits on you at the table two or three dollars. If you have earned it.

If you are wise, while at sea you will walk forty or fifty times a day from the stern to the bow; you will go up on the bridge at night and see the moon rise and have a little spray fly in your face; you will go down into the hold and take a look at the great marine engines, and see the poor stokers feed the fires while the fat is being tried out of themselves in a temperature of 125 degs. Fahrenheit; you will make friends with the purser, who is the financial and business man of the concern, and lastly you will go to bed early and avoid the seductive game of hearts, both on deck among the dark-eyed belles from Cuba and in the smoking room with the innocent looking gentlemen who roll and smoke cigarettes and languidly scoop in the jackpots.

WALTER WELLMAN

Heligoland's Fortifications.
After all the talk and speculation to the contrary it seems that Heligoland will not be fortified very elaborately by its new masters. After much discussion, the Germans have decided merely to erect two new ironclad turrets, with room for a fair sized battery. The island is likely to be more useful as a point of observation for the approach of an enemy to German shores, and a military party has been making experiments with a captive balloon for this purpose. Accordingly, an aeronautic station will be established, together with a laboratory for systematic scientific investigation of the North sea.

SOCIAL AND PERSONAL.

Mr. Frank Hathaway left Wednesday for a season of recreation at Spirit Lake, Iowa. Mrs. M. E. Harris and daughter, Miss Laura, departed Monday for Manitou, Col. Mr. Robert McReynolds, accompanied by his mother left Tuesday for Portland, Ore.

Miss Daisy Tuttle left Thursday for Boston to complete her musical education.

Mrs. A. Z. Palmer returned yesterday from a three weeks' visit at Salt Lake City.

Mrs. Dr. Appleget returned this week from a three weeks visit in Chicago.

Miss Carrie Wazner of Grand Island is visiting with Mr. and Mrs. White.

Mrs. Ellen G. Barber of Fullerton is the guest of Mrs. A. L. Manchester.

Fred Benzinger left Saturday for Spirit Lake, Ia., to attend the regatta.

Mrs. Hugh Hunter and daughter of Omaha are visiting Mrs. S. M. Melick.

Mrs. I. M. Raymond and R. H. Oakley are visiting at Hot Springs, S. D.

Miss Mammie Desch of Chicago is visiting her aunt, Mrs. Jennie Owen.

Miss C. F. Link left yesterday for Cleveland, New York and Boston.

Miss Minnie VanBeek left Tuesday for a visit at Spring Lake, Mich.

Mr. J. H. McMurtry left Thursday for Chicago and Philadelphia.

Dr. and Mrs. Broener returned from Ann Harbor, Mich., on Friday.

Miss Florence Hawley is spending a few weeks at Nebraska City.

Mrs. A. Bartlett departed for Spring Valley, Minn., Thursday.

Mrs. O. H. Davidson is visiting her sister, Mrs. A. S. Raymond.

Miss Alice Nunbart is spending a few weeks in the country.

Mrs. F. W. Browne is visiting with relatives at Sheldon, Ia.

Miss Edith Gilbert is visiting relatives at Fort Wort, Texas.

Miss Henrietta Hawley is visiting at Cedar Bluffs, Nebraska.

Mr. H. A. Tethbets has been spending the week in Chicago.

Mrs. W. B. Mills returns from Atchison, Kas., Saturday.

Judge Morris and wife of Crete are visiting in the city.

Mrs. L. F. M. Wade departed for Estes Park Monday.

Mrs. E. L. Hubert left yesterday for St. Cloud, Minn.

Mr. and Mrs. M. F. Tilton are visiting in Quincy, Ill.

Mr. Charles Clements is visiting at Syracuse, N. Y.

Major A. H. Weir returned from Chicago Sunday.

Mr. John Dorgan spent Wednesday in Omaha.

Mr. E. T. Gadd has returned from Minnesota.

Dr. J. V. Beghtol of Friend, is in the city.

M. L. Beach has gone to Portland, Oregon.

Miss Grace Oakley is visiting in Chicago.

A Cure for Cramps in the Stomach.
Albert Erwin, Editor of the Leonard, Texas, Graphic, says: "For the cure of cramps in the stomach Chamberlain's Colic, Cholera and Diarrhoea Remedy is the best and most speedy I ever used." Many others who have tried it entertain the same opinion. For sale by Chas. C. Reed, Druggist.

Wedding invitations, either printed or engraved in the finest style of the art at THE COURIER OFFICE. Correct forms and best quality of stock guaranteed. Samples cheerfully shown.

EXCURSIONS—LOW RATES.
By Missouri Pacific Railway for the Following Named Several Occasions.

Tourist summer excursion tickets to Colorado, Salt Lake City, Utah, and other Colorado and Utah points of pleasure and health resorts at lowest rates for round trips, good for six months.

At Auburn, Neb., teachers' normal institute, July 2 to August 30, 1891.

TORONTO, ONT.
For national educational association for teachers, July 14 to 17 inclusive, at lowest rates, first class fare for round trip, plus \$2 membership fee. Tickets on sale July 8 to 13 inclusive; good for return on or before September 30, 1891. Call at city ticket office, 1201 O street, opposite Burr's block.

J. E. R. MILLAR, City Passenger Agent.
R. P. R. MILLAR, General Agent, Lincoln, Neb.
H. C. TOWNSEND, G. P. & T. A., St. Louis, Missouri.

"The Finest" ice cream parlors are now open and you are invited to call. 1230 O street.

The best domestic coal in the market for \$4.40 delivered. Be sure to try Eastern Wyoming nut for sale exclusively by Geo. A. Raymer, 1334 O.

A Mother's Gratitude.
My son was in an almost helpless condition with flux when I commenced using Chamberlain's Colic, Cholera and Diarrhoea Remedy. It gave him immediate relief and I am sure it saved his life. I take great pleasure in recommending it to all. Mrs. M. L. Johnson, Everett, Simpson Co., Miss. 25 and 50 cent bottles for sale by Chas. C. Reed, Druggist.

For Sale Cheap.
56 inch full nickel ball bearing Columbia bicycle. Enquire at COURIER OFFICE.

The Dakota Hot Springs.
The improvements that have taken place at the Dakota Hot Springs during the past year make it now one of the most popular, attractive and desirable resorts of the country. In addition to the benefits to be derived from the use of the water, the superior climate and beautiful natural surroundings render it an especially attractive resort, while the curative properties of the water makes the Springs a rival of the famous Hot Springs of Arkansas. Ample hotel accommodations are provided at reasonable rates, and the journey to and from can now be quickly and comfortably made via the Fremont, Elkhorn & Missouri Valley Railroad, the only all rail line to the Hot Springs. Excursion tickets are sold at reduced rates. Full information can be obtained on application to
W. M. SHIPMAN, Gen. Agt., Lincoln, Neb., or
Jno. T. Mastin, City Ticket Agt., 1133 O street; E. T. Moore, Depot Ticket Agt., Cor. 8th and S street, or to J. R. Buckham, Gen. Pass. Agt., Omaha, Neb.

Ladies' Paragon



Gents' Paragon



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