THE SATURDAY MORNING COURIER



agreement by Dick Roche, on instructions from McAuliffe by cable from London where Jack is now with Charlie Mitchell. The signing of this match will create not a little wonderment among people who know the relative records, attainments and ages of the men. The last time the two combatants met in the ring they came together at 138 pounds, and after a desperate fight of forty-seven rounds the Brooklyn boy won. Carroll claims that he won the light-weight championship of the world by defeating Blakelock at the weight limited of that class, 133 pounds and that he still retains the title. The match made now is the result of Carroll's challenge issued a week ago and which was cabled to McAuliffe in London.

ON THE DIAMOND.

The Pase Ball Situation.

A Cincinnati correspondent to the Sporting N ws says: "The warm July sun and the rattle of the small boy's fire crackers finds the Reds struggling along at the tail end of the first division in socalled championship race for the prize frequently referred to by the figurative base ball editor as 'The Pennant.' Exactly what this term means has never been determined. I am glad to see that a movement has been inaugurated looking toward the provision of something substantial as the reward of that club which, as it is now styled, 'wins the pennant.' Such a movement I believe would be of all around benefit to the game, though of course it has its few disadvantages, which its opponents are quick to grasp and exaggerate. Treasurer Talcott is reported as saying, 'the proposition may meet with disapproval, but there is no harm in proposing it." To be sure, Mr. Talcott, it will meet with pretty strong disapproval, especially from those alleged 'magnates,' whose greed for gain is only equalled by their short sightedness in the conduct of their business, I have not heard from had been in political opposition. They the players themselves any expression in regard to the proposed measure and will be interested in learning how the matter is considered by those players whom I meet.

For some time past the cry has fre- soned mariners pale. quently gone up from various parts of dying; the national game is not what it once was; it is on the decline, et cetera, ad infinitum. I have not this year been permitted to attend games in all or even most of the larger cities, but if I-may

Just Be Glad • heart of mine, we shouldn't Worry sol What we've missed of calm we couldn's Have you know. What we've met of stormy pain, And of sorrow's driving rain, We can better meet again If it blow.

We have erred in that dark hour We have known, When the tears fell with the shower When the tears fell with the solution All alone – Were not shine and shower blent As the gracious Master meant? Let us temper our content With his own.

For, we know, not every morrow Can be sad; Bo, forgetting all the sorrow We have had, We have had, Let us fold away our fears And put by our foolish tears, And through all the coming years Just be glad. —James Whitcomb Riley.

12

The Poet and His Lady. What shall I do for my love? Crown her with flowers? Float like a sephyr above And around her for hours?

"What shall I do for my dear? Shall I be mute? Or tune to her delicate ear The strings of my lute?

"What shall I do for my queen? Set sail to my bark? Bear her away from the scene O'er the billows so dark?

"What shall I do for my sweet? In armor yelad Lay down my life at her feet,

And, dying, be glad?"

Her lover sang thusly; but she Interrupted his dreams And whispered, "Just purchase for me Some chocolate creams." —Ally Sloper.

A GREAT UPRISING.

The Surprising Material and Moral Strength of the Loyal States in 1861.

As the years roll by we get a proper perspective of the civil war, and as we have leisure and opportunity to compare it with other wars we realize the importance of one fact too often overlooked. In our impatience and criticism in 1861-5 we forgot that no war of modern times had been waged by any nation with rulers so little prepared by experience. The soldiers of the Union in 1861 were absolutely new to the art of war, and by an extraordinary combination of circumstances the civil rulers were at the same time almost devoid of experience in practical administration.

The Republican party was led by very new men, whose almost entire experience were indeed ardent patriots, but so far as experience in governing went they were in 1861 just like passengers who might suddenly be called to take charge of a ship going to pieces beneath their feet in a storm which made thrice sea-

Suddenly they were called upon to the country that base ball is dead or deal with the most embarrassing complications in diplomacy, the most difficult problems in finance, the most subtle and complex issues in constitutional law, and to meet demands for military purposes which would have staggered the most powerful monarchies in Enjudge from such observation as I have rope. Russia, Austria, England and made, and especially if one may judge France had in turn owned their incafrom the situation right here in Cincin- pacity to suddenly mobilize a quarter of a million men. The United States, which had but 16,000 men in its regular army in April, 1861, had before the frosts of autumn fell nearly 700,000 men armed and equipped and in camp or on the march And with what success? Comparisons are in this case indeed eloquent. Great Britain's administrative system confessedly broke down in supplying less than 60,000 men in the Crimea. In the winter of 1861 the Washington administra-tion supplied 600,000 men, scattered along a line of 2,500 miles from the mouth of the Potomac to New Mexico. Before the war a revenue of \$60,000,000 a year alarmed the nation. In a few months Secretary Chase had to raise \$600,000,000 a year, and soon had to double that. In naval warfare the Americans of April, 1861, were as children, yet in eight months they had established a naval blockade the most thorough in history, and in eight more their rams. monitors and other ironclads had revolutionized naval warfare. The energy of the north was indeed wonderful, its reserve of strength vastly greater than itself suspected. To quote a western byword, "We ached with strength." No country in the world was Elegant rooms for World's fair visitors ever stronger for war purposes than were the adhering states in 1861. And back of all the material resources were the soul, the moral vigor, the fierce and high resolve that the time had come to settle the great issue once for all. Only twice in all history has there been anything at all approaching it-the uprisings of Holland against Spain, and of France in her early revolutionary era. Time, instead of lessening, height-For full particulars call at city ticket ensour appreciation of that great and truly national movement. The perspective of 30 odd years gives us a more inspiring view of the great uprising of the J. H. BRADLE. north.



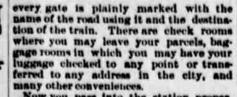
ARRIVAL OF EXCURSION TRAINS.

Only a Few of the Railways Make Use of the Magnificent Station, the Main Shed of Which Has Thirty-six Tracks Side by Side - Compared with Other Ballway Stations.

WORLD'S FAIR, July 14 .- [Special.] -Now the railroads are beginning to run trains into the World's fair railway station. Every day there are scenes of animation in this great building, as the loads of passengers disembark and pass through the gates into the fair. You may not know it, but the World's fair has one of the finest passenger stations in the world. They built it in the expectation that nearly all the roads leading into Chicago would be glad of the opportunity to run their trains into it and there to discharge their passengers. But this expectation proved to be poorly founded. Only a few of the road's have been willing to use the station. The reason therefor is obvious, and the wonder is the managers of the exposition did not see it in time to save themselves the enormous outlay. Only those roads which enter the city some where near the fair grounds can afford to run their trains to this terminal instead of with their bird cage head dress, may now to their regular stations. Take, for ex-ample, the Milwaukee and St. Paul road. I cans native and transplanted (the former in their red bankees and feathers in their If it were to attempt to run its excursion trains to the World's fair entrance its passengers would have to wait two hours and a half after arriving in the city before they could enter the gates of the exposition, for that is the time which would be required to run a train from the Union railway sta-

fair. How much do you suppose this railway station at the World's fair and the system of tracks leading to it cost? More than \$600,000. It is a tremendous station. It is colossal in dimensions, magnificent in design and unrivalled in the conveniences which it affords to the people who make use of it. Compare it with the greatest railway stations in the country, the Pennsylvania at Jersey City or Broad street.

tion, where the St. Paul comes in, to the



Now you pass into the station proper. It has a great court in its center, with a roof so high above the floor that you look in vain to distinguish the details of con-

in vain to distinguish the details of con-struction at the great hight. There are galleries running all round the court, broad and airy, and these, like all the floors, are abundantly supplied with com-fortable seats. There are balconies from which one may enjoy a splendid view of the fair grounds. There are restaurants, bunch rooms. Great newspaces courts. lunch rooms, cigars, newspapers, candy, telegraph offices, rest rooms where weary travelers may wait in comfort, writing rooms, lavatories, a room in which passen-gers may eat their home-made luncheons, buying only coffee or whatever they like from the cafe, and many other coaveniences. In the center of the ground floor is a large booth, in which men and women who speak all modern languages are constant-ly stationed, and the signs on this booth are "Information," "Informacione," "In-formazione," "Auskunft." It doesn't matter what it is you want to know, about the fair the trains the site or the new the fair, the trains, the city or the pro-gramme, or in what tongue you ask for it, here is where you may learn it without delay and without price.

One is instantly impressed by the cosmo-politan aspect of the station. Here you see people from all over the world. The Orientals in their fezes, the Esquimaux in bair), with Germans, Frenchmen, Spanlards, Italians, Russians, Scandinavians men from Australia, from New Zealand, Egypt, Greece, Japan and China, This air of cosmopolitanism is added to greatly by the fact that the fast express trains which run from the fair to the city with out stopping now enter and depart from this station, and the officials, exhibitors, employes and showmen of the nations have frequent occasion to use these trains in going to and fro on their busine

Cosmopolitanism shows itself everywhere. If you cast your eye upward, above the great galleries surrounding the court you will see that the walls are studded with a great number of clocks. The clocks are marked with the names of cities all over the world, and that instrument denotes the time in the city which it rep-

freworss in the evening. About a quarter of ten o'clock the display was finished and the crowds broke for the railway trains, steamers, cable cars and other means of conveyance. It was a mighty throng that poured toward the gates. Just at that hour I happened to ride over the intra-mural elevated railway, from one end of the grounds to the other, and the spectacle made by that great lake of humanity pouring itself through every road way in a black surging river was most impressive.

In one hour and three-quarters the Illi nois Central special express trains carried 60,000 people out of this station. Eight trains were loaded at the same instant, and on account of the construction of the cars, without aisles and every seat opening to a side entrance, the trains were loaded in a few seconds. As fast as one moved out another backed in to take its place. In those 105 minutes no fewer than fifty three trains, of from eight to fourteen coaches, each train averaging 1,200 people, were moved from the World's fair station to the city. It is said by experienced rail way men that this beats the world's record for rapid movement over such a distance and it is an encouraging commentary on the splendid facilities which Chicago has provided for handling crowds of World's fair visitors. Two hundred thousand peo-ple who remained the evening of the Fourth to see the fireworks were moved to ourth to see the fireworks were moved to their homes without a single accident, and without much delay. One of the best lessons of this fair is in

the possibilities of transportation when the tracks are elevated and modern appliances for speed and safety are employed. Chicago is sure to reap an immense benefit from the exposition in this respect alone, besides profiting directly or indi-rectly in many other ways. Nearly two miles of Illinois Central track within the city were elevated on account of the fair, and the success of that enterprise has taught the people, and the railroads, too, that all the steam tracks in the city should be raised above the streets. Chicago is a net work of railway tracks, being by far the greatest railway center in the world. and with one or two exceptions all the roads cross all the streets at grade. Hun-dreds of persons are killed or injured every year at the crossings, and elevation of the tracks is the only relief from such slaugh-

It is a great pity the splendid railway station at the fair cannot be used by a larger number of roads. But this terminal plant affords at least a striking illustration of the energy and enterprise of the builders of the fair. Between the Mining building on one side and the Machinery hall on the other, west of the Administration building, there was a great open space. To complete the landscape picture it had to be filled in with something or other. With what? Some one suggested a railway station. Happy thought, If it was to be a station of course it would have to be the biggest and finest in the world, else it would not do for this exposition. So \$000,000 was poured into it, in the hope that the railroads would run enough trains into the shed, paying trackage or wheelage for the right, to defray the cost of construction. As it turns out the receipts from this source will not pay the expense of maintaining the station and tracks, let alone first cost. It was in such ways as this that the exposition has been made to cost \$24,000,000 to build and manage, more than twice as much as any other exposition ever cost. But it is a great fair.

ROBERT GRAVES.

Assistant Postmaster-General Jones has decided to keep the World's fair postoffice open for business a portion of each Sunday.

Luck Was With Him.



An old soldier, came out of the War greatly enfeebled by Typheid Fever, and after be

in various hospitals the doctors discharged him as incurable with Conversption. He has been in poor health since, until he began to take Hood's Sarsaparilla

Immediately his cough grew looser, night sweats ceased, and he regained good general health. He cordially recommends Hood's Sarsaparilla, especially to comrades in the Q. A. B. HOOD'S PILLS cure Habitual Constipation by storing peristaltic action of the alimentary of



Silk Hosiery, also Lisle and Silk Underwear, Ladies' Suits, Waists and Millinery For This Week.

On Saturday evening the 15th, from 7 until 9 o'clock, we will sell our 50c Summer Gorsets for



Guaranteed not to pull out or money refunded.



1039 O STREET.

Real Estate Loans In farms in Eastern Nebraska and improved property in Lincoln, for a term of years.

LOWEST CURRENT RATES. R. E. AND J. MOORE.



nati, I assert most positively that base ball as a national game is very much alive."

C. W. Cockrell, Lincoln, has in his new purchase Eagle, by Aristocrat, son of Dictator, dam by Pilot, Jr., 12, g. d thoroughbred, a trotter that promises great things.-Omaha Bee.

Purely vegetable-Hood's Pills-25c.

A Metropolitian Acquisition.

One of Lincoln's most metropolitian features is the new headquarters of the Interior Decorative company on Eleventh street occupying three immense rooms. These palatial apartments are now about ready to be thrown open to the public. Everyone should visit them. The Interior Decorative company is now prepared to take a house from the carpenters' hands and finish it complete in every respect, including wall paper, frescoes, carpets, furniture, etc. and everything of the most artistic description.

Rooms in Chicago.

right at World's fair grounds. Prices reasonable. MRS. E. B. APPELGET, 6617 Sheridan ave., tř Chicago.

The Union Pacific Cheap Rates. Only \$30.00 first class to Ogden, Salt Lake, Helena, Spokane and Portland Ore.

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Gen. Agt. City Ticket Agt.

NOTICE.

In the District Court of Lancaster county, Nebraska. obraska. In the matter of the application of Emma Vitte, administratrix of the estate of John H.

In the matter of the application of Emma Wite, administratrix of the estate of John H. Wite deceased. This cause cameon for hearing upon the pe-tion of Emma Wite, administratrix of the state of John H. Wite deceased, praying for a beam of the state of the village of DeWit, Saline county, New, for the payment of debts administration, there not being sufficient per-sonal property to pay said debts and expense. This therefor ordered that all persons inter-state day of July, 1883, at 10 o'clock a. m. or as one thereafter as council can be heard to show and thereafter as council and be granted to said administratrix to sell the above described rate to the deceased, as shall be neces-ary to pay said debts and expenses. The this 12th day of June, 1803.

Thoughts For the Hour.

To get away from the blood and enmity of the struggle is the first effort of patriots recovering from war. To commemorate the virtue and heroism of the army is to ennoble those traits in men by which nations are molded and upheld.

Talking Too Loud.

Bingo-Bobbie, there's mischief in your eye. What piece of cruelty have you devised for this evening? Bobbie-I don't want to tell.

Bingo (firmly)-Out with it or I'll wallop you.

Bobbie-We've got two cats out in the barn, and we're going to tie rockets to their tails.

Bingo-Keep still or your mother may hear you.

F.asy.

She (at the Small and Early)-How did you succeed in getting rid of Mrs. Quicktise?

He-Easy enough. I began to talk about ber father and mother. --Club.



FAKIRS AT THE FAIR GATES.

There is such an army of street fakirs outside the World's Fair gates that the police are compelled to charge upon and disperse them occasionally. The illustration above shows a country couple running the gantlet of the fakirs while on their way to one of

Philadelphia, the New York Central at resents. Ninety-nine out of a hundred Forty-second street, New York, the Grand Central station in Chicago, and the World's fair station surpasses them all. Where those structures have eight or ten tracks side by side. The system of rails entering the southwest corner of the grounds and converging in this station is like a great fan of steel spread out over the landscape. Moreover, the system is provided with all modern appliances of ignals and blocks for handling trains appeal to the information bureau for aswith celerity and safety. The plant therefore becomes not only a convenience for practical use but a splendid exhibit of the development of modern railroading.

Suppose you come to the fair by a train which enters this magnificent station. The cars stop under a shed, where the platforms are very long and surprisingly clean. A short walk brings you to the fence which separates the platforms from the station proper. Here a surprising scene awaits your eye. Here are forty ticket offices for sale of tickets to the fair, for you must remember that the other side of the fence is the Columbian exposition and that you must pay 50 cents for the privilege of entering the precincts of the world's wonders. There are no fewer than ninety-six turnstiles for you to pass through, and a great array the forty ticket windows and ninety-six turnstiles make, spread out in a long row.

Overhead you hear a rumbling sound. and some one tells you that the elevated electric railway, which runs all through the exposition grounds, passes right over the station, and near by are broad stairs leading to the platforms of that road. A few rods to the north you see the broad entrance to the elevated railway which runs from the fair to the center of the city of Chicago, eight miles away, and there are many more turnstiles and a long row of ticket windows. Just beyond is the great red Transportation building, and at its lower end you may see locomotives and snow plows, and near by the splendid ex-hibits made outdoors or in their special buildings by the Pennsylvania and New York Central roads. All these things bring one to a realization of the fact that this is the era of transportation, and that this is a spot in which the greatest and best that man has been able to accomplish in that line is spread out before his eyes, both for use and for illustration.

Just after passing through the turnstile you find yourself in a passage or transept that is of tremendous proportions. It is some sixty feet wide and several hundred feet in length. On one side are the en-trances to and exits from the trains, and

people who pass through this station pause to look at the international clock-race, and it doesn't matter whether they are experienced travelers who have trotted from tracks each for the handling of trains, the one side of the globe to the other, or coun-World's fair train shed has thirty-six try folk who have never before been away from home. The interest is the same Many people take out their notebooks and jot down the difference in time between some of the more prominent points, and a large number are so mixed up between the east and west differences that they have to



CROWDS AT THE TERMINAL STATIOS.

sistance. They do not appeal in vain, and the young man or woman in that booth will cheerfully explain to all comers that the time for these clocks is furnished from Washington, that it comes over a telegraph wire, and that running forty clocks in this way is just as easy as to run one clock, the only point being to have the clocks and to set them right in the first place. The clock display affords a splendid object lesson in geography, and helps to familiarize one with the relative location a vain attempt to read the menu card, of such cities as Jerusalem, Bombay, Victoria, Yeddo, Yokahama, Constantinople,

St. Petersburg, Paris and London. If you will come to this station some evening when there are extraordinary attractions at the fair, such as a great display of fireworks, you will see one of the finest examples of transportation of masses people that the world is able to show. Take, for example, the Fourth of July. There were more than 300,000 people on the grounds that day. Certainly more than 200,000 of these remained to see the

Pale and agitated, but proud even in hi misery, the young man stood before her and looked her squarely in the eye.

"This is the wreck of all my hopes, Viola Biggers," he said. "the crushing out of all that makes life desirable. For the last six months I have dwelt in a fool's paradise. I have permitted myself to hope that youbut why should I speak of the past? The dream is over. It has been a rude awakening. Henceforth, since you so decree, our paths diverge."

"It is better so, Mr. Plunkett," replied the young woman coldly, "though I would still gladly be your friend."

"What is friendship to a heart that craves for something deeper, higher, holier?" he exclaimed bitterly as he turned to go.

"Who talks to me of friendship When pines the heart for love! Who seeks with"---

"Where did you read those lines, Mr. Plunkett?" she interrupted, her cheeks aflame and her eyes sparkling with interest and excitement. "I saw them the other day in The Weekly

Tomahawk, and they seemed so tender, so true, so expressive of the heart's most sacred"

"Mr. Plunkett," said the young woman blushingly, "I wrote that little poem myself and sent it to The Tomahawk. I am glad it pleases you, and-and if you will give mea little more time to think over

George's Specialty.

Minnie-Do you like Mr. Dickerman? Esther-Oh, immensely! I call him my "American Beauty man." He sends me the loveliest roses. Minnie-Nothing but roses?

Esther-No, nothing but roses. And I think that's enough for him, even if he is rich.

Minnie-But where do you get your vio lets?

Esther-I can always depend on Ed Kelson for violets. I tell him I adors them. Minnie-And Frank Harliness?

Esther-Oh, he brings nie bonbons There's a box on the table now. Minnis-And what does Tom Wilson

give you? Esther-Tom doesn't give me anything.

He only takes me to the theater. He's the loveliest escort you ever saw.

Minnie-And what is George Holdington's specialty?

Esther-George? Ob, well, George just-er-calls, you know. He's saving up his money for the engagement ring -Harry Romaine in Harper's Bazar.

Directions.

A member of a professional baseball company put up at a first class hotel in a city where his club was playing. It was his first season at the business, and he was not accustomed to so much luxury. After which was mostly in French, the ball player beckoned to a waiter and said hesitatingly:

'Got any roast beef?"

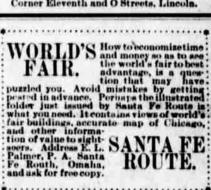
"Yes, sah. Any vegetables, cah?" The ball player looked at the card again hopelessly, then with a defiant air he described a half circle around his plate, setting off the space that is usually devoted to side

dishes, and said: "Just make it kind o' cloudy around bere.

And the waiter did. -New York Mercury.



Corner Eleventh and O Streets, Lincoln.



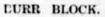
LADIES' AND GHILDREN'S HAIRCUTTING AND

• • • SHAMPOOING

A SPECIALTY.

this matter, why, I am not sure but that I SAM WESTERFIELD'S.

-AT--





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. of Repair Work done.



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Cherokee Strip.

and the Tonkawa, Pawnee and Kickapoo Reser-rations, soon to be opened for softlement by the U.S. government. Millions of acres in the fin-est agricultural country under the sun, waiting to be tickled by the lansbandman's plowshare; this is almost the last chance to obtain one of Uncle Sam's free farms.



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