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SNOBBERY BELOW STAIRS.

The Way English Servants Ape Their Master's Aims and Graces.

Writing on snobs in the New York Tribune, Frederick Townsend Martin, the society millionaire, says:

We are all familiar with the ludicrous snobbery among English servants that existed in the time of Mr. Pickwick. Not so many of us, however, appreciate what snobbery exists today in the realms of the servants' hall. I was once visiting Baron Ferdinand Rothschild, when my valet came to me and asked if he could go to London by the morning train and get back in the afternoon.

I said to him, "Why do you want to go?"

He replied: "Oh, sir, as we are only stopping here a few days, I did not put in my evening suit, and last night, you being a foreigner, I found myself ranked above all the others and had to take precedence of those who were traveling with dukes, earls and viscounts. I outranked them all and took in the housekeeper to dinner. And my mortification was great when I noticed that every one of the men around the table was in evening clothes, and I alone was in my ordinary black suit. By the way, sir," he continued, "perhaps you, being an American, don't know that in the servants' hall the valets and maids are always called after their masters' and mistresses' names. They don't call them Lady So-and-so, but simply by the last name. Thus, Earl Cork's servant would be called 'Cork.' And in the servants' hall they are seated at the housekeeper's table in exactly the same grade and rank as that observed by their masters and mistresses upstairs."

MAIL POUCHES.

They Cost From a Few Cents to Thousands of Dollars Each.

Uncle Sam has twenty-eight different kinds of mail bags in service, and they range in cost from 22 cents to \$2,156 each. There are mail pouches for almost every conceivable use, and you can ship almost anything that comes within the postal regulations with a minimum of loss and breakage, says Harper's Weekly. Probably the most peculiar mail bag is the one arranged for carrying bees. Sending bees by mail was a difficult operation before the "bee bag" was adopted. Usually the bees arrived at their des-

tinuation dead or so exhausted that they were of little use. Now these little honey makers can be shipped by mail several thousand miles in the "bee bag" without suffering and can obtain air and a good supply of food during their transit.

Mail bags are made of various materials. The cheapest are of cotton and the most costly of leather. Those used on fast expresses are re-enforced with metal so that they can be flung from fast moving trains without damage. Even then these bags, or "catcher pouches," do not last much more than a year and a half, while some of the cotton bags used for the work will remain in service upward of ten years.

In parts of the west, where the mail must be carried for many miles on horseback, special pouches are in use for slinging over the animal's flanks. In the far frozen north special bags are made for sled transportation, and in the cities a bag in use for pneumatic tube service is made of a composition called "leatheroid." The ordinary cotton mail bags are woven so closely that they are practically waterproof, and in the weave there are thirteen stripes of blue. Each country marks its own mail pouches in some individual way, so that if one gets lost in a far country its ownership can be readily detected.

Nearly 65,000,000 mail bags are used each year by the whole country, and as they are being worn out all the time the supply has to be kept up. There are mail bag hospitals, where tens of thousands of them go every week. One such mail bag hospital repairs upward of 5,000 a day. These crippled bags are in all sorts of dilapidated conditions. A railroad wreck may injure several hundreds or thousands, and these must all go to the hospital before entering active life again. Christmas is responsible for much damage to the mail bags, owing to the hard service they get, and immediately after the midwinter holiday season several hundred thousand bags go to the hospitals.

Mail bags are the most traveled of all articles in use today. They are constantly moving, and it would be impossible to estimate the number of miles a bag ten years old has traveled.

Up to Henry.

"You talked in your sleep last night, Henry."

"Did I, my dear? Wh-what did I

say?"

"Henry, you are leading a double life!"

"No, dear; don't—don't say that. I think I must have been having a bad dream if I said anything that seemed to indicate"—

"A bad dream! I should think you were having a bad dream. You kept yelling 'Robber!' 'Rotten!' 'Kill him!' 'Run it out, you lobster!' and a lot of other things that were just as absurd. I want you to confess now—fully and freely—and I promise you that if it is anything a good woman should forgive I will forgive you."—Chicago Record-Herald.

UNION TRUTHS.

How many times has a manufacturers' association ever established a shorter workday, increased the pay or bettered conditions in any trade or calling? Not once in a thousand years. Only labor organizations do that.

If all the members of organized labor would try as hard to use their purchasing power in their own interests as some of them try to weaken the cause, either by refraining from paying dues or attending meetings or by hostile criticism, the movement would be so strong that the employers in any city could not be united against it.

Not Surprised.

"Funny thing about Boliver," said Wiggins.

"What's that?" asked B Jones.

"Why, they operated on him for appendicitis the other day, and, by ginger, when they came to look there wasn't anything there," said Wiggins.

"Well, I'm not surprised," said B Jones; "I never could see anything in Boliver myself."—Harper's Weekly.

Modern Childhood.

Grandmother—And now would you like me to tell you a story, dears? Advanced Child—Oh, no, granny; not a story, please! They're so stodgy and unconvincing and as out of date as tunes in music. We should much prefer an impressionist word picture or a subtle character sketch.—London Punch.

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