

FROM CHICAGO TO NEW YORK IN 10 HOURS. FARE \$10

Last week I told the readers of The Nebraska Independent about the new air line railroad which was going to be built from Chicago to New York and also about my trip to Chicago and its results. When I wrote that letter I told you construction of the new road would begin September 1. I have just returned from an extended trip to Chicago and along the line of the new road through Northern Indiana and Ohio. Work began on September 1 as per schedule, and is now being pushed at a rapid rate. I visited the camps along the new road and everything is going along like clock-work and every one is enthusiastic and the country is alive with interest.

So I say to you now, not that we are GOING to build a railroad, but that we ARE BUILDING a railroad, and the contractor for the construction work told me when I left LaPorte, Ind., that they would be running trains into Chicago in less than one year. I put it at eighteen months in my last letter; he puts it at one year. I stated then that as soon as the first trains were started on the first section of the road that all stock issued would immediately be at par. I now repeat that there is not power enough in Wall Street to keep it below \$100 per share, when our first section begins operation, for reasons which I stated.

This road is being built as no railroad in the United States was ever before built, by popular subscription, and without any preferred stock or any bonds and will be owned by the stockholders when completed, and free from debt and as a result all net earnings will go to the stockholders—the people. Consequently this road will not be obliged to charge excessive rates to pay dividends, and WILL BE where it can, and WILL greatly reduce present rates. Think what it will mean to the country to have the best trunk line railroad between Chicago and New York ACTUALLY OWNED BY THE PEOPLE—not government ownership, but the next best thing, POPULAR OWNERSHIP.

Long before this road is finished a similar one will be begun from Chicago to Omaha and five years hence we will be running our crops and live stock to Chicago and New York for one-half what we now pay. Electricity is the coming motive power and the first through trunk line of that kind will simply be swamped with business. To

shorten the time of transit alone would bring the business and what will it not do when rates are also reduced one half?

The stock to build the first 100 miles of the new road will be sold at a price to average not less than \$40 per share and over 70 per cent of the \$25 stock has been sold and as the price will be raised when the other 30 per cent or less is sold, those who desire to purchase the \$25 stock must ACT PROMPTLY. This is simply telling the facts and not intended to try to SCARE anyone into buying stock. All stock is of the par value of \$100 per share and all receivable by the road at its par value, as soon as the road or any part thereof is in operation, and as this first 100 miles will be running in less than eighteen months, the stock you pay \$25 for now will be worth \$100 THEN. As we have no use for the money except to build the road with, we are making it easy for you to take stock and pay for it, one-tenth each month. Of course you can pay in full if you wish, but the price is all the same. Long before you have made your tenth payment, others will be paying \$50 for what you are getting for \$25.

You ask, how can that be possible? Simple enough. The hard part of every enterprise is getting started, and the hard part of this was to raise the first million dollars. Hence our very liberal offer of \$25 stock and the public's liberal response has exceeded our most sanguine expectations.

In response to my first ad in one of our weekly papers, one farmer subscribed for 100 shares, another for 50 and others for less amounts, none less than 10 shares. Business and professional men of every calling are taking stock in this enterprise and they ALL believe in it. Do you? If so, send order at once and you will get back my official receipt by return mail. Send money order or bank draft on Omaha or Chicago, but do not send personal checks.

Information gladly furnished on application. Address all letters and make all drafts payable to me at my Lincoln office. Be careful to write your address and signature plainly to avoid delay and mistakes.

W. F. PORTER, Fiscal Agent for Chicago, New York Electrical Air Line R. R., 141 South 12th St., Room 12, Lincoln, Neb.

Summary of News

(Continued)

consequently the bribery indictments against him may not hold.

New York prisoner confesses that he killed and cut up the body of the man whose remains were found Sunday night, and that the victim was his brother.

Alleged agents of Venezuelan revolutionists are indicted in New York on a counterfeiting charge.

Evangelist who denounces Bloomington, Ill., as city of sin and scores city officers for permitting law breaking, is summoned before the grand jury to tell of law breaking and immorality.

Comptroller Ridgely, in an address to the meeting of the Pennsylvania Bankers Association in Philadelphia, declares that the directors of a bank are finally responsible when failure comes and that the blame cannot be shifted to the examiner.

Paul O. Stensland is assigned to cell 22 in the Joliet, Ill., penitentiary, and is put to work in the broom department.

Inspection of the meat tanks in the Schwarzschild & Sulzberger Company's Chicago plant that were "tagged" by Food Inspector Murray discloses 260 pounds of meat unfit for use.

Empire state enters upon a fierce campaign, with Hearst vs. Hughes as the issue, and a big political shake up is certain to result from the realignment.

New York newspapers assail Hearst and his Tammany allies in a bitter chorus of denunciation of the work of the Buffalo convention.

Miss Jane Addams tells the League of American Municipalities that the affairs of the modern city are so complex that woman suffrage is essential to the normal development of the municipality.

Secretary Moseley of the interstate commerce commission expresses the opinion that railroads in Central Freight Association and Eastern Trunk Line territory will voluntarily eliminate the 20 per cent penalty clause from the official classification regulations.

Action in the federal courts seeking to have set aside the reinsurance of the Chicago Life Insurance Company in the Federal Life, following a suit for \$250,000 damage, is threatened.

Secretary Shaw orders \$26,000,000 deposited in national banks to relieve the stringency in the money market.

Situation unique in the history of nations is presented in the relations of Cuba to the United States and Secretary Taft finds it necessary to establish precedents. American government disclaims responsibility for dam-

ages incurred by Cuba before or after the occupation.

Several hundred marines are landed in Cuba, it having been reported that trouble has broken out between the insurgents and the rural guards.

The war department hastens the mobilization of troops which will compose the first expeditionary force to Cuba, and it is expected soldiers will be landed at Havana Saturday. Preparations are made for a long occupation.

Two battalions of infantry and one battery of artillery now at Fort Sheridan are ordered to Cuba.

Three young men eat limburger cheese on a wager in Johnsbury, Ill., one dies and the others are made seriously ill.

Mobile is rapidly recovering from the effects of the recent storm and business is being rapidly resumed.

President Roosevelt will face the most strenuous work of his presidential career when he returns to Washington. Cuba's troubles may provoke another bitter contest in congress.

The bitter feeling between Senator Bailey and his foes is increasing as the result of recent meetings held in Texas.

Commissioner Warner, in his annual report, shows a net decrease in the pension rolls during the last fiscal year of 12,470, due chiefly to death.

Attorney General Moody orders suits brought against a number of railroad companies charged with violating the safety appliance law.

Speaker Cannon and Congressmen Tawney and McKinley expected to meet in Chicago today to decide whether western headquarters for the republican campaign shall be opened.

Bishop Potter of New York, in a sermon at Lagrange, calls the building up of castes or "sets" in society in the great American cities "undemocratic, uncharitable and unchristian."

Sixteen balloons start from Paris in the first competition for the Gordon Bennett international cup. More than a million spectators view the spectacle.

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