THE DAILY BEE

OMAHA PUBLISHING CO., PROPRIETORS.

916 Farnham, bet. 9th and 10th Streets.

TERMS OF SUBSCRIPTION.

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RAILWAY TIME TABLE.

CARD CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA RAILROAD.

Leave Omaha—Passenger No. 2, 8:30 a. m. Accommodation No. 4, 1:0 (p. m
Arrive Omaha—Passenger No. 1, 5:20 p. m. Accommodation No. 3, 10:50 a. m.

LEAVING OMAHA EAST OR SOUTH BOUND.

C., B. & Q. 7:40 a. m.—3:40 p. m.
C. & N. W., 7:40 a. m.—3:40 p. m.
C., R. I. & P., 7:40 a. m.—3:40 p. m.
K. C., St. J. & C. B., leaves at 8:30 a. m. and 7:45 p m. Arrives at St. Louis at 6:50 a. m. and 6:05 a m.
W., St. L. & P., leaves at 8 a. m. and 3:40 p. Arrives a St. Louis at 6:40 a. m. and 7:30 m

WEST OR SOUTHWEST.

B. & M. in Neb., Through Express, 8:0 a. m.
B. & M. Lincoln Express—6:20 p. m.
U P. Overland Express, 12:15 p. m.
O. & R. V. for Lincoln, 11:45 a. m.
O. & R V. for Osceola, 9:40 a, m.
U. P freight No. 5, 5:30 a. m.
U. P freight No. 9, 8:20 a. m.
U. P. freight No. 13, 2:50 p. m.
U. P. freight No. 7, 6:10 p. m.—emigrant.
U. P. Denver express, 7:35 p. m.
U. P. freight No 11, 11:30 p. m.
U. P. Denver freight, 8:25 p. m.

ARRIVING—FROM EAST AND SOUTH.

C B. & Q 5:00 a. m.—7:25 p m.
C. & N. W., 9:45 a. m.—7:25 p. m.
C. R. I. & P., 9:45 a. m.—9:05 p. m.
K. C., St. Joe & C B., 7:15 a. m.—6:45 p. m

ARRIVING FROM THE WEST AND SOUTHWEST.

O. & R. V. from Lincoln—1:05 p. m.
U. P. Pacific Express—3:25 p. m.
B & M. in Neb., Through Express—4:15 p m.
B. & M. Lincoln Express—9:40 a m.
C. P. Denver express, 7:35 a. m.
U. P. Freight No. 14—2:50 p. m.
U. P. No. 6—5:20 a. m. Emig ant
U. P. freight No. 14, 12:15 p. m.
U. P. No. 8—9:00 p. m.
U. P. No. 12—1:45 a. m.
U. P. Denver freight, 1:10 a. m.
O. & R. V. mixed, ar. 4:45 p. m.

DUMMY TRAINS BETWEEN OMAHA AND COUNCIL BLUFFS.

Leave Omaha at 8:00, 9:00, 10:00 and 11:00 p m.; 1:0 2:00, 3:00, 4:00 and 5:00 p. m.
Leave Council Bluffs at 8:25, 9:25, 10:25 and 1:25 a. m.; 1:25, 2:25, 3:25, 4:25 and 5:25 p. m.
Sundays—The dummy leaves Omaha at 9:00 and 11:00 a. m.; 2:00, 4:00 and 5:00 p. m. Leaves Council Bluffs at 9:25 and 11:25 a. m.; 2:25, 4:25 and 5:25 p. m.

Through and local passenger trains between Omaha and Council Bluffs. Leave Omaha—6:15, 7:45, 8:50 a. m.; 3:40, 5:45, 6:00 p. m. Arrive Omaha—7:40, 11:35, 11:45 a. m.; 5:40, 7:05, 7:15, 40 p. m.

Opening and Closing of Mails.

ROUTE.	OPEN. a. m.	OPEN. p. m.	CLOSE. a. m.	CLOSE. p. m.
Chicago & N. W.	11.00	9:00	5:30	2:40
Chicago, R I. & Pacific	11:00	9:00	5:30	2:40
Chicago, B. & Q.	11:00	9:00	5:30	2:40
Wabash		12:30	5:30	2:40
Sioux City and Pacific		9:00	5:30	2:40
Union Pacific		4:00	11:40	
Omaha & R. V.		4:00	11:40	
E. & M. in Neb.		4:00	8:10	
Omaha & Sioux City		6:00	7:30	
B. & M. Lincoln		10:30		6:00
U. P. Lincoln, Sunday		1:30	11:00	
J. P. Denver Exp.	9:00			6:30
O., Sioux City & St. P.	11:00			2:40

Local mails for State of Iowa leave but once a day, viz: 6:30 a. m.
Office open Sundays from 12 m. to 1 p. m.
THOS. F HALL P M.

OMAHA Business Directory.

Abstract and Real Estate.
JOHN L. McCAGUE, opposite Post Office.
W. R. BARTLETT 317 South 13th Street.

Architects.
DUFRENE & MENDELSSOHN, ARCHITECTS Room 14, Creighton Block.
A. T. LARGE Jr., Room 2, Creighton Block.

Boots and Shoes.
JAMES DeVINE & CO., Fine Boots and Shoes. A good assortment home work on hand, corner 12th and Harney.
THOS. ERICKSON, S. E. cor. 16th and Douglas.
JOHN FORTUNATUS, 605 10th street, manufactures to order good work at fair prices. Repairing done.

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F. LARRIMER Manufacturer. 1517 Douglas st.

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McSHANE & SCHROEDER, the oldest B. and E. house in Nebraska established 1875 Omaha.

CENTRAL RESTAURANT, MRS. A. RYAN, southwest corner 10th and Dodge. Best Board for the Money. Satisfaction Guaranteed. Meals at all Hours. Board by the Day, Week or Month. Good Terms for Cash. Furnished Rooms Supplied.

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J. HARRIS will pay highest Cash price for second hand clothing. Corner 10th and Farnham.

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JOHN BAUMER 1314 Farnham Street.

Junk.
H. BERTHOLD, Rags and Metal.

Lumber Lime and Cement.
FOSTER & GRAY corner 6th and Douglas Sts.

Lamps and Glassware.
J. BONNER 1209 Douglas St. Good Variety.

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G. A. LINDQUEST, One of our most popular Merchant Tailors is receiving the latest designs for Spring and Summer Goods for gentlemen's wear. Stylish, durable, and prices low as ever 215 13th bet. Doug. & Farn.

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MRS. C. A. RINGER, Wholesale and Retail, Fancy Goods in great variety, Zephyrs, Card Boards, Hosiery, Gloves, Corsets, &c. Cheapest House in the West. Purchasers save 50 per cent. Order by Mail. 115 Fifteenth Street.

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JOHN WEARNE & SONS cor. 14th & Jackson sts

Flour and Feed.
OMAHA CITY MILLS, 8th and Farnham Sts., Welshans Bros., proprietors.

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E. STEVENS, 21st between Cuming and Izar
T. A. McSHANE, Corn. 23d and Cuming Streets.

Hardware, Iron and Steel.
OLAN & LANGWORTHY, Wholesale, 110 and 112 15th street
A. HOLMES corne 16th and California.

Harness, Saddles, &c.
B. WEIST 20 13th St. bet Farn & Harney.

Hotels
CANFIELD HOUSE, Geo. Canfield, 9th & Farnham
DORAN HOUSE, P. H. Cary, 913 Farnham St.
SLAVEN'S HOTEL, F. Slaven, 10th St.
Southern Hotel Gus. Hamel 9th & Leavenworth

Drugs, Paints and Oils.
KUHN & CO. Pharmacists, Fine Fancy Goods, Cor. 15th and Douglas streets.
W. J. WHITEHOUSE, Wholesale & Retail, 16th st.
C. FIELD, 2022 North Side Cuming Street.
PARR, Druggist. 10th and Howard Streets.

Dentists.
DR. PAUL Williams' Block Cor. 15th & Dodge.

Dry Goods Notions, Etc.
JOHN H. F. LEHMANN & CO., New York Dry Goods Store, 1310 and 1312 Farnham street.
L. C. Enewold also boots and shoes & Pacific.

Furniture.
A. F. GROSS, New and Second Hand Furniture and Stoves, 1114 Douglas. Highest cash price aid for second hand goods.
J. BONNER 1209 Dougla st. Fine goods &c.

Fence Works.
OMAHA FENCE CO.
GUST, FRIES & CO 1212 Harney St., Improved Ice Boxes, Iron and Wood Fences, Office fixtures. Counters Pine and Walnut.

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ROSENFELD 10th St., bet Far. & Har

Refrigerators, Canfield's Patent.
F. GOODMAN 11th St. bet. Farn. & Harney

Cigars and Tobacco.
WEST & FRITSCHER, manufacturers of Cigars, and Wholesale Dealers in Tobaccos, 1305 Douglas.
W. F. LORENZEN manufacturer 1416 Farnham

Florist.
A. Donaghue, plants, cut flowers, seeds, bouquets etc. N. W. cor. 16th and Douglas streets.

Civil Engineers and Surveyors.
ANDREW ROSEWATER, Creighton Block, Town Surveys, Grade and Sewerage Systems a Specialty.

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D B. BEEMER. For details see large advertisement in Daily and Weekly.

Cornice Works.
Western Cornice Works, Manufacturers Iron Cornice, Tin, Iron and Slate Roofing. Orders from any locality promptly executed in the best manner. Factory and Office 1213 Harney St.
C. SPECHT, Proprietor.
Galvanized Iron Cornices, Window Caps, etc., manufactured and put up in any part of the country. T. SINHOLD 416 Thirteenth street

Crockery.
J. BONNER 1209 Douglas street. Good line.

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GEO. H. PETERSON. Also Hats, Caps, Boots, Shoes Notions and Cutlery, 804 S. 10th street.

Show Case Manufactory.
O. J. WILDE, Manufacturer and Dealer in all kinds of Show Cases, Upright Cases, &c., 1317 Cass St.
FRANK L. GERHARD, proprietor Omaha Show Case manufactory, 818 South 10th street, between Leavenworth and Marcy. All goods warranted first-class.

Stoves and Tinware.
A. BURMESTER, Dealer in Stoves and Tinware, and Manufacturer of Tin Roofs and all kinds of Building Work, Odd Fellows' Block.
J. BONNER, 1209 Douglas St. Good and Cheap.

Seeds.
J. EVANS, Wholesale and Retail Seed Drills and Cultivators Odd Fellows Hall.

Physicians and Surgeons.
W. S. GIBBS, M. D., Room No 4, Creighton Block, 15th Street.
P. S. LEISENRING, M. D. Masonic Block.
C. L. HART, M. D., Eye and Ear, opp. postoffice
DR. L. B. GRADDY, Oculist and Aurist, S. W 15th and Farnham Sts

Photographers.
GEO. HEYN, PROP. Grand Central Gallery, 212 Sixteenth Street, near Masonic Hall. First-class Work and Promptness guaranteen

Plumbing, Gas and Steam Fitting.
P. W. TARPY & CO., 216 12th St., bet. Farnham and Douglas. Work promptly attended to.
D. FITZPATRICK, 1409 Douglas Street.

Painting and Paper Hanging.
HENRY A. KOSTERS, 141 Dodge Street.

Shoe Stores.
Phillip Lan 1820 Farnham st. bet. 18th & 14th.

Second Hand Store.
PERKINS & LEAR, 1416 Douglas St., New and Second Hand Furniture, House Furnishing Goods, &c., bought and sold on narrow margins.

Saloons.
HENRY KAUFMANN, In the new brick block on Douglas Street, has just opened a most elegant Beer Hall. Hot Lunch from 10 to 12 every day.
"Caledonia" J FALCONER 679 16th Street.

Undertakers.
CHAS. RIEWE, 1019 Farnham bet. 10th & 11th.

99 Cent Stores.
P. C. BACHUS 1205 Farnham St., Fancy Goods

Proposals for Paving Streets in the City of Omaha, Nebraska.

Sealed proposals will be received by the undersigned until Saturday, April 15th, 1882, 12 o'clock noon, for the paving of Douglas street and the cross streets between Douglas and Farnham from 9th to 16th streets, including 9th and 16th streets.

First, For a foundation of concrete 9 inches in thickness with a superstructure composed of a creosoted cedar block 8 inches in length set with asphalt and sand.

Second, For a foundation of concrete 9 inches in thickness with a superstructure composed of creosoted pine plank 8 inches in length, set with asphalt and sand.

Third, For a foundation of clean coarse sand or gravel 12 inches in thickness with a superstructure composed of cedar block 8 inches in length and not less than 4 nor more than 8 inches in diameter to be set with asphalt and sand. The sand or gravel for foundation to be thoroughly rammed or rolled. All the work to be done in accordance with specifications and under the direction of the city engineer.

Also, the city will consider proposals for paving with Elm blocks or any other material, or any other mode of construction.

All proposals or bids shall be accompanied by the names of proposed sureties, who, in the event of contract being awarded will enter into a bond with the city of Omaha for the true and faithful performance of said contract.

The city council reserves the right to reject any and all bids.

Envelopes containing proposals or bids shall be marked "Proposals for Paving Douglas Street and Cross Streets in the City of Omaha," and addressed to the undersigned.

J. J. L. C. JEWETT, City Clerk.
Omaha, March 10th, 1882. mar13-30t

Sioux City & Pacific RAILROAD.

THE SIOUX CITY ROUTE
Runs a Solid Train Through from
Council Bluffs to St. Paul
Without Change Time, Only 17 Hours
—IT IS—
100 MILES THE SHORTEST ROUTE
FROM
COUNCIL BLUFFS
TO ST. PAUL, MINNEAPOLIS DULUTH OR BISMARCK
and all points in Northern Iowa, Minnesota and Dakota. This line is equipped with the improved Westinghouse Automatic Air-brake and Miller Platform Coupler and Buffer: and for
SPEED, SAFETY AND COMFORT
is unsurpassed. Pullman Palace Sleeping Car run through WITHOUT CHANGE between Kansas City and St. Paul, via Council Bluffs and Sioux City.
Trains leave Union Pacific Transfer at Council Bluffs, at 7:35 p. m. daily on arrival of Kansas City, St. Joseph and Council Bluffs train from the South. Arriving at Sioux City 11:35 p. m., and at the New Union Depot at St. Paul at 12:30 noon.
TEN HOURS IN ADVANCE OF ANY OTHER ROUTE
Remember in taking the Sioux City Route you get a Through Train. The Shortest Line, the Quickest Time and a Comfortable Ride in the Through Cars between
COUNCIL BLUFFS AND ST. PAUL.
See that your Tickets read via the "Sioux City and Pacific Railroad."
J. S. WATTLES, Superintendent. J. R. BUCHANAN Gen'l Pass. Agent.
P. E. ROBINSON, Ass't Gen'l Pass. Agt., Missouri Valley, Iowa.
W. E. DAVIS, Southwestern Agent, Council Bluffs Iowa

W. S. GIBBS PHYSICIAN AND SURGEON.

Room No. 4, Creighton Block, 15th Street.
OMAHA, NEBRASKA.
OFFICE HOURS: 10 to 12 A. M. 3 to 5 P.M.
Telephone connected with Central Office

H. MANNWEILER RAILROAD Employment Agent!

Railroad Outfit on Short Notice.
11th St., Near Farnham.
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SAND

We are prepared to furnish sand of the very best quality for building purposes to any part of the city, at reasonable prices, or at the pit. Inquire at the pit
35th and California Sts,
Cook & Isaacson

J. L. WILKIE,

MANUFACTURER OF
PAPER BOXES.
218 and 220 S. 14th St.
OMAHA - - NEB
m26d3m

AUNT SALLY SIMRALL.

Death of an Old Colored Woman Whose Daughter Moved in the Best Society in St. Louis.

Old Aunt Sally Simrall, as she been familiarly known in Shelbyville for many years, died Thursday of last week, aged about 91 years. The foundation for a first-class romance in real life is connected with this old woman and her descendants.

She came to Shelbyville some sixty or seventy years ago as the slave of a man named Neel, she was a bright quadroon, and was the mother of a daughter as fair and lovely as any who boasted Cacasian blood. The daughter attracted the attention of a wealthy Southerner who was sojourning for a few days at the hotel kept by Neel, and though but a child in years, he conceived the idea of becoming her owner, with what motives was developed in after years. The transfer was duly made and the handsome little octoroon was sent south, where she received a fine education in white schools without even a breath of suspicion as to origin ever being excited. The wealthy Southerner then married her, and we next find her in St. Louis, moving in the best society, with two lovely daughters as the result of the marriage. These daughters both married rising young lawyers in that city, one of whom afterward became a member of congress. The Southerner died many years ago, and and his widow married a German in Philadelphia, where they lived in style until a few years ago, when husband and wife both passed off the stage of action. Aunt Sally never saw her daughter but once after her first marriage. Her husband was visiting relatives at Bradstown, and Aunt Sally was sent for. The meeting was such a one as might have been between a white lady and an old nurse, and outsiders were led to believe that such was the only relation that existed between them. By the term of her master's will, Aunt Sally became free at his death, and accumulated considerable property, the most of which was in slaves. She possessed at one time a great deal of fine jewelry and silverware. Her money gradually slipped away from her on account of ill-advised investments, until at the time of her death she had little more than the cabin she lived in. She possessed remarkable vitality until a short time before her death and could often be seen about the streets. In late years she became very deaf, and her mind considerably unsettled. Several years ago she willed everything she possessed to her daughter, and no argument could convince her that her daughter was dead. Aunt Sally had been cared for for some time by a daughter of a former slave.

Profit, $1,200.

"To sum it up, six long years of bed-ridden sickness, costing $200 per year, total $1,200—all of this expense was stopped by three bottles of Hop Bitters, taken by my wife. She has done her own housework for a year since, without the loss of a day, and I want everybody to know it, for their benefit.—N. E. Farmer.

New York Fifty Years Ago.

In a small pamphlet, printed for private circulation, Mr. James W. Auten, of this city, has recorded his reminiscences of New York as it was when he first entered it in 1832, and of the changes he has since seen made on Manhattan Island. Some of his recollections, which seem strangely out date in the hurly-burly of 1882, are as follows:

I have seen many and wonderful changes in the city. From a goodly sized town of 200,000 inhabitants it now numbers more than a million and a quarter of souls. I have seen it rebuilt in most parts twice, and in many the third time, and extend its northern border from Canal st. to far beyond the Harlem River. In 1830 we had no Croton water, little anthracite coal, except Rhode Island coal, which successfully resisted every effort to burn it; little or no illuminating gas, the city being mostly lighted, publicly and privately, by oil, etc; no railroads, no express companies, no sunlit pictures, no friction matches, no land telegraphs, no ocean cables, no petroleum, and not a steamship to cross the ocean. nearly all our foreign mails coming monthly or fortnightly by the famous old "Black Ball" or "Black Star" and other lines of "Liverpool Packets." The arrival of a European mail in that day was a great event in shipping and mercantile circles. The packets were sometimes out thirty or sixty days, or more; and to share in "the first delivery" of letters was the object of every merchant, as none could afford to be much behind his neighbor in the reception of commercial news. "Extras" were usually issued, often causing great excitement.

California, Alaska, and other remote parts of our country were then unknown, except by name, and the whole vast territory west of the Mississippi River was laid down on the maps as "unexplored regions" In that day we had little or no small change except the Spanish and Mexican shilling, and six-pence, and "pistareen;" and our rates of postage were 6¼, 12½, 18¾ and 25 cents, according to distance. If it be asked what did the citizens do for water for the extinguishment of fires and for domestic use, the answer is, they had the North and East River, the old pumps and cisterns, and Knapp's Spring Water delivered at their doors at so much per gallon, and that furnished by the Manhattan Company. The old flint and steel and tinder box supplied the place of matches; pure whale and sperm oil and candles the place of gas; hard woods and Virginia and Jersey pine, and bituminous coal, the place of anthracite; the lumbering omnibus served for "rapid transit," and Kipp & Brown's stages running from the corner of Pine and Nassau sts. to Greenwich Village"—fare one shilling—were well patronized But the rush uptown at the close of business was not so fierce as in our day, for many of our merchants lived near the Battery, around the Bowling Green, in Broadway, in State and Greenwich sts., and nearly all below Chambers st., many of them over their own place of business. For the transportation of merchandise we had the useful horse and cart, and a fine body of cartmen, nearly all native born, and each attired with a "frock," neat and clean every day. The "Volunteer Fire Department" of that day, though in some respects a nuisance and a disgrace to the city, used to boast that a fire rarely extended beyond the building in which it originated.

I well recollect the steamboat which first brought me to the city—Captain Vanderbilt's "splendid new steamer Nautilus," built in 1814, the pioneer of the steam marine of that day. She played her part well, carrying safely hundreds daily to and from Staten Island for the modest sum of 25 cents per passenger. The boats on the ferries to Brooklyn and Jersey City were known as "Horse Boats," being propelled by horse-power only, one horse and driver to each boat, the latter armed with a whip by which greater speed was promptly secured. Well! they did not go very fast, but they were safe, a shipwreck never having been heard of on those "raging seas."

The Physiology of Breeding.

Massachusetts Cultivator.

A few of the most eminent English breeders have come to the conclusion that the following cardinal points in the art of breeding have been fairly established: First. That from the male parent is mainly derived the external structure, configuration and outward characteristics—the locomotive peculiarities inclusive. Second. From the female parent are derived the internal structure, the vital organs, and, in a much greater proportion than from the male, the constitution, temper and habits. Third. That the purer the race of the parent the more certainty there is of transmitting its qualities to the offspring. Say two animals are mated; if one is of purer descent than the other one she will exercise more influence in stamping the character of the progeny, particularly if the greater purity is on the side of the male. Fourth. That, apart from certain disturbing influences or causes, the male, if of pure race, and descended from a stock of uniform color, stamps the color of the offspring. Fifth. That the influence of the first male is not infrequently protracted beyond the birth of the offspring of which he is a parent, and his mark is left upon subsequent progeny. Sixth. That the transmission of diseases of the vital organs is more certain if on the side of the female, and diseases of the joints if on the side of the male parent.

LOUD-VOICED TELEPHONES.

A New Discovery that Astonishes the Electricans Themselves.

New York Herald.

An improvement has been made in the telephone, by which the full tones of the human voice may be transmitted.

Mr. C. E. Chinnock, the electrician of the Metropolitan Telephone Company of this city, said yesterday: "Two weeks ago I went to Boston to consult with the Bell Telephone Company, from which all other telephone companies in the country obtain their rights. While there I was invited into the office of Mr. Jacques, the chief electrician of the company. Mr. Jacques said he had something to show me that would perhaps surprise me. He gave me a seat in his private room. About twenty feet away from me was an ordinary looking telephone, just like those in use all over this city. A moment after Mr. Jacques had closed the door I heard the voice of an unseen person say, in an ordinary conversational tone: 'Good morning, Mr. Chinnock; how do you like Boston?' I looked around in amazement, and said to Mr. Jacques: 'Have you got a speaking tube here?' 'No; that the telephone,' said the electrician. At first I thought it was some practical joke they were playing on me, but after a little explanation I was convinced that it was a wonderful discovery in electrical science. By using the carbon in a pulverized form instead of in the shape of a hard button, and by using a current four times as strong as before, the telephone is made to give forth as loud and articulate tones as those of the human voice. I believe there is no doubt that after this improvement has been put into general use, the call bell now attached to all the telephones can be dispensed with, because the voice from the telephone can be heard by any one near enough to hear the bell. While I was still in the room a voice came from the telephone calling for Miss Taylor, a lady employed in the adjoining room some forty feet away from the instrument; and yet Miss Taylor at once left her desk and went to answer the call.

Mr. Chinnock says that when the voice comes from a long distance, as from New York or Philadelphia, it is necessary to shout.

Mr. Davis, the vice president of the Metropolis Telephone Company, says that the new invention would probably not effect telephoning at short distances. The present instrument for short distances, he thought, was now about as near perfection as could be. The only thing needed was a wire that would not pick up the outside noises which at present sometimes interfere with easy conversation. The new telephone would be used for talking between distant cities, as Boston, Philadelphia, Cincinnati, Chicago, New Orleans, and possibly San Francisco.

FAST TIME!

In going East take the
Chicago & Northwestern RAILWAY.
Trains leave Omaha 3:40 p. m. and 7:40 a. m. For full information call on H. P. DUEL, Ticket Agent, 14th and Farnham Sts. J. BELL, U. P. Railway Depot, or at JAMES T. CLARK, General Agent, Omaha. ja17m&e tf

Dexter L. Thomas & Bro.

WILL BUY AND SELL
REAL ESTATE
AND ALL TRANSACTION
CONNECTED THEREWITH.
Pay Taxes, Rent Houses, Etc.
IF YOU WANT TO BUY OR SELL
Office Room 8, Creighton Block, Omaha.

CLEVES BROS., ARCHITECTS.

Public Buildings, Churches, Residences, Stores in every style.
Attention given to Patent Office Drawings.
19, Creighton Block, Omaha, Nebraska.

A Young Tapir.

If New York has a baby elephant, London can boast of a baby,—the first one said to have been born in Europe. The little visitor is a cross between the two principal American species, the mother (Tapirus Americanus) from Brazil, being a brown animal, and the father (T. roulini) from Columbia, having black hair. The young one, like all young tapirs, is curiously lined and spotted with white on a ground of bright fawn color. It is a lively little fellow, about the size of a roasting pig, and appears to enjoy life amazingly. When only a day old it readily entered the water, and when not following its mother about frequently indulges in a swim. The tapir is a pachyderm, one of the links which unite the elephant with the wild boar and rhinoceros. The snout of the animal forms a small proboscis not unlike the elephant's, but much smaller and minus the fingerlike tip. It has the appearance of a trunk cut short. The American tapir is a great swimmer and haunts wooded parts on the margins of streams; it is powerfully built, and has the merest apology for a tail. Its food consists of leaves, young shoots of trees, native fruits, and probably submerged water plants and other vegetable matter.

THE GREAT BURLINGTON ROUTE
CHICAGO, BURLINGTON & QUINCY R.R.
EASTWARD
Is the old Favorite and
PRINCIPAL LINE
—FOR—
CHICAGO, PEORIA, ST. LOUIS, MILWAUKEE, DETROIT, NIAGARA FALLS, NEW YORK, BOSTON,
And all Points East and South-East.
THE LINE COMPRISES
Nearly 4,000 miles. Solid Smooth Steel Tracks All connections are made in UNION DEPOTS. It has a National Reputation as being the Great Through Car Line, and is universally conceded to be the FINEST EQUIPPED Railroad in the world for all classes of travel.
Try it and you will find traveling a luxury instead of a discomfort.
Through Tickets via this Celebrated Line for sale at all offices in the West.
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T. J. POTTER, 2d Vice-Pres't & Gen. Manager, Chicago.
PERCIVAL LOWELL, Gen. Passenger Agt. Chicago.
W. J. DAVENPORT, Gen Agent, Council Bluffs.
H. P. DUELL, Ticket Agt. Omaha.
mor-ed ly

To Nervous Sufferers

THE GREAT EUROPEAN REMEDY.
Dr. J. B. Simpson's Specific MEDICINE.
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