HUB OF OUR NATIONAL LIFE

Epocha in the Constructive History of the "Acropolis of the Republic."

GLIMPSES OF THE NATION'S CAPITOL

Centennial of the Laying of the First Corner Stone and Incidents Connected There. with-Destruction and Reconstruction-The Decorations.

In one of his delightful sketches of western life, Joaquin Miller describes his first glimpse of Mount Shasta, the mighty sentinel of northern California. "Above the woods, above the clouds, almost above the earth," he exclaims, "it looked like the first approach to another world. Away across the gray sea of clouds that arose from the Klamat and Shasta rivers, the mountain stood, a solitary island; white and flashing like a pyramid of silver! solemn and majes-

tic, sublime! lonely and cold and white!" The picture drawn by the poet of the Sierras came involuntarily to mind as I stood, a bright May day, and gazed for the first time upon the capitol of the nation. The vision was unlooked for. It flashed before my eyes unexpectedly, massive in outline and majestic in proportions, standing on an eminence and towering above all surroundings, against a background of cloudless blue. Stand on Pennsylvania avenue, midway to the white house, the real picture excels any conception derived from books. A forest of trees and shrubbery and a closely cropped lawn in the brightest of spring green, heightens the dazzling white of the building. The famous peace monu-ment stands in the foreground. Pass around to the north, or senate wing, on the rising ground, the architectural beauties begin to unfold themselves. Stand on the marble steps of the famous east front, looking out upon acres of stone walks and carriage ways, and no very active imagination is needed to picture the throngs that here assemble every four years to witness the inauguration of a president. To the southeast, in a tangle of derrick and scaffold, slowly rises the new congressional library building, a fitting companion for the capitol. To enter within the walls and gaze captol. To enter within the wails and gaze upon the lavish decorations, historic paintings and sculptures, the chambers of the senate and house and the ornate committee rooms, is to feel oppressed by the rush of memories which the scenes call forth. Here one is in the foundry of the nation's political history. Here have held forth voices that thrilled the world and left the impress of mighty minds upon the records of the century. The giants of other and later days seem to troop in re-view as the stranger moves through the corridors from whence spring a large share

of the nation's daily history. The View from the Dome.

Ascend the stately marble steps to the foot of the dome and a view of surpassing loveliness is beheld. The capitol is the hub from which radiate as spokes in a wheel no less than twelve streets. A mile straight away to the west is the white house and the treasury building, and the massive state, war and navy buildings. Directly west, piercing the clouds, "as lone as God and as white as a winter's moon," towers the Washington monument. South of these the agricultural building and the Smithsonian institute. The Potomac, flushed with spring freshets, looks like an overgrown creek. Beyond, enveloped with a forest of trees, the famous Arlington cemetery, where sleep thousands of the nation's bravest and best, and through the tangle of trees a glimpse may be had of the columned porticos of the Curtis mansion. All the superb ex-panse of streets and buildings is interiaced with trees, innumerable parks in the form of squares, circles and triangles, decorated with shrubbery and statues. with shrubbery and statues.
When Major Pierre L'Enfant, the French

engineer, surveyed the site and planned the city of Washington, he had in view the exi-gencies of war, and laid out the streets so as to afford the greatest promptitude in the concentration of troops at a given point. Streets named and numbered were run on the checker-toard plan to the four points of the compass. On top of this he laid out a system of broad avenues, one-half runnin from the northeast to the southwest, and th remainder from the northwest to the southeast. The various intersections were re-served for small parks, of which there are now sixty odd. Although the system has been subjected to the ridicule of a century, it has withstood the assault and is today a substantial reality, with the capitol build-

Pride of the Nation.

The capitol is the noblest public building reared during this century. Few buildings of ancient times approach it. Authorities concede that it is grander than St. Peter's surpasses the Hotel des Invalides in Paris and overshadows Westminster. The ancient Acropolis at Athens is claimed to be its only peer. Every schoolboy is familiar with its image. It has been photographed and pictured to such an extent that its magnificent outlines are familiar to young and old But neither camera nor brush can convey ar adequate impression of its graceful proper-tions, artistic details and interior decorations. The epochs in its constructive history will prove of interest and afford a better appreciation of the centennial celebration which the city of Washington will indulge

Preparing the Plans. On March 14, 1792, the commissioners of the building. Daniel Carroll, Thomas John-son and David Stewart, offered a prize of a lot and \$500 in cash or a medal of equal value from the best plan. The specifications value from the best plan.

called for a brick building so arranged as to admit of extension, but before plans were submitted the material was changed from submitted the material was changed from brick to sandstone. A number of common-place designs were submitted and rejecte i. The plans accepted by the commissioners were those of Stephen Hallette, a French-man residing in New York. Before a final determination was reached, William Thorn-ton, an Englishman, submitted elaborate and ornate plans to President Washington, which captivated his aveciliary and were which captivated his excellency and were recommended by him to the commissioners. An architectural storm at once broke loose and enveloped the commissioners. To avert a perilous squabble, the commissioners combired the plans, employed both architects and engaged as superintendent of construction James Hobane, architect of the white house, and an Irishman. As might be expected, the trangular combination of discordant races did not work well. Thornton was frozen out evidently, as his name does not appear

on the corner stone inscription. Laying the Corner Stone

The original corner stone was laid by President George Washington September 18, 1793. From the meagre record of the ceremonies now available it is learned the exercises were in charge of the Virginia lodge No. 22 of Masons, of which Washington was grand master. On this occasion General Washington delivered an eloquent address. Washington delivered an eloquent address, but of which there is no record. Clotworthy Stephenson delivered an "impressive oration," "punctuated with fifteen salvos of a cannon from the Virginia artillery," and then, after "solemn and beautiful prayer, succeeded by Masonic chanting. succeeded by Masonic chanting and an artillery salute," the company retired to a great booth where a 500-pound ox was roasted, and of which they "generously partock, with every abundance of other recreation." The silver plate deposited in the corner stone contains this inscription: "This southeast corner stone of the capitol of the United States of America, in the city of Washington, was laid on the 18th day of September, in the year 1793 in the States of America, in the city of Washington, was laid on the 18th day of September, in the year 1793, in the thirteenth of American independence, in the first year of the second term of the presidency of George Washington (whose virtues in the civil administration of his country have been as conspicuous and beneficial as his military valor and prudence have been useful in establishing her liberties), and in the year of Masonry 5798, by the grand lodge of Maryland, several lodges under its jurisdiction and lodge No. 22 of Virginia, from Alexandria, Va. Thomas Johnson, David Stewart, Daniel Carroll, Communicated Stewart, Daniel Carro

tions, the north wing was ready for occup-ancy in 1797. Fourteen years later the south wing was completed. Plans for the contral section and the rotunda were ready and work was about to begin when, in 1812, the country was plunged into war with Great Britain.

British Vandalism.

British Vandalism.

The burning of the capitol by the British was premeditated and malicious vandalism, perpetrated for no other purpose than to show contempt for the American republic. Flushed with the victory at Bladensburg, the invaders, under command of General Ross and Admiral Cockburn, marched to the capitol and shattered the windows with bullets. Red-coats swarmed into the house of representatives, now statuary hall. Forming around the speaker's chair, to which they excepted the speaker's chair, to which they excerted the admiral with mock solumnity, the soldiers awaited orders. "Shall this harbor of Yankee democracy be burned?" asked Cockburn. "All for it

say aye,"
"Fire the building! Fire this nest of republicanism!" was the tumultuous response of the mob.

The partition between the two wings of The partition between the two wings of pitch pine boards was torn away and formed the nucleus of the fire. All available tinder in the netshborhood was collected in the building, which had already been looted, and the whole mass of combustiples set on fire. As the flame and smoke parred from the doors and windows the citizen arreless a prevent the calamity, looked on with blanched faces and hearts throbbing for revenge. The British waited until the work of destruction was well under way and then departed in ghoulish triumph. They had departed in ghoulish triumph. They had not gone far when a heavy rain set in, put-ting out the fire and checking further vandalism in the city.

The building was gutted, but the walls and

foundation were not seriously damaged. The work of restoration began soon after, but it was not until 1827 that the building was fully completed at a cost of \$2,433,810.

The Second Corner Stone.

The present north and south wings, occu-pied by the senate and house of representatives respectively, were undertaken in 1851 fifty-eight years after the original corner stone was laid. The second corner stone was laid on July 4, 1851, by President Millard Fillmore. There was the inevitable parade, surpassing the original, composed of "National Grays," "National Blues," the "Walker Sharpshooters," veterans of the "Walker Sharpshooters," veterans of the revolution and of the war of 1812, and a great body of Masons in full regalia. Among the articles deposited in the corner stone was the following manuscript, written on parchment by Daniel Webster:
"On the morning of the first day of the sixty-sixth year of the independence of the United States of America, in the city of Washington, being the 4th day of July, 1851, this block designed as the corner stone of the extension of the capitol, according to a plan

extension of the capitol, according to a plan approved by the president, in pursuance of an act of congress, was laid by Millard Fill-more, president of the United States, assisted by the grand master of the Masonic sisted by the grand master of the Masonic lodges, in the presence of many members of congress, of officers of the executive and judiciary departments, national, state and district, of officers of the army and navy, the district, of officers of the army and navy, the corporate authorities of this and neighboring cities, many associations, civil and minitary and Masonic, officers of the Smithsonian institution and National institute, professors of colleges and teachers of schools of the District, with their students and pupils, and a vast concourse of people from places near and remote, including a few surviving gentlemen who witnessed the large. gentlemen who witnessed the laying of the corner stone of the capitol by President Washington on the 18th day of September, 1708

"If, therefore, it shall be hereafter the will of God that this structure shall fall from its base, that its foundation be upturned and this deposit brought to the eyes of men, be it then known that on this day the union of the United States of America stands firm, that their constitution still exists unimpaired, and with all its original usefulness and glory, growing every day stronger and paired, and with all its original usefulness and glory, growing every day stronger and stronger in the affection of the great body of the American people, and attracting more and more the admiration of the world. And and more the admiration of the world. And all here assembled, whether belonging to public life or to private life, with hearts devoutly thankful to Almighty God for the preservation of the liberty and happiness of the country, unite in sincere and fervent prayers that this deposit, and the walls and arches, the domes and towers, the columns and entablatures now to be erected over it may endure forever.

may endure forever.
"God save the United States of America. "DANIEL WEBSTER,
"Secretary of State of the United States.

Marvelious Progress Webster delivered a masterly oration or memorable occasion. He illustrated with facts and figures the remarkable de-velopment of the country during the preced-ing fifty-eight years. In 1793 there were fifteen states in the union; in 1851 there were thirty-one. The population had grown from 3,929,328 to 23,267,498, the area of the United States from 835,461 square miles to 8,314,365 and the revenues from \$5,720,624 to \$43,774,-

Work on the new extensions progressed rapidly, and by 1854 the walls were ready for the roof. Meanwhile the western front of the old building, destroyed by fire in December, 1851, was rebuilt. In 1855 the old dome, a combination of brick and wood, was torn down and work commenced on the new dome, the crowning giory of the capitol

The House Moves.

The house wing was completed in 1857 and occupied in December of that year. The late Congressman S. S. Cox, then a member from Ohio, thus describes, in "Three Decades of Federal Legislation," the removal of the house from the old to the new quarters: "The 16th of December, 1857, is memorable in the annals of the United States. Looking back to that day, the writer can see the members of the house of representatives take up the line of march out of the old shadowy and murmurous chamber into the new hall, with its ornate and gilded in-terior. The scene is intense in a rare dramatic quality. Around sit the members upon richly carved oaken rockers. Already upon either side are the sections in mutual animosity. The republicans take the left of the speaker, the democrats the right. James M. Orr of South Carolina, a full. roseate-faced gentleman, of large build and ringing metallic voice, is in the chair. James C. Allen of Illinois sits below him in the clerk's seat. Rev. Mr. Carothers offers. the clerk's seat. Rev. Mr. Carothers offers an appropriate and inspiring prayer. A solemn hush succeeds the invocation. After some legislative routine the members retire to the open space in the rear to await the drawing of seats. A page with bandaged eyes makes the awards, and one by one the nembers are seated."
The senate wing was not finished and

occupied until January 4, 1859.

Unchecked by War. The convulsions of war in 1861 caused stoppage of work on the great dome for a short period. Euemies of the government regarded the incident as evidence of waverregarded the incident as evidence of wavering faith in the outcome of the rebellion. No appropriations were made for the work during '61-2, but in the latter year the contractors, having inbounded confidence in congress, prosecuted the work with means of their own and, on December 2, 1863, Crawford's colossal statue of "Freedom" was placed on the summit of the dome and saluted with 455 guns mounted on the forter placed on the summit of the dome and saluted with 455 guns mounted on the forts surrounding Washington. In 1864 the eastern portice of the north wing was completed. The close of the next year witnessed the completion of both wings with their six magnificent portices, two grand entrances and four grand stairways, and the decoration of the dome by Sig. Brumidi of Rome. The white marble terraces on the west side were white marble terraces on the west side were begun in 1882 and completed last year.

The Cost. The capitol represents an investment nearly \$20,000,000. The present architect of the building, Mr. Edward Clark, reckons the cost as follows:

Enlargement of site.
Renewal after British invasion...
Senate and house wings...
Works of art...

Works of Art.

Quite apart from the historic associations which endear the Acropolis of the republic to every citizen, the wealth of art works in the building envelopes patriotic pride in the glamour of self-interest. Paintings innumerable recall epochs in the country's history, its scenic wonders and illustrious citizens. Statues of distinguished officials fill niches in this temple of fame. Exquisite bronzes and allegorical figures abound, and

the lavish frescoes are an almost endless source of admiration. Perisco's sculptured figures. "The Discovery of America" and "Civilization," rest on the central bultresses of the east front. Behind these are colossal carraras representing "War" and "Peace." the four costing \$72,000. The Rogers and Crawford bronze doors on the east front and senate enoronze doors on the east front and senate en-trance cost \$28,000 and \$57,000 respectively. The Crawford figure of "Freedom" on the dome cost \$24,000. "The Apotheosis of Washington," an elaborate fresco by Bru-midi, covering the canopy under the dome, cost \$50,000. Four historical paintings on panels at the sides of the rotunda, by Colonel John Trumbull, cost \$22,000. Four other John Trumbull, cost \$2,000. Four other panels by John Vanderlyn, William H. Pow-ell, John G. Chapman, and Robert W. Wier, cost \$10,000 each. Franzoini's clock at the north entrance of Statuary hall cost \$16,000, and Emanuel Lentze's "Westward Ho," fac-ing the west stairway of the house of repre-sentatives, cost \$20,000. Story's statue of Chief Justice Marshall cost \$40,000, and \$45. Chief Justice Marshall cost \$40,000, and \$45,000 was paid for Greenough's statue of Washington opposite the east front. The "Storming of Chapultepec," and the "Battle of Lake Eric," cost \$6,000 and \$25,000 respectively. The statues in Statuary hall represent an outlay of \$45,000. "The Discovery of the Mississippi," the "Landing of Columbus," the "Baptism of Pocahontas," and the "Embarkation of the Pilgrims," paintings all located in the rotunda, cost \$10,000 each, and \$25,000 was paid for "Lincoln Signing a Emancipation Proclamation." In addition to all these, there are a large number of paintings, statues and frescoes of lesser value.

Dimensions. Pimensions.

The building covers four acres of ground, 18 751 feet in length and varies from 56 to 324 feet wide, is four stories high—ceilar, basement, principal floor and attic—contains 190 rooms, besides countless alcoves, secret passages and hidden stairways, two well equipped restaurants, marble baths, and other creature comforts. The rotunda is 95 feet 6 inches in diameter, and 180 feet 3 inches from floor to canopy. There are 134 exquisitely fluted Corinthian columns adorning the porticos and base of the dome, 100 of them of pure white marble 30 feet high and monolithic—the capital and pillar being one them of pure white marble 30 feet high and monolithic—the capital and pillar being one piece. Two thousand people may be crowded into the chamber of the house, and a like number into the senate. Seven carpenters, six painters, four plumbers, one coppersmith, a dozen gardeners and a score of assistants and twenty-five laborers are employed the year round keeping the buildings. ployed the year round keeping the buildings and grounds in order, exclusive of the sen-ate and house employes, the engineers and the elevator men.

IDEALISM.

The New Religion as Ably Defined Re-cently by Dr. Brodbeck. During the congress of religions at Chicago

a few days ago Dr. Brodbeck read a remarkable paper entitled "Idealism, the New Religion." Its delivery caused a sensation. In substance it was as follows:

"It is an open secret that millions of peo "It is an open secret that millions of peo-ple in our civilized countries have practically given up Christianity and with it religion. Millions of others cling to the old belief only because there is nothing better there. Again millions are believers in Christianity or other religions because they have been edu-cated in those lines and do not know better. The time has even for a new form of an The time has come for a new form of re-ligion in which the painful discord between modern civilization and old benef disappears. We do not revive any old religion that may have existed or still exists. The new religion is not a mixture or synopsis of previous religions. Neither is the new re-ligion a philosophical system of any kind.

"In short, the new religion is something new. Its name is Idealism. Its confessors are called idealists. Its chief name is idealism—that is, the striving for the ideal, the perfection in everything, for the ideal of maukind, especially for each individual; further, for the ideal of science and art; for the ideal of civilization; for the ideal of all virther ideal of civilization; tues; for the ideal of family, community, so-clety and humanity in all forms.

"The new religion is not aggressive, but

oreative and reforming. It has nothing to do with anarchism or revolutionism. It works not with force, but with organization, example, doctrine. We are not for accolute abstaining from stimulants, as long as science has not absolutely decided against them; but we are friendly to all temperance societies.

"We do not profess to have any certain things beyond this life. We believe that there is an absolute power over which we have no control. The true essence of this power we do not know. With some reserve the words 'providence,' 'almighty,' 'creator' might be used, but we do not believe that there exists an absolute ersonal Being as a kind of individual. to not make any man or woman to be a god. nor do we believe in a god becoming a man but we assume that there are great differences in men and that some do more for the benefit of mankind and true civilization than others; but it is not advisable to ascribe that to the special merits of such a person If somebody is born a genius and finds favorable conditions of development it is not his merit. We believe in the great value of a good example for followers more than in dectrines, but we do not worship anybody, nor any single object, nor any product of human imagination as being

or if they did originate at all; so we also do not know what will be the last end and f everything existing, if there is anything like a last end and aim. At any rate thes are open questions, and science is allowed to discuss them freely. We do not believe that there is resurrection of human individuals. We do not believe that there is immortality of the individual as such. We leave it to science to decide how far there can be any-thing like existence after death. We do not believe in heaven as the dwelling of in-dividuals after death; astronomy is against such a belief. We do not believe in hell, nor a personal leader of it, nor in purgatory. We do not believe that once everything was good and perfect in this world. We do no believe that all evils came into the world through man's fault, although a great many of them did. We do not consider the world irreparable. We do not believe in the possibility of absolute perfection of anybody or anything. We do not think that every good deed finds its proper reward, nor do we think that every wrong deed is properly pur

"We do not know where we come from or where we go; we only know that we are here on this planet and that we must take things as they are, and that we must do our best in everything, and in doing this we are happy, as far as happiness reasonably can be expected to be attained by man. In social as well as in political things we believe that there must be order and liberty combined. We are not in favor of war if it ever can be avoided without disregarding honor and duty of honorable existence. We believe that love is necessary for everything, but we believe that love alone, either to God or to our fellow greatures out obtain fellow creatures or to both, is not a sufficien fundamental principle for true religion. We believe that man is not born only to suffer, nor only to work, but also to enjoy reasonably this life.

"We do not fear death, nor do we fe

"We do not lear death, nor do we lear life. We believe that for some people it is easier to be good or to become good than for others. We believe that true religion can exist very well without any hope of a future individual existence after death, and we even think that true religion excludes such

Little pills for great ills: DeWitt's Little

Early Risers. Hunting for Nickels. Any one who chances to take a stroll just before sunrise along the line of any of the surface railways in New York will be sure to see from two to a dozen men walking near the tracks with hands in pockets and heads bent down. He may also observe that the conductors and drivers on the infrequent horse cars of that early hour also have their eyes turned earthward. They are all hunting for money. During the night and particularly when the after theater homeward rush is on the account. homeward rush is on, the conductors are very busy collecting fares and making change by the dim light of the car lamps. In the process both they and the passengers allow more or less small coin to slip through their fingers, and it is for the dimes and nickels that have rolled to the pavement that search i made at dawn. The change that falls beneath the floor slats of the closed cars belongs to the cleaners of the stables.

A memorial to Jenny Lind is to be placed in Westminster abbey, London.

THE GOLDEN AGE OF TRANSIT

Ancient Smallpace Contrasted with the Lightning Gait of Today.

FROM MUSCLE TO STEAM AND ELECTRICITY

Marvelous Progress Depleted by the Transportation Exhibit at the World's Fair -The Modern Train-A Chat with a Postal Chief.

CHICAGO, Ill., Sept. 14 .- [Correspondence of THE BER. |-Gorgeous in its splendor is the magnificently gilded door of the Transportation building. Its beauty grows upon the beholder day by day. The eternal glare of bright light upon the white walls and fluted columns of other buildings wearies the eye, and it rests with delight upon the striking contrast furnished by the Transportation building, with its softly tinted rose-colored walls and the beautiful winged figures that adorn the center of the sprandels. Its arched main portal faces the lagoon to the east, forming an entrance 100 feet wide by 70 feet high. The ornamental work is done in gold-leaf, enhanced here and there by intermingling bits of bright color. At noon time, when the sunshine fails upon its glit-teriug portals, the whole is dazzling in its wonderous beauty. But even more impres-sive is it when the soft moonlight turns the gold to silvery sheen, and the winged figures seem to float in hazy indistinctness. How life-like then appear the statues of the cow-boy and the Indian, mounted guard each side the landing on the emerald banks of the lagoon, as over its crystal waters softly glide the gay and picturesque gondolas from far away Venice. The whole is like a scene from the Arabian Nights or a dream of fairyland. Means of Transportation.

But quickly vanishes all dreams when once

the wonderous portals admit the visitor to the interior. Here are most forcible reminders that we live in a practical every-day world. Here is demonstrated the fact that mankind for ages seemed at almost a standstill in the matter of evolution of trans-portation. Gradually they moved forward step by step, the last 100 years noting more progress than that of many preceding cen-turies, until at the present day we wonder where will the desire for rapid transit end The great Transportation building, with its annex, covers some eighteen or nineteer acres, and in the annex are two and one-half milesof railroad trackage, upon which stand numerous exhibits of cars and locomotives. Under the gigantic roof are housed all kinds of vehicles of transportation known to man, From the rude ox-cart used by our fathers to convey to mill the sacks of grain, progress may be traced to the freight cars now in use and the splendid palace cars of the present period of rapid transit. From the hollowedout log canoe which served as a conveyance for primitive travel upon the small streams and rivers, progress may be traced to the and rivers, progress may be traced to the sail boat, thence to the steamboat, and it is with great interest that we trace the evolution of the power of steam, for to it we owe, more than to any other factor, the rapid progress made in the last fifty years in the matter of saving time by rapid transit. It is declared by experts that steam as a motive power has reached the limit of its development and that in less than fifteen years hence electricity will furnish the motive power for all the railroads of nish the motive power for all the railroads of the world. If such then will be the case, the wonderful exhibit of locomotive engines run by steam power to be seen at the Trans-portation building marks an epoch in the civilization of man, preceding that which will, no doubt, be marked by a lightning-like rapidity of travel furnished by the wonderful and inexhaustible power of elec-

tricity. To comprehend the evolution in transportation let us go back 300 years ago to examine the first wooden tram road, which consisted of a track made of poles, fastened by wooden pins to log sleepers. Upon this track was pushed by man a car consisting of a crude wooden box placed upon four large wheels, made of logs, hollowed out in grooves, which fitted upon the poles of the track. This primitive car certainly had the merit of never running off the track unless it took the track with it. We will now begin t notice a gradual progress in the kind or rails and sleepers used for the car track Progress is made from stone sleepers twooden ones, and from wooden rails to those of iron and steel. In 1769 a French officer by the name of Cugnot constructed a car to haul artillery. It was propelled by steam and was called "The steam road wagon." Odd looking indeed is the queer model of what was, no doubt, the first clearly conceived idea of propulsion by steam. The steam road wagon rested upon three large wheels, the boiler being in front and its ca pacity so limited as to furnish only motive power for fifteen miles of locomotion. From this starting point the evolution of the steam locomotive can be traced in many countries and in various stages of progress, all of which can be seen by the models, and sometimes the originals, which are placed upon exhibition

· The Locomotive Era

But let us pass on to the year of 1803, for in that year a noted improvement took place. An Englishman, Treventhick by name, who had been experimenting for years, at last constructed an engine, which was the first to pull cars. Two of those quaint old from cars with the rails and stone sleepers can be seen at the exhibit. Other models are shown to trace the progressive strides of the Fron horse," the most important being one built in 1832. Passing on to the year of 1862 the first engine was made that could climb a mountain. It was considered a great achieve-ment and received. ment and received the piquant name of the "Peppersass." Another old engine on exhibit, and which shows signs of its long service, is the "Atlantic," built in 1832. It is the oldest locomotive in America which has been in constant use since it was built, having been released only from active service long enough to take a holiday and visit the World's fair. In the exhibit of the North-western is an old engine, the "Ploneer," past service now, but carefully preserved for its history for the sake of old times. It was built in 1836 and was the first engine run out of Chicago. Previous to the year of 1830, headlights on the locomotives were primitive, indeed, consisting of an open box of iron network, in which a fire of pine knots was kindled, the glare of the biazing pine throwing a light upon the track ahead, a wonderful contrast to the gleaming locomotive headlights of today. The engines and cars displayed by the foreign countries are of heavier build than those of American manufacture. built in 1836 and was the first engine run ou manufacture

America Eastly Ranks First

As to rapid and commodious transporta-tion, of which fact the most sceptical would be convinced after a visit to and an inspection of such elegant coaches as those makin up the train of six cars which belongs to the display of the Canadian Pacific railroad and is known as "the mallogany train," because the cars are made of mahogany wood. The Pullman Car company displays a train of seven coaches, including the parior, sleepers, diner and kitchen coaches, all of which are diner and kitchen coaches, all of which are furnished in the most exquisite style. The woodwork on the inside of the seven coaches is of a dark rich red, imported from East India. It is all hand-carved in the most beautiful designs, the work being done at the Pullman car shops at a cost of \$40,000. The parlor car and the sleepers are all upholstered in contrasting colors, all of them studies in the harmony of tones. Each section of the sleepers is decorated by panels of hand-embroidery, and nothing of its kind could surpass the dainty attractiveness of the "bridal chamber," with its rich furnishings of white satin and cream brocades. In the dining car the tables are set daily to display the elegant cut glass and solid silver play the elegant cut glass and solid silver service, over which presides with watchful eye a pleasant gentleman of color, who, by the way, is the same who had charge of the dining car attached to ex-President Harrison's train when the presidential party visited the Pacific coast. Between the windows of the dining car are small brackets which support handsome vases filled with cut flowers. Many of the vases are works of art, being valued at from \$40 to \$50 apiece. The kitchen belonging to the train is as fine in its way as any other of the cars; in fact, it would be hard to suggest any improvement in detail. The wash basins of the toilet rooms are of almost transparent white onyx, and those belonging to the state rooms are so arranged as to fold up into the side of the cars. The bath rooms are play the elegant cut glass and solid silver

all large and convenient, and such is the arrangement of the whole as to constantly suggest the idea of a beautiful economy of scace. The dome of the barber shop is a work of art in itself, the decorations having cost \$1,250. This beautiful traveling house on wheels is safer than many other trains, for the front end of the mail car is supplied with a steel brace which runs down into the tender, and in case of collision has the effect of helding the tender down. But in case the tender should rise the front of the mail car would rise with it, and while both cars might stand on end, they could not pass through one another—or, to use a familiar term, there will be no "telescoping" on cars supplied with this new Pullman patent.

supplied with this new Pullman patent.

A Model Mail Car. The mail car attached to the Pullman train is a very handsome one, of its class. It contains all the improvements in the way of handling mail in transit, including the reversible Harrison letter and paper racks. The wood of the mail car is of polished cherry, and where metal trimming is used it is of nickel plate. Every space about this model traveling postoffice is carefully meas-ured and put to the best possible use. Even the heater is banished to the vestibule in order to economize space for mail matter. order to economize space for mail matter. I suggested to Mr. Hoskin, in charge of the Pullman train, that it would be nice to have a carpet on the floor of the mail car. He smiled and replied: "No. Handling government mail is not as clean a business as you might think." After the fair is over the beautiful train which I have tried to describe will be in use on the Pennsylvania Limited railroad. Limited railroad.

Moving Big Money.

I have become deeply interested in the

I have become deeply interested in the system of the railway mail service of the United States and was so fortunate as to obtain an interview with Mr. Lewis L. Troy, general superintendent of the railway mail service. He related to me in a very interesting manner some amusing incidents that occurred during the trip in July, when he accompanied Captain James White, who had in charge the train white agreed some order. in charge the train which carried \$20,000,000 in gold from the San Francisco mint to the city of Washington. Weils, Fargo & Co. had proposed to transport the \$20,000,000 for the sum of \$50,000. But the United States government, always economical, concluded to carry it across the continent as United States mail. Accordingly Captain James White was appointed to head the expedition, Lewis L. Troy then selected forty-five men. not inferming them of the nature of the expedition, only telling them that the use of "gues" might be necessary before the return of the party. They carried a train of five cars. Arriving in San Francisco they separated, six in a group, for secrecy was the order of the day. In broad day light, the heavy wagons were loaded at the front door of the mint. The \$20,000,000 in gold coin, thirty-seven and one-half tons, was safely of the mint. The \$20,000,000 in gold coin, thirty-seven and one-half tons, was safely and without exciting any unusual attention-conveyed to the waiting cars, which were soon boarded by the guards, all carrying Wiachesters. I fancy little sleeping was done, for a keen lookout was kept. The first day out, when the engineer was oiling up the engine, Mr. Troy was watching him. The engineer asked: "Cap, what have you got on this train?" "Oh, silks from China," was the reply. The next day the engineer remarked to Mr. Troy: "Say, Cap, this train is not loaded with silks. She pulls too heavy." On entering the long snow sneds on the Rockies, a section hand, being unable to leave the track with his hand car. sneds on the Rockies, a section hand, being unable to leave the track with his hand car, placed two torpedoes on the track ahead as a signal to stop the train. The explosion of the torpedoos created quite a panic, and the poor section hand stood facing forty-five Winchesters and pleaded, "For God's sake don't shoot; I am only a workman." After passing the Sherman monument on top of the Rocky mountains the train made a storp passing the Sherman monument on top of the Rocky mountains the train made a stop to take on water. Mr. Troy, ever on the alert for desperadoes, suddenly spied the head of a man, then another, and another came in view, until eight heads were counted. Again the forty-five Winchesters presented a solid front, and the eight tramps who were looking for accommedations on a low ward looking for accommodations on a box car sud-

denly took French leave.

Aside from these unimportant incidents the train bearing the \$20,000,000 in gold reached Washington in safety at a cost of less than \$5,000, thus saving to the United States government the sum of more than \$55,000. GRACE HINES.

LDUCATIONAL.

The attendance at Chicago schools on Denver reports a great increase in school attendance, especially in the subarbs. Five hundred new pupils presented themelves for enrollment at the opening of the

Omaha schools. An increase of 10,000 is reported in New York public schools, and a like number wers turned away for want of accommodations. Miss Bertha Lamme of Pittsburg is th first woman in the world upon whom the degree of electrical engineer has been con-ferred.

From 1,000 in 1890 the Minnesota State university increased its attendance to 1,300 in 1891 and 1,500 in 1893. The present year should see an enrollment nearer 2,000 than 1.500.

The absolutely necessary expenses of a girl who attends the leading women's colleges are said to be: Bryn Mawr, \$475; Vassar, \$400; Smith, \$350; Wellesley, \$350; Women's College of Baltimore, \$300; Mount Molyaka, \$200

Massachusetts extends state aid to small libraries throughout that commonwealth. By this means many communities remote from literary centers will secure vantages of small and well selected col-lections of books.

The Randall Memorial library, given to the old town of Stow. Mass, by Miss Belinda Lull Randail, is completed and will be dedicated this week. Miss Randall's gift was in execution of the wishes of her brother, Dr. J. W. Randall, who died last year at the age of 79. Tablets to the memory of the second. of 79. Tablets to the memory of the towns-people who died in the revolution and in the rebellion and commemorating the bicenten-nial of the town will be placed in the build-

Raising Bread. What is meant by "raising" bread is worth a few words. The introduction of the yeast into the moist dough and the addition of heat when the pan is placed near the fire produces an enormou growth of the yeast fungi—the yeast "germ," in other words. These fungi effect a destructive fermentation of a portion of the starchy matter of the four-one of the most valuable nutrient elements in the flour. The fermentation produces carbonic acid gas, and this having its origin in every little particle of the starch which is itself everywhere in the flour, pushes aside the particles of the dough to give itself room. This is what is called raising the bread.

READY MADE MUSTARD PLASTERS We were the first manufacturers on this Continent. Our latest improvement surpasses anything ever before produced. 15c, 25c, 35c, per tin. Be sure to have SEABURY'S. Ask for them spread on cotton cloth.

SEABURY'S SULPHUR CANDLES: Prevention is better than cure, by burning these candles bad smells in basements, closets, &c. are destroyed, and thus contagious diseases are kept away; also useful for expelling mos-quitos and irritating insects. Price, 25c. cach.

HYDRONAPHTHOL PASTILLES, which in burning, disinfect and produce a fragrance refreshing and invigorating. 25c. per box of 12. Sole Manufacturers, SEABURY & JOHNSON, Pharmaceutical NEW YORK.

The Mercer.

Omaha's Newest Hotels Cor. 12th and Howard Streets 40 rooms \$2.50 per day,
40 rooms \$3.50 per day,
30 rooms with bath at \$3 per day,
30 rooms with bath at \$4.50 per day,
Modern in Every Respect. Newly Faraish ed Throughout

C.S. ERB, Prop. NERVOUS DISORDERS

EVILS WEARNESSES, DEBILITY, ETC., that accompany theor in mean QUICKLY and PERMANENTLY CURED. Full STRENGTH and tone given to every part of the body. I will send (securely packed) FREE to any sufferer the preacription that cured me of these troubles. Address G. B. WEIGHT, Music Dealer, Box 1289, Marshall, Michigan.

LADIES' WEEK

AT THE

MORSE

DRY GOODS CO.

Anything of special moment, of peculiar interest to certain states, is set apart, and dedicated to that state at The World's Fair.

We set apart and dedicate all nex week, Beginning Monday, Sept. 18th, to the

Ladies of Omaha

And offer during this "Ladies' Week" the handsomest array of Dress Fabrics ever shown outside of America's metropolis. We have space but to mention a few novelties; so cordially invite your early inspection.

NOVELTY REPERTOIRE.

LADIES' WEEK-For changeable whipeo ds, a charming material In combination shades, as, green and purple, navy and brown. eminence and green, eminence and golden brown, etc. These goods run \$1.00 full 40 inches wide....

LADIES' WEEK-For silk plaids. Refreshingly pretty. They come in, navy and brown, red and and green, brown with gold and silver \$1.25 check, etc., full 38 inches wide.....

LADIES' WEEK-Reversible cheviots in changeable tints.

The extreme beauty of these cheviots, combined with their serviceable character, will claim a more than ordinary share of ladies' favors this season. The range of combinations is vast, affording ample scope to catch the eye of the most fastidious. Havana brown, with change of gold, red and black, green and red, green and gold, green and cadet, ultramarine and olive, golden brown and blue, etc. So that all complexions and tastes can be so well \$1.50

LADIES' WEEK-For fancy hop sacking. Two prevail-

1.50

2.00

1.50

2.00

ing shades, green and brown, in pretty \$1.00 LADIES' WEEK-For bolder styles in hop sacking. Old rose effects, new brown and old blue; \$1.50

LADIES' WEEK-For checked ottomans, silk and wool. Two shades of olive, black and old

brown, navy brown and olive, etc., etc. \$1.50 Exquisite goods; 42 inches wide LADIES' WEEK-For brocaded whipcords, sitk and wool

rose, navy and olive, seal and golden

fabrics, in eminance and olive, eminence and brown, navy and gold, etc. \$1.75 40 inches wide.....

LADIES' WEEK-For solid check cheviots, 46 inches wide. Just the thing for tailor-made suits, and come in a handsome variety of shades....

LADIES' WEEK-For sail cloth in solid colors. Comes in brown, green, blue, gray, wine, emer-ald, etc. 47 inches wide.....

LADIES' WEEK-For shot hop sacking, lovely fabrics, Gleams of sunshine play through these lovely goods. Myrtle and salmon, navy scarlet, golden brown and pink, seal brown and light blue, etc., etc. 40 inches wide......

LADIES' WEEK-For heavy cheviot suitings, mixed colorings, wine and olive, cardinal and green, navy and brown, eminence and steel blue, 46 inches wide

LADIES' WEEK-For knickerbocker checks; silk shot, in brown, heliotrope and blue, 44 inches wide, rich fabrics.....

LADIES' WEEK-For charming silk and wool mixtures in colors bordering on the more quiet shades, yet extremely rich, bearing minute inspection and showing up most favorably; 47 inches wide.....

These are some of the most "positive new things" refreshing to look upon, and delightful in their harmonious blendings of shades and tints.

LADIES' WEEK-For silks and velvets. Never before were these stocks so completely filled with ALL WORTH HAVING. All the new, delightful and fascinating colors and weaves. Those who seek a reliable BLACK SILK or SATIN can be accommodated "beyond pale of disappointment" at our silk counters. Black surahs at 65c a yard, black gros

grains at 90c and \$1.00, black peau-de-soie at \$1.00 and \$1.25 a yard, black satin at 75c to \$2.50, Our VELVET STOCK IS SIMPLY PERFECT! LADIES' WEEK-At our establishment will be made specially attractive. For perfect light, convenience and general at-home-ative ness, this department is foremost. Ladies accept our cordial invitation to visit us during "Ladies' Week." Make

our place your resting place and meeting place. Accept the use of our Ladies' parlors and toilet rooms and feel perfectly at HOME.

It pays to trade with The Morse Dry Goods Co. OMAHA, NEB