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**Railway Mail Clerks
and Their Duties**

Railway mail clerks rank in intelligence and capacity with any class of men in the employ of the national government.

It is natural to presume that the public will be interested in hearing something about the business of the railway mail clerk the dangerous character of his work, his personality and, incidentally, his name and his particular run.

A clerk, when he is first put on a car to learn the ropes assists in local work, sorts the mail sacks and puts them on piles according to their routing. When he is familiar with this branch of the business he is given a case and taught how to throw state mail. On the Billings run, for instance, he handles Nebraska and South Dakota papers and Wyoming letters and papers. This work is light, but it is a good preparatory school for the complicated character of the work ahead. Step by step he goes upward on this until he is able to handle the letters and papers of twenty-three states. People who are engaged in occupations that do not require them to take their lives in their hands do not understand the dangerous and complicated character of the work of the railway mail employe.

When a clerk stands up to his rack in his traveling postoffice, shooting letters and packages with lightning-like rapidity, environed by the four walls of the car, it is impossible for him to look out for himself should the train have a collision or fall through a bridge. The engine men and the train crew, on the other hand, may see the peril ahead in front or rear and jump for their lives and perhaps escape with only a few bruises or a broken leg, but the mail clerk without any warning of danger is caught like a rat in a trap, goes down with the wreck and may be killed or crippled for the rest of his days. Along with the fact that a clerk must possess nerve to face danger he should have other qualifications. He must be quick and accurate and cultivate a good memory or he cannot hold a job with "Uncle Sam."

One disagreeable feature of his work is the isolated life he is obliged to lead. On the road he may toil alone or by the side of associates, but he and his comrades seldom have time to mix work with pleasure. Take for instance the run that a mail clerk and his two fellow workers have on the Lincoln-Billings line or any other heavy route. The three men in the car are kept on the jump from the beginning to the end of their run, sorting an enormous mail, making up pouches for various points along the line, catching mail from the cranes as the train shoots by them at a high rate of speed. If a friend or acquaintance was permitted to pay a social visit in the car, the mind of these men might be taken from the rapid work cut out for them and errors be made that would affect the efficiency of the service. When railway mail clerks are free from the arduous duties of their position, however, there does not exist more genial or companionable men. Some clerks have been known to lose their nerve, when placed on the road, but these cases are rare.

Lincoln numbers among its citizens a large force of men connected with the railway mail business and they are classed with its best people. Who

these men are? Where they reside? and what routes they are assigned to? are subjects of pertinent interest to the public. These questions were fired at J. M. Butler, the genial chief of the clerks.

"How many do you think there are?" he queried. "Oh, about thirty," ventured the reporter.

"You are about thirty-four short; sixty-four men run in and out of Lincoln. Ten live in other towns and fifty-four in Lincoln. Twenty-seven clerks are on the Billings route and seventeen on the Pacific Junction and Denver. These are the big routes and business is very heavy and complicated. The branch runs are much lighter and do not require much help.

The following named clerks make their homes in Lincoln:

Lincoln and Billings R. P. O.—H. Trowbridge, Geo. H. Shively, Frank L. Schopp, F. A. Livringhouse, Oscar C. Stanfield, W. A. McClure, C. W. Rush, J. W. McArthur, H. G. Houston, C. A. Beach, W. Maple, F. A. Bates, R. L. Smaldon, A. H. Sinclair, F. N. Herzling, Edward A. Karges, L. W. Pickens, J. W. Detrick, Frank Mothersead, G. Henline, Edward M. Mackley, Charles E. Bobbitt, Harry Hughes, Guy R.

Prentiss, George Schofield, A. O. Pickens, Paul A. Harmon.

Pacific Junction and Denver R. P. O.—I. M. Heckler, C. A. Eyre, H. D. Duncan, J. F. Greenwood, L. R. Mulliner, William Monaghan, O. R. Eller, W. I. Stahl, W. G. McFarland, H. G. Gregory, R. E. Erwin, R. D. Vorhees, Roy E. Warren, B. M. Rohrbaugh, E. D. Lamont, L. H. Welsch, C. H. Thurtle.

Lincoln and Kansas City R. P. O.—C. S. Kelley, J. A. Cruickshank, James S. Horney.

Lincoln and Wymore R. P. O.—W. H. Ferris, John H. Violet.

Fremont and Lincoln R. P. O.—C. D. Baker, A. P. Kempton.

Omaha and Beatrice R. P. O.—F. W. Redford.

Nebraska City and Lincoln R. P. O.—E. W. Kendall.

Lincoln and Stromsburg R. P. O.—George Stratton.

The following named clerks run into Lincoln, but do not make their homes here:

Lincoln and Kansas City—H. R. Edgar, C. G. Chapman, Ed. C. Rapalje, J. P. Herrington, E. B. Kinsell.
Red Oak and Lincoln R. P. O.—H. L. Swenson, R. H. Johnson.
Columbus and Lincoln R. P. O.—Ray E. Eaton.
Lincoln and Manhattan R. P. O.—C. C. Armstrong, C. L. Greene.

"Come over to our place tonight to the barn hop. Did you ever see a barn hop?"

"No, but I've seen a house fly on every morsel I've eaten since I came here. Tomorrow I am going to see a Pullman car step. Manhattan is good enough for me."



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WAISTINGS—Beautiful Novelties in French and American Waistings in handsome new colorings and patterns—very rich in effects—exceedingly popular materials, and so desirable for a stylish waist.

We shall take pleasure in showing you these new fabrics—it will be a great help to you in your later selections.

New Cloth Jackets, Rich Fur Capes, Jackets & Scarfs

The 27-inch Cloth Jackets—always neat and dressy in appearance, bid fair to increase in popularity this season.

We are showing a splendid line in Kersey, Cheviot, and Mountainac Cloths, plain and applique trimmed, etc., best of linings, strictly tailor made, and equal to any custom house garment at one-half their cost.

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Dependable Fur Jackets—All the rich and stylish Furs, Astrakhan, Marten, Electric Seal, Near Seal, Persian Lamb, and genuine Seal, \$20.00, \$25.00, \$50.00, to \$250.00.

Astrakhan and Electric Seal Fur Capes, \$12.50 to \$75.00.

Fur Stoles, Scarfs, and Boas—an elegant variety in Marten, Krimmer, Electric Seal, Mink, Beaver, Russian Bear, etc., \$4.50 to \$50.00.

A Rich Lamp Display

150 Different Styles—The largest stock of Lamps shown west of Chicago is on exhibition at our store this week. Over 85 numbers, every one different, can be seen in our elegant west show window, ranging in price from \$1.00 to \$17.50. Every decoration is fired, and is guaranteed to be absolutely fast colors. Our decorations won't rub off or wash off, which same cannot be said of the lamps as advertised at other stores in the city. We call particular attention to our line of celebrated "Cerise" colors, made by the originator, Kopp, of Pittsburg. Founts and bases are gold plated. A deep, rich Cerise of perfect color, and ranging in price from \$3.00, \$3.45, \$4.25, \$5.50, \$5.95, to \$17.50.

The display is well worth a visit, and should be seen by all intending lamp purchasers.



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