

**THE COURIER**

Published Every Saturday

Entered in the Postoffice at Lincoln as second class matter.

OFFICE, . . . . . 900-910 P STREET

TELEPHONE Business Office, . . . . . 214  
Editorial Rooms, . . . . . 90

**SUBSCRIPTION RATES:**

Per annum, in advance, . . . . . \$1.00  
Single Copy, . . . . . .05

**Ups and Downs  
of the Crolley Conductor**

A system of faultless, rigid auditing governs the street car conductor. The employe is curbed on all sides by checks and balances; honesty means promotion, dishonesty is simply the preface to a speedy discharge.

At the office of the Lincoln traction company an individual account is maintained with each conductor. When he goes out in the morning the number on the fare register is recorded. The conductor makes a record of the results of each trip and hands in his slips together with the cash proceeds of the day.

If a balance is struck, the conductor hears no more about the matter. If he turns in too much money he is credited with the excess. On the other hand he may get a shortage notice in case the cash in his pockets fails to reach the amount designated by the register.

The careful, conscientious conductor comes out just about even at the end of the year. His "shortages" and "overdues" generally offset each other. Sometimes the fare taker has to "put up" but such instances are rare. In many cases there is a little residue for the blue uniformed man to spend.

There are various ways of getting out of financial alignment with the fare register, according to the story of a veteran conductor. In a rush it takes some practice to ring up the exact number of nickels. Now and then the amateur will pull the cord in a nervous fashion and chalk down a couple of extra fares.

Occasionally passengers try to stop the car by ringing up a fare in their frantic haste to grab the bell rope. When they do this the conductor may forget to make the proper allowance and the hiatus in his accounts starts right away. Of course it is only five cents, but it may happen a dozen times a day. Then it amounts to something in the eyes of a man laboring for so much an hour.

Mistakes in making change are fruitful sources of error. The conductor is bombarded with money of all denominations. His exaction is nearly always the plebeian five cent piece. His pockets are bulging with small change and sometimes he hands out too much cash. Less often he "short changes" his man.

During fairs and reunions pickpockets sometimes practise on the conductors while going to and from the grounds. The small change theft is entirely unnoticeable and the innocent conductor is usually appalled at the sight of his shortage slip when he reports for duty next day. It sometimes looks as if he must pay two or three dollars for the privilege of working.

"I handled fares taken from 3,000 people one day at the state fair last fall," said a conductor to a Courier representative. "It was a big day. Three thousand fares are about all a man can possibly collect, let me tell you. It's a good many."

"But I was surprised next day. The trip slips showed that I was \$4.50 behind. How I lost the money I never could figure out. It must have been done in making change or else someone tapped my pocket. I always keep a sharp lookout for thieves and pickpockets but in the rush and hurry a many is liable to forget.

"But I had the run two days more with crowds considerably diminished. In those two days I scored \$5.50 in good hard money in excess of the fare register and was a simoleon to the good. The gain was just as hard to explain as the loss and I got about as near a true solution."

The veteran fare taker can usually tell with remarkable accuracy just when a passenger has paid. Usually the wayfayer makes a dive for his pocket or in some other manner signifies by an involuntary movement that he hasn't contributed. Then the conductor goes right after him.

"People without money get on the street cars nearly every day," said another conductor. "They think they have the price, but they haven't. I always let them ride except some that have put up the same talk several times. One of these I invited off one day. That's the only time I ever lightened my load. The people nearly always pay me."

"One of the frequent sources of our trouble is the 'man that has paid his fare.' Of course he is a natural born liar. When you start in to take fares he will be ahead of you. Pretty soon he is behind you and when the nickel

is asked for he won't pay. Says he has paid it. He will argue the matter before the whole car. But I always make such fellows put up and invite them to go to the office in case they don't like it. Hundreds of 'em have threatened to go but not a single one ever has. I take this as solid evidence that they were simply putting up a bold bluff."

A careful count is also made of the transfer slips issued in the course of a day. These are kept separate and are not recorded along with the cash fares.

\* \* \*

**NONSENSE RHYME.**

There was a young man named Tate,  
Took a girl out to dine at eight-eight.  
I should like to relate  
What that fellow named Tate  
And his tete-a-tete ate at eight-eight.

\* \* \*

Once upon a time a skunk met an automobile.

"Whew!" said the skunk, "here's where I pass," and he hurried to the woods.

\* \* \*

In Russia you must be married before eighty or not at all, and you may marry five times.

**A Samaritan:  
The Real Article**

Good Samaritans abound in great numbers in Lincoln. At sundry times and divers places their good deeds loom up like glittering jewels set in sparkling array and plunged into the dark gulf of misfortune.

Several days ago a man who had vexed the police almost past endurance was thrown into the seclusion of a cell. Before the judge he went and there a sentence of liberal dimensions was meted out to him. He had no money so the punishment was translated into a score of days of boarding at the expense of the public.

The man had a wife and child. They had no money and there was nothing in view in the shape of eatables.

On the second day of the incarceration a business man called to collect a bill long due. The goods had been obtained by the imprisoned one on a promise to perform manual labor never done. After waiting for a proper

**FitzGerald**  
DRY GOODS CO.

LINCOLN'S PROGRESSIVE STORE

**FitzGerald**  
DRY GOODS CO.

POPULAR SHIRT WAIST NUMBERS

THE IDEALS in Summer Shirt Waists have been attained this season; for at no past time have such beautiful novelties been shown. While colors are always proper, the White Waist for a dressy occasion cannot be excelled. Our showing far eclipses that of any other store in the state of Nebraska.

1798

3272

3155

3198

2920

2889

2577

2789

3155 Waist made of Madras cloth, bishop sleeves, band cuff, dip front, broad Gibson effect, tucked back, made in stripes, colors blue, watermelon, pink, gray, and linen. . . . . \$0 98

2577 Waist made of plain chambray, front solid hemstitched with white straps, cluster tucked back, bishop sleeve with small turned back cuff hemstitched, colors ox blood and blue. . . . . 1 98

2920 Waist made of Persian lawn, dip front, bishop sleeve, white ground, Persian effects in black, pink, and blue. . . . . 1 25

3272 Waist made of Persian lawn, corded effect, in colors and white, bishop sleeve, band cuff, tucked back, Gibson front. . . . . 1 50

1798 Waist made of white Persian lawn, Gibson style, white only, a very neat waist. . . . . 2 98

3198 Waist made of Persian lawn, solid tucked and insertion front, tucked back, bishop sleeves, tucked cuff and collar, white only. . . . . 1 50

2887 White waist made of fine Persian lawn solid all over embroidery fronts, fine tucked collars and cuffs, 4 clusters of 4 tucks, a very swell waist. . . . . 3 25

2789 White waist made of fine Persian lawn, 3 rows of blind embroidery in bolero effect, tucked collar and cuffs, dip front, tucked back, 4 clusters, 4 tucks. . . . . 2 50

Colored waists in Madras cloths and Percale finished calicoes, in all colors. . . . . 50

Black waists, tucked and plain. . . . \$1.25 and 1 98