

THE WAGWORKER

By W. M. MAUPIN
LINCOLN, NEBRASKA

Pennsylvania boy 19 years old has never heard of heaven. That's a devil of a note!

It is now reported that the lama of Tibet is an idiot. Bats in the belfry of the roof of the world!

A scientist tells us that "metals get tired." Now you know why the gold gave out before it got to you.

Women are taking aeroplane trips in France. But women have for some time been driving cabs in Paris, which is much more dangerous.

If Bibles were actually made a part of the furnishing of hotel rooms a good many individuals would be surprised to find what interesting reading the book really is.

From the year 1880 to the close of 1906 22,840 men met death in the coal mines of the United States. Not since 1897 has the annual list numbered less than 1,000, and each year the number has grown larger.

That Branston man who has found a way to neutralize the force of gravity does not seem to have arrived at any sort of business understanding with the gentlemen who are exploiting the aeroplanes.

It is comforting to know that the probable first price of aeroplanes is to be only \$4,000. That brings the new machine well into competition with speed devices on the ground and gives a man a choice.

One of the richest women in St. Louis, says the society women in that city, belongs to the Ananias club. Society in that unhappy city seems to be falling either on parlorous times or unusually captious critics.

By coming down unexpectedly a few days ago a balloon completely wrecked a garden belonging to a hard-working man who lives in Germany. Is it not time for some insurance company to issue policies covering possible damages resulting from knocks by stray flying machines?

The wife of an M. P. writes in the Lady's Realm: "The balder a man is the more successful he seems to be in politics. Not a man with flowing locks is to be seen on either of the front benches, sacred to the great, wise and eminent of the house of commons."

Miss Anna Morgan, heiress to \$100,000,000, says a Vienna paper, was driven out of Berlin, where she hoped to study politico-social conditions, by the beggars, high and low, nobility and others, who no sooner heard of the arrival of the rich American girl than they set siege to her dollars.

Col. Goethals announces that the Panama canal will be ready for opening January 1, 1915, the date planned. So now we can all engage our passage and our hotel rooms for the opening exercises, and the competition for places on the "first ship to pass through the canal" may begin.

A German physician has calculated that the diseases to which the human frame is liable number more than 1,100. But there are living plenty of ex-office boys who in their time have had more than that, besides killing off whole families of relatives, when there really was a chance of the home team's taking the pennant.

Sir Walter Parratt, the newly appointed professor of music in Oxford university, is an enthusiastic chess player. On one occasion he undertook to play two men at once and at the same time play on the pianoforte from memory pieces selected by those present from any of the classical writers for that instrument.

A circus lion got loose in Bound Brook, N. J., the other night, and before it had more than scratched a camel, eaten a heifer and got itself shot, 473 paragraphers the country over had suggested how much cheaper, quicker and pleasanter it would have been for Mr. Roosevelt to go to Bound Brook than to the African veldt.

A committee has been created by the British government to consider the dangers attendant on the use of lead in pottery and to report how far these can be obviated by improved appliances and methods in lead processes by the limitation of harmless compounds for raw lead, or of other materials for lead, and by other means.

A business concern in Park Row which runs about all night has missed scores of incandescent light globes lately. Since these globes are fairly expensive, and the item of loss had become pretty sizable, a detective was put on the job. It took him just 24 hours to find that the globes are as good as cash over the bars of Park Row and Bowery ghinnills—one globe, one drink of whiskey.

Another "Adamless Eden" has been started on Long Island. It's none of our business, of course, but we'd like to know who's going to button their waists behind and get up in the night to close the windows when it rains?

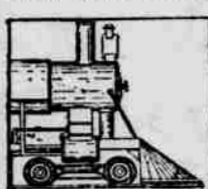
A 15-year-old wife is seeking a divorce; a 16-year-old wife in New York, saved from suicide, says this is her fifth attempt to take her own life. If there is a moral lesson anywhere in these facts it would seem to be against marriage for such very young girls.

PLAN TO SAVE FUEL

RAILROADS SEEK SERVICES OF EXPERT FIREMEN.

Unskillful Tending of Fires in Locomotives Means Heavy Loss for Lines in the Course of a Year.

When one sees heavy clouds of sooty black smoke pouring from the stack of a locomotive and a shower of attendant cinders in its trail he is apt to regard it merely as a discomfort to any one in its path. As a matter of fact, however, it is more than that, inasmuch as it signifies that fuel is being wasted and money lost for the company. Indeed, one of the most perplexing problems confronting steam railroads is that of procuring perfect combustion in the fire boxes of locomotives, and as a corollary, preventing those clouds of smoke. When it is considered that the 160 railway systems of the country operate upward of 20,000 engines, it is easy to see that the waste of even a small amount of fuel on each trip of each one of these locomotives would amount to a very pretty sum in the course of a year.



It is not surprising, therefore, to learn that the railroads are endeavoring to stop this waste. The old-fashioned idea as to the "know how" of locomotive firing was that it could be acquired only through the experience that comes from handling a shovel in front of a firebox, with the constant necessity of keeping up the steam pressure under all conditions of track, grade and weather. Modern practice has not altered this view, but it has been discovered that the knowledge gained in this way does not always give entirely satisfactory results, and the various railway companies are gradually adopting the plan of combining instruction in the form of lectures and demonstrations with that learned in the cab of a locomotive. The railroads are moved to do this not only for motives of economy but also for the comfort of their passengers and of residents along the line.

This class room work, however, is the least of the instruction. The lecturer and his assistants ride the engines sometimes for hundreds of miles, showing by example the correct smokeless firing. Besides these instructors there are a number of foremen on each division whose sole duty it is to ride the engines and coach the firemen. These men are engineers who have risen from the trade of fireman, and are essentially practical men.

Men are also stationed at many points along the road noting the color of the smoke coming out of the engine stacks and recording the number of the engine and the time of its passing. If there is a preponderance of dark smoke, showing fuel waste, the fireman and engineers are questioned, and unless they afford some explanation other than their own negligence suspension from duty for ten days follows. If, however, there is some sufficient reason for the smoke, a road foreman will travel on the engine during its next trip and will show how to overcome the defect. If the trouble is due to a structural fault the engine is immediately retired to the yard for repairs. These precautions are further augmented by the equipping of the engine with a smoke consumer which with proper care from fireman renders the engine almost smokeless.

Here's a Fake. An Englishman at the Waldorf was boasting of the immense railroad traffic of his country, the speed of the trains, the safety appliances, the paucity of accidents and the vast tonnage of the freight lines. Some of his listeners were deeply impressed—as most Americans are when a British industrial captain speaks. But one man in the group retorted: "I have been a student of English railroading for many years, and agree with much you have said, my lord; but I imagine you have not kept your eye on American progress. Why, sir, we have coal trains that are so long the engineer has to carry in his cab a powerful field glass to see the caboose at the tail end." His lordship was much impressed.—N. Y. Press.

Combination Locomotive. A new electric locomotive is being used on the Puget Sound electric railroad. It consists of a combination locomotive and flat car. The mechanism is placed under the floor of the car, leaving space for carrying rails, poles and any apparatus that may be required in the repair of the track. The cab of the locomotive is placed in the center of the car and extends across the entire width. The cab is raised sufficiently so that the motorman may have a clear view of the track over the materials carried on the car.—Exchange.

Proposed Railroad to Quezaltenango. On June 16, 1908, the president of Guatemala, Senor Manuel Estrada Cabrera, established by an executive decree a commission of engineers to select and definitely survey a railroad to connect Quezaltenango in the western part of the country with the present railroad system of the republic.

DAMAGE DONE BY TRAMPS.

Undesirable Passengers Cause Heavy Loss to Railroads.

A writer in a current magazine describes railroad tramps as a grave menace not merely to interstate commerce, but to the safety of the traveling public. As a rule, a train is in charge of five men only—the engineer, the fireman, the conductor and two brakemen. Hoboes riding "blind baggage" on the trucks beneath the cars, or snugly ensconced in the grain in half-filled freight cars, or even—as sometimes happens—lying across the backs of pigs or sheep in cattle cars, can not only make trouble for train crews, but by turning the angle cocks can apply the air brakes instantly, thus causing frequent wrecks and occasional loss of life. It is comparatively easy for a veteran of the road to elude the trahmen in a kind of hide-and-seek game, played in and out of the small doors in the tops of the cars and over the roofs of a moving freight train. There is hardly an accident that does not include the death of a tramp who was riding the trucks or traveling as a stowaway in the corner of a box car. Very often the cars are set on fire by the matches of these undesirable passengers. The only way to safeguard life and property is to visit with the severest penalties all infractions of the law inhibiting trespassing on railroad property. The courts have been too lenient.

DARING ACT OF A TRAINMAN.

Climbs to Front of Engine and Makes Heroic Rescue.

Marion R. Lux, a locomotive fireman on the Chicago, Burlington & Quincy railroad, was awarded a silver medal and the sum of \$1,000 toward the purchase of a home for his act in rescuing a child from in front of his locomotive.

The train was running about 25 miles an hour when the engineer saw a child on the tracks about six or seven car lengths ahead. He whistled and put on brakes. Lux, realizing that something was wrong, sprang from his seat on the left side of the cab, and, looking ahead, saw the child, who had then fallen across the rail. Lux went through the cab window and along the running board to the pilot beam and then over the handrail, but seeing that he could not reach the footboard of the pilot in time, he plunged forward with arms extended, intending to clear the rail and knock the child from the tracks.

Instead he landed on his stomach, but instantly rolled over and clear of the track, carrying the child with him, the wheels of the locomotive, which had then been slowed to ten miles an hour, almost grazing the two.

Train Wrecked by Elephant.

An extraordinary railroad accident happened recently in Siam, on the Royal State railway, between Ban Phaji and Bangkok. Late one evening, while rounding a slight curve, a heavy goods train, drawn by two engines, dashed into a large wild elephant which had strayed on to the track. The force of the impact was terrific, and both the engines were overthrown, the leading one plunging over the embankment and the second capsizing and falling across the line. Two men were killed and several injured, the brake van was smashed into a shapeless mass and 13 cars were derailed and six telescoped. The elephant was killed and its body hurled 60 feet from the track. This is the second accident of the kind that has occurred this year in Siam, an elephant having been killed last February near Lapburi, with, however, only slight damage to the train.

Make Find of Rails and Ties.

"What amounts almost to an archaeological railroad find has been made recently in the Allegheny river, between Oil City and Franklin, Pa.," says The Railroad Man's Magazine. It goes on to say: "Half a mile of ties and rails were found. The rails bore the stamped trade-mark 'B. B. I. C.', indicating that they were made by the Brady's Bend Iron Company. This was the first company to manufacture iron for railroads west of the Alleghenies. As the Franklin branch of the Erie when it was the Atlantic & Great Western, and the Franklin & Jamestown branch of the Lake Shore, both followed the course of the river, there would seem to be some doubt as to which of the roads lost a half-mile of track in a landslide, without resort to further records. The Brady's Bend Company has been out of business for about forty years."

Cat Had Free Ride.

The usually strict railroad rules were not enforced on the express train that came into New London, Conn., the other day. When the car inspectors got to work on the train, one of them discovered, lying on the truck, a large cat, of fierce demeanor and so dusty that its natural color could not be ascertained. Some friendly overtures were made and rejected with hisses and yowls, so the conductor concluded to let the cat-tramp continue her ride unmolested. He told the trainmen of its presence, and they kept watch at the stations at which the train stopped; but the cat never left its perch until the train rolled into the station at New York; then it fled, as if going to see a near relation. It is believed that the animal got on the car at Boston.

Locomotives for Austria.

American and English locomotives are to be used largely on the private railroad lines in Austria, about 2,000 miles of which are to be purchased by the government next year at a cost of about \$15,000,000.

WINTER WORK OF DIAMOND ARTISTS

MAJORITY OF BASEBALL PLAYERS HAVE OTHER OCCUPATIONS DURING OFF SEASON.

UPWARD TREND OF PERSONNEL.

Profession Rapidly Changing to One of Class—Pitcher Mathewson Engaged in Insurance Business While Bresnahan is a Detective—Some Own Farms and Ranches.

There are few of the fans who sit in the stands during the baseball season and watch the big league teams battle for their championships who give a thought to what the players do all winter. Many appear to take it for granted that the men who cavort about the diamond in their spiked shoes and ball togs do nothing but loaf all winter. But such is not the case. The majority of the exponents of the national game are a busy lot during the closed season in baseball.

Some own farms, others are agents for companies of various kinds, still others do police work or run billiard and pool rooms, while at least one, Joe McGinnity, owns an iron foundry. There are a few, of course, who do nothing during the months when cold weather makes ball playing an impossibility, but these are greatly in the minority.

There was a time in the history of baseball when the ambitions of the players appeared to drift toward the ultimate ownership of thirst-quenching emporiums, but since that epoch the game has taken great upward strides in the sense of its personnel. A glance through the early lives of the players will reveal that many have had the advantage of college educations.

Not a few have even taken up various professions. Baseball as a vocation is no longer looked upon as a sort of good haven for the castoffs of other branches of business. It is rather credited with being a step upward in the workaday world. Although no degrees are given to the masters of the art to tack on to the end of their names, nevertheless the handle of pitcher, catcher, infielder or outfielder will now admit their possessors to good society, and will go a long way as a recommendation.

Thus it will be readily seen that the men who swing the willows and who toss the leather sphere about do not find it over-difficult to secure paying situations during that portion of the year when the bat, ball, mask and glove lie dormant. Christy Mathewson, the premier twirler of the Giants, has recently branched out in the insurance business; John J. McGraw, manager of the New York National League club, runs a billiard parlor; Johnny Kling, the Cap's catcher, is also an enthusiast of the cue and ivory balls, and controls several such parlors; Roger Bresnahan is a detective in Toledo.

Pitcher Joe McGinnity has an iron foundry in Indian Territory, and when he isn't playing ball he devotes his time to managing his business. Luther Taylor, also a slab artist on the payroll of John T. Brush, runs a general store in his home town, and he is by far the most popular citizen of the place.

Stony McGlynn, St. Louis Cardinal pitcher, spends his "idle moments" as an officer of the peace in York, Pa. Addie Joss, Cleveland pitcher, is a sporting writer. Harry White, a White Sox twirler, studied dentistry at Georgetown university, and when he isn't pulling teeth out of a hole he's extracting teeth.

Fred Clarke, manager of the Pittsburgh Pirates, owns a ranch in Kansas. Clarke Griffith, one time manager of the Highlanders, also has a ranch in Montana. But of all the occupations in which the ball players engage, the oddest is that of Roy Thomas, the Buccaneers' center fielder. While traveling around the circuit, and in winter as well, he solicits orders for a wholesale undertaking establishment. Honus Wagner, admittedly the greatest batter of the age, owns a farm and passes much of his time thereon and makes it pay well, too.



Yale football coaches have decided to focus their attention just at present on the center situation. It is said to be unsatisfactory, and two of the best centers in Yale history have been summoned to help solve it.—Dr. George B. Cutten and Phil Stillman.

Mainer, the Quaker halfback, has developed into one of the best line plungers of the year. He is the kind of a back that can repeat after a hard lunge. He scored Penn's first five points against Brown in three successive smashes through center.

West Point seems to base about 50 per cent. of her reliance to win games on Dean. He is a fair back and a good punter, but many think the army is taking big chances in not developing another kicker.

Means seems to be a find at punting and may develop into a good substitute for Capt. Hollenback of Penn. He sends the ball end over end, and it is hard to handle.

The General Demand

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TOO MUCH FOR YANKEE.

English Munchausen Had Shade the Better of Fellow Romancer.

The Cape Cod man and the Londoner were traveling on the same train together from Liverpool to the capital.

"Yes," said the Yankee, "we do have considerable fog out our way. I've seen it so thick that the land-ladies of our summer boardin' houses could ladle it out and use it instead of 'whipped egg' for the heavy part of the floatin' island."

"We 'ave 'em, too, in London," said his traveling companion, "but our climate is too dirty to permit of our eatin' it. We burn so much soft coal, you see, the fog gets packed full of soot. The only thing we really can do with it is to cut it up into blocks and use it instead of peat when we want a quick fire."

And the Yankee took out the little American flag he wore in his button-hole and put it away in his wallet.—Judge.

FOR THE LADY OR THE AUTO.



Expressman—I don't know whether this comes here. The address is indistinct.

Housemaid—I guess it's all right. It's either a new tire for the auto, or a new hat for the missus!

Uncle Zeb's Preference.

Uncle Zebulon was on a visit to his nephew in the big city and the two had gone to a restaurant for dinner. They had given their order and were waiting for it to be filled when the younger man, who had been glancing at a paper that lay on the table, said:

"By the way, uncle, did you ever have cerebro-spinal meningitis?"

"No," replied Uncle Zebulon, after a few moments' mental struggle with the question, "and I don't want any. I'd rather have fried liver and bacon any day."

Poor Old Bird.

Pop (looking up from the paper)—I see there's a new baby hippopotamus at the zoo. What are you laughing at, Johnnie?

Johnnie (who is almost as bright as he looks)—I was jus' laughin' to think of the stork carryin' a hippopotamus!—Exchange.

A Home Remedy for Burns.

No housekeeper should be without a bottle of olive oil and lime water for burns. A preparation should always be in readiness in case of emergency. Add lime water to oil until a creamy emulsion is formed and bottle, always shaking well before applying. The effect of this upon burns is wonderful in its healing and soothing powers, and it is equally efficacious for sunburn.—Harper's Bazar.

"Expert" Carving.

At a dinner where half a duck was served each guest the host was complimented upon his skillful carving. Later it was divulged that before cooking them the birds were cut in two, stuffed, sewed together and baked. Mr. Host merely cut the threads at the table.

To Keep Flues Clear of Soot.

Stove pipes, boiler tubes and flues may be kept free of soot by occasionally throwing a scrap of zinc into the fire.

Crabapple Jelly.

Every housewife does not know that an ounce of ginger root makes a delicious taste if put into her crabapple jelly.

Some cheap grades of sugar will often turn apple jelly a pinkish color.

Loaves for Sandwiches.

Half pint pound baking powder cans with bread dough; let rise until nearly level. Bake as any bread, and you will find neat, round slices with no crust, suitable for sandwiches for luncheon parties, picnics, etc.

Gingered Pears.

This is particularly nice served with ice cream or muskmelon. To eight pounds of pears chopped very thin allow four pounds or less of sugar, one cupful of water, the juice and thin yellow rind of four lemons (be sure they are not bitter) and one-eighth pound or more of green ginger root, scraped and cut in thin slices. Bring the sugar and water to a boil, add the fruit, ginger and lemon, then simmer three-quarters of an hour or until the consistency of marmalade.

Birds Foresaw Storm.

A German officer describes in the Rote Kreuz a curious scene he witnessed on a ride in southwest Africa. A number of vultures, eagles and other large birds suddenly gathered on the trees at one place. A few dark clouds were visible, and ere long there was a violent tropical storm. The water penetrated into holes in the ground, from which presently emerged large numbers of snakes, scorpions and mice, and these the birds pounced upon and devoured.

The Ideal School.

If you want to make a nation of "bookies" by all means cram the boys and girls in your schools with plenty of arithmetic, but if you would rather have a nation of good men and women, then train your children to love all that is beautiful in nature and in art, all that is noble in life or in death. The school of the future will be a beautiful building in a beautiful garden.—Clarion.

The Deep Things of Life.

The hymn line: "Cast your deadly doing down" was long ago discredited and laughed out of court. Nevertheless, one who pins faith to ceaseless activities, even of philanthropy and reform, who is contemptuous of poetry, philosophy and religion, who forgets to draw from the perennial wells of courage and inspiration, will sooner or later walk in a barren land of petty interests, unable to discover the springs of refreshment.

Peter Pan in Real Life.

The lucky man is the man who through all the seasons of many years remains at heart a boy. He will be asked by boys to share boyish amusements and to fall in with boys' ideas of what sport should be, which is the best compliment of all. He has a man's store of experience, an added patience, a maturer philosophy, but in all else he remains a boy.—London Field.

Greek Architecture.

It is astonishing that students of Greek literature and Greek thought should not be definitely trained in the knowledge of Greek architecture. He who knows only the literary expression of ancient Greece, great as that is, knows but one-half of the achievements of "the supreme Caucasian mind."—The Builder.

The Highest Character.

The highest of characters, in my estimation, is his who is as ready to pardon the moral errors of mankind as if he were every day guilty of some himself; and at the same time as cautious of committing a fault as if he never forgave one.—Pliny the Younger.

Silk Hat Economy.

We may regard London as the home of the silk hat, and we feel sure that here the free ironing of customers' hats has had a very pernicious effect on the trade. The average silk hat wearer will buy only one of these hats in a year.—Duffifer.

Cultivate Cheerfulness.

Temperament may not be overcome, but it can be modified. The best character that you can take as your guide is one absolutely true and always cheerful. Cheerfulness is one of the first of virtues.

Dangerous City "Playgrounds."

New York city streets make dangerous playgrounds, but they are the only ones that thousands of little people have. Not a day passes without injury to children by vehicles, and about nine are killed each month.

Injurious Infantile Fashion.

Out of every 100 recruits in Bosnia, 62 have flattened skulls, the outcome, apparently, of the very tight dressing of the baby's head in its first months of life.

The Philippines.

Systematic investigation of the Philippine islands reveals the fact that the group consists of 2,600 islands, while before the American occupation the number was estimated at 1,200.

Work is the Divine Spur.

Work is a necessity if you would develop the best that is in you; it is the divine spur that compels a man to unfold his possibilities by conquering the enemies of success and happiness.

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