

# Start The New Year Right —and Light!

THAT means putting in some new, handsome, and economical gas fixtures. It means a new and improved gas range in the kitchen—and that means an emancipation proclamation for the housewife. These things not only mean economy, but mean

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### WILLIAM HOWARD TAFT, PRESIDENT.

(Continued From Page One.)

William would eat us unionists blood raw as soon as he got his White House appetite whetted up. As a rule the presidency widens a man's mental vision, and we are prone to believe that William is no exception to the general rule.

Anyhow, here's to William Howard Taft, President of these United States! May he hang the skiddoo sign on every fear of his honest opponents and put the "O. K." on every prediction of his friends and supporters. He is just as much The Wageworker's president as he is the president of Van Cleave or J. Pierpont Morgan. And if William should come west while he is president, The Wage-worker will walk up the road a long ways to meet him and throw its union-made hat in the air and yell while he goes by. True we might yell a little louder were it another William we know about, but we'll yell enough to suit the most exacting taste.

Here's to you, William! May your administration be a hummer for prosperity, and may the God of our fathers, who watched over the birth, rearing and the safety of this giant young republic, keep you safe from all harm, and guide your feet aright.

## A Big Cut Price

PATENT MEDICINE SALE

50c Stuart's Dyspep. Tab.	45c
\$1.00 Pinkham's Remedies	83c
\$1.00 Peruna	83c
35c Castoria (genuine)	25c
25c Menen's Talcum	12c
25c Chamberlain's Cough	12c
50c Doan's Kidney Pills	45c
\$1.00 Horlick's Milk	83c
25c Dandeline	22c
25c Kondon's Catarrh Jell.	22c
50c Denver Mud	45c
50c Humphrey's Specifics	22c
50c Swamp Root	45c
25c Ballard's Liniment	22c
50c Caldwell's Syrup Pepsin	45c
\$1.00 Beef Iron and Wine	79c
\$1.00 Norwegian Cod Liver Oil	75c
35c Jaynes' Tonic Vermifuge	30c

All other patents in the same proportion.

## RECTOR'S

Twelfth and O.  
Havelock Car Tickets on Sale.

## NEED NO HEADLIGHT

BRITISH LOCOMOTIVES DO NOT CARRY THEM.

In This Country, However, They Are a Necessity, and the Proper Illuminant Has Become Problem to Solve.

Headlights as we use them are practically unknown in Great Britain, says a contributor to Railway and Locomotive Engineering. Level crossings are few and far between in that country and usually specially protected, so that any serious attempt at track illumination is left out of consideration. English engineers, however, need not be pitted, as absence of headlights involves certain advantages.

The colors of signal and switch lights in England are not affected by the feeble signal-light on the engine falling upon them. There is no dazzling or blinding effect produced upon the crew of either train when two trains pass. In this country, where conditions are very different, the problem of proper track illumination is one which has to be solved. The increase of traffic and the high speed of trains, the introduction of block-signals, the train-signal system, and the presence of level crossings make the solution of the problem for American railroads one in which all the conditions must be fully considered and adequately dealt with, and the result may have to be something in the nature of a compromise.

In brief, we may say, some of the principal requirements of a locomotive headlight are that the light from it shall be powerful enough to illuminate the track far enough ahead to permit of an emergency stop; that the light shall not be so brilliant as to cause temporary blindness or bewilderment in those upon whom it falls; that in the matter of signal observation it must not alter or modify the colors of the lesser lights which come into its field, and that it shall be as effective a form of light as can be devised for foggy or snowy weather.

Among the various sources of lights available for headlights the use of acetylene gas seems to have several points which are worth considering. A storage system of dissolved acetylene is now being used in locomotive work by several railroads, with very satisfactory results. The acetylene flame is much more powerful as a source of light than that from oil, and its greater power extends the range of vision of the engineer without seriously inconveniencing those on a train moving in the opposite direction, and without bewildering those who come within the beam. The quality of the light, or, one may say, its approximation to sunlight, is such that it does not fade out or modify the colored lights upon which it falls, and its fog-piercing qualities have brought it to the attention of the maritime world, and the production of acetylene gas by the process now in vogue has brought its cost down to very satisfactory figures. The whole headlight question has aroused a great deal of interest in this country and in Canada, and it is certain that the possibilities of acetylene gas in this connection are well worthy of serious consideration.

### Government Punishes Strikers.

Nationalization of the Italian railways has had a curious result. The employees are now under the ban of the criminal law, and the strikes of last year by the railway workers have resulted in the prosecution of 2,962 railway men at Turin for participation in the big general strike of last year. They are being tried in batches of 30 each in the Turin law courts, and five days in each legal week are assigned for the trials until the whole of the cases are disposed of. It is reported that similar trials on a smaller scale are taking place at Rome, Milan, Bologna and other centers involved in the general strike. The lowest penalty yet inflicted has been a fine of 16 lira (\$3.04) and 50 days' suspension of civil rights. The law under which the men are tried is the provision against strikes in the public services.

### For Preservation of Ties.

The Pennsylvania Railroad Company, in awarding a contract for the erection at Mount Union, Pa., of a plant for the treatment of timber by any standard process, has taken the initial step toward the preservation of its cross-ties and other timber. In connection with the plant two creosote storage tanks of 500,000 gallons' capacity each are to be erected at Greenwich Point, Philadelphia. These tanks will have a combined capacity sufficient to receive a tank steamer cargo of oil, that will be shipped to Mount Union in tank cars as needed. The treating plant will have a capacity of from 1,500 to 2,000 ties a day, if day and night shifts of hands are worked. This will give an annual output of about 500,000 ties.

### Woman Engineer of Train.

Mrs. E. L. Douglass, wife of the general manager of the Georgia Midland railroad, handled the throttle of the locomotive that drew a train from Athens to this place, says a Gainesville (Ga.) correspondent. She made the 60 miles in 80 minutes, including stops. At times she sent the train along at more than a mile a minute. When she left the locomotive she was very much dusted.

## CONDUCTOR SAVES A TRAIN.

Swings Aboard Caboose and Warns Oncoming Flyer, Heavily Loaded.

Conductor William McCoy of the Denver & Rio Grande road is the hero of a thrilling ride over LeVeta pass. Boarding a runaway caboose as it passed Walsenburg station, going at the rate of 20 miles an hour and gaining momentum every moment, he saved a passenger train from wreck. McCoy was in the depot when he heard the sound of the approaching car. Thinking part of the train which he had come in on, and which he had left to be switched, had broken loose, he ran out and saw the caboose coming down the track. Quick as thought he remembered that a passenger train was coming in within a few minutes and that the flying caboose was on the same track.

He took his life in his hands and swung on to the runaway car. He tried to put on the brakes, but was unable to. Something had given way, which accounted for the car breaking loose. At the same instant that he learned of the brake's failure to work he saw the distant light of the passenger train coming up the divide.

In a brief second he had taken the lantern from the rear of the caboose and was madly signaling the oncoming train.

Engineer Henthorne of the passenger train saw the signals, stopped his train and began to back up with all possible speed. The wild caboose gained on the engine as both neared the junction, but the train reached safety in time for a brakeman to jump off and throw the switch, permitting the caboose to take the Y toward Trinidad.

On the Y track it soon struck the heavy grade on Tuna hill and stopped.

The passengers on the train did not know the danger until it was all over. Then they realized that only the presence of mind of Conductor McCoy and the prompt action of Engineer Henthorne had prevented what would probably have been a severe disaster.

### BY RAIL TO CUBAN SHORES.

Engineers Triumph in Laying Tracks Across Florida Straits.

When the Key West extension of the Florida East Coast railroad, work on which is being pushed rapidly, is completed from its present terminus at Knight's Key dock to Key West and Henry M. Flagler, owner of the road, is able to carry out his announced intention of ferrying trains from Key West to Havana, passengers will be able to enter a parlor car at New York or Chicago and upon leaving it, step off on Cuban soil.

It is planned to have trains running through to Key West in time for Mr. Flagler to ride over the line on his eightieth birthday in January, 1910. If the ferry takes the trains across the Florida straits to Havana from Key West, it is estimated that the time between New York and the capital of the new island republic will be 50 hours. At present the time between the two cities via steamers sailing from Knight's Key dock, is 52 hours 10 minutes.

Part of the road yet to be constructed between Knight's Key dock and Key West will cost more per mile than any railroad heretofore built. Spans longer than any yet used on this unique railroad, running as it does for many miles over the water, will be required. From Knight's Key dock to Key West the distance is 45 miles. Ninety miles of water lie between Key West and Havana, but after leaving the mainland at the southern extremity of Florida, trains will run over the water on long concrete viaduct bridges stretching from key to key for an even greater distance to Key West.

### Hard Times Force Millennium.

The panic in October, 1907, caused immediately a very heavy fall in the traffic and gross earnings of the railroads of the United States. Many lines were reduced over night, as it were, from prosperity to the danger of bankruptcy. In this emergency the managements turned to the employees for help. The employees, out of a sense of loyalty, as well as for their own protection, were glad to give it. The story of the way vice-presidents, general managers and superintendents, conductors, engineers and engine wipers labored shoulder to shoulder during the past year to keep railroad expenses below railroad earnings is an interesting and picturesque chapter in the history of American railroad transportation. During prosperity bickering between managements and employees was chronic. Adversity quickly made them see that their interests were mutual and interdependent. The story is dramatically told in Technical World Magazine.

### Train Runs Away.

Its brakes helpless to hold on the icy rails of a steep grade west of Balsam station, near Asheville, N. C., the highest railway station east of the Rocky mountains, a Southern railway freight train attained the terrific speed of 100 miles an hour, down the Balsam Mountain with John Coble, engine driver, in the cab making his first run over the road. All the train crew except Coble jumped, and alone he shot down the grade.

At the curve at the bottom five cars on the end of the train jerked into the air and whiplashed into Addie station, knocking the frame structure into kindling wood, three of the freight cars piling on the roof. Coble stopped the train two miles beyond.

### Fifty Per Cent. Paid in Wages.

Every time you spend a dollar at a railroad ticket office or freight office, you pay 50 cents for employees' wages.

## IN HAM AND BACON

A FEW SPECIAL METHODS OF PREPARATION.

Economy in Buying Whole Ham—Smaller Ones to Be Preferred—Bacon and Apples Good Dish on Chilly Night.

A ham is an economy at this season. Buying a 12-pound ham, it may be



sawed in two pieces and the heavy end boiled. Soak over night and scrub with soap and water. Rub and rinse well. Put over the fire in cold water and let boil 15 minutes to the pound. The smaller hams always come from younger pigs and are to be preferred. Too fat a ham is as undesirable as too lean a one.

Broiled ham is good and the barbe-cued, as it is called, has its friends. Cut rather thick slices of cold boiled ham and lay them in a frying-pan. Cook on both sides until they begin to crisp at the edges and then put on a hot dish. Add to the fat in the pan four tablespoonfuls of vinegar, a teaspoonful of English mustard, a teaspoonful of white sugar and a few dashes of black pepper. Boil up once, pour over the ham, let it stand covered for a couple of minutes and send to the table. There is no more savory method of cooking ham than this, and it wins almost universal approbation.

By way of a fry, bacon and apples are good on a chilly night. Cut the bacon very thin. Lay it in a hot pan and fry it quickly in its own fat. Keep it hot on a plate after taking it up, and fry in the fat left in the pan thick slices of cored but unpeeled apples. When cooked tender, serve in the dish with the bacon, the latter laid about the edge of the platter. If the apples are very tart sprinkle a little granulated sugar upon them just before taking them from the pan. Sweet or semi-sweet apples are best for this dish. Apples may be fried in butter and taste well.

Veal and Ham Patties—Required: Half a pound of good pastry (pastry best), six ounces of cooked veal (three ounces of cooked ham, one ounce of good butter, three-quarters of an ounce of flour, a gill and a half of milk, or half milk and half white stock, one teaspoonful of lemon juice, seasoning, nutmeg, cayenne.

Stamp the pastry into small cakes, using a cutter or lid of tin. Mark the centers with a smaller cutter, pushing it about half way down, on no account right through.

Cut out small rounds to act as lids. Place cases and lids on an ungreased baking sheet and bake them in a very hot oven for about ten minutes, or until crisp and delicately browned.

Remove the marked centers carefully and scoop out the soft interior, so as to leave empty cases.

Mince the veal and ham somewhat coarsely. Melt the butter in a saucepan, stir in the flour smoothly, add the milk and stir over the fire until it boils.

Stir in the veal and ham and season. When cold, fill in the cases neatly, and place a small lid of pastry on top of each.

The quantities given will make 18 patties.

### Bouillabaisse (Marseilles).

To be a success this dish must be highly seasoned and include a great variety of fish. Heat half a cupful of pure olive oil in a saucepan; add five or six little onions, a bay leaf, two roots of parsley, three bunches of thyme, a branch of soup celery and three or four cloves. Moisten with a quart of fish stock, add a pinch of Spanish saffron, diluted in a little water. Nod add any firm fish at hand. It is always better to include salmon, while an eel is imperatively demanded by the French housewife. A small lobster, a very small bass, the same sized flounder, and a few smelts make a good combination. Dust lightly with salt—remember, the fish stock is seasoned—and set the saucepan on the back of the range to cook very slowly. When tender remove to a deep fish, in the bottom of which are strips of hot fried bread. Pile the fish above the bread, with the lobster on top, and serve exceedingly hot.

### Kentucky Potatoes.

Pare and slice four good-sized potatoes; put a layer of these slices in the bottom of a baking-dish; sprinkle with salt and pepper, then another layer of potatoes and so continue until all the potatoes are used. Fill the baking-dish with milk—that is, the potatoes should be covered, no more; put over the top a few bits of butter, sprinkle the whole lightly with bread crumbs and bake in a moderate oven for three-quarters of an hour. These, if nicely prepared, are delicious.

### Frying Eggs.

The most disagreeable part of frying eggs is the sputtering and flying of the hot fat. This may be avoided by sifting a little flour in the pan before adding the eggs. This you will find to work like a charm and especially will the difference be noticed where there is a large family to supply.

### Spanish Rice.

Put two tablespoonfuls of butter in skillet, when hot add one cup of dry rice. Fry until brown, stirring continually. Add a pint of water, small onion, chopped fine; salt and pepper, and one-half can of tomatoes. Cook 30 minutes.

Using Awning as Toboggan. Using an awning over a grocery store in front of the building as a toboggan slide, a dozen tenants on the lower floors of a burning tenement on Upper First avenue, New York, Monday, slid safely to the street, aided by policemen and firemen. Smoke filled halls had cut off their escape by the stairs and they were too terrified to climb down the fire escape ladders. A hundred other tenants of the building, further away from the origin of the fire escaped from the blazing structure by the roofs and the various fire escapes. The firemen made short work of the blaze.

## LYRIC

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## GOVERNMENT POSITIONS

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