

CINCINNATI STRIKE SETTLED

Company Agrees to Recognize Union and Men Return to Work.

EMPLOYEES CONCEDE OPEN SHOP

Wages to Be Increased, but the Amount of Raise is to Be Determined by Board of Arbitration.

CINCINNATI, May 20.—Conferees between representatives of the Cincinnati Traction company and leaders of the striking street car men's union ended last night in an agreement by which the strike was declared off. Service will be resumed tomorrow.

The street car men won the vital point for which they were contending, recognition of their recently formed union, but in return conceded the open shop principle, whereby the company will be allowed to employ nonunion workers. The company also pledges itself to an increase of wages to all union and non-union employes without discrimination, but the amount of the increase is subject to arbitration.

The union also won the point that all the old employes be allowed to return to work. It also was decided that all those who were discharged after the union was formed and before the strike began will be reinstated. There are many other declarations in the document signed by the traction men and the leaders. There now remains the formality of having it endorsed by the directors of the company and by vote of the union. The strike was declared May 9 and has resulted in a complete stoppage of street car transportation since then. Efforts of the company to move its cars caused serious rioting, which resulted in Mayor

Hunt making a demand Sunday on Governor Cox for troops to restore order.

Following several days of conferences, the ending of the strike came after a series of conferences which began last week and were resumed today. The final agreement was reached and Mayor Hunt was sent for. After the provisions of the agreement had been reached and approved by him the signatures of the conferees were attached to it.

Will Take Strike Ballot. SAN FRANCISCO, May 20.—Strike ballots will be provided and a referendum vote will be taken by the Brotherhood of Railroad Trainmen to determine what action shall follow the refusal of managers of railroads operating east of the Mississippi and north of the Ohio rivers to consider a 15 per cent raise in pay for conductors and brakemen. The result of the vote will be known by the end of June.

This was the substance of a statement given out tonight by President W. G. Lee of the brotherhood, which opened a three weeks' convention in this city today.

Industrialists Make Threat. PHILADELPHIA, May 20.—Threats to tie up shipping all along the Atlantic coast unless the longshoremen on strike here are granted their demands were made today by national organizers of the Industrial Workers of the World.

Three Thousand Machinists Strike. BUFFALO, N. Y., May 20.—About 3,000 machinists struck today for increased wages and shorter hours. The men demand a minimum of 37 1/2 cents an hour.

Threaten Mill Employes. PATERSON, N. J., May 20.—Fifteen hundred strikers and sympathizers gathered near the Price mill at closing time today and threatened to do the employes bodily harm when they came out. The mill owners, however, having anticipated further trouble, excused his workers at 3 o'clock, when only a handful of pickets

were in the vicinity. Those the police handled without serious disorder, making only one arrest.

Notes from Beatrice and Gage County

BEATRICE, Neb., May 20.—(Special.)—Judge L. M. Pemberton opened the May term of the district court yesterday by granting a divorce to Cooper of Wyoming from Lowell Cooper, but reserved the decree until satisfied that the service of summons was duly and regularly made. A number of cases were called and dismissed.

A detachment of Company C in command of Captain C. L. Brewster and Lieutenant Crummett, numbering in all about twenty men, went to Lincoln yesterday for two days' target practice on the state range.

The corn growing contests for the boys of Gage county are to be carried on this year by Farm Demonstrator Liebers. One is for five acres and the other one for one acre.

Mrs. C. S. Rife died here yesterday at the home of her daughter, Mrs. G. L. Griffin. She was 71 years of age. The body was taken to Red Cloud yesterday afternoon for interment.

After hanging fire in the courts for four years the case of James Stewart against Frank and Clyde Crane of Liberty, two boys charged with setting fire to Stewart's barn, was disposed of in county court yesterday, the defendants being discharged.

Three cars attached to Rock Island freight train No. 37 went into the ditch between DuBois and Iola, Kan., yesterday, blocking traffic for a few hours. Soft track is said to have caused the accident.

Word was received here yesterday from Spokane, Wash., announcing the death of Mrs. J. J. Mead, a former Beatrice resident. She is survived by three sons and two daughters.

Deaths Record. Mrs. Catherine Gagner. MADISON, Neb., May 20.—(Special.)—Mrs. Catherine Gagner died at her home in this city early Sunday morning, May 18, death resulting from a complication of difficulties. Katherine Knapp was born in Germany in 1865, and came to America and settled at Joliet, Ill., in 1885. In 1874 she was married to Friedrich Schweitzer and shortly after she and her husband settled on a homestead near Madison, where they resided until Mr. Schweitzer's death in 1906. October 20, 1910, the deceased was married to Colonel Fred Gagner of Madison, who survives her. She is also survived by four daughters, Mrs. Elizabeth K. Felling, Mrs. Katherine P. Boysen, Mrs. Margaretha C. Schwank and Mrs. Anna Maria Kettelsen, all of Madison, Neb.

Mordica Pangle. GENEVA, Neb., May 20.—(Special.)—The funeral of Mordica Pangle was held at the family residence west of Geneva Saturday, the Masons being in charge. Rev. C. L. Meyers of the Methodist Episcopal church officiated. Mr. Pangle was almost 78 years of age and served through the civil war. Twelve out of fourteen children and his widow survive him.

Notes from York. YORK, Neb., May 20.—(Special.)—The funeral of Mrs. John Hessler was held yesterday. She was 82 years of age. Gottlieb Broehl, an old settler of York county, died yesterday, aged 87 years.

Cadets of the York High school left for Thayer yesterday for a three days' encampment. They marched to the depot headed by their band. About fifty-five were in line.

Business Change at Shelton. SHELTON, Neb., May 20.—(Special.)—A deal was consummated Saturday whereby C. S. Bailey secured the stock of implements of Charles Gumprecht and the two stocks will at once be consolidated.

Hartington Must Pay. HARTINGTON, Neb., May 20.—(Special.)—Hartington attorneys received word today that the supreme court had affirmed the decision of the district court in the case of Edwin L. Macrill against the city of Hartington. Macrill fell on the snow and ice on the streets of Hartington in January, 1910, and dislocated his hip. He sued the city for \$1,500 and at the fall term of district court in 1910 he was awarded damages to the amount of \$600.

E. O. Miller. E. O. Miller, commercial agent of the Rock Island at Lincoln, is dead of Bright's disease, aged 60 years. The funeral will be held at Lincoln Thursday afternoon at 2:30 o'clock and will be attended by a number of Omaha railroad men. Mr. Miller had been continuously with the Rock Island for thirty-two years.

Leaves Money to Churches. FALLS CITY, Neb., May 20.—(Special.)—George W. Cambin, who died in this city a few days ago, left an estate worth about \$11,000. He was of a very religious nature, and believing in the tithing system, left bequests of \$500 to the Wesleyan Methodist church at Miltonvale, Kan.; the same amount to a similar church at Syracuse, N. Y., and \$100 to the Wesleyan Methodist church at Willis, Kan., of which he was a member.

Leslie Shaw Gets Atlantic Railroad. ATLANTIC, Ia., May 20.—(Special Telegram.)—The bid of \$294,000 for the Atlantic, Northern & Southern railway made at the sale May 15 by the Blakelock company of St. Louis, with which concerns Leslie M. Shaw is allied, was this afternoon approved by Judge Arthur of the district court.

The judge stated that he expected to get more money out of the road, but he was satisfied that no more could be secured, so he approved the bid.

What the Blakelock company will do with the road is not known here at the present time, but it is thought they will improve it and build on farther south.

The outer proceedings against the receiver will be taken up tomorrow and it is hoped that this will be the last of the trouble with this road, which has been in the hands of the court for the last five years.

Broken Bow Wins Custer Field Meet

BROKEN BOW, Neb., May 20.—(Special.)—The Custer county field meet that occurred here was largely attended. More interest seemed to have been taken in the sports this year than ever before and some very creditable records were made. Broken Bow High school led off with a total of 84 1/2 points; Ansley followed with 25, Merna 5, Callaway 4 1/2, Sargent 6, making a grand total of 78 points. The two students taking the highest number of points in the meet were Harold Predmore, with 19 1/2, and Harold England with 16. Both of these belong to Broken Bow.

In the evening occurred the declamatory contest, which was given at the opera house. Prizes consisting of gold medals were awarded as follows: Oratorical, Annabel Beal, Broken Bow, first; Erma Mayfield, Merna, second. Dramatic, Earl Varney, Broken Bow, first; Ocean Johnson, Callaway, second. Humorous, Marguerite Harrow, Callaway, first; Helen Noxville, Merna, second. The judges of the contest were Prof. Brown, Miss Keech and R. M. Thompson, all of Ravenna.

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Your car, therefore, requires: An oil whose "body" or thickness is suited to your feed system—an oil that will properly feed to all the friction points.

If you use an oil whose "body" is unsuited to your feed requirements, or whose lubricating quality will not properly withstand the demands of service, you will get one or more of the following results:

- (1) Escape of the compression and explosion past the piston rings. (2) Unlubricated cylinder walls at the upper end of the piston stroke. (3) Imperfect lubrication of many of the bearings. (4) Excess carbon deposit. (Due to the oil working too freely past the piston rings and burning in the combustion chamber.) (5) Excessive oil and fuel consumption. (6) Worn wrist pins. (7) Unduly-rapid deterioration in your motor. (8) Loose bearings. (9) Noisy operation.

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