

## ERNEST F. MONROE

For State Superintendent of Public Instruction  
In the Democratic and People's Independent Primaries, April 19.



**Residence:** Born in Arlington, Bennington County, Vermont. Came to Nebraska in 1898. Is at present Superintendent of the Shelton Schools, elected for the fourth year.

**General Education:** Graduate of the College of Arts and Sciences, University of Nebraska. A. B. degree.

**Legal Education:** Graduate of the College of Law, University of Nebraska. LL. B. degree. Admitted to the bar by the Nebraska Supreme Court.

**Pedagogical Education:** Graduate of the Educational Department (Teachers' College), University of Nebraska. Professional State General Life Certificate. Professional State City Life Certificate.

A. M. degree's work nearly completed in Education and Philosophy, University of Nebraska.

**Pedagogical Experience:** Fourteen years' experience in teaching, in all kinds of public schools,—in rural schools, in city high schools, and in city superintendencies of schools. Has taught in the northern, eastern, southern and west-central portions of Nebraska; and is therefore familiar with school conditions in all portions of the state.

Your vote is solicited for ERNEST F. MONROE for State Superintendent

## SEEMED SPEED MARVEL

OLD-TIMERS STOOD AGHAST AT THIRTY MILES AN HOUR.

To Them Such Rapid Traveling Seemed Almost Beyond Possibility, Much as Traffic of the Air Appears Today.

If the ghost of Horace Greeley were to come wandering back across the old Cattaraugus hills to this town, where he once worked as a journeyman printer, it would not only witness changes in conditions, but would marvel, in the face of those conditions, at some of the things his nimble fingers set in the office of the old-time Cattaraugus Freeman and Lodi Messenger, says a Gowanda

(N. Y.) correspondent.

In giving a brief resume of railroad progress, a report tells of the advancement in carrying mails from a speed of seven miles per day, twenty years before that date, up to nine miles per hour at the date of the report. Then comes this naive statement: "Attempts are making to force it up to ten miles an hour, but at anything beyond this, to a certainty, horsepower fails us. How, then, shall we find terms adequate to express the value of a discovery which carries us from ten to twenty or thirty miles an hour?"

Speaking of the expenses of railroad maintenance, the report mentions a day's cost of a train upon the Manchester railroad. This was in England, and, of course, English money. "The hire of the engine man, four shillings; fireman, two shillings and six pence; coal, three shillings and four pence; oil, one shilling. Total, ten shillings and ten pence sterling."

At every point in this old report one finds facts of great interest to one living in the present day, when air traffic brings up similar comments.

At that time the Freeman and Messenger was published by G. N. Starr, with weekly issue and subscription price of \$2.50 a year. In clubs of twelve, the cost was brought down to \$1.25. Advertising went by the square inch, instead of by column inch as now, and the rate was "\$1 per square, with liberal discount to those who advertise by the year."

Even so far along as 1851, when the New York & Erie railroad went through Dayton, four miles away, newspaper methods were somewhat different from now. In an obscure place on the inside pages of a Gowanda paper was a short notice of the passing through of President Millard Fillmore, with Daniel Webster, secretary of state, the remainder of the cabinet, Governor Washington Hunt of New York and railroad officials. Over this was the head: "Horrible Casualty." At the bottom of the article it said that two young men, Franklin Peacock and Ebenezer Henry, were badly and perhaps fatally injured by the premature explosion or bursting of a cannon fired in salute to the party.

The following week, in the editorial notices, the death of young Peacock was mentioned. So do times and newspapers change.—Buffalo Express.

### Plan Monster Terminal.

The Canadian Pacific Railway is planning a new terminal for through freight which will cost about \$7,000,000. This line is said to have at Winnipeg the largest car yard in the world. There are 132 miles of track, with accommodations for upward of 3,000 cars. Engineers are making plans for a clearing yard with accommodations for 5,000 cars.

## COLD WEATHER AND METALS

Scientists Assert Temperature Makes No Difference, but Railroad Men Disagree.

Broken rails and broken axles have caused many accidents this winter, with its unusually low temperature, yet certain scientists who are reported to be high authorities concerning strength of material insist that cold does not cause metal to become brittle, and that the idea that such is the case is a popular fallacy. Among the scientists holding these views are Styffe, Fairbairn, Kirkaldy, Webster, the United States government commission, and others; but they have against them all the practical men who have to handle tools or material in zero weather. It is no superstition that induced a wood chopper to warm his ax before beginning work on a frosty morning; and it is the teachings of experience that induces the trackman to lighten his blows on his cold chisel when the temperature is low, and he knows it is not necessary to cut so deeply into the rail to be broken as it would be if the day were warm. Civil engineers, as a rule, have insisted that temperature makes no difference to the resisting power of metals, notwithstanding that the popular view has always maintained that metals break more readily in cold than in warm weather. The correctness of the popular belief concerning metal getting brittle when cold was vindicated by tests made by a member of the British Institution of Civil Engineers some years ago. A series of drop tests were made on axles kept artificially in a temperature of zero and on other axles of the same kind kept at 100 Fahrenheit. The results were that the axles tested warm exhibited an average of 58 per cent. more resisting power than those tested at the lower temperature.—Chicago Tribune.

## WILL REPLACE WOODEN TIE

Railroads Quick to See Possibilities of New Concrete "Sleeper," Recently Devised.

A struggling Californian named George Gates, who is 70 years of age, has sold to a syndicate of eleven of the greatest railway systems of the United States, for three and a half millions sterling, the patent rights to a concrete railway tie or sleeper, invented by him. The new concrete sleeper is considered the greatest railway invention since the airbrake. It is a composition of substances which afford extraordinary resilience and durability. A single machine can turn them out at the rate of 3,500 a day.

Gates is a veteran of the Civil war and has had a hard fight with poverty during his career as an inventor.

He proposed to spend a portion of the money now received in perfecting and introducing another invention styled by him a "continuous rail." Of the remainder the bulk will be placed in trust for the benefit of his wife and relatives generally. For the present Gates lives in a modest cottage in San Jose, Cal.—Sunday Magazine.

### Grade of Railroad Wages.

The railroad world offers a greater variety of employment than any other. The following table shows the average daily remuneration in the year 1909 of the various grades of railroad man:

Occupation	Average daily wage scale
General officers	\$12.07
Other officers	6.40
Engineers	4.44
Conductors	3.81
Machinists	2.88
Firemen	2.59
Trainmen, other than conductors	2.55
Carpenters	2.42
General office clerks	2.31
Telegraph operators and dispatchers	2.29
Shopmen, other than carpenters	2.13
Station agents	2.08
Section foremen	1.96
Switch tenders, watchmen, etc.	1.73
Station employes	1.82
Track workers, not foremen	1.38

### To Teach Art of Cooking.

A cooking school for cooks has been established in the dining car department of the Southern Pacific Railroad company.

## Walter A. George

STATE TREASURER

Republican Candidate for Renomination  
Primaries April 19, 1912  
BROKEN BOW, NEBR.

WHAT IT COSTS TO RUN THE STATE ONE YEAR.

General Fund	23,371	\$2,329,396.05
University and Normal Interest Funds	6,985	643,236.33
Temporary School Fund	277	889,446.85
State and National Libraries Funds	311	10,187.61
Institution Cash Fund	1,113	73,757.80
Forest Reserve Fund	4	2,451.45
Fire Commission Fund	190	11,373.23
	32,251	\$3,959,849.32
Average number of warrants per month		2,688
Average expenditure per month		\$329,987.44
Average number warrants issued per day, 313 working days		103
Average expenditure per day		\$12,651.27

## ARTHUR W. RICHARDSON

Grant Precinct, R. F. D. 3, Lincoln.  
Candidate for Republican Nomination for Legislature  
April 19th, 1912.



Lancaster county will have six members in the House of Representatives. As one of the Republican candidates, I ask your support of my candidacy.

I live in Grant precinct, near Lincoln. Was born and raised in Nebraska; admitted to the law practice in 1894; practiced law, and have also acted as court reporter in Lancaster county.

I am for the initiative and referendum and for the election of senators by direct vote. I signed Statement No. 1 as a candidate, and if elected will vote for the people's choice for senator.

While not a resident of Lincoln, I am in favor of such amendment to its charter by the legislature as will enable its citizens to decide for themselves the question of acquiring public utilities.

I am greatly interested in better roads for Nebraska, and if elected will work for a sensible and practical good roads law.

I am for reasonable and just appropriations for the university and other state institutions.

I represent no special interest or faction in politics or business, and if elected I will impartially and fairly represent the people of Lancaster county to the best of my ability.

If we are not already acquainted, I hope you will carefully inquire about me before voting at the primaries April 19th.

## EDWIN JEARY

LINCOLN, NEBR.

Candidate for Republican Nomination for Legislature  
April 19th, 1912.



I am a candidate for the Republican nomination as one of the six members of the House of Representatives, and respectfully solicit the support of yourself and friends at the primaries April 19th, 1912.

I served as a member of that body from Cass county, term of 1887, and I invite an inspection of my record at that time.

I have been a resident of Nebraska forty years and of Lancaster county twenty-four years.

If nominated and elected I will support the people's choice for U. S. Senator, and work and vote to so amend the charter of the city of Lincoln, that her citizens can vote to acquire public utilities.

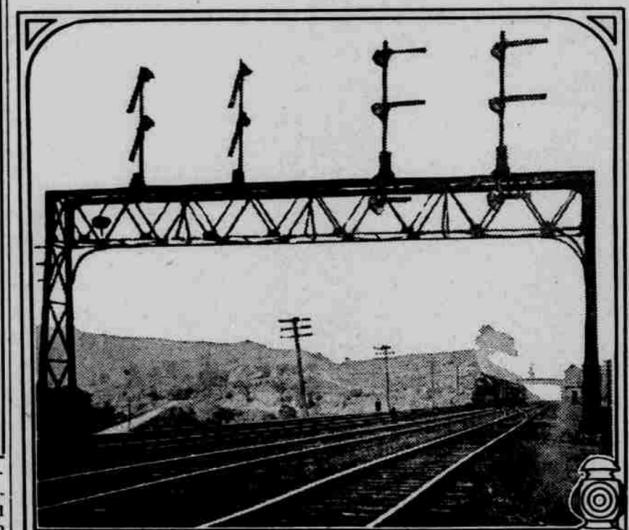
In the matter of our State University and other public institutions of the state of Nebraska, my motto shall be: Liberty without extravagance.

I will support any fair and equitable employers' liability law; in short, will do my best to serve the people faithfully and impartially.

San Diego, Cal.—That nearly fifty of the industrial workers of the world arrested here have admitted they were trying to overthrow the United States government is a statement contained in a report which the California authorities will send to the immigration bureau at Washington.

Lowell, Mass.—More than 1,000 textile operatives in this city have joined the ranks of the 2,000 strikers who are demanding a greater wage increase than that granted by the manufacturers. An early morning parade was held by the strikers in the business and mill districts.

## PERFECTED BLOCK SIGNALS



WHAT is called the block signal shows the railroad engineer whether the way ahead is clear or blocked. In the modern block system of signals used on so many of the railroads the movements of a train are actually controlled by the movement of another through the operation of these signals. Here again electricity plays a wonderful part.

## How the Dimes Grow

Wonderful how easy it is to break a dollar and spend it a dime at a time. But it is just as easy to save a dollar a dime at a time if you cultivate the habit. Dimes grow into dollars rapidly—and a dollar working for you helps you in getting the dollars you are working for. We help you cultivate the saving habit, and the dollars you save we will put to work for you. Make your dollars work for you and in time you'll not need to work so hard for them.

Come in and let us explain our methods. More than a decade of successful business is the record we offer for your consideration.

## American Savings Bank

110 SOUTH ELEVENTH ST.

## NEBRASKA SCHOOL OF BUSINESS

Now located in its splendid new home in the Chapin Block, corner 14th and O Streets, Lincoln

The Finest Business College Home in the West



Every provision has been made for the comfort and convenience of our students. All modern equipment. A live progressive school, using the very latest methods. Every teacher a trained specialist.

You should call and inspect this school. We have advantages you cannot find elsewhere.

Auto B4387 W. M. BRYANT, President Bell F3566

## ONCE TRIED ALWAYS USED

# Little Hatchet Flour

Made from Select Nebraska Hard Wheat

WILBER & DeWITT MILLS  
RYE FLOUR A SPECIALTY

TELEPHONE US 145 S. 9th St., LINCOLN, NEB.  
Bell Phone 200; Auto. 1459

## FIRST SAVINGS BANK OF LINCOLN

DEPOSITS \$742,000.00

The directors of this bank are the same as the directors of the First National Bank of Lincoln

4 PER CENT. INTEREST ON DEPOSITS

We gladly open accounts for sums as low as \$1

## HOOSS & FRAAS

Wholesale Liquor Dealers

Distributors of the famous Storz and Saxon Brew Beers

Family Trade a Specialty

Auto 1828 201 N. 9th St. Bell 3487

## Green Gables

The Dr. Benj. F. Baily  
Sanatorium, Lincoln, Neb.

FOR NON-CONTAGIOUS CHRONIC DISEASES. LARGEST BEST EQUIPPED, MOST BEAUTIFULLY FURNISHED

Dedicate New Bell. Long List of Candidates.  
Fremont.—At St. Patrick's church The certificates which Secretary of Saturday morning services delicately State Wait will mail to county clerks a new \$600 bell, presented by Mrs. contains all of the candidates of all Julia Archer in memory of her late husband, were held. The services that the printer had to print it in two were led by Rev. Father J. J. O'Sullivan sheets and paste them together, making a total length of ninety-four first time on Easter Sunday morning, inches.