

UNION LABELS AND CARDS

There are now 56 labels and 10 cards issued by the following organizations, which have been indorsed by the American Federation of Labor:

Organizations Using Labels.

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| American Federation of Labor. | Machine Printers and Color Mixers. |
| Bakers and Confectioners. | Machinists. |
| Boilermakers. | Metal Polishers. |
| Blacksmiths. | Metal Workers, Sheet. |
| Boot and Shoe Workers. | Molders. |
| Brewery Workers. | Painters. |
| Brickmakers. | Paper Box Makers. |
| Broommakers. | Paper Makers. |
| Brushmakers. | Piano and Organ Workers. |
| Carriage and Wagon Workers. | Plate Printers. |
| Carvers, Wood. | Powder Workers. |
| Cigarmakers. | Pressmen, Printing. |
| Cloth Hat and Cap Makers. | Print Cutters. |
| Coopers. | Rubber Workers. |
| Engravers, Watch Case. | Sawsmiths. |
| Flour and Cereal Mill Employees. | Shirt, Waist and Laundry Workers. |
| Fur Workers. | Stove Mounters. |
| Garment Workers, United. | Tailors. |
| Garment Workers, Lady. | Textile Workers. |
| Glass Bottle Blowers. | Tip Printers. |
| Glass Workers. | Tobacco Workers. |
| Glove Workers. | Travelers' Goods and Leather Novelty Workers. |
| Gold Beaters. | Typographical. |
| Hatters. | Upholsterers. |
| Horseshoers. | Weavers, Goring. |
| Jewelry Workers. | Weavers, Wire. |
| Lathers. | Wood Workers. |
| Leather Workers on Horse Goods. | Leather Workers. |

ORGANIZATIONS USING CARDS.

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|---------------------------------|-----------------------------------|
| Actors. | Meat Cutters and Butcher Workmen. |
| Barbers. | Musicians. |
| Clerks. | Musicians. |
| Engineers, Steam. | Stage Employes, Theatrical. |
| Firemen, Stationary. | Teamsters. |
| Hotel and Restaurant Employees. | |

The following crafts and callings are using the American Federation of Labor label: Artificial Limb Makers, Costumers, Badge and Lodge Paraphernalia Workers, Bottlers (Soda, Mineral Water and Liquor), Coffee, Spice and Baking Powder Workers, Cloth Spongers and Refinishers, Carbonic Gas Workers, Cigar Makers' Tools, Nail (Horse Shoe) Workers, Neckwear Cutters and Makers, Oyster Workers, Paint Workers, Photographic Supply Workers, Soap Workers, Soda and Mineral Water Workers, Starch Workers, Suspender Makers, Steel Case Makers.

GREEN GABLES

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

For non-contagious chronic diseases. Largest, best equipped, most beautifully furnished.

PREWITT'S PHOTO GALLERY

1214 O STREET

When you want a good photograph call and see my work. Satisfaction guaranteed.

We are expert cleaners, dyers and finishers of Ladies' and Gentlemen's Clothing of all kinds. The finest dresses a specialty.

THE NEW FIRM

J. C. WOOD & CO.
Ask for Pricelist.
PHONES: Bell, 147. Auto, 1292.
1320 N St. - - Lincoln, Neb.

Your Cigars Should Bear This Label..



It is insurance against sweat shop and tenement goods, and against disease.

Best Values For The Best Money

Cash or easy terms are found at the

Star Furniture Co.

The Wage-Earner's Furniture Supply House
88 South Eleventh Street, Lincoln, Nebraska

BUILD STEEL CARS

IMPORTANT ADVANCE MADE BY THE HARRIMAN LINES.

All Passenger and Freight Equipment in the Near Future, Will Be of This Construction—Economy in Plans.

The management of the Harriman lines, after experiments extending through a long period, have adopted steel for the construction of all passenger equipment, of all box cars and of other cars which will permit of such construction.

With a view to trying out the plans which have been made for passenger coaches, for mail cars and for freight cars, the Harriman lines are having constructed in the Sacramento shops under the supervision of Julius Krutchnit, director of operation and maintenance, a model car of each kind, with a view to ascertaining whether the plans for the construction are the best, and will work out as the management believes they will. When the plans are proved by the construction of the model cars, these plans will be adopted as standard, and the Harriman lines will then build all their cars with steel frames.

In the case of the freight cars, or box cars, the company is constructing them almost entirely of steel, the floors being of this material.

The action of the Harriman lines management in adopting steel so thoroughly and completely for equipment is of more importance than appears at first glance. Some years ago the company began building steel underframes in freight equipment, which reduced the weight of a box car from about 44,000 pounds to 41,000 pounds. Steel construction throughout will further reduce the weight of the car between 3,000 and 4,000 pounds. In a train of 50 freight cars this would mean a saving of between 75 and 100 tons, or that amount added to the possible train load. This increase in train-load possibilities, together with the indestructibility of the cars, the cheapness of their repair and of the maintenance, which is fully 50 per cent. over the wooden cars, means a tremendous total saving to the Harriman lines.

Still another saving that will be effected by the use of steel is in the way of lessened loss and damage from wrecks. The loss of property is very much less, as are the casualties, where cars of entirely steel frames are used. In the latter cars the combustible material is reduced to a minimum, and fires would rarely follow wrecks. With a view to showing the possibilities in wrecks, the management had photographs taken of steel cars which were bent and twisted so that they looked utterly worthless. Photographs of the same cars were taken after an expenditure of \$200 upon them, showing them practically as good as new.

Railroads as Civilizers.

The railroads continue to get in their work as civilizers. Those of South Africa, to build which cost \$125,000,000, are reported as doing a rushing and profitable business. The wise policy of the English, now in control there, is to open up the country to trade and agriculture, and the results are increasingly satisfactory. It will be some time before the "Cape to Cairo" through line is completed, but connecting links are multiplying, and the "dark continent" is coming into closer commercial contact with the outside world and thus getting enlightenment and prosperity. And due credit should be given to the railway for what it is accomplishing in this direction.

Engines Without Drivers.

Germany possesses a miniature but most useful railway, of which the chief peculiarity is that its trains have no drivers. It is used for carrying salt from the salt mines at Saassfurt. The trains consist of 30 trucks, each carrying half a ton of salt. The engines are electric, of 24-horse power each. As the train approaches a station, of which there are five along the line, it automatically rings a bell, and the station attendant turns a switch to receive it. He is able to stop it at any moment. To start it again he stands on the locomotive, switches the current, and then descends before the engine has gained speed.

To Run by Electricity.

The management of the Long Island railway has decided to substitute electric motors for locomotives in the handling of all passenger trains. An order has been placed with a Pittsburgh firm for motors enough to supersede every locomotive in active service in this department. Power will be taken from a wire overhead after the manner employed in trolley car operation. By the beginning of the summer traffic it is expected that all trains on this line will be run by motors, doing away with the smoke, cinders and other discomforts of railroad travel in warm weather.

Remarkable Railway.

An uphill railway, perhaps the most remarkable in the world, is the Oroya, in Peru. It runs from Callao to the gold fields of Cerro de Pasco. From Callao it ascends the narrow valley of the Rimac, rising nearly 5,000 feet in the first 56 miles. Thence it goes through the intricate gorges of the Sierras till it tunnels the Andes at an altitude of 15,845 feet, the highest point in the world where a piston road is moved by steam. The wonder is increased by remembering that this elevation is reached in 78 miles.

WEIGHS ONLY FOUR GRAINS

Smallest Engine in the World Truly a Marvel of Mechanical Ingenuity—Its Dimensions.

"Tiny Tim," as I have named this smallest of all engines," writes T. H. Robinson in the Technical World Magazine, "is made of gold and steel, and is so small that a common house-fly seems large in comparison. It fits easily into the smallest 22 short cartridge, balance wheel and all. It weighs just four grains complete. That is about the weight of a common match. It takes 120 such engines to weigh one ounce and 1,920 to weigh a pound. Three million eight hundred and forty thousand engines equal one ton."

"The engine bed and stand are of gold. The shaft runs in hardened and ground steel bearings inserted in the gold bed. These bearings are counter-bored from the inside to form a self-oiling bearing. The flywheel has a steel center and arms, with a gold rim, and this part—the complete wheel—weighs one grain.

"The cylinder is of steel with octagonal base highly polished. The stroke is one-thirty-second of an inch, bore three-hundredths of an inch. Seventeen pieces are used in the construction of this engine.

"The feed is through the gold base, which is hollow. The speed of this engine is 6,000 revolutions per minute. When running 100 per second no motion is visible to the eye, but it makes a note like the noise of a mosquito, caused by the vibrating piston rod.

The horse power is 1-498000 of one-horse power. Compressed air is used to run these engines and it may be of interest to note that the amount required to make the large engine hum can easily be borne on the eyeball without winking."

ERROR IN BILL OF LADING

Young Railroad Man Found Burro Where He Naturally Looked for a Burro.

There was a time when Senator Elkins of West Virginia was a hustling young freight agent in New Mexico. His office was a box car and his principal troubles were in making his receipts of freight tally with his bills of lading. One day he had a carload of household furniture switched to his siding. The seal of the car door was quickly broken, as young Elkins then, as now, always liked to keep up with his work. He was greeted with the bray of an ass as the door slipped back on its rollers. The bill of lading was at once scanned, but there was nothing to show that the animal should be a passenger on this particular car. The goods were all checked out and then Elkins wired the general office thus: "I'm a bureau short and a jackass long on this carload of furniture." After a little delay the answer came: "All O. K. The bureau is a burro."

New Danger Signal.

Danger! An electrical system of signaling has been perfected in Nottingham, England, whereby a gong sounds on the engine and an immense bull's eye in the cab glares with green or red light in the driver's face. Beyond the spot where at present the distant signal is located on the railways, the invention proposes that a central rail 100 yards long should be laid with a second and much larger central rail near the present house signal. Connected with the signal box, the pressure of a roller beneath the engine on these central rails would not only ring a bell and cause a lamp, corresponding with the track upon which the train has been running, to glow in the signal box, but bells would ring or red or green lamps glow on the engine itself, the color of the lamp depending upon which rail the signalman had connected with a negative.

Earnings of English Railways.

While we are inclined to criticize English railroads with much freedom, they have a record in one respect which our own railroad managers must look upon with respect. The gross earnings of the English roads never showed an unfavorable fluctuation, as compared with a previous year, of over 1 1/2 per cent. With all the talk of poor railway management, of decadent industries and of the economic evils of war, it is confusing to find that the commercial development of Great Britain, measured by her gross railroad traffic, presents an almost unbroken record of advance. Net earnings, however, have been badly cut into by the rise in wages and by the higher cost of fuel.—Scribner.

New Railroad for Mexico.

Mexico has granted a concession for the construction of a railroad from San Geronimo, in Michoacan, to Acapulco, state of Hidalgo, with the right to extend the line to Tuxpam, Vera Cruz, on the Atlantic. If the project is carried out the road should prove an important factor in the development of this section, as it crosses the country from east to west, passing through rich mining camps and fertile agricultural lands, and tapping large territory at present undeveloped.

Heavier Locomotives.

The steady tendency among railroads toward heavier locomotives is comprehensively shown in the statistics of the first 300 locomotives purchased by a western railroad 30 years ago and the 300 most recently added to the equipment. The smallest of the latter is over 35 per cent heavier than the largest of the earlier period, and, taken as a whole, the weight has been multiplied three times and the tractive force by two and a half.

Three Good Rules to Follow

- First. When Traveling between Omaha and Chicago, use The Overland Limited leaving at 8:35 p. m. from Union Station.
- Second. If you cannot use The Overland Limited, use The Eastern Express leaving at 5:45 p. m.
- Third. If you cannot use either of the above, take The Chicago Express leaving at 7:55 a. m.

In these three trains the

Chicago, Milwaukee & St. Paul Railway

offers an excellence in service between Omaha and Chicago not obtainable elsewhere. All trains arrive in Union Station in the heart of Chicago. All trains are protected by block signals and run over a smooth track all the way.

Low Rates to Many Eastern Points

F. A. NASH,
General Western Agent.

1524 Farnam Street,
OMAHA.

PLEASURE TRIPS OVER THE TRACTION COMPANY'S LINES

In the evening after the day's work, or on Sunday, take a trip on the street cars to any one of Lincoln's resorts. It will do you good.

Nothing nicer than a journey to College View and back.

Scores of beautiful little resting places in the new city park.

LINCOLN PARK—The ride is pleasant; the park an attraction.

STATE FARM—No prettier place in the west to spend a few hours.

TO HAVELOCK or UNIVERSITY PLACE—A fine trip at the close of a hot summer day.

Get Out and Breathe Fresh Air

Large, roomy, open cars. Most liberal transfer system. Long rides. Special service to Antelope Park.

HOMES FOR THOUSANDS

One and a quarter million acres to be opened to settlement on the

SHOSHONE RESERVATION

Dates of registration July 16th to 31st.

EXCURSION RATES

Low rates from all points, less than one fare for the round trip from Chicago, daily July 12th to 29th via

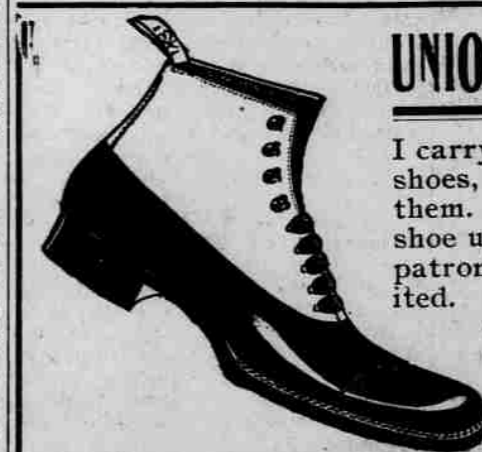


The only all rail route to Shoshoni, Wyo., the reservation border.

S. F. MILLER, A. G. F. & P. A., Chicago & Northwestern Ry., Omaha, Neb.

Please send to my address pamphlets, maps and information concerning the opening of the Shoshone or Wind River reservation to settlement.

(Cut out this Coupon)



UNION MADE SHOES

I carry nothing but union made shoes, and have a full line of them. I manufacture shoes and shoe uppers. A share of union patronage is respectfully solicited.

S. L. McCOY

1529 O Street