

## ENGINE ON OCEAN

LOCOMOTIVE VERY MUCH OUT OF ITS ELEMENT.

Engineers Engaged in Construction of Florida Railroad Set New Record—Sixty-Mile Tow a Nerve Strainer.

It is not the easiest task in the world to roll a locomotive on a barge, tow it some 60 miles out to sea, and put ashore on a small island, all intact and ready for instant use. But this was one of the obstacles met with, as the work progressed, and overcome in the construction of the extension of the Florida East Coast railway, now building 160 miles across the Florida Keys, from Miami to one of the westernmost landlinks of the chain—Key West. While the work of bridging the intervening channels between the Keys was progressing, the 15 miles of railroad on the solid ground bed of Key Largo (the longest of the chain of islands called the "Florida Keys" and nearly half-way out to sea between the mainland and the proposed railway terminus) was under way and ready for the services of a locomotive, necessary to assist in the completion



How Locomotive Went to Sea.

of the island railroad. But how was this big, cumbersome engine, to be transported across to the Key?

The connecting line of grade was not completed, so that the engine could be run out over the several smaller islands and intervening bridges under its own steam, so the only feasible method seemed to be by a 60-mile tow, the advantages or disadvantages of which were discussed pro and con by the men in charge. It was finally decided to experiment. Three parallel tracks were laid on a huge barge and this latter backed up to the wharf, also laid with a track. Three flat cars were run on each of the two outer tracks on the barge and the ponderous locomotive was shunted in between them. Every wheel was securely wedged and blocked, the flat cars acting as a guard should the engine refuse to submit to being towed to sea, and, surcharged with latent indignation, be unable to restrain itself and decide to leave the track. Lines were made fast to a puny little tug, which, encouraged by the cheers of the workmen, started off bravely with her burden, like an ant tugging at a breadcrust, her prow high, as if to challenge the ocean rollers, and her taffrail nearly submerged by the pressure of her tow-lines.

After a safe voyage, the barge was beached on the shores of Key Largo, steam was generated in the boiler, and on a track laid to receive it, the locomotive slid from its fastenings to the scenes of its future labors—the only engine of its class which ever enjoyed an ocean excursion.

### ADVANCE OF THE RAILROAD.

There Has Been a Prodigious Growth in Recent Years.

During the lifetime of many who are still active factors in business affairs, or 76 years ago, we had 23 miles of railroads, to-day 223,000 miles, or including double track and sidings, 312,000 miles, says Richard H. Edwards, in the Review of Reviews. The freight in mile tons has grown from 39,000,000,000 in 1882 and 79,000,000,000 in 1890, to 187,000,000,000 in 1905, the total for the latter year being more than twice as great as for 189. The gain of 46,000,000 tons between 1900 and 1905 was very much larger than the total of 1882, and nearly two-thirds as great as the total of 1890. Owing to the more powerful locomotives and cars, freight traffic has increased by a much greater percentage than the increase in the number of cars and locomotives, and likewise than the increase in mileage.

On most of our roads we have very nearly reached the limit of heavier locomotives and larger cars, for as these are increased in weight heavier rails and heavier bridges are made necessary. It is really a case of reconstruction and reconstruction and rebuilding year after year. Yet no road in a prosperous section seems to catch up with its business. The depot and the rolling stock and the roadbed built for the present are behind the times before they are completed. Great as has been the growth of traffic during the last ten years, it must of necessity be far exceeded by that of the next ten, since population is increasing and the volume of trade grows more rapidly than population. To extend our railroad facilities by the building of new mileage, by improvement of tracks and terminal facilities and by the increase of rolling stock adequate to meet the actual needs of the country during the next ten years would require as a minimum an expenditure of \$4,000,000,000 to \$5,000,000,000.

## LOCOMOTIVE HAS LIVE PET.

Engine on Connecticut Line Adopts Live Rooster.

Engine No. 1,899 has adopted a rooster. "Her" engineer, E. H. Cozier, swears "she" has, and certainly the rooster is devotedly attached to his ponderous foster-mother, according to a dispatch from Winsted, Conn. Whenever "she" goes, there goes the rooster, which, although "slightly disfigured, is still in the ring," Cozier says, the proudest bird in the Naugatuck valley.

"She," or Cozier, has named the rooster "Hank." He went to Torrington one day recently, and later to Bridgeport and New Haven. "Hank" sleeps in the engine cab o' nights at Waterbury, and is becoming the pet of all the railroad men on the Naugatuck division of the New Haven railroad.

When "she" was running past the Turner manufactory, at Livingston, a month ago, Cozier and his fireman, J. E. Downs, of Waterbury, saw "Hank" hopping and tumbling about near the tracks. Merciful men, they halted "her" and picked up the rooster. A train had run over him, cut off a wing, and so narrow was his escape, part of his bill. They

nursed him tenderly, and after his wounds healed, "Hank" would not leave "her" and those who had befriended him. When "she" starts, "Hank" jumps on the coal in the tender, and Downs is mighty careful not to scoop him up in a shovel and throw him in the fire-box. When "she" comes to a standstill the rooster hops into the cab and to the ground, sometimes, while his chums oil "her" joints. Proud as he is, "Hank" crows only when he is hungry; then the engineer and firemen share their food with him.

### ENGLISH AND AMERICAN CARS.

Fast Freight Trains Over Here Haul Far Heavier Loads.

For a quarter of a century, so expeditious is the British methods, freight has been collected in London late in the afternoon and delivered at the consignee's door anywhere south of Scotland the following morning. The great American roads send out four fast freights daily from New York; the London & Northwestern railway sends out 28; but the English freight car, or goods wagon, for this service has a capacity of ten tons, and 24 or 25 of these make up a train. Three tons per wagon is considered good loading. At that rate, there must be an engine and crew for every 70 tons of freight. A New York Central grain train, with one engine and crew, hauls 2,000 tons. The coal trains on the Pennsylvania haul more. Hundred-ton steel cars are common on that line.

But there is another difference that must be considered, or comparisons of this sort come to nothing. The British railways perform the same service that the express companies do in this country. The small cars, their managers say, suit this work better than our large cars would. That, however, is to be doubted; the plea is quite as likely to be in defense of old-fogydom. At any rate some British lines, notably the Northeastern, have begun to use cars with a capacity of not less than 60 tons, but it does not appear that these are for fast freight. The Northwestern, with 36 cars to the fast train, considers 100 tons a good train load. This looks like extravagant handling. Two of the fast freights from New York carry, in all probability, as much as the 28 trains of the London & Northwestern.

### WILL OPEN UP ALASKA.

Men of Millions Plan Railroad to Tap Rich Country.

An enterprise in which the Guggenheims and J. P. Morgan are thinking of embarking will dwarf all others thus far undertaken in Alaska. It has been stated publicly that these men, without offering any stock to outsiders, intend to build from Valdez, east of the Alaska Central, northwesterly through the Copper River country to the Yukon river, traversing a region rich in copper, gold and other metals. Not only is the copper ore of that region abundant and rich, but it is said to have value for smelting operations owing to its availability as a flux. It is generally known among smelting men that economy of operation can be secured only by mingling different ores, some of which are brought from long distances. For this reason the smelting men acquire mines in all parts of the world touched by the Pacific—in Mexico, South America, China, Alaska, and the Pacific Coast States.

### AGE LIMIT FOR RAILWAY MEN.

Ruig Against Employing New Men Past Thirty-Five a Dead Letter.

Some railroads out-Osterized Oster not long ago by adopting a rule forbidding the employment of new men past thirty-five years of age. It is gratifying, says the Railway

# UNION MADE CIGARS THAT ARE MADE IN LINCOLN

There are numerous reasons why Lincoln men should smoke Lincoln made cigars. First, there are none better made anywhere. Second, they are well made, in clean and sanitary shops by well paid labor—no sweat shop, Chinese, Childish or Tenement conditions. Third, every time you smoke a Lincoln made cigar you add to the volume of the City's business, build up Lincoln's institutions, and add to human happiness. The following firms are entitled to your patronage. Call for these brands and do your share towards making Lincoln a bigger and better city.

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**BLUE RIBBON**  
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1330 O STREET

**NOTHING IN IT.**  
Labor Exchange Deceived by "Faking" Newspaper Correspondents.

The Greensboro, North Carolina, Labor Leader is firmly but politely informed that it has been deceived by a "fake" press correspondent. Lincoln is not suffering from sweat shops. The Labor Leader says:

"A news item in the daily papers gives the information that one hundred of the most prominent and wealthy society women of Lincoln, Nebr., representing the leading Protestant churches and charity organizations, are standing on the street corners of this city, dressed in old clothes and holding tin cups in their hands, begging alms from passers-by. Every person who responds to the appeal for money is given a little badge. The money collected by this unique method is to be contributed to the Wayfarer's Home, which is in sore need of funds to carry on its work. If the sweatshops were sufficient and the hours of work in unsanitary shops reduced, there would be no call for this tin cup brigade. Let these noble women of Lincoln join hands with the trades unions of that city and abolish the cause that makes it necessary for anyone to stand on the street corners and solicit alms from the public."

Instead of being dressed in rags these charity workers were dressed in their best. They did not solicit alms. They asked for contributions to maintain the Charity organization, which is doing a splendid work among God's unfortunates. Many of them were wives of trades unionists, and many others were loyal friends of trades unionism. But we cheerfully confess that the Leaders' advice to the women about joining hands with the unions could be followed with more unanimity and be productive of splendid results.

### A WISE JUDGE.

Declares Union Men Are Only Capable Ones and Set Wages.

Danville, Ill., Jan. 17.—Circuit Judge James W. Craig recently rendered a decision of importance to union labor men, as well as to employers of laborers in ruling on a bill of exceptions in the case of John A. Lewis vs. Edward Lewis, a bill to enforce a lien. The decision is to the effect that the only scale of wages known to the general public is that maintained by the unions, and unless otherwise stipulated in contract, union wages must be the standard of wages figured on. Following is the decision in brief:

"It can be said that the price of the Bricklayers' union is known. The price of the other is not known. Had the defendant wanted his work done lower than the union labor, it would have been fair for him to have said so, and then the complainant in taking the contract would have taken this standard of wages figured on. "I have no doubt but that at the time the employment was made both parties understood and knew that nearly every man that was capable of doing the work was a union man and that by force of circumstances union labor was to be employed to do the work, and now after the work is done, it is claimed that perhaps some person or persons could have been found outside of the union to do the work at a cheaper price. That is a mere guess or speculation, when it is clearly shown that nearly every man that is capable of doing the work belongs to the union."

### WILL PUNISH THE RIOTERS.

Major Glenn, commandant at the barracks at Columbus, O., says that he will thoroughly investigate the riot in the "Bad Lands" participated in by about thirty recruits and the leaders will be amply punished.

James Sterns, one of the leaders, has confessed and has given the names of half a dozen of the recruits who are now in the guard house. The riot started because a German, William von Stuckard, told the recruits that a negro in the "Bad Lands" had shot a soldier.

Carmen's Journal, to learn that the absurdity of limiting the age at which a railway man is eligible for employment is passing away more rapidly than the promoters of such a measure expected.

Already the principal roads in America where the experiment has been tried have abandoned the regulation. The Boston & Maine, the Alton, the St. Paul and the Burlington are virtually ignoring the age limit regulation, and, guided by common sense, are hiring men more with a view to their qualifications than to the exact number of years which they have lived. Experience and capability are the real tests of a man's fitness for any position, and if a railway official makes the mistake of hiring an incompetent man there is no law compelling the company to continue to employ him. Years in themselves are no criterion.

Some men are old at forty. Others are young at sixty. In any event, it is safe to assume that a lack of the suppleness of youth is often more than made up for by the wider experience of added years.

### CAN THIS BE TRUE?

Omaha Woman Visiting Lincoln Tells Story Almost Unbelievable.

The following dispatch to the Omaha World-Herald appeared in that paper one day last week. It seems almost impossible for it to be true. It is, however, and Mrs. Ellis will give the names of the physicians. The Wageworker will print them and give the physicians an opportunity to make more complete explanations. The dispatch follows:

"Lincoln, Nebr., Jan. 15.—While Mrs. Guy Ellis of Omaha was trying to secure the services of five different physicians to attend her sick baby, the child died this morning at the home of John Marquette, 2231 S street, where Mrs. Ellis is visiting.

The little boy was seized with a sudden illness this morning and his mother was unable to ascertain the cause. She telephoned immediately for a physician. The first one could not attend. One after another five different doctors were called by telephone, but each had an excuse for being unable to come. One was too busy, another was about to start on his regular rounds of visitation. When a doctor was finally obtained the little one was dead."

### POELL GETS A MEDAL.

George Poell, the Union Pacific fireman who lost both legs while saving the life of a little girl, has been awarded a hero medal by the Carnegie hero commission. In addition he gets \$250 to liquidate a mortgage on his little home at Grand Island. Poell ran out on the pilot and snatched a little girl from danger. In doing so he was thrown under the engine and lost his legs. Later he was elected clerk of Hall county, being nominated by the democrats and voted for by practically everybody.

### Gambler Is Exonerated.

The report of the legislative committee, finding nothing in the charges against Senator Gamble which reflects upon his personal or official integrity, was adopted by large majorities in both houses of the South Dakota legislature. This insures the senator's reelection.

**STILL MAKING A PROFIT!**

WE couldn't stay in business if we sold out at cost or below. We are not like the merchant who could afford to sell below cost because he "sold so much." But our profit is always reasonable. This means Lower Prices here than elsewhere because our expense of operating is smaller in proportion to amount of business done.

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