

Do You Work For Your Money?

Perhaps you work pretty hard for it---you are probably one of those who earn all they get, and a little more--and when you need Clothes you don't propose to pay any more than is necessary for them--at the same time you want to be correctly fitted and get a suit that will hold its shape for months to come; we guarantee all this for \$11.75.

Just now we will save you from \$3 to \$10 on any of our winter suits; these suits at \$11.75 cannot be duplicated in the city for less than \$15; many of the suits in this lot are worth \$18. It takes but a moment to convince yourself. Come in today.

• FOOT-NOTE--"Never-Slip" Rubbers are just what you want RIGHT NOW.

Mayer Bros.

E. W. JEWETT, 143 SOUTH THIRTEENTH STREET.

There have been many attempts made in Lincoln to furnish good, first-class eating that will suit people who like good, pure food cooked without fillers or unnecessary finish. One establishment in particular has met this demand, which fact is attested by the continuous patronage of the people of this city and surrounding country--the Cafe and Dairy lunch room of E. W. Jewett, located at 143 South Thirteenth street. Mr. Jewett especially caters to the fine taste of ladies and gentlemen in an excellently appointed cafe. This establishment made its appearance with a continuous menu card of merit that has held patronage and increased the service rendered, perhaps more than any other in Lincoln. Mr. Jewett has met the real demand of the people. He has a warm spot in his heart for the man who toils. Wage earners should extend their patronage to this friendly concern. Remember the location, 143 South Thirteenth street. Drop in and get acquainted with Mr. Jewett and

he will treat you right. He also makes a specialty of dairy products, fresh country butter, and eggs are to be had here at all times. Mr. Jewett has been in business five years.

STAR VAN AND STORAGE CO., THIRTEENTH AND N STREETS.

In giving a review of the business firms friendly to union labor we take great pleasure in devoting some space to the Star Van & Storage Co. Few branches of commercial enterprise are more important or representative than that of the transfer company. The transfer service in any city has much to do with trade and commerce. If inferior the wheels of industry are clogged and traffic, in a business sense, seriously impeded. Travelers especially find serious inconveniences when transfer service is inadequate. All these annoyances speedily disappear with the advent of the Star Van & Storage Co. Delays so common before are things this company removed. Today a telephone call to

Auto phone 3278 or Bell phone 213 brings a wagon to your door. Calls are made to any part of the city for freight, moves household goods, stores, packs and ships furniture and pianos, and delivers merchandise to and from depots and make piano moving a specialty, and, in fact, have brought the transfer business in Lincoln to a high degree of perfection. They have just added a new coal department, to which they are giving their closest attention. At their recent annual meeting they elected officers as follows: J. R. Burleigh, president; L. C. Oberlies, vice-president; August Hagenow, treasurer; I. H. Loper, secretary. This company has been in business four years.

Vandalia Gets Shaking Up.

A special from Vandalia, Ill., says every building in Vandalia was shaken by an earthquake at 11:30 Tuesday night. Many persons were aroused from deep sleep. The shock was accompanied by a loud rumbling.

NEWS OF THE LABOR WORLD

Items of General Interest for the Busy Workingman and His Friends.

St. Paul, Minn.—St. Paul printers have started a movement to secure a state printing plant for Minnesota.

Philadelphia.—Textile workers have begun a movement in Kensington and other sections of the city to obtain higher wages.

London.—Keir Hardie is organizing a British Agricultural Labor League on the lines of the union founded by Joseph Arch in 1872.

New York.—The police have formed an organization to secure the eight-hour day. They are asking the assistance of the union men.

Boston.—A national union of wire-workers is suggested by the Boston local of that craft, and it has elected a committee to work to that end.

St. Louis.—The St. Louis, Rocky Mountain & Pacific Coal company has increased the wages of its miners and other employes in New Mexico 16 per cent.

Philadelphia.—Pennsylvania will have a child labor law which will be effective, if the bill presented to the legislature of that state is enacted into a law.

Los Angeles, Cal.—Organized labor is planning to establish a bank. It will be financed and operated wholly by trades unionists. It is proposed to place the institution in the new labor temple.

Charleroi, Belgium.—The coal miners' strike is extending as a result of a meeting held in the darkness in order to prevent the identification of the orators who urged the audience to kill strike-breakers.

Los Angeles, Cal.—The Upholsterers' union has obtained an increase in wages in every furniture house in this city. The union is very strong and is doing a good work for organized labor in the southern part of the state.

Boston.—The street car men's state convention, held in this city, decided to make the request for a nine-hour law. Patrick J. Sheehan, of Brockton, was elected state president, and William J. Walsh, of Quincy, was reelected state secretary.

Berlin.—A bill has been introduced in the Reichstag which proposes to alter the law with regard to trade unions. It is a permissive bill to enable trade societies to register themselves and thereby acquire the status of corporations, to be able "to sue and to be sued." The chief purpose is to get legal ground for attaching the trade union funds.

Chicago.—During the panic of 1893 and 1894 three trade unions of this city gave more aid to their members than all the charitable institutions in the city combined gave to the homeless poor. According to the officers of the charities, few, if any, trade unionists asked for aid. This was because the union man learned independence and would not beg. He would only accept money from his union, money paid in by the members and given with the understanding that the recipient was entitled to it.

Boston.—An agreement has been reached between the executive committee of the United Typothetae of America and the executive council of the International Pressmen and Assistants' union, renewing the present contract for a term of five years. Upon the leading question at issue, the eight-hour day, a compromise was reached, by which the typothetae agrees to grant the eight-hour day, beginning January 1, 1909. A slight increase in wages for some lines of work goes into effect this year.

Pittsburg, Pa.—By a referendum vote the Brotherhood of Painters' locals have accepted the employers' proposal of 40 cents an hour for an eight-hour day and car fare for 1907. This is the old scale, but some of the unionists favored 45 cents an hour, while still others voted for 50 cents.

London.—The action instituted by the Miners' Federation of Great Britain to recover damages from the United National collieries, Walltown, on behalf of the victims in the recent explosion, has been amicably settled, the company agreeing to pay \$35,000, including costs, in excess of the amounts recoverable under compensation. This guarantees to each widow \$2,500.

Washington.—The third report on Hawaii, printed in the "Bulletin of Labor" No. 66, contains information which may prove interesting to the seamen of the United States. Inter-island traffic is almost entirely in the hands of a single shipping combine, which was formed by the union of two companies, but not competitively, until June, 1905. In this combine the American seaman has no place whatever, and the Hawaiian seamen have been almost wholly replaced by Japanese.

Washington.—The department of justice has decided that railroad workers are in the unskilled labor class, and cannot be imported into the United States under the alien contract law.

London.—The Amalgamated Society of Railway Servants, representatives of all the railroad trade unions in England, has approved the national program, and the executive officers propose to present the demand simultaneously to all the companies next year. The chief demands are an eight-hour day, higher wages and recognition of the society.

Spokane.—Hindoo laborers driven out of British Columbia have begun to flock into Washington seeking for work. The immigration officers, faced with a probable influx of clannish foreigners who are not wanted, are helpless to prevent their coming, for the Hindoos have money enough to guarantee their present needs.

Budapest.—Owing to a threatened strike of farm laborers in the county of Bekes, Hungary, the agricultural society of that district has decided unanimously in the event of the laborers proving obstinate, to hire 20,000 Chinese coolies to replace them. It is extremely doubtful, however, that the government will permit such a step.

Boston.—Trades unionists are much dissatisfied with the operation of the eight-hour law in this city. At a meeting it was declared that the law is practically ineffective on the most important points it is supposed to cover. It was decided at this meeting to employ attorneys to bring civil action against the city contractors who are violating the statute.

Chicago.—The joint conference board of the international unions in the printing trades have invited the lithographers to join that body. The board held a meeting in Indianapolis and prepared an agreement which will be submitted to the unions interested for approval. This provides for rules governing the membership of the five unions.

Berlin.—Whereas, in the seventies of last century, the 12-hour day was the rule in the building trade in Germany, there were, in 1895, already 436 towns with a ten-hour day, 103 with 10½ hours, 818 with 11 hours and 85 with more than 11 hours. In 1905 there were 247 towns with a nine-hour day, 293 with nine and one-half hours, 7,643 with ten hours, 1,453 with 10½ hours, 3,524 with 11 hours, and only 147 with over 11 hours.

Washington.—Thomas J. Dolan, general secretary-treasurer of the National Brotherhood of Steam Shovel and Dredge Men, with headquarters at Chicago, called on the isthmian canal commission and presented the request for a revision of wages of the steam shovel men at work on the canal. The following increases were asked: Engineers, from \$220 to \$300 per month; crane-men, from \$190 to \$250 per month; firemen, from \$80 to \$110 per month.

Springfield.—W. D. Mahon of Detroit, international president of the street car men, will attend the sessions of the Illinois state legislature to look after the interests of his members. The legislature has several bills before it which the labor men desire enacted into law. The employers' liability bill is probably the most important to the street and steam railroad men, and they are urging its passage. The street car men have a strong lobby at Springfield.

Ottawa, Canada.—Rudolph Lemieux recently introduced a bill in parliament to prevent strikes in all public utilities, such as street railways, coal mines, steamship lines, and steam railroads. The bill empowers the minister of labor to order an investigation when disputes arise between labor and capital, and pending this investigation work must proceed. The strike or lockout must terminate after the award has been made, and it will be left to public opinion to have it enforced.

Chicago.—Several of the labor unions of this city have taken action favoring the restoration of the army canteen. At a meeting of the carpenters it was resolved "that the deprivation of the soldiers of their canteen privileges was a class of slavery that should be deplored by every liberty-loving American."

Chicago.—The conference between the general managers of the western railroads and the locomotive engineers ended with the announcement that the railroads had agreed to an advance in wages for the engineers. The increase will affect between 15,000 and 20,000 engineers on all railroads west of Chicago to the Pacific coast, north to the Canadian border and south to the Gulf of Mexico. The advance will apply to all classes of engineers. On passenger locomotives the engineers will receive a five-cent increase on a 100-mile run. On freight engines the increase will range between eight and twelve cents per 100 miles. In all the larger freight yards the switch engineers will receive additions of from 50 to 75 cents a day, with the assurance that they shall not be kept out more than 12 hours.

New York.—J. Pierpont Morgan believes in a short workyear. While he has opposed the short workday for workmen he takes three months every year to rest up. Here is what he says about it himself: "I find I can do a year's work in nine months, but that I cannot do 12 months' work in a year." The labor papers are now paraphrasing this by saying: "A man can do ten hours' work in eight, but he cannot do ten hours' work in ten." This may not have occurred to Mr. Morgan at times in the past when he was refusing to grant a shorter workday to his employes.

POINTS OUT WASTE

EXPERT SEES FAULTS IN MODERN HOUSEKEEPING.

Women of Chicago are Said to Spend an Enormous Amount Needlessly—Old-Fashioned Methods Got the Best Results.

Chicago housekeepers waste nearly \$200,000,000 every year. The exact figures, taken from commercial reports and the percentages of waste calculated by domestic science experts, show that \$193,140,000 is lost annually by careless buying, unscientific cooking and other domestic extravagances. The School of Domestic Science sums up the causes under several heads. Among these the half-dozen following are selected by the Chicago Tribune as the most prominent:

1. Buying provisions by order and telephone instead of seeing them.
2. Buying prepared foods.
3. Buying fruits and vegetables out of season.
4. Taking goods as offered by dealers instead of insisting on quantities, brands and cuts wanted.
5. Loss on delight, wrappings and attractive glasses, cans, etc., in which food is put up.
6. Lack of expert knowledge of cuts of meat and how to cook least expensive things to bring out food values and good taste.

"The thing which the average housekeeper figures upon as most important now is her time," said Miss Lyford of the School of Domestic Science. "When she buys so as to save this she has to figure against it not only loss of money, but loss of nourishment. Again, you have to figure if it isn't better to spend more money to get more nourishment."

Of the gain in the old-fashioned plan of going to market instead of ordering by telephone or by the order boy, the women of the school cannot speak too strongly. Said Mrs. Wagley, the secretary:

"It is a matter of fact that your roast will cost more if you order it than it does if you see it weighed. Your butcher may prove perfectly honest and you may have him for years and years and not find a fault if you go get your things yourself. The minute you begin to order, however, the total of your week's bill will be higher."

"Another advantage of going is that your butcher does not happen to have the cut you want, you simply and easily can walk to another place without any talk or argument about it. Many housekeepers do not do this, but it is the most logical thing in the world to do. You ask for a certain thing, he says he hasn't it. You say nothing, but go to another place to get what you have decided upon."

One of the things which Mrs. Wagley considers is absolutely indispensable to see cut is hamburger steak, which she says should be cut off as wanted and put through the grinder. The kind that is ready prepared invariably will have scraps and trimmings put in it.

One reason for the common habit of ordering is given by a housekeeper in the fact that in the majority of markets the fresh goods are not brought out until nearly noon, and this leaves the housekeeper no time to market but in the middle of her day. To this is attributed the crowding of markets just before dinner, when it takes an almost impossible time to get waited on.

It is on the buying of ready-made foods that the greatest loss is believed to be found, both in money and nutrition. Says Mrs. Smith:

"Ready-made cakes, pies and almost all ready-made foods are only an imitation. They look beautiful and appetizing on the outside, but did you ever eat anything in your life bought in this way that was not a disappointment? In too many cases they are made of materials that we would not employ in our homes."

FOR DEVIL'S FOOD CAKE.

Rich but Not Indigestible Dish for the Winter.

Devil's food cake may be counted among the best of winter cakes when rich foods may be eaten with pleasure and without fear of indigestion. Cream one-half cupful of butter and gradually add one cupful of sugar, three ounces (about six tablespoonfuls) of melted chocolate and the well-beaten yolks of two eggs. Add alternately one-half cupful of milk and one and one-half cupfuls of flour with which has been sifted two and one-half teaspoonfuls of baking powder, one-half teaspoonful of cinnamon and one-quarter teaspoonful cloves. Flavor with one teaspoonful of vanilla while adding the stiffly whipped whites of two eggs. Bake about 40 minutes if in loaf, 20 minutes in layers.

Ways of Using Bits of Silk.

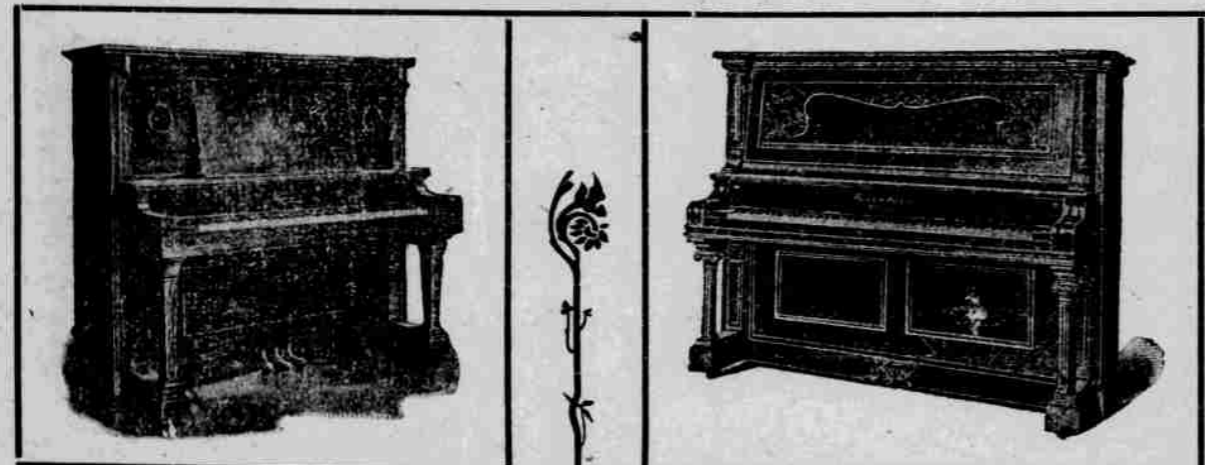
The finest bits of silk will furnish material for hat sachets, although one of the simplest ways of imparting fragrance to hats is to place a scented pad in the bottom of the box, completely covering it. Cheese cloth will answer for the covering for these quite as well as silk.

Saving the Feet.

When a big ironing has to be done what a comfort and relief it is to the feet to use a cushion to stand on while ironing. It can be made from an old quilt folded and covered by a piece of carpet. Until it has been tried no one can believe the rest it is to tired feet.

Five Reasons

Why Union Men Should Buy Their Pianos of Us



FIRST We have a fine stock of high-grade Pianos, in various woods, from which you may select your Piano.

SECOND We sell the Hazelton Bros. Pianos of New York, and the Bush & Gerts Piano of Chicago, THE ONLY UNION MADE PIANOS SOLD IN LINCOLN.

THIRD We are an old, reliable Music House, doing business on honest principles and cheating none.

FOURTH We sell Pianos on a small margin and economize expenses, thereby saving our customers money.

FIFTH Our terms of payment are so reasonable that most any laboring man can pay for a Piano conveniently.

We also have Bargains in used Pianos and Organs.

Come in and see, when you get ready for a Piano

Prescott Music Co.

138-142 South Twelfth Street