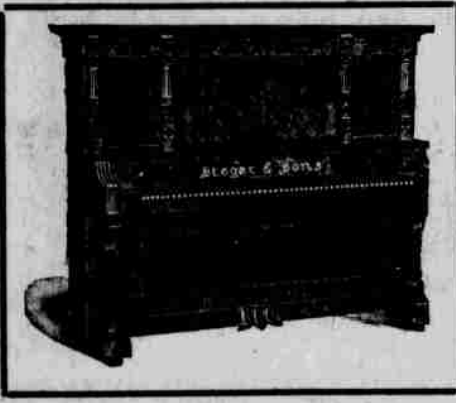




### Watches

Make fine Xmas presents. Pick out one—we'll save it for you. As an extra inducement, notice this—  
7 Jewel, 25-year filled case . \$14.00  
15 Jewel, 25-year filled case . 16.50  
17 Jewel, 25-year filled case . 21.50  
Examine our line of Solid-Gold Gent's Watches.

**E. Fleming**  
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### NEW PIANOS

We are receiving an entire new stock of Pianos. They are of the Highest Grades and latest Case Designs.

TERMS FROM \$5.00 PER MONTH UP.  
SLIGHTLY USED PIANOS FROM \$30 UP.

Satisfaction Guaranteed or Money Refunded.

**Schnaller & Mueller Piano Co.**  
135 So. 11th, Lincoln, Nebraska.

246 Summer St., Boston, Mass.

### Boot and Shoe Workers' Union

If you cannot get union shoes in your locality, let us hear from you.

to get better wages and better working conditions. Insist upon having union stamp on shoes. They are the best made and the longest wearing. Made in the cleanest and best factories.

**The Shoemaker**

**Why Not Help**

#### A QUEER SITUATION.

Five Linemen Order a Strike for Two Hundred Employees.

The linemen of Butte, Mont., went on strike a few days ago to enforce an advance in wages of 50 cents per day. They put the town in the dark and practically closed down all the mines because there was no electric light in the mines. In a day the company hunted up the committee and offered an increase of 25 cents per day, the men to return to work pending a final adjustment of the affair. The novelty of this strike comes out when it is stated that the strike laws of the linemen's union forbid any but men who have been members in good standing a year to vote on a raise in wages and a strike. There were but five men in the local union who were eligible to vote for a strike, and a majority—at least of these five—voted to enforce the new scale by striking. No other town in America will show up with such a tremendous percentage of floaters. The strike was legal, but it looks funny to see five men deciding the fate of perhaps two hundred.—Western Laborer.

#### POSTPONED.

The house judiciary committee did not meet Monday to hear arguments upon the McMullen employer's liability bill, owing to the illness of Mr. McMullen, member of the committee and author of the bill. The hearing was postponed until Thursday evening, too late for proper mention in this week's Wageworker.

Typographical Union Ball, Monday, February 25, Fraternity Hall. Quick's Orchestra.

#### CHILD LABOR HEARING.

Senate Committee Listens to Arguments Favoring the Bill.

Tuesday afternoon the senate judiciary committee gave a hearing to the supporters of the Clarke child labor bill, which recently passed the house. An interested audience assembled to listen to the arguments for the bill, and a number of strong talks were made. Every objection to the bill was promptly met and answered. Prominent educators, club women and lawyers, set forcibly the reasons why the bill should be enacted into law, and representatives of trades unions were also called upon to express their views.

A quiet, underhand, but forceful, opposition to the bill is being made in quarters where the exploitation of child labor is being found very profit-

able. This opposition is not open like the support of the bill, but is working on the quiet. But those who favor the bill are watching like hawks.

#### KENNEDY-STEEL.

Roy E. Kennedy and Miss Odessa Steele, both of Lincoln, were married at Omaha Tuesday afternoon, February 12, and departed at once for St. Louis, where they will make their home. Mr. Kennedy was a member of Lincoln Typographical Union and for three years was connected with the Independent. He is a good workman and a good union man, and his many friends, while congratulating him upon his happy marriage, regret to see him leave Lincoln. The hearty congratulations and best wishes of the unionists of the city will follow Mr. and Mrs. Kennedy to St. Louis.

Typographical Union Ball, Monday, February 25, Fraternity Hall. Quick's Orchestra.

#### LUNNY-LEFFINGWELL.

Charles Lunney and Miss Maud Leffingwell were married last Tuesday evening at the home of Mrs. Clara Kline. Judge Cosgrave officiating. Mr. Lunney is an electrician who has been employed at Seward, but will make his home in Wilber hereafter. Mr. and Mrs. Lunney have many friends in Lincoln who extend congratulations and best wishes.

Typographical Union Ball, Monday, February 25, Fraternity Hall. Quick's Orchestra.

#### Kansas Pioneer Dead.

Major J. L. McLean, closely identified with the settling and early history of Florence and Marion county, died recently at his home in Horence, aged 84.

#### A Negro Shot a White Man.

Charles Rodecker, white, was shot at Coffeyville, Kan., by Al Jesse, a negro. Three years ago Rodecker shot and killed a negro named Vann. Jesse took Vann's side in the trial which followed, and the present shooting was the result of bad feeling over the case. Rodecker is a young man and came from Missouri. He probably will die. Jesse occupied by Wise Bros. general store and the postoffice. These buildings were saved because they were brick. All the buildings burned were wood. All the merchants with the exception of Campbell, the druggist, saved most of their goods by carrying them into the street. The burned section is on the south side of the street.

#### Mound Valley, Kan., Fire.

Half the business houses of Mound Valley, Kan., eleven in all, burned recently. The fire originated in Campbell's drug store and burned every building in the block except the build-

#### WENT THROUGH THE BRIDGE.

When Timbers Gave Way Under Weight of Freight Train.

At a recent meeting of railroad men several stories of narrow escapes had been told, but the oldest man in the party had not yet been heard from. He was a grizzled veteran of 60 who had retired only recently.

"I am reminded of an incident in which my train crashed through a bridge—it was one in which our conductor, Thomas Croank, had a narrow escape from death," said the old engineer. "Indeed, while his injuries did not prove fatal, it was some time before he could go out on his run again."

"We were running at a slow rate of speed as the train pulled across Bennett's creek, four miles south of Rushville, Ind. The name of the railroad was the Cleveland, Cincinnati, Chicago & St. Louis railroad, commonly called the 'Big Four.' As our locomotive passed over the structure in question I could plainly see it give. I at once began increasing the speed of the train, hoping that I might be successful in pulling across before the trestle went down."

"However, the bridge continued to give, and with each revolution of the wheels of the train the timbers tottered more and more. It was a frightful moment for the fireman and myself, but we kept control of the our engine and all of the cars but the caboose and a coal car were safely across. Then came a crash—a crash the like of which I hope I may never hear again."

"The timbers gave way, no longer able to support the heavy weight, and with them went down the two cars and the conductor and rear brakeman, R. G. Bruso, of Indianapolis. The coal car made its plunge first, and an instant later the caboose made its 18 foot descent, falling upon the wrecked gondola. The occupants of the car were hurled out, and the conductor was buried beneath the wreckage and almost submerged in water."

"We hurried back to the rescue of the men, and, despite our heroic efforts to remove the debris so as to effect their release, it was two hours before the conductor, bleeding from many wounds and benumbed from contact with the freezing water, was lifted upon a stretcher and brought to a place of safety, and it was many a day before he was able to return to his duties."

#### Explained.

Employer—Have you any excuse to offer for speaking so impolitely?  
Office Boy—Yes, sir; I forgot that I wasn't speaking over the telephone.  
"Your apology is accepted."—Life.

#### Seeing Double Shows.

Intoxicated Individual—Shee the show?  
Euthusiast—Yes, I saw it twice.  
Intoxicated Individual—So'd I.

#### ROPES CARRY ORE CARS.

Remarkable Line Connects Copper and Silver Mines.

A rope railway has been built to connect the copper and silver mines at Uplungos, in the heart of the Cordilleras, with the railroad of the Argentine railway at Chillecto. The nature of the mountainous country did not admit of an ordinary railway.

This new rope line 21 miles long, consists of a main carrying rope and a guide rope, and is in duplicate, having four ropes for the up and down traffic. There are nine stations; the ropes are carried from one station to the next at varying elevations, and are anchored at each station. The cars for the transport of the ore, etc., are slung on the main ropes and are suspended from them by rollers which run along the line. At each station they are transferred to the next rope, thus dividing the strain, and for great distances the ropes are also anchored between the stations.

The difference of level between Chillecto and Uplungos is over 11,000 feet, and the gradients are very steep, sometimes as much as 30 per cent. The cars descend by their own weight and their momentum serves, as in an ordinary funicular railway, to raise the ascending cars on the up line, but at several stations there are small steam engines to supplement the power. Each carload is half a ton or more; the maximum delivery at Chillecto is 40 tons per hour, and 20 tons for the return journey to Uplungos. The speed of the cars is about 500 feet per minute.

The ropes are supported and their tension maintained by iron trestle girders, varying from 10 feet to 160 feet in height, and the span of the rope between them is from 300 feet to 3,000 feet, according to the nature of the ground, which is deeply cleft in many places. In one section of the line a tunnel 1,000 feet long has been necessary.

#### Hire Regular Press Agents.

Diplomats in the passenger and freight departments get all the business they can while other diplomats perform other services for the corporations. Lately railroads have followed the example of the Erie in hiring a regular press agent. Often one of the vice presidents is the man whose duty it is to make as good an impression with the public as he possibly can for his road. There everywhere is in the railroad world evidence of a disposition to deal more openly with the public. This, of course, necessitates the employment of men who possess in some marked degree the characteristics and resourcefulness that make diplomats.

The result is that the railroad business now offers the aspiring young man a few chances than it used to, and in the railroad center of the United States those chances are more numerous than they are in any other city in the country.

### COG RAILROAD UP HIGH MOUNTAIN



Line from the Base to the Summit of Mount Washington Is Really a Fine Piece of Engineering—Superintendent Tells of the Work Done on One of the Regular Trips—Is Strikingly Original in Construction.

As there is scarcely a more interesting railway of equal size in the country than the three-mile cog road built from the base to the summit of Mt. Washington, one can readily believe that its officials, particularly its superintendent, must be interesting, too, says the Boston Globe.

When the cog road is not in operation, or when the roadbed is not receiving attention before the beginning and after the end of the season, the superintendent, John Horne, is busily engaged in the machine shops of the Boston & Maine at Lakeport. Mr. Horne is never too much occupied to discuss the Mt. Washington railway and he knows the subject thoroughly.

Mr. Horne has been connected with the Mt. Washington road for 32 years; the last 12 as superintendent. He is a native of Yorkshire, England, and is a man of remarkable mechanical ability, which he has found opportunity to demonstrate in many ways during his connection with this unique road.

As the oldest official of the road Mr. Horne's reminiscences are most entertaining and more particularly do they impress one when told by him in the course of conversation, for Mr. Horne is a most pleasing conversationalist.

"Our engines up there on the mountain," said Mr. Horne, "have a great deal of work to do, and they work hard; in fact, I have come to regard them all, I suppose, as a physician in regular practice regards his patients."

to the little, puffing engine that is to carry them upward.

"The first engine built for the Mt. Washington railway had an upright boiler with no water feeding device, so that the crew would fill it up when starting, go as far as safety permitted, and then let the steam down and fill up again."

"The engines now in use have boilers somewhat shorter than the ordinary locomotive boiler, and the front end is set in the frame 18 inches lower than the back, so as to strike a medium between the lower and sharper grades. The first engine was lent to the B. & O. railroad and exhibited at the Chicago fair in 1893. At the close of the exposition it was presented to the field museum."

"As to the power of these engines, let me give you an illustration. Take for instance, a block of granite that, lying on the ground, weighs 18 tons. Now undertake to lift it to the top of a building 3,700 feet high in 70 minutes. If you succeed it would be called a great feat. We do that practically every trip up the mountain."

"No steam is used in coming down the mountain, gravity alone doing the work and the machinery holding back. All the steam generated comes from a fine stream of water admitted to the cylinders as a lubricant, and the compressing air which heats the walls of the cylinder causes the steam. On a rise of nearly 2,000 feet to the mile a test has shown that the horse power transmitted to both cog wheels was 517."

"There were some small mountain railways built before this on Mt. Washington was thought of, but there never was a mountain railway that ever claimed construction as original."

## At the Nation's Capital

### Social Feud Said to Be Cause of Chairman Shonts' Resignation from Panama Canal Commission—Study of "Fire Alarm" Foraker of Ohio—Other Gossip from Washington.

WASHINGTON. — "Official etiquette," and snobbishness in capital society, of which his wife and daughters, Theodora and Marguerite, were victims, is declared, to be the real cause of Theodore P. Shonts' resignation from his \$30,000 a year position as chairman of the Panama canal commission.

It was natural for outsiders to suppose that when Mr. Shonts came here from Chicago as chairman of the commission he would take high rank in the government and have a correspondingly high social status in the fabric of Washington. Mr. Shonts, who was president of a railroad, did not realize that the actual control over the digging of the canal had been officially placed in the hands of the secretary of war, who was paid \$22,000 a year.

Mrs. Shonts also misunderstood her rank in society, and out of the misapprehension grew a social conflict so great that President Roosevelt had to settle it. The president ruled that the isthmian canal commission takes rank immediately after the interstate commerce commission. Chairman Shonts, therefore, was outranked socially by Chairman Knapp, by the civil service commission and by the regents and secretary of the Smithsonian institution, to say nothing of the members of the cabinet, the diplomatic corps, the justices, senators, representatives and delegates in congress, and commissioners and judicial officers of the District of Columbia.

The commission, by official writ, was put so far down the list that the wife of its chairman would have had to make her first call on several hundred other women to have kept in harmony with the Washington social code. This is a matter of the gravest import in Washington society.

The trouble was accentuated by Mrs. Shonts' social secretary, who advised her to limit her calls to wives of only high "official rank." Calls were omitted which should have been made, and invitations declined which would better have been accepted. On the other hand, calls were made and invitations accepted which did not in any way further the social status of the chairman of the canal commission and his family.

Out of the enmity developing resulted the resignation.



#### FORAKER THE SAME FIGHTER AS OF OLD.



Just now Senator Joseph Benson Foraker of Ohio is one of the most prominent public men standing in the national limelight. Two causes—one carefully planned, the other accidental—bring Foraker well into the proem of the political story of the country.

First he is a candidate for the Republican nomination for president in 1908; second, he is the self-avowed antagonist of the present incumbent of the White House and all his works.

In both these situations Foraker stands out primarily as a fighter. And as a fighter the characteristics of the man and the methods of the man appeal to all dabblers in the picturesque chronology of the day.

Foraker is one of the men in the senate who works. His enemies may say he is bitter; they may say he is vindictive, but they cannot deny that he is ever lastingly, incessantly busy.

He is up every morning before daylight, and it is after midnight nearly every night before he retires. During the most active sessions of the senate—no matter what fight he may have on hand—he never neglects to keep up his extensive line of reading.

Without exception, he is undoubtedly one of the best Latin and Greek scholars in public life. But busy as he is in Washington with the affairs of the nation and the affairs of his state—which state, by the way, keeps its senators fully occupied—he remains in close touch with the law, and does more legal business when in Cincinnati than any other man in the United States senate.

That he is one of the hardest workers in congress is an established fact, but despite his hard work, he maintains his health.

Those who heard Senator Foraker make his Brownsville speech in the senate the other day, and who knew him in the old Ohio fights, recognized in him the same old "Fire Alarm" Foraker. They recognized in him the same quick spirit of repartee—the same eager sarcasm—the same alertness to recover a lost point. He is the same Foraker that he was 20 years ago. The years have whitened his hair, but it has not dimmed the enthusiasm and the fighting spark that has been within him since those school days when he "licked" his playmates.

#### NEGROES ARE SERVED IN RESTAURANT OF HOUSE.

Southerners are indignant because the other day for the first time in the memory of members of congress negroes have been served at the house of representatives' restaurant.

While several southern men were dining in the portion reserved for members and their guests, a negro accompanied by a white woman entered, took seats at an adjoining table and ordered food as coolly as though they had no idea of the precedents they were smashing.

The negro waiters served them with alacrity. Adamson, of Georgia; Randell, of Louisiana; Taylor, of Alabama, and a few other southerners were dining in the same room.

Representative Weeks, of Massachusetts, and Gardner, of Michigan, at an adjoining table, waited to see what the southern members would do. They did nothing. They continued to eat without starting a lynching bee.

After they had returned to the Democratic cloakroom they decided to "cut out" dining in the house restaurant hereafter. "We are not in the habit of dining with negroes," said one of them, "and we don't propose to do it now, even if it is permitted at the capitol."

And only Saturday Senator Tillman, of South Carolina, gloated over the fact that there were places in Washington where negroes "could not drink with white men, and you senators know it is true."

"It is a good thing Senator Tillman was not eating in there when that colored man sat down," commented one of the negro waiters after the restaurant episode had occurred, "because there sure would have been something doing."

#### FROG INDUSTRY FAILS TO IMPRESS CONGRESSMEN.

Frogs are responsible for the abolition of one of the great agricultural department bureaus which spends annually about \$50,000.

This is the biological survey. When the item was reached in the agricultural appropriation bill the committee wanted to know exactly what the biological survey was.

"It is now engaged in establishing a new industry," a member of the committee answered.

"What is this new industry that has been going on at \$50,000 a year?" Representative Lamb of Virginia asked.

"It is studying zones in which frogs are the most prolific, in what kind of water they prefer to live, and how they can be raised," Representative Brooks told him.

"It don't take any \$50,000 a year for me to tell where frogs live and in what kind of water," Mr. Lamb insisted.

"But the frog industry bids fair to be important," Representative Brooks insisted.

"Only Frenchmen eat frog legs," insisted Representative Trimble of Kentucky, "and I'm opposed to raising frogs for our French population. If they must have frogs, let 'em bring 'em with 'em. It's class discrimination."

"We have horned toads in New Mexico," "Bull" Andrews explained.

"But I never heard of even a Digger Indian eating them."

"I've eaten frog legs and found them mighty good," Chairman Wadsworth said.

"Well, I wouldn't tell it," Scottfield of Texas interrupted.

A majority of the committee agreed with Mr. Lamb. The appropriation was not put in. This will knock out Dr. Charles T. Merriam, chief biologist, an assistant, and clerks and messengers enough to make a salary roll of \$8,000, together with the regular appropriation made for the bureau.

Friends of the frog hope to get a provision inserted in the senate.

