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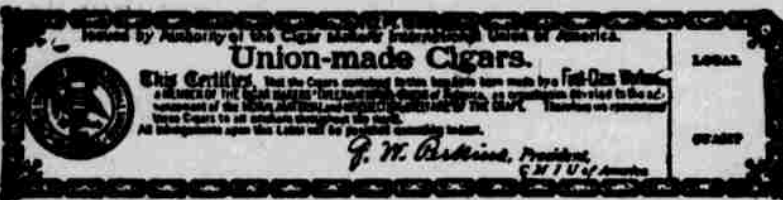
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NEBRASKA LEADS THE WAY.

Battleship is Vanguard of Assembling Fighting Craft.

The United States battleship, Nebraska, Captain Nicholson arrived at San Francisco from Magdalena bay as the vanguard of a fleet which will be in San Francisco harbor by Saturday, and which, though not so large as that on its way here under Admiral Evans' command, will be the most imposing array of fighting machines ever assembled inside the Golden Gate. Admiral Dayton's "big four," the West Virginia, Maryland, Colorado, and Pennsylvania, and Admiral Sibley's big armored cruisers, Tennessee and Washington, will be here Friday and will be joined Saturday by the South Dakota and California, now anchored between here and Mare Island. These, with the Nebraska, will make nine big first-class warships with about 800 officers and men on each vessel.

MAY PUT BACK THE MOTTO

President Overridden in the "In God We Trust" Controversy.

President Roosevelt was overridden by the house committee on coinage, weights and measures, when by unanimous vote it was agreed to report favorably the McKinley (III.) bill requiring the restoration to gold and silver coins of the national motto, "In God We Trust." During the discussion Representative Knowland of California, moved that the committee further recommend the placing upon all clearing house certificates the biblical inscription, "I know my Redeemer liveth."

LONDON TIMES ON MARKET.

Litigation Over the Disposal of the Newspaper.

The London Times is still in the market, according to a statement made by the solicitors now engaged in the litigation over the newspaper's disposal. Its proprietors, it is said, favor its sale by some form of public competition, and any proposal or scheme in this direction will be submitted to the judge having charge of the case. Meanwhile, C. F. Mosley Bell, the manager of the Times denies that he is acting as the prospective purchaser for an American syndicate.

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SPORTING GOSSIP

"Any person who is or has been by trade or employment for wages a mechanic, artisan or laborer, or engaged in any menial duty, or who has ever been employed in or about boats or in manual labor for money or wages, is barred from rowing on a crew in the regatta next summer at the Olympic games in England, even if he is an American." That is in substance the announcement issued the other day by Julian W. Curtiss, who, with James Pilkinton, formed the special committee on rowing of the American Olympic committee. It was included in a lengthy statement regarding the conditions under which the Olympian rowing races will be contested. The inclusion of these qualifications, although in a great measure expected, will come as a sort of shock to many American oarsmen. It shows that the American committee has bowed to the will of the Britons in this matter, for the English believe that only "gentlemen" should compete in athletics. If by any chance the American committee should choose as a member of the Olympic crew a man who at some time or other during his life had to ply a trade for a living he can be promptly protested by the Englishmen. The statement further sets forth that the regatta will be held at Henley-on-Thames on July 28 and the following days, over a course about a mile and a half in length. The events will be races for eights, fours and pairs and sculling races. Only two entries are allowed from each country. Entries must be made by June 1.

Fielder Jones' declaration that he will be one of the White Stockings next season has brought comfort to the thousands of American league fans in Chicago. In the estimation of most every one of the rooters the return of the Sox leader means that the South side team will be a pennant winner instead of a runner-up. The recent financial trouble is the real reason for the return of Jones. "I don't feel any more like playing now than I did last fall, when I finished the season, but I guess I will have to



play," was the way Fielder Jones replied to the question whether he was going to sign. "Any one that has a good job at the present time is foolish to quit it. I was fully determined to go into business when the season closed last fall, but the financial stringency has made it appear an unwise thing for me to do. My wife does not want to go west to live, and of course that has had a big influence on me. It has never been a question of salary at all with me. I have never tried to hold up President Comiskey and would not try to do so. I have always accepted whatever terms he has offered me and have been satisfied."

Dan Kelly, the Oregon sprinter, who is credited with running 100 yards in 9.3-5 seconds, after considerable argument as to the authenticity of the figures, makes the statement that no man will ever be able to run the 100 yards in nine seconds flat unless the runner can beat the starter's gun in getting away from the mark. Kelly first made this statement when Arthur Duffey made the prediction that 100 yards could and would be stepped off in that time. Kelly, in a recent letter to a friend, said: "The only way the nine-second mark could be reached would be to beat the gun. To legitimately do the 100 yards in nine seconds is impossible. The speed limit will have been reached when the sprinter is developed who can do the distance in 9.2-5 seconds." Men well posted in the sprinting game think Kelly is right, and point to the fact that it is well known that several records now on the books were made by "beating the gun." Possibly Kelly's 9.3-5 was made in that way.

Manager Donovan of the Brooklyn team will take First Baseman Murch of Brocton south with his team. His chief utility probably will be to whip Tim Jordan into line on the money question.

NEWS OF THE LABOR WORLD

Washington.—It is now only a few days until the law takes effect which requires interstate railroads to place their train dispatchers on a nine-hour schedule. A ruling by the interstate commerce commission practically destroyed the hope of several railroads to have the day put off until they can provide themselves with extra employes and make arrangements for putting on nine-hour shifts—a duty they say it has been impossible to perform up to the present. The decision by the commission settles a controversy that has been on for several weeks between the heads of certain railroads and that body, and unless congress intervenes with an extra proviso to the law passed last March the railroads will have to come to time on March 4 and arrange their telegraphy shifts in such a manner that no man shall serve more than nine hours out of 24 in offices operated night and day.

Chicago.—In spite of reductions in all departments of the railroads during the last two months of last year, when the financial stringency was most keenly felt, reports of earnings and expenditures of the road filed with the interstate commission disclose the fact the aggregate amount paid by the roads in salaries far exceeded that of previous years, and reached the immense sum of \$1,041,716,000. This aggregate pay roll included the names of 1,607,788 employees over 212,000 miles of track, or 94 per cent of the total mileage of the company. The average yearly salary for 1907 was \$647.

Washington.—There is at present before congress a bill regulating child labor in the District of Columbia. Among intelligent persons there is no longer any difference of opinion as to the evils resulting from this form of labor—evils to the individual affected and to the whole social system as well—and nearly every state has some legislation more or less effective in remedying these evils. Still, there is vast room for improvement, particularly in the mill districts of the south, and it is to be hoped that the good work will go on.

London, England.—In England the strike of hatters terminated somewhat unexpectedly, but the terms are creditable to both parties and resulted in an agreement for five years. The agreement provides that the terms and conditions in force on July 30 last shall remain in force for five years from that date. Employers are to find work for all the old hands and apprentices to be fairly distributed over all departments.

Boston.—An effort is being made to bring all the teamsters' unions into one big joint council. Some of the biggest and strongest of the teamsters' unions have not been members of the local council, owing to certain contentions, and their demand for enforcement of law adopted at the last convention.

London, England.—One of the first fruits of the railway settlement in England is the action of the Midland Railway company's order relating to Sunday duty. In a certain limited sense a six-day week is established; the grades required to work seven days a week are to receive extra pay for Sunday duty.

Lancaster, Pa.—The Susquehanna Iron and Steel company posted notices that it would start up its pipe and rolling mills at Columbia, near here, and its rolling mill at York. The plants employ from 1,200 to 1,500 men.

New Bedford, Mass.—For the purpose of adopting some measures of relief for weavers who are working on short time in the cotton and yarn mills here, the executive board of the weavers' unions issued a call for a meeting of the unions. The call states that some heads of families have only from a day to a day and a half of work a week and that there is much suffering.

Chicago.—Two thousand men were put to work when the plate, slab and structural mills of the Illinois Steel company in South Chicago were reopened. Five thousand more men will be put to work at once, according to William A. Field, the general superintendent. The men who were given employment were laid off three weeks ago when the mills were closed for repairs.

Springfield, O.—The American Seeding Machine company has resumed normal operations in each of its four factories in Springfield, Richmond, Ind.; Louisville, Ky., and Shortsville, N. Y. The Springfield plant of the American Radiator company has resumed full operations after a shutdown of two months.

Washington.—Orders have been issued at the navy department to put into effect a furlough system at the Washington navy yard as a means of ameliorating the conditions arising from a lack of funds to carry on the rolls the full force of employes needed at the yard. By this system each employe will lose several days a month, but all will be retained on the rolls.

Philadelphia.—One thousand men, formerly employed by the Pennsylvania Steel company at Steelton, Pa., have been called back to work, after an enforced idleness of more than a month.

Philadelphia.—Traffic conditions on the Reading railway are not improving, according to a comparative statement made public of locomotives in reserve. The company now has 169 good locomotives idle, as compared with 145 in January, and 28 on the first of last December. The company, in order to keep together its operating forces, will on Monday put into effect a new order whereby the trainmen now in the service will be put on a four-day per week basis. Those of the experienced men it was necessary to suspend by reason of the falling off of traffic will be brought back into the service so as to give all its good operating men employment.

New York.—Miss Mary Van Kleeck, who, with several other young women, recently has made an investigation of some typical blocks of New York tenement houses, not picked out because they were especially bad, found 558 child workers, of whom 406 were girls and 152 boys, all under 16 years of age. One was only three years old, three were aged four, 21 aged five, 23 aged six, 44 aged seven, 45 aged ten, 62 aged 11, 90 aged 12, 76 aged 13, 46 from 14 to 16. Of the whole number 491 were attending school but working at home after school hours. Twenty-three were under age—too young even for a kindergarten but old enough to work!

Boston.—Mayor Hibbard announced his intention to be free from the dictations of labor unions. In an interview on his selection of James H. Smith of Brighton as superintendent of the municipal printing plant, he said: "I believe in the union shop; but I want a man that will be with me wholly in what I am trying to do at the city hall. For that reason I have made up my mind not to appoint to office any active members of a union, for I am convinced that their first interest will be for their organization and not for the mayor."

Cincinnati.—Vice President Murphy stated that, in view of the falling off in business and the decreases in revenues, the managements of the Cincinnati, New Orleans & Texas Pacific railway and Alabama Great Southern railroad have determined on a reduction of ten per cent. in the pay of the president, vice president and other general officials and employes receiving monthly salaries of \$250 or over.

Cleveland, O.—The national executive committee of the Industrial Workers of the World announced that a national convention will be held in Chicago on April 6, when matters of great importance to labor will be discussed. The purpose of the convention is to establish "one large industrial union, with a large defense fund to be used for strike purposes and to encourage sympathetic strikes."

Louisville, Ky.—The Louisville & Nashville railroad reduced the salaries of all employes making more than \$250 per month. Those receiving \$400 and over are cut ten per cent., while those making more than \$250 and less than \$400 suffer a reduction of eight per cent. The reductions take effect with the current month.

Pottsville, Pa.—Notices were posted at the collieries of the Philadelphia and Reading Coal and Iron company notifying the men that work would be suspended Friday and Saturday, as has been the custom during the past month. It was thought the cold snap would change the order and full time would be worked.

Elgin, Ill.—The Elgin National Watch factory will not operate on Saturday until further notice. This action is necessary because of the dullness in trade, but the management hopes that it will be of short duration. Three thousand employes are affected. Wages were readjusted the first of the year, and since that time it has been rumored that the factory would run five days per week.

Sunderland, England.—The big ship-building syndicate of Sir James Laing & Sons has suspended. The yards of the syndicate at Sunderland and Deptford employed 5,000 men. The concern has built liners for the Peninsular and Oriental and Cunard companies, as well as several men-of-war. A scheme of reconstruction will be submitted to the creditors at an early date.

Chicago.—The resumption of trade in the steel business caused the Illinois Steel company to announce that 5,000 men would be put to work in its mills at South Chicago. For several weeks the steel industry in all parts of the country has been practically at a standstill, but orders have been coming in rapidly of late, and the indications point to an increased trade.

Chicago.—Employing painters and decorators met and voted to refuse to pay an increase of ten per cent. in wages recently demanded by the painters' union. A committee report was adopted declaring it the sense of the employers that the present scale of wages of 50 cents an hour be continued during the next two years.

Boston.—Nearly all the local labor unions are taking steps to interest the Massachusetts congressmen in a further effort to send more work to the Charlestown navy yard, and also in an effort to have the government build its own warships at the navy yards.