

**Boiled Liver En Brochette.**  
Cut bacon and slices of liver into pieces of the same length and width. Run a wooden skewer or stout straw through each piece of liver and alternately through a slice of bacon. Proceed in this way until each slice of bacon is fastened to a slice of liver, and each skewer is full. Lay on a broiler and broil over a clear fire.

**White Ribbons.**  
To clean white ribbons wash them in gasoline and they will not turn yellow.

**Shows on Trains.**  
A company is being formed in Paris for the purpose of providing theater cars for all the important express trains on the continental lines. These railroad theaters are to have 60 seats, a stage, and an orchestra of three pieces. Passengers will book seats as they now engage tables in a dining car.

**Most Courageous Animals.**  
The common mole is probably the bravest member of the animal kingdom. It will attack creatures much larger than itself, and has never been known to stow the "white feather" under any condition. In comparison with the mole the lion is a sneak and the tiger an arrant coward.—New York American.

**Drink Scourge in France.**  
What the French call "alcoholism" has grown to be a dreadful scourge, and a direful portent for the future of the people. In some parts of France the very medical men must be consulted early in the day if they are to be found sober.—Church Quarterly Review.

**Queer Twist.**  
The late Bishop T. U. Dudley of Kentucky declared that he was indebted to a mountaineer of that state for the most ungrammatical sentence he ever heard. This is it: "Them three Miss Blake are three of as pretty a gal as I ever see."—Youth's Companion.

**Vesuvius Only 4,077 Feet High.**  
Measurements taken of Vesuvius by the Geographical Institute of Florence show that the mountain has lost 375 feet in height in consequence of the last volcanic eruption. Vesuvius used to be 4,452 feet high, it is now only 4,077 feet.

**Money-Getting.**  
A life of money-getting is a life of care. From the first there is a fretful anticipation of loss in various ways to depress and unsettle the mind, nay, to haunt it, till a man finds he can think of nothing else.—Cardinal Newman.

**World's Need for Love.**  
The world delights in sunny people. The old are hungering for love more than for bread. The air of joy is very cheap; and if you can help the poor on with a garment of praise, it will be better for them than blankets.—Henry Drummond.

**Of Course She Is.**  
The United States supreme court has gravely decided that "woman is in a class by herself." Isn't it comforting to have the highest judicial authority confirm just what all of us have always known?—N. Y. Herald.

**Greatness.**  
A man is undoubtedly great when he can by remarking that time flies cause people to telegraph his statement to all parts of the country and comment on it as an evidence of his profundity.

**No Perpetual Youth.**  
The secret of eternal youth would make a multimillionaire of its lucky possessor. But the precious recipe is still unknown, and society women must keep their looks at the cost of time, much trouble and more money.

**Extremes of Heat and Cold.**  
The greatest heat is never found on the equator, but some ten degrees to the north, while more severe cold has been registered in northern Siberia than has been found near the pole.

**Wood Pulp Makes for Safety.**  
Wood pulp, sometimes a fatal cargo, is often used for the safety of ships. A layer of cellulose is built into their sheathing, and in the event of a leak tends to swell and so close the hole.

**Warning.**  
"Life is honey-sweet now," says the Adams Enterprise, "with all the peach trees in blossom; but please remember that doesn't mean peach-and-honey!"—Atlanta Constitution.

**Lincoln Directory**

**USE TAR PAINT**  
To paint your poultry shed. It will prevent lice. Preserve your fence posts by painting them with tar paint before setting. Dip four shingles in tar paint—it preserves them. Sold in 10-gallon barrels for \$2.50 PER BARREL. Sold in 5-gallon cans for \$1.25 per can. Tar is cheaper than paint—is more effective and lasts longer. Best in the world for corrugated iron.

**WE ARE EXPERT CLEANERS AND DYERS**  
And Pressors of Ladies' Gentlemen's and Children's Clothing. Write for Price List.

**J. C. WOOD & CO.**  
1322 N ST., LINCOLN, NEB.

**GOOD AUTOS, CHEAP**  
On account of taking in several machines cheap, we can SELL THEM AT BARGAINS. Write for list this week. LINCOLN AUTOMOBILE CO., Lincoln, Neb.

**IS MASTER LINGUIST**

**WILFRED STEVENS FINDS HIS WORK A DIVERSION.**

Translator in the Government Service Speaks, Writes and Reads Many Languages—Is Not a College Man.

Mr. Wilfred Stevens, translator in the state department, speaks, reads and writes:

German,	Modern Greek,
French,	Hungarian,
Spanish,	Italian,
Portuguese,	Norwegian,
Chinese,	Swedish,
Cantonese and	Polish,
Japanese (dialects),	Latin,
Yiddish	and
Esperanto.	

Reads and translates:

Arabic,	Bohemian,
Persian,	Serbian,
Rumanian,	Slavonic dialects.

Interprets American Indian dialects and is particularly interested in the Sioux.

Washington.—Wilfred Stevens, expert translator of the state department, is undoubtedly one of the most unique and interesting members of departmental life in Washington.

Possessed of a vast fund of general knowledge relative to the needs of his department, he is devoting his life especially to the mastering, not only of modern languages as they are taught in the schools, but of many strange tongues which few, if any other Americans, have ever found it possible to use.

Born of American parents in the picturesque little town of Shakopee, Minn., Mr. Stevens can claim the title of true American linguist. Not until his genealogy reaches back to the grandmother of his mother is there found an ancestor who could have transmitted to this remarkable son the linguist power which is his by right of possession, and not in any way by heredity, as would naturally be expected if Wilfred Stevens were an European.

Mr. Stevens smiled when he said: "Yes, I translate the principal European and oriental languages in my capacity here in the department, and can speak, read and write with less ease Chinese (Cantonese and Pekinese dialects) and the literary languages, Japanese, modern Greek, Hungarian, Latin, Norwegian, Swedish, Polish, Dutch, Yiddish and Esperanto."

"No, I am often taken for a Russian, but I am not."

"I am just a Minnesota boy and proud of it."

"No, I am not even a college man. I started to go to a German school, but was impatient of the progress made there and left it for the high school."

"I started at 12 years of age to study German, and from that went easily on to the study of French, Spanish and Italian. After that came Portuguese and Russian, which languages I speak, read and write with practically the same facility as I do English."

"I also read and translate Arabic, Persian, Turkish, Rumanian, Bohemian, Serbian and other Slavonic dialects."

Mr. Stevens entered the service of the government as a clerk in the printing office, where he did, at odd times, any translating that was necessary. From this office he was transferred to the war department, where he remained five years. He has now been in his present division for the same length of time.

Mr. Stevens modestly asserts that he "aims to learn all languages of political importance," having entered the department master of six languages, and now being able to use his varied knowledge in the translating of some 24 and more, if one counts the innumerable dialects which appear in connection with many of this number.

Mr. Stevens also says with a charming simplicity that, while he can generally translate the various Chinese and Japanese dialects, he does not always understand them very well.

"I have been much interested in the study of the Sioux Indian language, and after I studied Japanese I found the two very similar, which carries out the theory held by many scientists that the American Indian was originally an oriental. The Sioux is very rich and complete. An army officer told me an interesting tale of having taken with him to one of our western posts a Japanese servant, adding that he had found this Jap talking with a Sioux one day, both the Sioux and the Jap being able to understand each other with fair accuracy."

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**NEW NORWEGIAN MINISTER.**

**Ove Gude to Represent His Country at Washington.**

Washington.—One of the most interesting foreigners who has come to the United States in recent years on an official mission is Ove Gude, the new Norwegian minister to this republic. Mr. Gude, who is about 55 years of age, is a son of the famous Norwegian painter, Prof. Hans Gude, whose landscape and marine masterpieces caused the old Kaiser Wilhelm to invite him to take up his residence in Berlin.

The newcomer in the official "foreign colony" at Washington has had an interesting career in the diplomatic service. He was attache of the legation of Sweden and Norway at Paris in 1877; in 1879 was appointed secretary of the legation at Berlin.



Mr. Ove Gude.

He served as secretary of the legation in London in 1881 and was sent on a special mission to China and Japan in 1897 and 1898. He was minister to Spain and Portugal in 1900 and in 1902 was made minister to Denmark, where he served until the union between Norway and Sweden was broken in 1905, when he entered the service of his own country, Norway.

Minister Gude was a widower when he went to Copenhagen. There he met and married the daughter of the famous Danish soldier, Gen. de Sternholm, who was chief of the Danish general staff in the war between Denmark and Germany in 1864. Mme. Gude, who is much younger than her husband, is an accomplished violinist. Minister Gude has two daughters, 16 and 17 years old, by his first marriage, and these will soon join him in Washington.

**QUEEN HAS UNIQUE BUNGALOW.**

Gothic Door of Alexandra's Residence Is Half of a Rowboat.

London.—Queen Alexandra has a unique bungalow. It is in Norfolk down by the beach of Snettisham, a quaint watering place of 15,000 people. The beach, a favorite with the queen, is crowded in the summer season with holidaymakers, tourists and others.

The Gothic door or main entrance to the bungalow is nothing else than a rowboat cut in half. The outer walls are of bright yellow cast stones brought from the Snettisham pits and



Queen's Bungalow Built of Coastwise Material.

The blocks are laid in the rough with numerous projections.

There are two main rooms, one for the queen and another for the attendants, and between them is a small lobby which also gives access to the office. Around the queen's apartment runs a five-foot high dado of dark stained vertical boards and above the cemented walls are incrustated with stones of various hues and mussel, cockle and other shells from the beach.

**Population of St. Petersburg.**  
According to statistics just issued the male inhabitants of St. Petersburg outnumber the female by 124,000. The total population of the capital is now 1,454,704, showing an increase of 230,000, or nearly 19 per cent., as compared with the census of 1900.

**Lipton Spent Much Money.**  
It has become known that the three attempts made by Sir Thomas Lipton to capture the America's cup, the intrinsic value of which is about \$250, have cost him \$500,000 for yachts alone.

**WENT BACK TO 1849**

**VETERAN ENGINEER SAW MANY CHANGES.**

The Late Asher Smith Was One of the First Men Who Ran Locomotives in the United States.

There recently died in Kansas City, Kan., a former railroad engineer, Asher Smith, at the age of 83 years. In 1849 Mr. Smith began running an engine on the Mount Savage & Cumberland railroad in Maryland, where he remained for three years. The engine which he operated did not weigh more than 20 tons, the track was constructed of iron rails and ties made of small trees that had been cut to the desired length and were not hewn, and the fastest passenger trains were not allowed to be run at a speed exceeding one mile in three minutes. From Maryland Mr. Smith went to Fort Dearborn, which is now Chicago, and was employed on the Chicago & Galena road between Chicago and Elgin, Ill., which road is now a part of the Northwestern system. Engineer Smith did not long tarry in Illinois, but went to Milwaukee and ran an engine on the Milwaukee & Mississippi road, which is also now a part of the Northwestern system. The rails used there were made of hewed planks, with an iron strip nailed on the wheels to tread on, and the weight of the engines was limited to ten tons. When an engine was built in the shops at Milwaukee which exceeded this limit about 500 pounds it was held back for about six months to allow the construction department to build a heavier track. The locomotives used at that time were called "John Bull" engines, because they were patterned after the engines used in England. They were wood burning, and were often delayed on the road during a trip because the fuel supply had given out, and the crew would have to stop the train long enough to go into the timber and chop enough to take the train on to the next fuel station. It was in 1861 that Mr. Smith left Milwaukee on account of ill-health and settled in Kansas, where he ran a sawmill. By 1878 Mr. Smith had regained his health and resumed railroading once more as an engineer on the Santa Fe road at Emporia, where he remained until 1893, and then retired to a farm.

When he took a place as engineer on the Santa Fe road the wages were \$60 a month for an engineer, \$50 a month for a conductor, and \$30 a month for brakemen and firemen. The present scale is more than three times that amount. The trains on the Santa Fe were equipped with speed recorders which were called "Dutch clocks." A paper tape was placed on the clock at the beginning of each trip and the speed of the train over the entire division was shown by an automatic recorder, which worked similar to the telegraph tape, or to the speed recording tapes of the present day. The speed of the freight trains was limited to 15 miles an hour and the passenger trains to 25 miles an hour.

**Oxen as Railroad Builders.**  
The ox as a beast of labor has about had his day with the American farmer. He is raised by wholesale, killed by wholesale, and then distributed throughout the world as beef, but he doesn't have to work.

Up in eastern Canada, however, he does a big stunt of work before he is eaten. In Nova Scotia, especially, oxen are still used for all sorts of farm work.

They plow the fields, haul the hay and apples and potatoes and cart in the firewood from the forest. They are slow, it is true, but there is time and to spare in those parts.

Of late the ox has been helping to build the railroads in Nova Scotia. He is found to be very useful in grading the roadbed, which calls for a lot of short-haul work. The oxen are yoked in pairs and as many pairs can be used tandem as are necessary to any given job. They are patient and untrifling.

Over the last state of the Nova Scotia ox it were better to draw the veil. When his working days are about over he is fattened and then slaughtered. Furthermore, he is eaten, and if those who have made him work through his long and busy life have the eating of him, he is well repayed.

**Chinese Objection to Railroads.**  
An Americanized Chinaman, Chin Gee Hee, is the projector, president and engineer-in-chief of a railroad which has recently been opened in the Hongkong hinterland. Of the six locomotives used, four were purchased in the United States, the others coming from Germany. The president says his chief difficulty in building the road was in overcoming the obstinacy of the natives, who opposed the work on the ground that the smoke from the locomotives would rain their crops.

**Dog Advance Agent of Train.**  
A traveler waited at a certain English provincial town in vain for the much over-due train on the branch line. Again he approached the solitary sleepy looking porter and inquired for the twentieth time, "Isn't that train coming soon?" At that moment a dog came trotting up the line, and a glad smile illuminated the official's face. "Ah, yes, sir," replied the porter. "It'll be getting near now. Here comes the engine-driver's dog."

**EMPLOYEES HAVE NO LIABILITY.**

**Railroad Workers Not Held Responsible for Accidents.**

A new partner in the person of the railroad employe has literally pushed his way into the manager's office, says J. O. Fagan in Atlantic Monthly. So important a factor has he now become in the councils of a railroad corporation that hardly a move can be made in the operating department without first consulting his rights and wishes.

Not only is the power and influence of the railroad employe at the present day an important factor in railroad management, but, in the opinion of competent judges, the time is not far distant when manager and employe will meet on equal terms and together legislate for the interests of all concerned. Now, granting the ever-increasing power of the employe in framing the rules and influencing the management, what is there to be said about the division of responsibility?

At the present day, when an accident happens on a railroad and lives of passengers are sacrificed by reason of the carelessness or neglect of employe, practically the whole moral and financial responsibility is immediately assumed by the management. Heartfelt regret is at once expressed by the highest authorities, the injured are visited by sympathetic officials and every conceivable kind of bill or expense is at once acknowledged and paid.

On the other hand, we, the employe, singly and collectively, ignore the whole business. We simply stand back and let the press and the authorities figure out reasons and remedies for themselves. We neither adopt resolutions of sympathy nor pay out a single dollar to benefit the families of the dead or to alleviate the sufferings of the injured.

Considering the division of power, does this adjustment of responsibility appeal to any fair-minded person? It has occurred to some of us that if we or our organizations were assessed in hard cash in proportion to our responsibility for some of these preventable accidents the casualty lists on our railroads would very quickly assume microscopic proportions. An "employe's liability act" would, of course, be looked upon as an absurdity, yet if unprejudiced judges were to analyze a few of our accidents they would quickly conclude that the idea is sanely and soberly logical.

**POWER FROM CENTRAL POINTS.**

**Day Coming When Locomotives Will Carry No Fuel.**

"Less than 25 years from now railroad locomotives will carry no fuel. Trains all over the country will be run by power conveyed by wire from a dozen great central plants located in the neighborhood of coal mines. There will be no smoke, no cinders, to make a journey by rail disagreeable," declares Prof. Robert H. Fernald, expert in charge of the government fuel inquiry.

It has been proved practicable, he says, by the help of gas producers and gas engines, to convert the energy of coal into electricity and transmit it by wire over distances exceeding 250 miles. This means that trains could be run from a single central plant over 200,000 square miles—an area nearly four times that of the state of Illinois—and that ten or twelve such plants, located at or near mining centers, could furnish motive power for all the railroads in the United States.

"Now that it is commercially possible to transmit electric power 250 miles or more," says Prof. Fernald, "the location of immense gas producer plants at the mines, or within easy reach of them, must speedily follow. But it should not be supposed that this power will be utilized only by the railroads of the country. It will be supplied to factories, and employed for all sorts of industrial purposes in cities and towns, whose populations will be thus enabled to enjoy cleanliness and freedom from the tyranny of smoky chimneys."—Robert Franklin, in Technical World.

**Line Almost Joins Oceans.**  
In Chili railroad construction on the cross-continental line, between Valparaiso and Buenos Ayres, has advanced so that a ride of four hours in a stage is the only interruption in a continuous railway journey from the Pacific to the Atlantic ocean. The Chilean congress also has provided for a longitudinal line paralleling the coast. Peru is making great advances in railroad construction, and Ecuador has joined in constructing railways following the general Pan-American route. The transoceanic line in Guatemala was opened for traffic in last January, and Costa Rica is finishing a line from ocean to ocean.

**Peculiar Scotch Railroads.**  
Scotland possesses several railroad anomalies of which probably the most notable is that of the stations of Mallaig and Kyle, of Lochalsh, which, though only 20 miles apart in a straight line, are separated by no less than 360 miles of rail by the shortest route, viz: Crianlarich, Balquhider, Perth and Inverness. Yet another Scotch incongruity is that the nearest railway station to the town of Port Ellen, on the island of Islay, if we except the small local line at Campbeltown, is Ballycastle, in Ireland.

**Government Line in Brazil.**  
The credit of the Brazilian government is back of a plan to build 300 miles of railroad around the rapids of the Maderia river. Railroad lines now cover about half the distance of 6,630 miles from the southern border of Mexico to Buenos Ayres.



MISS SOPHIA KITTLESEN.

**HEALTH VERY POOR—RESTORED BY PERUNA.**

**Catarh Twenty-five Years—Had a Bad Cough.**

Miss Sophia Kittlesen, Evanston, Illinois, U. S. A., writes: "I have been troubled with catarh for nearly twenty-five years and have tried many cures for it, but obtained very little help. "Then my brother advised me to try Peruna, and I did. "My health was very poor at the time I began taking Peruna. My throat was very sore and I had a bad cough. "Peruna has cured me. The chronic catarh is gone and my health is very much improved. "I recommend Peruna to all my friends who are troubled as I was." PERUNA TABLETS—Some people prefer tablets, rather than medicine in a fluid form. Such people can obtain Peruna tablets, which represent the medicinal ingredients of Peruna. Each tablet equals one average dose of Peruna.

**Man-in-the-ideal Laxative.**  
Manufactured by Peruna Drug Manufacturing Company, Columbus, Ohio.

**The Soft Answer.**  
Senator Tillman at a banquet in Washington said in humorous defense of outspoken and frank methods: "These people who always keep calm fill me with mistrust. Those that never lose their temper I suspect. He who wears under abuse an angelic smile is apt to be a hypocrite."

"An old South Carolina deacon once said to me with a chuckle: "Keep yo' tempah, son. Don't yo' quarrel with no angry pesson. A soft answer all allus best. His' commanded an', furthermo', sonny, bit makes 'em maddah'n anything else yo' could say."

The extraordinary popularity of fine white goods this summer makes the choice of Starch a matter of great importance. Defiance Starch, being free from all injurious chemicals, is the only one which is safe to use on fine fabrics. Its great strength as a stiffener makes half the usual quantity of Starch necessary, with the result of perfect finish, equal to that when the goods were new.

**Belgium Buying Autos.**  
Belgium is now importing yearly about \$1,500,000 worth of automobiles, motorcycles and bicycles. These imports have quadrupled in four years.

The world is not near so old as some of the people who go growling and grumbling over it.

The man who is after results isn't always particular as to the means.

Mrs. Winslow's Scalding Cream. For children scalding, restores the skin, relieves the inflammation, stops pain, cures trial cuts. See a bottle.

A good life is the readiest way to procure a good name.—Whitcomb.

**Truth and Quality**

appeal to the Well-Informed in every walk of life and are essential to permanent success and creditable standing. Accordingly, it is not claimed that Syrup of Figs and Elixir of Senna is the only remedy of known value, but one of many reasons why it is the best of personal and family laxatives is the fact that it cleanses, sweetens and relieves the internal organs on which it acts without any debilitating after effects and without having to increase the quantity from time to time.

It acts pleasantly and naturally and truly as a laxative, and its component parts are known to and approved by physicians, as it is free from all objectionable substances. To get its beneficial effects always purchase the genuine—manufactured by the California Fig Syrup Co., only, and for sale by all leading druggists.

**EPILEPSY ITS**  
If you suffer from Fits, Falling Backward or Spasms, or have Children that do so, my Brain Electricity and Treatment will give them immediate relief, and all you are asked to do is to send for a Free Bottle of Dr. May's EPILEPTICIDE CURE. Complete Directions, also testimonials of CURED CASES, FREE by mail. Express Prepaid. Give AGE and full address. W. E. HAY, M. D., 549 Paul Street, New York.