

born in mind that certain rules must be observed in finding Phoebe. When you think you have found her address her with these words: "Be You Phebe?" If she is the right Phoebe, she will reply: "I Be Phoebe." Phoebe is now at large upon the streets of Lincoln and she will be at the Carnival in the evenings after 7:30. The one who finds her shall escort her to the Big Chief of the Carnival who will award the prize. Who knows Phoebe may be the prize.

For the carnival the hall is being finely decorated and concessions of interesting character are being put in. Amongst these will be the country store which is always a fun maker. There will be fortune tellers in which local talent is used. There will be a Kangaroo Court for the purpose of preserving order and so forth. There will be many other concessions, most of which are run by the Ad Club Boys and will be in charge of ladies. There will be clowns galore, making fun every minute of the evening, and after 10 o'clock a dance will be given until 11:30. The carnival will be conducted in a perfectly orderly manner so that anyone who may wish to attend may feel that there will be nothing to offend. There will be fun for old and young. The program changes each night and will be published each day preceding the carnival.

ACHURCH COMMITTEE FOR SOCIAL REFORM.

By the Rev. Charles Stelzle.

Growing out of the action of the Federal Council of the Churches of Christ in America, at its meeting held in Philadelphia some time ago, with regard to the social problem, to which reference was made in the labor press at the time, there was appointed a Commission on the Church and Social Service, consisting of about 40 of the most prominent social workers in the United States. This Commission has been organized for effective work, having a Committee of Direction of a dozen men; and two Standing Committees, one on Research and the other on Propaganda, there being sub-committees under the direction of each of these Standing Committees.

The Commission also has a budget to prosecute its work. One of its most recent pieces of work, and probably its most significant, was the appointment of a Committee of three to investigate and report upon the industrial situation at South Bethlehem, Pa., during a recent strike.

The Committee reported the deplorable social economic conditions of the 9000 workers in the steel mills. They called attention to the large amount of unnecessary Sunday work which is being carried on in the plant, and the excessive hours of labor; and to the small pay received for such work.

The Committee declared that the wage-scale paid in the plant leaves no option to the common laborer but the boarding boss method of living, with many men to the room. When a man has a family with him, they take in lodgers, or the woman often goes to work. On such a wage basis, the Committee declared, American standards are impossible.

It was further recommended by the Commission that the Churches inaugurate a movement to place in the hands of some appropriate body the authority to determine when industrial operations are necessarily continuous, and must necessarily be performed on Sunday. As it is now, the decision is in the hands of the managers who are pressed for haste by purchasers, for output by their directors, and for profit by their stockholders, so that it is unfair to put the responsibility for drawing the line between what is necessary and what is unnecessary upon the shoulders of the managers; that, directly growing out of the Bethlehem situation, the Federal Government be urged to include in its specifications for armor plate, war vessels, construction work and the like, that the work be done on a 6-day basis and that where operations are necessarily continuous, the 24-hours be divided into three shifts of 8 hours each, and that the United States Government should provide for certain minimum labor conditions in its contracts as well as minimum specifications as to materials. As it is now, the progressive employer, who wants to be fair to his men, must compete for contracts at levels set by the least scrupulous. The tendency, therefore, is toward a lowering of standards which the Churches of America, the Committee declares, ought to be courageous enough to stand out against.

THE DOCTRINE OF CONTRIBUTORY NEGLIGENCE.

By Robert Hunter.

The Doctrine of Fellow Servant is very important. It means that when any man enters the employ of a great corporation he becomes responsible for all the stupidity, carelessness or recklessness of all his fellow servants.

He doesn't choose his fellow servants. They are chosen for him, but he assumes all the personal risk which comes from working with them.

There is still another doctrine which the law advances to do the injured out of justice.

And this doctrine is called the Doctrine of Contributory Negligence and it is dramatized once for all, says William Hard, in the case of Smith, of Seligman.

Smith, an engineer for the Atchison, Topeka & Santa Fe, started off to get some sleep. He was called back by the master mechanic.

There was a train of oranges that had to be hauled to Pinto. Smith objected. He said he felt unable to handle an engine. The master mechanic insisted. It was an urgent case. Smith climbed back on his engine.

Smith reached Pinto at 3 o'clock that afternoon. At 8:30 in the evening he was on his way back to Winslow.

It was then that he committed his act of contributory negligence. He got into a collision.

He had been on duty thirty hours and thirty minutes. He fell into a doze. He forgot just where he was. He ought to have run his train at that point off the main track onto a side-track. He forgot about it. And in the midst of his contributory negligence another train ran into him.

Smith's right hand was badly crushed, and its subsequent use for the purpose of his trade was rendered impossible. He had made the mistake of dropping off to sleep after more than thirty hours of continuous work.

The court of appeals of Texas did not condone Smith's offense. The court admitted that in Arizona, where the accident happened, there was a law forbidding railway companies to work their employes more than sixteen hours at a stretch. Under that law, when a man had worked sixteen hours, he was entitled to enjoy nine hours' rest.

The Atchison, Topeka & Santa Fe had kept Smith at work for almost twice the legal length of time. The Atchison, Topeka & Santa Fe was a lawbreaker.

But Smith was a contributory negligent and hopelessly careless person. His real character was exposed by the court.

"The allegation," said the court, "that the laws of Arizona prohibit railway companies from working their employes for more than sixteen consecutive hours does not excuse the contributory negligence of the appellant (Smith) which arose from his working such a length of time that he was unfitted for business. He knew his physical condition far better than the railroad company could have known it, and he cannot excuse his carelessness in falling asleep on his engine. The petition presents a clear case of appellant (Smith) having been hurt through his own negligence in stopping his engine on the main line instead of taking a siding as he should have done."

Now that's the whole story. It's the law. It's the Doctrine of Contributory Negligence.

Smith ought to have known better. Think of a man running an engine along the main line when he was asleep!

But the courts know their business. Smith got no sympathy from them. It was Contributory Negligence that Smith done, and it was his own fault. And anyway it's the law.

200 BOOSTERS FROM OMAHA COMING

It is assured now that the Omaha Ad Club will be represented on Friday night which has been especially dedicated to them. They are coming by special train, 200 strong, and will have the Aksarben band with them. This liberal spirit on the part of Omaha in its recognition of the Lincoln Carnival should certainly be appreciated by every Lincoln citizen, and it is the especial request of Pres. McKelvie of the Ad Club that the people of Lincoln turn out on Friday evening and see that these Omaha boys are properly entertained. The Lincoln Ad Club bunch will meet them at the Rock Island station at 8 o'clock and march them to the Auditorium. Automobiles will be provided for the ladies in the Omaha delegation, also for Lincoln ladies who will go to the train to meet the Omaha crowd. For this part of the program, it is especially requested that all who wish to be in the delegation going to the train on Friday evening meet at the Auditorium at 7:30 P. M. It is hoped that a large number of Lincoln people will join in this reception committee.

Senator Cummins is a carpenter by trade, but he'll not saw much wood in Lincoln by advocating the re-election of Senator Burkett as a "progressive."