

Lincoln Letter

Current Gossip from the
STATE CAPITAL
Legislative and Otherwise

The thirtieth session of the Nebraska legislature has practically gone into history, as at this writing the hour of final adjournment is near at hand. The last day was spent in listening to the reports of conference committees and a general jollification and goodbye service which began and ended as the mood of any certain member dictated. A great many of the members of both houses left Thursday evening, but a quorum was present all day Friday and faithfully voted on the conference committee reports, and toward evening it was only a waiting game—waiting for the enrolling clerks to get bills enrolled. Late in the evening it became apparent the enrolling clerks could not finish their work before morning, and as there was no business to transact until their labors were completed, both houses took a recess until Saturday morning. Friday was spent mostly on the appropriation bills and the conference committee reports which were adopted out of the \$20,000 appropriation for the new orthopedic hospital at Lincoln, cut out the salary for a chief clerk in the office of the labor commissioner and added and subtracted some minor amounts, leaving a grand total of all appropriations against the general fund of \$3,589,217, not counting the 1 mill levy for the university. This amount caps the appropriations of past legislatures, but members of the finance committee of both houses justify the increase by the increased needs of the state. The 1 mill levy for the university, of which \$100,000 goes to the state farm for new buildings, will add not less than \$617,613 to the amount the taxpayers will have to contribute during the next two years, providing, of course, Governor Sheldon does not get busy with his pruning knife, which it is freely predicted he will do. The total of all appropriations two years ago, including the university appropriation, amounted to \$3,621,604.05, adding the estimated amount which will go to the university will make the increase this biennium approximately \$617,613. The Lancaster delegation made a hard fight to save the new building for the orthopedic hospital, but the legislature could not see the need of it just at this time.

A feature of the legislature in its closing hours was the presentation by the members of the senate to Lieutenant Governor Hopewell of a beautiful gold-headed cane. In accepting the same he said: "I shall not endeavor to express my feelings at this time, because I could not if I should try. I can only say I sincerely thank you from the bottom of my heart, not for the cane, but for the sentiments that the speaker has expressed in presenting it. This session has been very pleasant. We have made many acquaintances and friends that we will remember as long as we live. I think I can say this is a memorable body, a good deal above the average, if we take the word of those who have been acquainted with legislatures for years past. I believe this is the finest body of men I have come in contact with. There may be a better body somewhere, but if so I have never seen nor heard of it."

The state university won \$50,000 from the Nebraska legislature in the closing hours. However, this will afford little relief, according to the report of the university authorities. The conference agreement commands that \$100,000 be diverted from the 1 mill levy proceeds and be expended on the state farm. In return the general fund of the state is to furnish \$50,000 to be expended as the regents direct. This sum is insufficient, it is stated, to make any progress on the civil engineering building so badly needed by the university. On the other hand, it is feared that the expenditures at the state farm will necessitate the use of the \$50,000 for the maintenance of the university proper.

House roll 269 was indefinitely postponed in committee of the whole. The bill sought to penalize teachers when they broke their contracts. Senator King opposed the bill. He declared that the school teachers of the state were honorable and honest. They deserved the utmost consideration. If they damaged a school board, there was an action at law.

Don C. Despain, clerk in the labor bureau and letter writer of much renown, has been worsted in his campaign for the perpetuation of his pay check. The conference committee on the general salaries bill eliminated his salary of \$1,200 a year from the list of perquisites. In the message representative McMullen had the item struck out, alleging that Despain returned no service therefor.

A romance was one of the features of the closing day of the senate. It leaked out that Senator H. B. Glover, one of the bachelor members of the senate, and Miss Cordelia Johnson of Lincoln were to be married in the evening. Their acquaintance began at one of the receptions held by Governor Sheldon. They met frequently at the same function and were together much of the time during the session. The nuptials were tipped off and Senator Glover was the subject of considerable "joshing."

The conference committee report on the pure food bill was adopted by the house and senate, making the bill quite as stringent as when it left the senate. The committee was at work over the measure a good portion of a whole day and the reports were submitted in each house just before adjournment, being accepted without discussion. Many of the provisions objected to by the druggists were placed in effect, but the provision which the jobbers objected to with regard to labels on canned goods were changed to meet their requirements in a business way. In brief, the conference committee cut out the provision for meat inspection and left this to state inspectors. The provision that packages must bear the net weight and measure of their contents was put back in the bill, as was also the provision that packages must bear the ingredients stamped on the outside under certain conditions. The dairy provisions of the bill were little changed as they were altered by the house, with the exception that instead of leaving the dairy commissioner to decide upon the proper test, the Bab-

The Gibson bill to prohibit breweries from engaging in the saloon business passed the house. Its passage was foreshadowed by the indorsement it received. Introduced by its author for the alleged purpose of revenge and, according to common report in the legislature, disowned and disapproved by him the bill was taken up by others and pushed with a vigor such as that given terminal taxation and some of the other big bills of the session. One feature of the bill which was approved of by many who voted against it is that which forbids breweries or their agents to own or aid in securing liquor licenses. The other feature which was denounced by a number who voted for it is the provision prohibiting breweries or their agents from renting property for saloon purposes.

The Hamer bill amending a bill which passed both houses early in the session and became a law, was passed by the senate after an ineffective fight to kill it by Epperson of Clay. The legislature passed H. R. 31 early in the session, taking away from cities, villages and precincts the power to vote bonds in aid of railroads. Until after it became a law very few persons knew the importance of it. At the request of members from the northwestern part of the state, another bill correcting the "joker" was introduced, the new bill allowing bonds to be voted for steam railroads only. Senator Epperson, who backed the first bill, fought the second one, but was unable to kill it.

Redmond of Nemaha got through a resolution in the house to clear the title to eight acres of land belonging to T. J. Majors, by allowing the colonel to sue the state. When the state bought sixty acres of land for the State Normal school at Peru it was in two tracts. By a mistake the eight-acre tract was not properly described and instead of getting what the state bought the deed reads eight acres belonging to Colonel Majors. However, the state has been using what it bought for forty years and the resolution is only for the purpose of allowing Colonel Majors to get his title cleared up.

Senators Ashton and Aldrich fought a two hours' oratorical battle in regard to the Milford and Grand Island homes for old soldiers. Ashton won his fight. He pulled house roll No. 491 through, this measure appropriating \$25,000 in state funds for a building at Grand Island. Milford was allowed \$15,000 and then Grand Island came in for \$9,000 for repairs.

Through the provisions of a bill which was passed in the house, and which had already passed in the senate, the sheriff of Douglas county will receive a salary of \$4,000 a year after January 1, 1908. Until that time he will draw his present salary and will receive 39 cents a day for feeding prisoners. After that date the feeding of county prisoners will be done by contract.

House roll No. 328, to allow bonds to be voted for railroads, slipped through the senate by a vote of 25 to 7. Hamer introduced the bill in the house. Senators Hanna and Phillips worked for the bill, claiming the North Platte country needed railroads. The legislature has repealed a similar law at the present session. The bill restores the statute as far as "steam railroads" are concerned.

Senator Randall made a fight to increase the \$1,250 appropriation for a monument to General Thayer to \$5,000. He declared the larger amount would be necessary to erect a shaft suitable to commemorate the memory of one of Nebraska's leading citizens. His amendment was voted down.

The governor signed S. F. No. 76, by Senator Gibson, a bill to eliminate brewers from active or indirect participation in the retail liquor business. Delegation after delegation of brewers called on Governor Sheldon, but, despite their protests, he signed the bill.

Both senate and the house adopted the report of the conference committee on amendments to the pure food bill without serious opposition, the expected fight not materializing. The conference committee amended section 8, over which the big fight occurred, to make it practically the same as it was when the bill left the senate. It requires the names of ingredients, but not the quantities, to be placed on bottles, and requires the quantity to be placed on all bottled liquor except that used for medical purposes.

SPORTS and ATHLETICS

Clarke Will Again Play Outfield.



Pittsburg baseball fans are joyous over the report that Fred Clarke has agreed to don a uniform and take his old place as captain and left fielder of the Pirates. When Clarke signed his contract this year it was with the stipulation that he was to manage the team from the bench, at a salary of \$8,000 a year.

"Indian Sign" Pugilists Are Usually Winners

Queer Tradition in Fistiana About Mysterious Road to the Victor's Goal.

Several fight critics in attempting to explain the decisive manner in which "Honey" Melody beat Willie Lewis, of New York, in their recent engagement, attribute it to the "Indian sign." This is a familiar expression to the followers of pugilistic events, and is used many times to excuse defeat of a local favorite. But for the benefit of anyone who may not be acquainted with the term, a word of explanation will not be amiss. When a man is said to have the "Indian sign" on another fighter it simply means that the possessor of this mysterious "sign" has defeated a man once, and is considered a sure winner any time the pair meet again in the ring. It is an old saying and is firmly believed in by most of the men closely connected with the fighting game. Whether or not it was a case of "Indian sign" in the recent Melody-Lewis match is immaterial.

There are plenty of instances in the history of the ring where it does seem certain that some fighters held the "Indian sign" on others. And the more you listen to trainers and men intimate with fighters the more firmly are you convinced that there is a great deal of truth in the idea that certain men can beat others under almost any condition.

Take an example that is always referred to by believers in the "Indian sign"—that of Young Corbett and Terry McGovern—and they will tell you that Young Corbett could beat the Brooklyn terror any time. A well-known fight critic visited each of the fighters in his dressing-room just before he was to enter the ring for what proved to be Corbett's second victory over Terry. When he asked Young Corbett how he felt in regard to the outcome of the fight, the Denverite replied: "Well, Britt might beat me, Herrera might beat me, or you might beat me, but I can beat this fellow any time. He was just made for me." That showed Corbett's supreme confidence.

In McGovern's dressing-room there was a different reply to the inquiry as to what he thought the result of the fight would be. Terry, who was usually so strong in his belief that he could win against anybody, and never hesitated to express his opinion, said that night: "I don't know. He's a tough fellow." That showed the difference, and that confidence which Corbett possessed and his subsequent decisive defeat of McGovern is considered positive proof by many sporting men that Corbett had the "Indian sign" on Terry. And they claim the Denverite would win any time the pair start.

This is one of the most striking instances of the "Indian sign." There are many other cases where it is claimed that certain pugilists could always beat others. Take the case of three fighters who were active about five years ago—Joe Walcott, George Gardner and "Kid" Carter. Although

many people claimed that some of the fights among this trio had a "queer" look, there is no doubt that some of the reversals of "dope" could be attributed to the "Indian sign."

Joe Walcott certainly had the "sign" on George Gardner any time they started, and yet Gardner could beat "Kid" Carter, who, in turn, defeated Walcott. In these instances it looks like a good example of the "Indian sign."

Another case that could be cited is that of Jimmy Gardner and Buddy Ryan. Buddy was a first-class fighter in every respect, and yet he was comparatively easy for Gardner, while Ryan beat men with whom Gardner would not have a "look-in."

The National Game of Baseball Follows Flag

American Army Has Taken Up the Game Through Efforts of Gen. Burt.

After introducing the great game of baseball into the army of the United States, and, incidentally, into the navy, Gen. A. S. Burt, U. S. A., is now endeavoring to make the system of calling balls and strikes a simple one in the major leagues. He bases his argument on the fact that not one fan in a dozen knows what is called on a batter, and if the umpire should be instructed to raise his right hand above his shoulder in calling a strike and his left hand in calling a ball every fan would know at once what was doing.

"Silk" O'Loughlin, one of the American league handlers of the indicator, can be heard probably better than any other umpire in the major leagues to-day, but even his powerful "Strike tuh" does not carry way out to the farthest bleacher seats, and the sitters in that region have to guess and guess and guess. But, as the general says, the mere raising of a hand would clear everything up and lighten the hearts of the faithful.

Gen. Burt is known in the army wherever there is a ball team. It was he who had the courage to play with enlisted men, he himself being a commissioned officer, and in this manner paved the way for others. In the Philippines he often competed in games in which the captain of the nine was a mere sergeant. And, as there must be discipline on a ball nine, the same as in an infantry company, the general was not the boss during the game.

By introducing the game into the army while in the Philippines it is now played wherever a Yankee soldier spreads his tent, be it in Cuba, or Hawaii, or Panama, or Porto Rico. And whenever the battleships or cruisers touch a port where the natives know anything about baseball, a game is arranged speedily between the crew and the shore folk. Especially has this been the case in Japan.

Thus, if Gen. Burt succeeds in getting the innovation through with regard to the calling of balls and strikes, he will merely add another triumph to his already long list and baseballdom will have occasion to do him homage.

IN CONSTANT FEAR

WIVES OF ENGINEERS HAVE UN-QUIET LIVES.

Know Full Well the Danger That Each Trip of the Loved One May Be His Last—One Woman's Story.

When railroad wrecks occur the fireman may jump, but the engineer, if he is faithful to his trust, must stay by the throttle. To do this means death in many cases. No one knows this better than the engineer's wife. The engine men say that they become indifferent to danger and lose all dread of accidents and death. Their wives, it seems, are the ones who live most in fear.

Engineers' wives are not happy—if they love their husbands. Many of them will admit that a shadow rests on their lives, if you ask them in confidence. Their husbands, perhaps, do not know it.

"I do not care to make my husband miserable, what little time he is at home, complaining of his profession," said an engineer's wife. "I never knew of an engineer quitting the business for his wife or anyone else but once. I heard of a man who gave up the road at the solicitation of his sweetheart. But after they had been married a few years he went back and was killed in a wreck."

"My husband has been an engineer on a fast mail train for nearly 30 years," said a woman with an unhappy face. "I have found that being an engineer's wife is a kind of semi-widowhood. The only time that I am absolutely sure that I am not a widow is the two or three days out of each week that my husband is at home."

"When we were first married he ran a switch engine in the yards and was at home every day. There wasn't so much danger of accidents in that. I hoped that he would always run one of those busy little engines with a headlight on both ends."

"But my husband was ambitious like other engineers. He was not satisfied with work in the yards. I shall never forget the day that he came home and told me that he had been promoted to the road. He seemed very much pleased. I hid my feelings and made an effort to share his pleasure with him. He ran a freight engine for a few years. Then he was advanced to a fast passenger engine."

The woman stopped talking for a moment and looked at the clock.

"It's three o'clock; let's see. He is near the town of L—, now. A few miles this side of the place is a bridge across a river. I am always afraid of that bridge during high water."

She said that she had learned her husband's schedule by heart. Every hour of the day she knows just where his train should be at that time. She has been over his run many times and knows the location of every bridge, every high embankment and every dangerous curve.

"Wrecks? Yes; he has been in several. Twice I have seen his name in the death column in the newspapers. They were awful experiences for me and the children until we knew the truth."

"The life of an engineer's wife is made up of many sad farewells. Each time that I see my husband leave it is with the thought that this may be his last trip. I believe that I owe my gray hairs to those hundreds of times that I have had to say good-by."—Kansas City Star.

TO KEY WEST BY RAIL, WITH ISLES AS STEPPING STONES.



The most remarkable railway in the world is now under construction in Florida, where the City of Miami is to be connected with Key West by way of the chain of islands known as the Florida Keys, a distance of 154 miles.

Use Left-Handed Movement.

The New York Central for convenience uses a left-handed movement of all its trains running in and out of the Grand Central station below Wakefield on the Harlem division and Spuyten Duyvil on the main line. A left-handed movement simply means that trains pass one another on the left instead of on the right. A New York Central official said the other day that while in England the left-handed movement is used exclusively there are only two railroads in the United States which habitually use it. These are the Lake Shore and the Chicago & Northwestern.—N. Y. Sun.

World's Railroad Earnings. The average railroad earnings for the whole world are 3 1/2 per cent. of the capital invested.

HORSE LIKED THE TIES.

Enjoyed Pleasant Trot in Front of Angry Train Crew.

This is why the Hutchinson train on the Great Northern was half an hour late at the terminus of the line, says the Minneapolis Journal.

A nice old Charley horse, marooned at Lake Minnetonka by the return of the summer residents, got on the track at Crystal bay and trotted placidly ahead of the train till it had passed New Germany in Carver county. When the train pulled up at a station old Charley kept steadily on and it took the locomotive several minutes to catch up with him again. Had it not been for these chances to run for a



few miles at normal speed, the train would have been much more than 30 minutes late.

The exasperating thing about it to the engine crew was the stick-to-it-iveness of old Mr. Horse. He seemed to like the right of way and refused to turn off at any of the crossings. The head brakeman went out on the running board and pelted him with chunks of coal, while the engineer expressed profanity with the whistle but the track remained blocked for speed by the moving obstacle. They didn't dare run him down, and when they were at a station he was so far ahead that they couldn't run on and catch him. He bade defiance to block system signals and derailing switches and so it was a big relief to a thoroughly mad train crew when, a mile beyond New Germany, he flirited his tail and turned off on an interesting road. He had made a run of 22 miles and was as fresh as a daisy at the finish.

"I don't mind being 30 minutes late," said the engineer with an air of annoyance at the end of the run, "but I hate like the dickens to run my train as the second section of a horse."

FOR SAFETY ON CURVES.

Lesson Learned from Railroad Wreck in England.

The railway accident at Salisbury, Eng., in which a train at high speed was thrown from the track on a curve, has led to much discussion concerning the conditions necessary for safe running on curves. The tracks are specially banked to prevent derailing, and the cause of wrecks seems to be failure of the trucks to guide the engine. This, it is shown, does not depend upon the truck itself. An old engineer points out that certain trains which had a habit of leaving the track on a downhill curve were braked mostly by the engine, causing the cars to bump against it, and, as the drawbar between engine and tender was lower than the axle of the trucks the rear end of the engine was depressed and the forward end raised. The conditions are now reversed. With emergency brakes, the braking is mostly done by the train, but as the drawbar is now higher than the axle of the trucks the forward end of the engine is raised by the pulling back of the cars. A new locomotive design is the suggested remedy. In this the weight must be readjusted and enough must be placed on the forward trucks to make sure that they can guide the engine at all times.

Rode on Corpse's Ticket.

"Time was when traveling men who rode with the same conductor year after year could hope to receive a quiet wink once in awhile in place of a demand for his fare," said one of the old Michigan salesmen to the Detroit Free Press. "Nowadays the companies are so strict a knight of the punch would not dare pass his own mother. I had one friend remember me awhile ago, though."

"I got on at a small station bound for Cadillac. There were not many in the car, and I thought I must have taken the wrong train. Then I saw the conductor was an old friend. He came down where I sat alone, after awhile and handed me a slip."

"They've just put a corpse on board, Fred," he said, "and I guess you might as well ride on his ticket. The corpse is boxed up tight in the baggage car, and he couldn't kick if he wanted to."

"I took the ticket, but I came so near splitting with laughter that it looked as if I would have to let the other passengers into the joke. I didn't, though. It's the only time I remember passing for a 'dead one.'"

Have New York as Terminus. New York city is the terminal for 25 railway lines.