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The most perfectly mineralized water in the world. Try a glass. Try a bottle. Try a case. Sold by all first class druggists.

This Water is Kept on Draught and Sold as Follows:

1 Mug Plain Water, Hot, - - - - -	5c	1 Glass Magnetic Spring Lemonade, - - - - -	10c	1 Dozen Quarts Carbonized Water, - - - - -	\$2.25
1 Mug Plain Water, Cold, - - - - -	5c	1 Pint Bottle Carbonized Water, - - - - -	15c	1 Dozen Pints Carbonized Water, - - - - -	1.50
1 Glass Carbonized Water, - - - - -	5c	1 Quart Bottle Carbonized Water, - - - - -	25c	1 Case 2 Dozen Quarts Plain Water, - - - - -	4.00
1 Glass Plain Water, - - - - -	5c	1 Quart Bottle Plain Water, - - - - -	25c	1 Case 2 Dozen Quarts Carbonized Water, - - - - -	4.50
1 Glass Rock Spring Lemon Sour, - - - - -	10c	1 Dozen Quarts Plain Water, - - - - -	\$1.75	1 Case 4 Dozen Pints Carbonized Water, - - - - -	5.50

We also deliver it in cases of two dozen quarts and four dozen pints to residences. Our parlor is for the express purpose of dispensing this unequalled water, and ladies and gentlemen who know nothing of the qualities of it, are especially invited. We are open day and evenings for those who wish to obtain a drink of the celebrated Magnetic Rock Spring Water.

## 1513 Dodge-st., - H. J. MULOCK, Manager

#### RAILROAD STRIKES.

##### How Can They Be Prevented?

Arthur T. Hadley, in the Forum for June: Railroad managers have to face two distinct problems. With those who use the roads there are disputes about rates and facilities; with those who operate the roads there are disputes about wages and organization.

The question of railroad rates is constantly under discussion, and there has been a decided though slow progress towards its solution. No such progress can be observed in the relations between the railroads and their employes. A period of labor troubles comes and directs public attention to this matter, but when the strikes are over the public and the railroad managers forget all about them, and go on in the same heedless way as before. Yet railroad strikes involve a more vital problem than disputes about rates. The question what we are to pay for a given service is less serious than the question whether we are to have that service at all. And it is in this last form that the matter comes before the public in the event of a widespread railroad strike. This is what gives troubles their greatest importance at the present day. It is not that these disputes are so much more numerous than they were fifty years ago; the difference in this respect is not nearly so great as most people believe. There were labor troubles then, just as there are now. But their effect upon the public to-day is much more serious; first, because we are now more dependent for the necessities of our daily life upon railroads and other agencies employing large bodies of workmen than we were fifty years ago; and secondly, because the concentration of industry in a few hands makes the strikes occur on a larger scale all at once, instead of being scattered along from month to month and from place to place. When they were thus scattered, they could be left to be fought out by the parties immediately interested. To-day the public interests are involved much more deeply; the parties to the contest have public responsibilities which they must not be allowed to overlook.

A railroad corporation must perform without serious interruption the work for which it is chartered. Whatever reservations the courts may make, the public demands continuous service. If the present system does not secure such service, there will be a demand too powerful to be resisted for a change of system. But may the workmen be allowed to take advantage of this necessity, and thus impose upon the corporation whatever terms they please? Obviously no. Such a course would make people justly unwilling to invest their money in railroads. It would interfere with the supply of capital necessary for the development of the country. It would actually injure the employes themselves, by diminishing the chances for employment. The end would be parallel to that of the granger legislation with regard to rates, fifteen years, when the shippers, by depriving the railroads of all chance for profit, deprived themselves of the railroad facilities which they needed for conducting their own business. Further than this, to allow the employes to dictate terms to their employers would interfere with the system and the discipline which is essential to public safety, and it would disregard the rule, which has been found to be a matter of fundamental importance, of placing the power in the same hands as the respon-

sibility. Were such dictation allowed, the more capital a company had invested the more completely would it be at the mercy of its employes.

The problem which we have to face is this: How shall we enforce upon the corporations the necessity of performing continuous service without, at the same time, enabling the employes to take an unfair and destructive advantage of this necessity? Some say, by stricter laws with regard to combination. The difficulty cannot be overcome in that way. It has often been tried, and has as often failed. While it is not true that a thousand men have a right to do what one man has a right to do, it is generally true that the attempt to suppress the thousand men by sheer force proves worse than useless. There is reason to hope that the combination laws may be improved, and that the mutual responsibilities of employer and employe under the labor contract may be better defined. But such improvements will tend rather to narrow the fighting ground, and prevent the public from being taken unawares, than to remove the actual occasion for the fight. The trouble is too deep-seated to be met by repressing the symptoms.

Others hope to see the difficulty solved by a system of compulsory arbitration. Unfortunately no general solution is likely to be attained in that way. There are certain narrow limits in which arbitration is useful. When a trouble arises from a misunderstanding rather than from a real controversy over a vital point, the more chance to talk things over calmly may prevent a conflict. It is unfortunately true that many managers and superintendents, mistaking the appearance of discipline for the reality, give workmen very little opportunity to talk over their just grounds of complaint; and they thus foster an irritation which ought never to have arisen. In such cases arbitration may be the means for a mutual understanding. The French courts of arbitration, about whose success so much has been said are chiefly of this kind. They are not composed of men selected for their technical knowledge whose chief duty it is to make an award on disputed points, but men who will try to bring the parties to a rational understanding and a voluntary agreement. When an arbitrator can do this it is well; when he has to patch up a forced agreement it is generally useless, and sometimes worse. Many of our most serious strikes have been the result of the unnatural tension produced by living for a few months under such an agreement, satisfactory to neither party and causing bad feeling, if not bad faith on both sides.

An arbitrator's award differs from a legal decision in that it deals so largely with future events as distinct from past ones. A court makes a decision about the past and enforces a penalty; this serves a purpose which cannot be safely disregarded. An arbitrator makes an order for the future; before it goes into effect either party can claim that the conditions have changed and can refuse to abide by it; and a penalty is not easily enforced for such refusal. Under this circumstance the demand for arbitration becomes a mere maneuver for position; useless, because there is no means of holding the parties responsible under the award; worse than useless, because it offers a false pretense of settlement without the reality. How, then, can our fundamental difficulty be met? Only by a process of prevention. For the failure to adopt this means the corporations are gravely responsible. Their leaders are in a position of public trust and responsibility; if they do not meet this responsibility they are severely to blame. Even

where the men are technically wrong on the subject matter of a strike, it indicates a deeper failure of duty on the part of the general management to have allowed such a state of things to arise. Even in the case of a mutiny, while we take sides against the men in the interest of public safety and public order, we reserve severer blame for the officers who have shown themselves incompetent to prevent it.

That managers have a public duty in this respect is by no means a new idea. In the labor troubles of 1877 it was strongly urged by Mr. Adams, then Massachusetts railroad commissioner. Some of his best and most vigorous writing deals with this question. As an indirect result of strikes a beginning was made in this direction by relief associations like that of the Baltimore & Ohio railroad. These things are good as far as they go. They create a bond of interest between the employe and the corporation. They mark an abandonment of the position that the corporation will pay wages as long as the workman is in good health and that it is none of the company's business what happens after that, a position which has caused many employes first, to seek insurances in labor organizations, and then by a natural process, to look to those organizations as the representatives of his true and permanent interest.

But such relief associations can by no means solve our difficulty. They do something, but not enough. The workman often dislikes to have anything like a deposit of money with the corporation. It looks as if it were a sort of security for his good behavior, even though the company is scrupulously careful not to treat it as such. Many employes are suspicious of everything of this kind; and such suspicion we must go one step further, and create a feeling of permanence and loyalty in the railroad service.

This can be done, for it has been done in Europe. There the railroad employes feel that they have a permanent position, and an assurance of promotion. They feel that their interests are identified with those of the system on which they work. Of the 2,000 strikes of the past decade in England, hardly a dozen were connected with railroad operation, and none of these were of grave importance. After a recent accident on the Manchester, Sheffield & Lincolnshire railway the employes held a meeting, and offered voluntarily to bear their share of the loss by contributing, in a body, a week's wages. The offer was not accepted by the directors, who said that the stockholders were better able to bear the loss than the employes; but it is significant as showing a state of feeling on both sides, quite in contrast with that to which we are accustomed.

How can such a result be brought about? Not by any profit-sharing; such systems are usually too complicated either to be applied to the railroad organization or to be felt as a moral force by the men. It is better that the employe should receive his payment in the form of wages or salary, and that he should have an incentive to good work in the assurance of advancement when his work is worth it.

Two things are necessary to create this feeling. First, stability of position. There should be no removals except for cause, and the justice of this cause should be subject to the judgment of an impartial tribunal. Railroad officials are afraid of restricting their powers of dismissal in this way, but they do not realize the harm which they are doing by their present system. A removal with real cause to-day often looks arbitrary, simply because the cause is kept secret; and the indirect effect of a few cases of this kind on the

general feeling in the service is most disastrous. Secondly, the higher officials must be chosen with more reference to their capacity as leaders of men. The present system of selection in the business world lays too exclusive stress upon men's technical capacities. It selects the leaders with mixed qualities, good and bad, which fit a man for money-making. In the face of the present difficulties we need more of those qualities which move men and not money, which secure to the leader the confidence and the loyal devotion of those who are under him. It may be that in these labor troubles we have the beginning of a reaction against the system which values a man according to his capacity as a money-making machine.

It is useless to deny that there are special difficulties in introducing this reform in America. Permanence of employment is less easy to give where the conditions of the railroads change so rapidly from day to day. A system like that of Germany, where the majority of the employes are often regarded as salary-receivers rather than wage-receivers (though their average annual earnings are little more than half those of employes in this country), would be impossible here. The rapid reductions in rates which stimulate economy at every point greatly increase the difficulties of American managers. Forced reductions in rates must be more or less permanent. The threat of enforced reductions by legislative authority still further complicates the trouble. Out of the gross receipts must be paid the wages of the employes, and the profits of the company. If the wages are reduced the employes suffer directly; if the profits are reduced the investment of capital is diminished, and with it the opportunity for profitable employment of railroad men. The slightest attempt of some managers to save profits by reducing wages cannot always be defended; but whatever policy the managers adopt, the final result of forced reductions in rates must be more or less to the disadvantage of the employes.

Great as are these special difficulties, we need not regard them as insuperable. These must be met, unless our managers are prepared to accept state ownership of railroads as an alternative. For the public is not likely to allow the continuance of a system which involves from time to time absolute stoppage and paralysis of business. If our railroad managers can prevent this stoppage, well and good, if not, they must not expect to hold their present position of leadership. It is not so much a question whether the change would be an improvement as whether we should be able to resist the demand for such a change.

For the United States there is the strongest reason for believing that such a result would be undesirable. We know how public business is habitually mismanaged; and there is no instance even among the foreign countries with the best civil service, of state railroad systems conducted on the American standard of efficiency. But a large section of the public, more or less misled as to the evidence, believes in state railroad ownership, and desires to see it introduced into the United States. As long as this is merely a vague popular demand there is little to fear from it. The conservative forces of individual society are strong enough to resist it. But if the leaders under the present system con-

fer their inability to meet a vital public necessity, that confession will give overwhelming force to the demand for a change. Those of us who distrust the present tendencies toward state socialism must see to it that our system of industrial selection under private enterprise shall do the work which modern social organization requires.

For this purpose it must bring to the front not merely leaders of dollars but leaders of men. Thus and only thus can the corporations fulfill their responsibilities to the public, and at the same time retain the rights which they at present enjoy. This is a lesson to be learned by the railroad strikers.

#### An Assurance of Health.

Among the assurances of health afforded us by the regular discharge of the bodily functions, none is more important and reliable than that which regularity of the bowels gives us. If there is any—even a temporary interruption of this—the liver and the stomach suffer conjointly with inactive organs, and still greater mischief ensues if relief is not speedily obtained. A laxative above all avail on the score of mineral composition or violent effect, is Hostetter's Stomach Bitters, approved by the medical profession and a most important item of the family materia medica of American households. It is humane, painless in action, and a benign remedy for kidney complaints, nervousness and debility.

#### A "Sane" Lunatic.

Joel Henry Wells has at length had his disabilities removed says the Chicago Mail, and by the decree of the court he is once more a free man. For years he has been in the eyes of the law an escaped lunatic, liable to arrest and incarceration in the state asylum, from which he escaped. During all these years he has lived in this community and earned a living in a humble way in the sight of hundreds of the best people in the city. To all appearances he was as sane as any of the men with whom he came in daily contact, yet he was debarred from engaging in business by the fact that he had not been formally discharged from the asylum, and could not secure his discharge. Being constructively a lunatic, he could not for years obtain a standing in court, and it was only after a long succession of delays and disappointments that he could secure a quasi tenet, as it were, and bring his case to an issue. When the facts were laid before Judge Tuley in the proper legal form, the cloud was removed and the hero of a very celebrated case at last finds his chains broken.

#### Why Laura Lost Her Beau.

Laura once had an admirer, a beau, who called twice a fortnight, or so. Now she sits, Sunday eve, All lonely to grieve, Oh, where is her recreant beau, And why did he treat Laura so? Why, he saw that Laura was a languishing, delicate girl, subject to sick headaches, sensitive nerves and uncertain tempers; and knowing what a lifelong trial is a fretful, sickly wife, he transferred his attentions to her cheerful, healthy cousin, Ellen. The secret is that Laura's health and strength are sapped by chronic weakness, peculiar to her sex, which Ellen averts and avoids by the use of Dr. Pierce's Favorite Prescription. This is the only remedy for woman's peculiar weaknesses and ailments, sold by druggists, under a positive guarantee from the manufacturers, that it will give satisfaction in every case or money will be refunded. See guarantee on bottle wrapper.

#### SHERIDAN'S FIRST VICTORY.

##### How, as a Boy, He Outmaneuvered a Schoolmaster.

Chicago Inter-Ocean: The following story was credited in war times to Major Lyman J. Jackson of the Eleventh Ohio infantry:

Phil Sheridan used to go to school at Somerset to an Irish school teacher of the Irishes, sort named Patrick McNally, who believed that the intelligence, morality and happiness of the scholar depended upon a liberal use of the birch and this dependent can verily testify and that in that he was truly scientific.

"One terribly cold morning of 1852 or 1853 two of Patrick's scholars got there a little ahead of time. They crawled through the window to get warmed, and once in the chief enemy of mankind and schoolboys, as well as the discovery of a bucket full of ice water, tempted them to trick the teacher. They fastened the bucket of water over the door, in such a manner that the fiercely to shake the truth out of him, and bolted in just as the bucket turned over his head. It is not a "bull" to say that his Celtic blood was heated by the chilling douse. His situation was a bad one. There wasn't a boy to beat anyone about. He looked all around inside and out, but there wasn't a soul to be seen. So he armed himself with a six-foot hickory twig, built on a rousing fire, and sat down to dry, fully determined to fog the first boy who entered.

"An unfortunate little fellow soon came and almost at the instant his hand was on the latch Patrick seized him by the collar and shook him fiercely to shake the truth out of him," he said. The astonished looks and astonishing yells convinced Patrick that the boy knew nothing of the outrage. Setting him down by the fire, he again placed himself in position of attack.

"The next, and the next, and the next went through the same operation, and finally, when nearly all the school had been throttled and shaken into their seats, our two youngsters climbed down the haymow, entered the school-room, got their shaking and went to work. It happened that Phil Sheridan was late that morning, and as each one proved his innocence, the presumption became the stronger against the few who were left to suspect. Finally Phil came—the last, and, of course, the guilty one, if everybody else was innocent.

"Just as he opened the door Patrick made a drive for him. Patrick dodged and commenced a retreat. Patrick thought that a proof of his guilt, and escaped. Away went Phil up the street, and away went the teacher after him, bare-headed, stick in hand, the whole school bringing up the rear, all on the run. Phil lost a little on the home stretch, and by the time Mr. Sheridan's house was reached his pursuer was too close to let him shut the gate, and on he broke into the back yard. There he got reinforcements in the shape of a Newfoundland pet dog, which instantly made an attack on Patrick's flank and rear.

him, Rover, and with that he got an old piece of carpet and laid it under the tree for the dog to watch over.

"The dog laid down on it, and Phil mounted the fence, where he sat, contemplative, with his chin in his hands and his elbows on his knees. 'What do you want to lick me for asked?' asked Phil.

"'What did you throw the water on me for?' was the answer. 'I didn't throw any water on you.' 'You did, though, because none of the boys did, and I'll polish you to death entirely if you don't let me down.' 'He started down, but Rover went for his foot before it was nearly in reach and the teacher retreated up the tree, calling loudly for Phil's father. The noise soon brought Mr. Sheridan out. The teacher up the tree, the dog growling at him, Phil on the fence and the whole school around, was too funny a scene to be closed without explanation.

"'What are you doing up that apple tree, McNally?' asked Mr. Sheridan. 'Ah, that devilish boy of yours, Mister Sheridan, will be the death of the dog; if you don't do me, sir, I'll pour a whole bucket of water on me this mornin' and when I wanted to give a decent reprimand he ran away, and for the sake of the discipline of the school I went to catch him' and he got that big bustle of a dog of yours after me and I had to climb the tree to defend myself."

"'I didn't throw any water at all,' says Phil; 'all I know about it is that he went to whipping me this mornin' before I got in.'"

"The old gentleman, probably enjoying the fun, and not being certain whether his boy ought to be whipped without reason, suggested to let the case await further inquiry. 'Let him go without a floggin', Mister Sheridan? Shure it'll ruin the school to do that now; just look at them, will you? how they're laughing at me.' The old gentleman commenced calling the dog; if you don't do me, sir, I'll bite the life out of ye's both entirely,' says Patrick.

"'Better come down first,' Phil suggested. 'Watch him, Rover. But I'll tell you what I'll do,' he added after a pause, 'if you won't whip me I'll call him off. He won't go if father calls all day—besides, he sees you're imposing on me.'"

"Patrick argued and protested, and threatened, but it wouldn't do—the terms were unconditional. The race and cold water had got him into a terrible chill. The longer he talked in the air of a frosty January morning, the colder he got and the more hopeless his case became, especially when Phil demanded his intention to demand exemption from all future floggings.

"'I'll tell you what Phil,' said he finally, 'if you don't just call off the hounds I'll not baste you this time, indeed I won't.'"

"'Why didn't you say so at first,' said Phil. 'Come away, Rover.' And away Rover did come; and away came the teacher, almost too chilled to climb down."

"And this was the first surrender to Sheridan. Phil says the teacher kept his word in that affair, but put two floggings into every one that he afterward administered for new offences."

#### An Absolute Cure.

The ORIGINAL ABHETINE OINTMENT is only put up in large two ounce tin boxes, and is an absolute cure for old sores, burns, wounds, chapped hands, and all skin eruptions. Will positively cure all kinds of piles. Ask for the ORIGINAL ABHETINE OINTMENT. Sold by Goodrich Drug Co. at 25 cents per box—by mail 30 cents.