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Time Card	
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MAIN LINE EAST—DEPART:	
No. 6 (Central Time)	11:20 P. M.
No. 12 (Mountain Time)	8:20 A. M.
No. 14 (Mountain Time)	9:25 P. M.
No. 5 arrives from east at 8 p. m.	
MAIN LINE WEST—DEPART:	
No. 1 (Mountain Time)	12:20 P. M.
No. 13 (Mountain Time)	11:25 P. M.
No. 13 (Mountain Time)	9:25 A. M.
IMPERIAL LINE.	
No. 17 arrives (Mountain Time)	5:40 P. M.
No. 17 departs	8:45 A. M.

Stopping, dining and reclining chair cars (seats free) on through trains. Tickets sold and baggage checked to any point in the United States or Canada.
For information, time tables, maps and tickets, call on or write George Scott, Agent, McCook, Nebraska, or J. Francis, General Passenger Agent, Omaha, Nebraska.

To Limit Hours of Work on Railways.

Washington, Dec. 13.—A republican member of the Nebraska delegation in the house informed The Star's correspondent today that he intends within a very few days to introduce a bill limiting the number of hours the railroad of the country may be permitted to work their employes who are in any way connected with the movement of the trains. The particular purpose of this proposed bill, so it is stated, is to remedy certain undesirable conditions which are declared to exist in Nebraska, and particularly in the western part of the state, with reference to the operation of the roads under the Hill system.

It is declared that the undesirable conditions complained of have arisen within the last two years, and it is further declared that the conditions have resulted from the efforts of the railroad officials to economize in the operation of the road, which policy, it is declared, has been put into practice at the cost of the public.

TRAIN MEN OVERWORKED.
The statement is made on authority considered as the most reliable, that in many instances trainmen in the state of Nebraska are obliged to work as long as 30 to 40 hours at a stretch; that the employes of the road have been protesting vigorously against the long hours of continuous labor; that merchants in the various towns along the line are complaining that they experience unusual and unreasonable delay in receiving merchandise shipped by freight and that certain other undesirable conditions obtain.

By limiting the hours of labor of trainmen to twelve hours daily, it is thought that a remedy will be effected for the conditions complained of. It is charged that freight consigned to merchants in the western part of the state is delivered to the railroad by the wholesale houses in Omaha and that it is held there until a sufficient amount has accumulated to make a heavy train load, when it is started on its western journey. At Hastings, it is declared, the freight not distributed at the towns between there and Omaha is held for another period until a heavy train load is on hand, when another train is made up and at snail's pace moves on to McCook, where another halt is made until another heavy train load of freight has accumulated. From this point it is said, the slowly moving train continues its western jaunt, and so on to Denver.

ALLEGED DELAYS IN TRAFFIC.
It is declared that the officials of the road will not send out a train with freight until such a bulk of freight has accumulated as will tax an engine to its utmost hauling capacity and this necessitates the slow movement of the freight train, long stops, and consequent delays of great length. In addition the policy it is stated, requires the trainmen to work long hours at a stretch between distribution points. Complaint is made, too, that there is not a sufficient number of trains operated.

The bill which is to be introduced by the Nebraska congressman will give the interstate commerce commission authority to enforce its provisions. It is argued that if the hours of labor for trainmen is limited that the railroads will be obliged to run more trains, less heavily loaded and that the public and the merchants will receive their shipments from the wholesale houses more promptly.

In support of the bill it will be argued that when an engineer or other trainmen are obliged to work continuously for twenty or more hours a day, that he is not able to perform his work and that the system is a menace to the safety of the public and also to interstate commerce.

STATE LAW NOT EFFECTIVE.
Under an old state law of Nebraska it is stated there is provision that trainmen shall not be allowed to work more than sixteen hours on a stretch, but it is stated there is no provision for the enforcement of the law, excepting that an employe might file information against the road. The obstacles to the enforcement of the law by this means, however, is obvious.

Notwithstanding that the Nebraska congressman anticipates that the combined railroad interests of the country will unite to oppose the passage of such a bill as he proposes to introduce, yet he declares that the conditions under his immediate observation are so undesirable that he intends to make a strong effort to secure some remedial legislation, both in the interests of the employes and on behalf of the merchants of the state whom he thinks are entitled to consideration from large corporations.

Low Rates East.
To certain points east of Chicago the Burlington is offering greatly reduced rates. Ask the agent.

DANBURY.

Mrs. E. M. Woods is on the sick list. John Goodenberger died, last Friday night.

Rollo DeMay is to be home next Saturday.

James Nutt is having a barn built on his place.

Howard Ruby was up from Lebanon, last Monday.

Miss Stella Robinson returned home, last Saturday.

Mr. Stone's brother and his wife are visiting with her.

Maud and Nettie Ego are home from school until after the holidays.

Frank Weaver's oldest girl and Mrs. Kirks is on the sick list, this week.

J. L. Sims, James Nutt and William Mackey are building fine residences.

Jacob Korbs, Leonard Evers and George Hesse's child are on the sick list.

Mrs. Whipple from Detroit, Michigan, is going to help Mr. Gilem in the store.

Mrs. Mamie Scarrow and William Musgrave left, Sunday night, for Rawlins, Wyoming.

J. L. Sims shipped two car loads of hogs to Kansas City that he had bought of Alfred Metcalf.

Mr. Crabtree is back from Colorado, visiting until after Christmas. He is located 50 miles north of Denver.

Flora B. Quick, the county superintendent was in attendance at the schools, Tuesday. She seems to be a very efficient functionary.

James Williams, the county surveyor, surveyed 50 acres of land for J. L. Sims. He also surveyed 20 acres off Mr. Sims' land for James Nutt and 15 acres of land off of Mr. Morgan's land for William Mackey.

Charles VanPelt, who went to Omaha four weeks ago and submitted to a surgical operation, is at home again. Barring a little soreness he feels as well as he did before the hernia rupture, but does not envy anybody who has to go through the ordeal.

COLEMAN.

W. Smith of Fillmore county is here on a visit to his brothers.

W. Smith of Denver is visiting his brother-in-law Ed Osbaugh.

Mrs. Phillips of Iowa is here visiting her daughter Mrs. J. W. Corner.

George Howell brought out a load of cedar posts, Monday of last week.

Mr. and Mrs. Henry Corcoran left, Tuesday of last week, on a visit to the old home near Evansville, Indiana.

Miss Emma Corner returned, Monday, from Iowa where she has been visiting a few weeks. She stopped in Lincoln and visited Maud and Roy Coleman of this place from Friday noon till Monday morning.

Pen Picture of Ruskin.

The following description of Ruskin at home is from the life of the great apostle of beauty by Frederic Harrison in the English Men of Letters Series:

Not only was he in social intercourse one of the most courteous and sweetest of friends, but he was in manner one of the most fascinating and impressive beings whom I ever met. I have talked with Carlyle and Tennyson, with Victor Hugo and Mazzini, with Garibaldi and Gambetta, with John Bright and Robert Browning, but no one of these ever impressed me more vividly with a sense of intense personality, with the inexplicable light of genius that seemed to well up spontaneously from heart and brain. It remains a psychological puzzle how one who could write with passion and scorn such as Carlyle and Byron never reached, who in print was so often Athenasius contra mundum, who opened every written assertion with "I know," was in private life one of the gentlest, gayest, bluntest of men.

How a Rat Stole Bulbs.

M. de Parville, a well known French naturalist, told a remarkable story about a rat in the Journal des Debats. A gardener planted one afternoon 250 tulip bulbs on a terrace, and next morning he noticed that the ground had been disturbed and that they had all been taken away. He was confident that rats had done the work, and, taking a spade, he began to dig in the hope of discovering their nest. Soon he unearthed a large female rat, which he killed, and after digging a few more minutes he discovered an underground chamber lined with hay and leaves and connected by a corridor with two holes, which were evidently used as storehouses, for in them he found the 250 tulip bulbs. This was remarkable, but more remarkable was the fact that they were neatly arranged in two rows and that not one of them had been gnawed or otherwise injured.

Got It So.

Miss Black—I'm disgusted with my dressmaker; my new costume doesn't fit a little bit!

Miss White—Well, I heard you tell her you wanted it "awful bad."—St. Louis Republic.

Remember Fearn for New Year's Photographs.



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takes this opportunity to wish one and all a Merry Christmas and a Happy New Year, and to thank the people for the liberal patronage extended us during 1904 and hope for a continuance of the same. Our Mortgage Sale will continue until Jan. 1, 1905.

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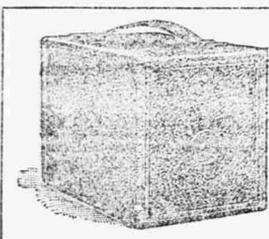
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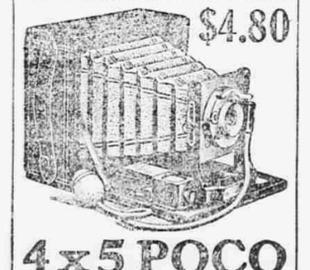
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