

Hot Water for Dishes.
Hot water for washing dishes may be easily and cheaply prepared by placing two pans of cold water in the broiler when the oven is being used. The water will become as hot as is needed and for no extra gas. When using the broiler put the pans into the oven to heat.

Claret Sauce for Sultana Roll.
Roll one cupful of sugar and one-half cupful of water seven or eight minutes. Let it cool and add a third of a cupful of claret.

Swearing the Witnesses.
Town Cynic—"I don't like th' way they're doin' business over in our court house." Friend—"Why?" Town Cynic—"Tom Simmonds, the court crier, tells me that some one stole the court Bible more'n a month ago, an' since then he's been swearin' the witnesses on the town directory."—The Bohemian.

They Had.
Three-year-old was listening to the phonograph. It was singing a duet—an elaborate operatic selection for soprano and a contralto voice. When it ended he approached closer to the machine, peered into the horn and then asked: "Mamma, have the ladies gone away?"

Let Malefactors Begin.
A witty Frenchman was asked if he did not think it was high time to stop putting men to death. "Yes," he answered, "but let the murderers be the gentlemen to begin." The same rule applies to all phases of the warfare between criminals and society.

Philosopher's Praise of Poverty.
Oh, poverty, thou art a severe teacher! But at thy noble school I have received more precious lessons, I have learned more great truths than I shall ever find in the spheres of wealth.—Rousseau.

An Insidious Remedy.
The Buffalo News has discovered that rum and honey is a fine remedy for grippy colds. It is to be hoped the News will not find that its cold has become chronic.—Cleveland Plain Dealer.

Made with a Penknife.
Hiram Martin of Reading, Penn., with a pocketknife made two miniature boats, one a steamer and the other a canal boat, each nearly four feet long, and one year was devoted to the task, during spare moments.

Immense Block of Stone.
The largest and heaviest building stone ever quarried in Britain was taken some time ago from the Plankington bed, near Norwich. It was in one piece, without crack or flaw, and weighed over 35 tons.

Paint the Lowest Step.
Paint the lowest cellar step white if the cellar is dark. This plan may save a fall and will do away with feeling for the last step when going downstairs.

Lesson Taught by Life's Ills.
He who has not known poverty, sorrow, contradiction and the rest, and learned from them the priceless lessons they have to teach, has missed a good opportunity of schooling.

Beati Mortui.
Some workmen in Oregon used an empty nitroglycerine can to boil some water in. Right. You guessed it the first time. It did.

Have Learned Lesson.
Widows are attractive because the game of matrimony has proven to them that amiability and kindness are the only cards that win.

Worth Remembering.
In escaping from a fire crawl along the floor. Smoke ascends and there is always a current of air along the floor.

Protein in Orchard Grass.
Orchard grass is richest in protein, being 4.9 to 100 pounds, almost double that of timothy.

Improvement on Oplum.
In some parts of China the natives have taken to raising grapes and making several kinds of wine.

Lincoln Directory
BEATRICE CREAMERY COMPANY
Guarantees highest market prices for your
CREAM
Call at our receiving station
WE ARE EXPERT CLEANERS AND DYERS
And Pressers of Ladies', Gentlemen's and Children's Clothing. Write for Price List.
J. C. WOOD & CO.
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Wholesale and Retail
Our 1908 Sample Books are now ready for shipment to any dealer or paper hanger.
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IN FIERCE BATTLE

ENGINEERS FIGHT EACH OTHER WITH LOCOMOTIVES.

End of Struggle Between Hot-Tempered Irishmen Comes with Destruction of Two of Company's Freight Cars.

A select few of the citizens that happened at the time to be lounging or engaged in business about the depot in Weston, in the middle of the afternoon were treated to the unusual spectacle of two enraged locomotive engineers fighting each other with their respective engines.

Freight trains Nos. 28 and 11 were at the depot at the same time, and both out on sidings to permit the afternoon train, No. 5, going south, to pass.

Engineer Dempsey of No. 28, with his big engine, 598, and Engineer Culhane of No. 11, with his big engine, 1112, happened in the course of their switching, to be on the sidetrack farthest west at the same time. Dempsey with one box car and one flat car behind him, and Culhane with three coal cars.

The first outsiders knew of the difficulty was when they heard Dempsey shout to Culhane, "Get off that track, you Irishman! What are you doing there?"

"Irishman yourself," Culhane immediately yelled back in reply. "Get your old kettle out of the way or I'll smash it for you."
"Smash nothin'," Dempsey shouted, and in a moment more both engines were started slowly forward and began to approach each other, the engineers leaning out of the windows and yelling defiance at each other, while the firemen, evidently knowing something of the tempers of their respective superiors, jumped to the ground and ran to one side.

Almost immediately afterward the huge machines came together with a crash that could be heard a quarter of a mile away, but without injury to either, and no sooner had they touched noses than both engines turned on full steam, and began a pushing match extraordinary. The gigantic drive wheels of both engines slipped on the track and flew around at a furious rate, while the black smoke and the steam from the exhaust rolled up like clouds.

At first there was no motion either way, but soon Culhane's No. 112 began to give way, and, fighting every inch, was slowly, but surely, driven back down the sidetrack and across the switch, and there Dempsey left her and started up the sidetrack again. The moment he started away Culhane shut off the steam, and jumping to the ground, uncoupled the cars, and mounting the engine again, threw the lever forward and dashed recklessly up the sidetrack toward the other engine. Dempsey had not been watching him, but some of the bystanders had, and shouted to Dempsey to look out. Dempsey took one glance at the approaching engine, and then put on all steam and sent 898 up the sidetrack with all speed.

Culhane pursued him, and in a short time the pace became terrific, and pursuer and pursued vanished in a great cloud of dust into the level prairie line in the direction of Mercedale. With Dempsey only a short distance ahead they went past the elevator at Croton, two miles up the track at a speed which the men there said must have exceeded a hundred miles an hour, but just beyond that point, on a sharp curve, both of Dempsey's cars left the track and tumbled down a steep bank, without however, causing the engine to leave the rails, and this occurrence seemed to bring Culhane to his senses, for he shut off steam and then reversed the engine and went back to Weston, followed at a respectable distance by 898.

The two ditched cars were complete wrecks, but the company will retain both men in their service, changing Culhane, however, to a local run away out on the western division. They don't care to have any more trials of either strength or speed for the entertainment of favored spectators.—Weston letter, in Baltimore Sun.

New Way to Stop Trains.

In Austria and Germany an automobile system of stopping fast railway trains without the co-operation of the engine driver or the brakeman has recently been tried with satisfactory results. The apparatus consists of two parts, one carried by the locomotive, close to the rails, and acting directly upon the brakes of the train, and the other attached to the track and connected with all signal points at curves, gates, etc. If it becomes necessary suddenly to stop an approaching train, the turning of a lever throws up a connection from the track to the apparatus under the locomotive which governs the brakes. At the same time an automatic signal whistle warns the engineer of what has been done. The brakes can be released in a similar manner. Between Vienna and Krems the device has worked successfully with trains running 62 miles an hour.

Left Boy Unharmed.

Joseph Bradley, aged six years, wandered upon the Pennsylvania railroad tracks south of Pottsville, Pa., and was run down by an engine, but miraculously escaped hurt by lying down upon his stomach between the rails. The engine driver saw the boy's predicament too late to stop. Horrified, he and his fireman went back after the engine had passed over young Bradley's body. They found him in tears, but unscratched.

TICKET SYSTEM IN SPAIN.

Mileage Books Must Have Photograph of the Owner.

The average first-class fare in Spain is about four cents a mile (just double the first-class of some American lines, and with only 60 pounds free baggage) but with these mileage books, which are good on all the railroads of Spain, the fare works out at 2.65 cents a mile for 1,210 miles down to 1.85 and 1.7 cents a mile for 5,000 and 7,500 miles.

In order to secure these mileage tickets application must be made at any of the important railway stations of Spain at least 48 hours before the tickets are required. Simple blank forms to be filled up by the applicant are furnished at any of the railway offices, and the application must invariably be accompanied by a 4 1/2 by 3 1/2-inch unmounted photograph of the applicant. This is glued on the inner cover of the mileage book. If desired several persons may use the same book, but the book must then contain a photograph of each of these persons. There is no advantage in having several names on the same book, except that if persons are traveling regularly together the trouble of making out a separate application and the additional fee for preparing a separate book for each person is avoided by making a collective demand.

Second-class mileage books cost from 1.96 cents down to 1.27 cents per mile, while third-class mileage books are issued at one-third less than those for second-class. In Spain it is almost impossible, however, to travel third class. As a matter of fact even second-class is not very satisfactory, for the reason that the express trains as a rule are limited to first-class. However, for persons who do not object to crowds and slow traveling and long waits at railway stations second-class is not impossible. It is said that tourist agents in central Europe either know very little about these economical Spanish kilometers tickets or else for reasons of their own do not advise intending tourists to Spain as to their existence. Perhaps this is due to the fact that the Spanish railways allow the agents commissions on ticket sales.

CHASED BY AN EXPRESS TRAIN.

French Way Train Got on Wrong Track and Had to Make Quick Time.

Through the fault of a signalman a way train which left Paris Monday night for Amiens got on the wrong track and was chased by an express train for over an hour at the imminent risk of a collision, says the New York Times.

The mistake took place where the northern line branches after leaving the bridge at Creil. There, through the momentary absentmindedness of a signalman, the way train was sent out on the track going to Compiègne instead of the one going to Amiens.

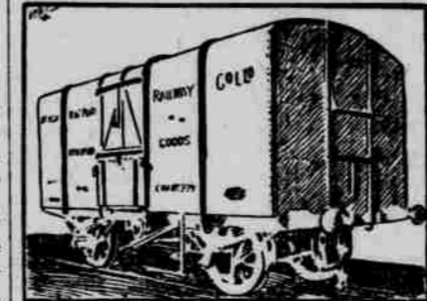
Knowing that he was followed at a short distance by the fast express which leaves the Gare du Nord at 6:20 o'clock the engineer immediately sent his train ahead at full speed for the station of Pont-Saint-Maxence, where there is a siding. The track was clear for the express, so there was no danger ahead.

The passengers, many of them commuters used to a leisurely pace and familiar with every inch of the road, soon discovered that something was wrong, and the report spread that the engineer had gone mad. This seemed verified when the train passed station after station at dizzy speed. Conductor and brakemen were as terrified as the passengers. When Pont-Saint-Maxence was reached the train came to a sudden halt and was then run safely on the siding.

The express dashed by—on time and without mishap. The way train with its agitated commuters then returned in peace to Creil, where it was switched to the line it should have taken two hours before.

Steel Freight Cars in India.

The freight cars on the Bengal-Nagpur railway in India are small compared to the freight cars of this country, and resemble somewhat a large covered wagon. The body of the car



Steel Car Used in India.

is constructed of light steel plates and the flooring is made of teak-wood boards. This car is used for heavy goods traffic and carries a load of 32 tons. The ends of the car are fitted with ventilators.

Railroad Building in 1907.

During 1907 5,220 miles of railway have been built in the United States, according to the estimates of the Railroad Gazette.

This was exclusive of second, third and fourth tracks, sidings and electric lines. The total is eight per cent less than for 1906, though the year began with conditions promising a larger construction than ever before. With these expectations a scarcity of labor and supplies, adverse state legislation and difficulty in borrowing money interfered. The amount spent on new equipment exceeded that of 1903 by 25 per cent, approximating \$477,000,000.

Multiplying her words seldom adds to a woman's popularity.

ONLY ONE "BROMO QUININE"
That is LAXATIVE BROMO QUININE. Look for the signature of E. W. GROVE. Used the World over to Cure a Cold in One Day. 75c.

A powder magnesium is full mit latent encephaly—and sometimes mit power.

A Sore Throat or Cough.
If suffered to progress, may affect the lungs. "Brown's Bronchial Troches" give immediate relief.

Leap-year girls would rather marry in haste and repent at leisure than never have a chance to repent at all.

You ought to be satisfied with nothing less than Nature's laxative, Garfield's Made of Herbs, it overcomes constipation, regulates liver and kidneys, and brings Good Health.

A Word from Josh Wise.
"It's 'cause he doesn't talk back that th' oyster's given so much sauce."

It Cures While You Walk.
Allen's Foot-Ease is a certain cure for hot, sweating, callous, and swollen, aching feet. Sold by all Druggists. Price 25c. Don't accept any substitute. Trial package FREE. Address Allen S. Olmsted, Le Roy, N. Y.

If the opportunity for great deeds should never come, the opportunity for good deeds is renewed for you day by day.—Farrar.

Only unselfishness wins affection; only toil achieves success; it is only the courageous heart that does brave deeds.—T. Farquharson.

Ask Your Grocer for "Our-Pie."
If your grocer is one of the few who have not "OUR-PIE" Preparation in stock send his name and 10 cents to D-Zerta Food Co., Rochester, N. Y., and they will mail you a full size, two pie package free. Three kinds, for making delicious lemon, chocolate and custard pies.

A Slip.
Jack (studying geography)—Father, what is a strait?
Father (reading the paper)—Five cards of a—that is, a narrow strip of water connecting two larger bodies.—Harper's Weekly.

Welcome Acquairfence.
"I know a man who says you are so close that you still have the first dollar you ever earned!"
"Bring him around," answered Mr. Dustin Stax. "I want him to confound the man who says that with all my wealth I never earned a dollar."

Might Be Worse.
"What you swearin' about?" inquired the farmer.
"Oh!" growled the disgusted motorist, between oaths, "this machine's broke down and I can't get it to go."
"Gosh, you're in luck. Last feller I seen 'round here got all broke up 'cause he couldn't get his to stop."—Philadelphia Press.

Such a Clever Waiter.
Two gentlemen dining in a New York restaurant were surprised to find on the bill-of-fare the item, "green bluefish."
"Waiter," one asked, "what sort of fish are green bluefish?"
"Fresh—right out of the water," said the waiter, offhand.
"Nonsense," said the man. "You know well enough that they do not take bluefish at this season."
The waiter came up and looked at the disputed item.
"Oh, that, sir," he said, with an air of enlightenment, "that's a lot-house bluefish, sir."—Youth's Companion.

OLD GENTLEMAN NOT PLEASED.
Letter's Inscription Certainly the Reverse of Flattering.

In the English club at Hongkong a white-haired old gentleman, who had come down from some northern port, was seated at dinner when he suddenly became very excited. He had been brought a letter by a solemn-faced Chinese butler, and he saw something on the outside of this letter which sent him downstairs two steps at a time to interview the hall porter. When he came back he told us what was the matter. The hall porter had inscribed in the envelope, in Chinese, for the information of the butler:
"This is for the old baboon with white fur."
Unfortunately for the hall porter, the old gentleman was a first-class scholar in the Chinese language.

A Jefferson Davis Speech.

On August 2, 1870, a party of young men engaged a band and serenaded Jefferson Davis. After the band had played "Dixie" and "My Maryland," Mr. Davis spoke these words:
"My friends, I thank you for this cordial greeting. Thrown like a wave on a restive ocean, it is something to receive this good old Virginia welcome. As long as my heart continues to beat it must be still responsive to the warm and cordial feeling of Virginians, which I have experienced in some of the contingencies of my life. This manifestation of your good feeling towards me comes from your generosity, and not from any merit of my own. May God in his infinite mercy preserve you from every ill, and may your prosperity and happiness be as wide as your borders—may your homes be peaceful, is the earnest prayer of one who has no more to say to you on this occasion."—Eugene L. Didier in Spare Moments.

Work of the Teacher.

To help the young soul; to add energy; to inspire hope, and blow the coals into a useful flame; to redeem defeat by a new thought, firm action; that is not easy, that is the work of divine men.—Emerson.

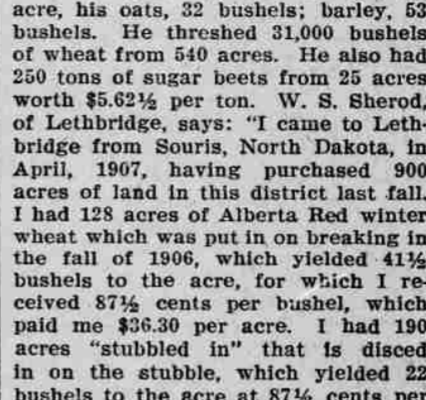
WHAT WINTER WHEAT IS DOING FOR SOUTHERN ALBERTA.

Splendid Crops on the Former Rangelands of Canadian West.

That portion of the country in Western Canada formerly recognized as rangeland country has developed into one of the best winter wheat districts in the continent. Yields are quoted running from 30 to 60 bushels to the acre, and giving a return to the farmer of from \$25 to \$50 per acre. These lands are now selling at from \$12 to \$20 per acre, and pay well at that figure. H. Howes of Magrath, Alberta, Western Canada, had 50 acres of land in wheat, which averaged 45 bushels to the acre; his yield of oats was 35 bushels. The value to him per acre of wheat was \$35.00. J. F. Haycock of the same place, says: "I had 65 acres of wheat, 35 acres of oats and four acres of barley. My average yield of oats to the acre was 80 bushels; wheat—winter—60 bushels and red fyt, 33 bushels, and barley, 50 bushels. The value to me per acre was, wheat, \$28.00; oats, \$32.00, and barley, \$24.00." J. F. Bradshaw of Magrath, had 1,030 acres of wheat in crop that averaged 39 1/2 bushels to the acre, his oats, 32 bushels; barley, 53 bushels. He threshed 31,000 bushels of wheat from 540 acres. He also had 250 tons of sugar beets from 25 acres worth \$5.62 1/2 per ton. W. S. Sherod, of Lethbridge, says: "I came to Lethbridge from Souris, North Dakota, in April, 1907, having purchased 900 acres of land in this district last fall. I had 128 acres of Alberta Red winter wheat which was put in on breaking in the fall of 1906, which yielded 41 1/2 bushels to the acre, for which I received 87 1/2 cents per bushel, which paid me \$36.30 per acre. I had 190 acres "stubbled in" that is diced in on the stubble, which yielded 22 bushels to the acre at 87 1/2 cents per bushel, which paid me \$19.25 to the acre. I also had 350 acres of strictly volunteer crop, which it was intended to prepare in the summer; but when it was seen that it was a good looking crop, it was allowed to go. From this we threshed 15 bushels to the acre, which paid us at the rate of 87 1/2 cents per bushel or \$13.12 per acre. Our total crop yielded us 14,742 bushels of first-class wheat. Taking it as a whole, I consider that I had a first-class crop all through; and, taking into consideration the fact of part of the crop having been "stubbled in," and part strictly volunteer (which was never touched at all until the binder was put into it), I consider I had a heavy crop. I might say that I was in North Dakota five years, and I never grew as heavy a crop during that time. This is the 25th day of November, and my teams are still ploughing, and, from the appearance of the weather, will be for some time yet." R. W. Bradshaw of Magrath, says: "I had this year 400 acres in crop, viz.: 200 acres of wheat and 200 acres in oats. My average yield of oats to the acre was 50 bushels, and wheat, 22 1/2 bushels. The value to me per acre for wheat was \$19.00, and oats, \$17.00. The highest price obtained by me this year or offered me for my grain was for wheat 82 cents per bushel, and \$1.05 per hundred for oats. I also had 100 tons of hay worth \$12.00 per ton, and will say my wheat was all volunteer this year. Lots of wheat is averaging from 50 to 60 bushels per acre on summer fallow, and on new breaking, when the breaking was done early in the spring." Writing from Spring Coulee, Alberta, W. L. Thompson says: "I had this year 3,000 acres in crop, viz.: 2,000 acres of wheat and 1,000 acres of oats. My average yield of oats to the acre was 30 bushels and of wheat 35 bushels. The value to me per acre for wheat was \$27.00 and for oats \$15.00."

(Information regarding the districts mentioned, best way to reach them, low rates, certificates, etc., can be secured from any agent of the Canadian government, whose advertisement appears elsewhere.—Ed.)

SHOWN QUITE PLAINLY.



Magistrate—The evidence shows that you threw a flat iron and saucpan at your husband.
Mrs. Bulligan—Shure, an be the look on 'im it shows as I hit 'im.

There is more Catarrh in this section of the country than all other diseases put together, and until the last few years was supposed to be incurable. For a great many years doctors pronounced it a local disease and prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Science has proven Catarrh to be a constitutional disease, and therefore requires constitutional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, Ohio, is the only Constitutional cure on the market. It is taken internally, in doses from 10 drops to a teaspoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circulars and testimonials.
Address: F. J. CHENEY & CO., Toledo, Ohio. Sold by Druggists, 75c.
Take Hall's Family Pills for constipation.

"The poor you have always with you," said a woman to her husband, who had a mania for offering excuses

Important to Mothers.

Examine carefully every bottle of **CASTORIA** a safe and sure remedy for infants and children, and see that it bears the Signature of **Dr. J. C. Watson** In Use For Over 30 Years. The Kind You Have Always Bought.

Malice supplies the want of age.—Latin.

Perfectly Plain.

With all the impartiality of the partisan. Prof. Price set forth the contentions of both political parties regarding the tariff.

At the close of his talk he was surrounded by the fair members of the Woman's Current Events club. "O Prof. Price," cooed the fairest, "thank you so much for your perfectly lovely talk! I understand all about the tariff now. It's just like a lover's comparisons—the free-traders are the other girls!"—Sunday Magazine.

The Editor of the Rural New Yorker, than whom there is no better Potato Expert in the country says: "Salzer's Earliest Potato is the earliest of 38 earliest sorts, tried by me, yielding 484 bu. per acre." Salzer's Early Wisconsin yielded for the Rural New Yorker 736 bu. per acre. See Salzer's catalog about them.

JUST SEND 10c IN STAMPS
and this notice to the John A. Salzer Seed Co., La Crosse, Wis., and they will mail you the only original seed catalog published in America with samples of Emperor William Oats, Silver King Barley, Billion Dollar Grass which produces 12 tons per acre, Sainfoin, the dry soil luxuriator, etc., etc.
And if you send 14c we will add a package of new farm seeds never before seen by you. K. & W.

Get Busy.
"It costs to advertise."
Some person says.
But what of that? This much is flat:
It always pays.

We Pay High Prices for Furs
and Hides, or tan them for robes, rugs or coats. N. W. Hyde & Fur Co., Minneapolis.

Love is not getting, but giving; not a mild dream of pleasure, but goodness, and peace, and noble living—that is love indeed.—Van Dyke.

FILES CURED IN 6 TO 14 DAYS.
PAZO OINTMENT is guaranteed to cure any case of Itching, Blind, Bleeding or Protruding Piles in 10 to 14 days or money refunded. 50c.

Dere iss always room ad der top. Dot iss why deattig iss full of chunk.

FACTS FOR SICK WOMEN



LYDIA E. PINKHAM

No other medicine has been so successful in relieving the suffering of women or received so many genuine testimonials as has Lydia E. Pinkham's Vegetable Compound. In every community you will find women who have been restored to health by Lydia E. Pinkham's Vegetable Compound. Almost every one you meet has either been benefited by it, or has friends who have.

In the Pinkham Laboratory at Lynn, Mass., any woman any day may see the files containing over one million one hundred thousand letters from women seeking health, and here are the letters in which they openly state over their own signatures that they were cured by Lydia E. Pinkham's Vegetable Compound. Lydia E. Pinkham's Vegetable Compound has saved many women from surgical operations.

Lydia E. Pinkham's Vegetable Compound is made from roots and herbs, without drugs, and is wholesome and harmless.

The reason why Lydia E. Pinkham's Vegetable Compound is so successful is because it contains ingredients which act directly upon the feminine organism, restoring it to a healthy normal condition.

Women who are suffering from those distressing ills peculiar to their sex should not lose sight of these facts or doubt the ability of Lydia E. Pinkham's Vegetable Compound to restore their health.

160 FARMS in Western Canada FREE

160 Acres Grain-Growing Land FREE. 20 to 40 Bushels Wheat to the Acre. 40 to 90 Bushels Oats to the Acre. 35 to 50 Bushels Barley to the Acre. Timber for Fencing and Building FREE. Good Laws with Low Taxation. Splendid Railroad Facilities and Low Rates. Schools and Churches Convenient. Satisfactory Markets for all Productions. Good Climate and Perfect Health. Chance for Profitable Investments.

What a Settler Can Secure in WESTERN CANADA

Some of the choicest grain-producing lands in Saskatchewan and Alberta may now be acquired in these most beautiful and prosperous sections under the

Revised Homestead Regulations

by which entry may be made by proxy (on certain conditions), by the father, mother, son, daughter, brother or sister of intending homesteader.
Entry fee in each case is \$10.00. For pamphlet, "Last Best West," particulars as to routes, routes, best time to go and where to locate, apply to
W. V. BENNETT, Omaha, Nebraska
801 New York Life Building.