

THIS IN NEBRASKA

EVENTS OF INTEREST OF MORE OR LESS IMPORTANCE.

Some Figures on the Corn Crop in Nebraska—Custer County First in Production.

Nebraska Corn Crop Figures.

LINCOLN—According to statistics issued by the state labor bureau, the total production of corn in Nebraska the present year is 241,383,537 bushels, as compared with 243,713,244 bushels in 1905, or a decrease this year of 2,329,707 bushels. There was an increase in the acreage of corn this year of 368,418 acres over 1905, but in spite of this the total production of the crop was lessened by hail in various sections, together with a period of dry weather at a critical time in the crop's growth. The average yield last year of 37.65 bushels per acre was extremely high and the yield of 35.28 bushels is nearer normal, but a high yield also. This decrease in the production decreases the total value \$5,473,388.92 from the value of the 1905 crop, which reached a total of \$79,485,297.60. The 1906 crop is valued at \$89,311,908.92.

Lancaster county ranks first in acreage with 243,475 acres, and an average yield of 32.2 bushels per acre.

Custer county ranks first in production, with 8,251,153 bushels, and Lancaster county takes second place, with a production of 7,839,895 bushels. Saunders county takes third place, with 7,434,003 bushels produced.

County	Acreage	Yield	Production
Adams	80,764	31.7	2,560,218
Antelope	115,583	31.1	3,594,736
Banner	2,927	18.7	54,636
Blaine	5,515	28.7	158,280
Boone	102,487	35.5	3,638,288
Box Butte	4,103	27.5	112,870
Boyd	60,009	36.8	2,208,331
Brown	23,535	30.7	722,524
Buffalo	181,267	29.0	5,256,763
Burt	75,564	43.7	3,339,546
Butler	121,581	35.1	4,277,492
Cass	125,059	27.5	3,439,622
Cedar	128,851	29.6	3,814,999
Chase	30,184	23.8	718,279
Cherry	24,222	28.1	680,636
Cheyenne	7,900	28.1	221,990
Clay	109,877	28.3	3,090,289
Colfax	73,379	40.0	2,975,160
Cumming	104,448	42.1	4,393,660
Custer	232,427	35.5	8,251,153
Dakota	44,175	45.1	1,992,292
Dawes	4,282	28.0	119,895
Dawson	131,947	40.8	5,382,437
Deuel	16,491	33.8	557,295
Dixon	72,375	40.2	2,909,475
Dodge	99,775	37.1	3,701,652
Douglas	64,291	38.2	2,464,846
Dundy	42,110	24.2	1,019,062
Fillmore	121,726	37.6	4,576,897
Franklin	30,184	29.6	893,563
Frontier	123,757	43.5	5,382,437
Furnas	106,757	37.1	3,960,684
Gage	188,531	33.5	6,315,788
Garfield	85,018	38.4	3,284,911
Gosper	87,105	35.9	3,048,675
Grant	42	25.0	1,050
Greene	58,382	28.8	1,687,161
Hall	80,242	33.3	2,693,121
Hamilton	113,173	32.3	3,645,225
Harlan	129,875	42.0	5,454,750
Hayes	52,494	25.0	1,312,250
Hitchcock	92,246	28.5	2,629,911
Holt	92,223	26.3	2,451,264
Hooker	2,205	23.0	50,715
Howard	78,690	37.6	2,958,714
Jefferson	116,292	36.2	4,218,556
Johnson	79,013	32.8	2,591,626
Kearney	84,554	35.3	2,984,756
Keith	12,308	32.5	400,010
Keya Paha	35,805	29.2	1,049,230
Kimball	8,228	17.5	144,900
Knox	224,393	31.5	7,068,379
Lancaster	243,475	32.2	7,839,895
Lane	50,710	35.1	1,770,621
Logan	10,494	29.5	309,572
Loup	13,766	31.1	428,122
Madison	96,580	31.0	2,993,380
McPherson	57,306	31.0	1,776,486
Merrick	67,068	36.7	2,461,295
Nance	70,752	38.2	2,702,728
Nemaha	14,946	25.4	379,634
Nuckolls	143,568	37.0	5,312,016
Otoe	17,374	32.1	559,819
Pawnee	17,393	25.8	448,729
Perkins	85,805	42.2	3,645,225
Pierce	81,636	30.6	2,460,680
Platte	136,020	38.2	5,195,964
Polk	86,122	38.8	3,341,332
Red Willow	72,297	28.6	2,095,294
Richardson	93,747	38.9	3,625,386
Rock	15,028	28.4	426,795
Saline	118,689	35.1	4,166,323
Sarpy	14,946	29.0	379,634
Saunder	180,876	41.1	7,434,003
Scott's Bluff	2,196	30.0	65,880
Seward	119,901	37.9	4,436,327
Sheridan	14,946	29.0	379,634
Sherman	58,502	34.5	2,018,219
Sioux	2,006	19.2	38,712
Stanton	78,290	34.5	2,701,005
Thayer	114,599	39.7	4,580,990
Thomas	1,925	25.0	48,125
Thurston	66,789	38.4	2,564,697
Valley	72,301	35.7	2,581,145
Washington	78,496	35.8	2,808,322
Wayne	92,664	37.2	3,447,100
Webster	109,945	34.3	3,711,112
Wheeler	13,780	29.5	4,062,510
York	120,792	37.6	4,541,779
Totals	6,840,905	35.28	241,383,537

Consolidating Two Homes.

An effort will be made this year to consolidate the Girls' Industrial home at Milford with the Home for the Friendless at Lincoln, the united home to be at Milford. This will leave the entire building now used for the Friendless and the Orthopedic hospital for the use of the latter. The Orthopedic hospital needs more room, and Superintendent Lord will recommend a large appropriation for a new building, but as a lot of legislators will object to this expenditure, the consolidation likely will be effected.

Change in the State Normal.

LINCOLN—A resolution will be offered at the next meeting of the State Normal board which, if adopted, probably will make unnecessary the appropriation asked for to increase the capacity of the Kearney Normal school. This resolution, which will be offered by State Treasurer Mortensen, will provide no students can be admitted to the normal school who have not passed the tenth grade.

Nebraska Insurance Companies.

Blanks asking for information in regard to the business of the last year are being sent out to all insurance companies by Insurance Auditor John L. Pierce. Life companies receive blanks containing thirty-six pages. Minute explanations as to the manner of conducting business may be made by companies which have been in the state only one year. They must tell how their money is invested, give an itemized account of their gains and losses and show the exact cost of obtaining new business.

NEBRASKA BRIEFS.

Geneva has purchased three trained bloodhounds to chase criminals. The series of religious meetings in Harvard were disappointing as to results.

Butler county sim voing in the matter of organizing a county agricultural society.

Della Clark, an employe of the Morton hotel, Nebraska City, attempted to commit suicide by taking laudanum. Doctors saved her with a stomach pump.

William H. Bush was arrested by Sheriff Bauman of Dodge county on the charge of stealing a horse from John Hebebrand, a farmer near Hooper.

George Hill, who escaped from the Dodge county sheriff, while being taken to jail to await trial on a charge of attempt to murder, was arrested in Council Bluffs, Ia.

At Rulo, Melvin and Bill Foster were arrested and taken to the county jail in Falls City, being charged with burning the barn and corncrib on the Alois Dannecker farm.

A man en route from New York to San Francisco attempted to commit suicide on train No. 5 east of Lexington, and was taken off the train and put in charge of a physician.

Arthur Cremer, who has been in the vicinity of Ashland for several months, and has attracted much attention by his queer actions, has recently been adjudged insane.

The Cass county mortgage record for November is as follows: Mortgages filed on farm property amounting to \$20,654; released, \$17,610. Amount of mortgages filed on city property, \$4,109; released, \$3,228.

A Underwood, a Virginian, who had been in Deadwood, S. D., several weeks, came to Alliance. He became intoxicated and while in a rooming house insulted Mrs. F. J. Dunn, who shot him. He will not die.

Many contests on land are being filed at the United States land office at North Platte. These contests are on land in Cheyenne and other western counties, where homesteads were taken and later abandoned.

Miss Ella E. Lawrence has started suit in district court of Platte county against the Monroe Independent Telephone company for \$20,000 damages. She received a serious shock, and so will the company if she wins her case.

Newspapers at Columbus have received notice from the Burlington railroad that no more transportation will be issued in payment for advertising and that whatever the papers print for them on their order will be paid for by the company in cash.

Reports of cattle dying in the northeast part of Antelope county from cornstalk disease are current, in one case a man losing five head. There is seldom danger after the middle of January and the presumption is that continued freezing removes the cause.

A party of surveyors has recently looked over the territory from Octavia on west along the south side of the Platte river. They carefully surveyed the grounds, leaving stakes on several points along a line west from Octavia. Everybody is anxious to know the nature of this survey.

The case of Mrs. Sarah Young of David City against R. L. Berndg and the Metropolitan Mutual Bond and Surety company of Omaha for the sum of \$5,000 damages for the excessive sale and giving away of liquor to her husband, Lee Young, which caused his death on February 22, resulted in a verdict of \$1,500 in her behalf.

The West Point Farmers' Institute society has decided to hold a competitive corn exhibit during the institute, which is to be held in West Point February 7 and 8. Ten prizes will be awarded, five on yellow and five on white corn. Twenty ears of corn must be shown by each exhibitor, the judging and scoring to be done by state experts.

The stockholders of the Washington county fair association held their first annual meeting at Bladen. The management was highly pleased with the reports of the different departments. Premiums were all paid in full. Nearly \$4,000 has been expended for improvements during the past season and the treasurer still shows a nice balance on hand.

Capt. W. S. Noyes, aged sixty-five years, a resident of Hastings for twenty-five years, dropped dead shortly after entering the Bostwick barber shop. Mr. Noyes asked Lou Egelhoff, a barber, to assist him in removing his coat, and as Egelhoff turned to take the coat, Noyes said: "I might as well give it up, I'm going to die." He was caught in Egelhoff's arms as he fell and soon expired.

A draft for \$7,067.25 was tendered to the county treasurer of Lincoln county by the Burlington Railway company through its attorney, J. J. Halligan, in payment of the company's taxes for the year 1906. This tender was \$3,815.43 less than the amount due and was therefore refused by the county treasurer until permission is given by a court of competent jurisdiction to accept a partial payment without invalidating the collection of the full amount.

Tony Prebyl, a farmer living near Barneston, brought specimens to Beatrice, which were taken from the claw of a duck by Mrs. Prebyl while she was engaged in dressing the fowl. The sample were pronounced a fine quality of placed gold.

The new government road in Nemaha county is completed. Two miles of macadamized road now stretches to the east from the foot of Central avenue in Auburn. This covers the strip of ground that has always been impassable in the spring when the water is high.

SPORTS and ATHLETICS

Gridiron Heroes Named on All-Star Western Eleven

Strongest Combination Possible in Estimation of Critics and Reasons for Their Selections.

Now that the football season of 1906 has passed into history it is customary to select the men who have made the best showing for an imaginary all-star team. While opinions of various critics as to the merits of the many players differ, the following combination is generally conceded to be as strong as any named.

In selecting the western stars this year the performances in the few "big" games scheduled have been the deciding factors in a number of cases. Along with the changing of the football map wrought by the re-arrangement of the time-honored relations between Michigan, Wisconsin and Chicago has come a changed estimate of the western teams which leaves the gopher school of Minneapolis in the lead in the number of players chosen to represent the west.

Eastern and western fans will not agree on the quality of football players turned out in the two sections this

ALL-STAR WESTERN ELEVEN

- Walker Chicago End
- Curtis Michigan Tackle
- Parry Chicago Guard
- Safford Minnesota Center
- Case Minnesota Guard
- Ittner Minnesota Tackle
- Marshall Minnesota End
- Eckersall Chicago Quarter Back
- Schnecht Minnesota Half Back
- Clark Wisconsin Half Back
- Garrels Michigan Full Back

play, is given a guard position, as his class does not permit of his being crowded out of the line-up. He has been a mainstay in the gopher line all season, and both offensively and defensively has proved that he is a worthy member of the star eleven.

Parry, whose versatility in execution and headness in interpreting the theory of opposing plays makes him second only to Eckersall, in the estimation of the maroons, might play equally well at end, tackle or guard. He is one of the greatest defensive players Stagg ever had and a star in the attack as well. His speed is remarkable

Quartette of All-Western Stars.



year. Undoubtedly the west has not shown up to the standard set in previous seasons in the games played, and a straw vote probably would give the east the call.

In the selection of the all-western ends, Marshall of Minnesota and Walker of Chicago seem to have no superiors. Marshall, the veteran gopher, who played his best game this season and perhaps the best game of his career in the Chicago-Minnesota battle at Marshall Field Nov. 10, is regarded by the majority of the nonpartisan rooters as entitled to one of the ends. The colored man negotiated the place kick which brought victory to his team, but more than that, he made possible much of the showing, both offensive and defensive, that Minnesota furnished.

Fred Walker, Chicago's left end, has the call on the other extremity. He is regarded by Coach Stagg as a member of his "select" gallery of stars, and he has been of immense value to his team. He took up the end position when he was needed there worse than at his regular half back position, and he surprised even his coach by the versatility he exhibited. He knows the game thoroughly, and is the equal of any western end in all around work.

Curtis of Michigan, Ittner of Minnesota and Parry of Chicago were used at end in certain games, where their showing won them praise, but they are considered of great value in other positions. Ends of exceptional ability other than these were lacking.

Captain Curtis of Michigan and Ittner of Minnesota deserve the tackle positions. Curtis, whose broken leg kept him out of the Pennsylvania game, was the best tackle in the west last year, and he fully upheld his record in the games in which he appeared previous to his injury. He is powerful of build and fast beyond the usual gift of heavy-weights. He is invaluable in the attack and every bit as good as on the defense.

Ittner has been declared "the best tackle in the west" by the gopher hordes without reservation, and Dr. Williams esteems him as one of the most valuable players he has ever had in the line. In the Chicago game, where he played end, he got down the field in record time and made the greater part of the gains negotiated by Minnesota.

In picking the guards and tackles, consideration was given to the claims of Smith and Case of Minnesota and Parry and Russell of Chicago above the other candidates for the places. Case, who was used at tackle most of this season by Dr. Williams, and Parry, who alternated at tackle and end, are given the preference for the guard positions, Curtis and Ittner being preferred at the tackles.

Case, who has still another year to

view of his weight, which is far above the 200-pound mark.

Considerable difficulty is found in unearthing a center who can stand as a worthy successor of the fleshy giants who frightened the opposing linemen in the past. In weight and size Waugh of Indiana seems to be built for the place, but he is not regarded as the equal of Safford, the young Minnesota star, who made such a creditable showing in the Minnesota games in which he appeared. Waugh is quick at charging and knows the trick of swinging his beef to advantage through the line, but he has not filled the bill as he, apparently, should have done. Safford, who is given the place, is slightly underweight for an ideal center. But he is a bundle of nerve, sense and all-around knowledge of the game.

Eckersall at quarter back has been a foregone conclusion all season. The little Chicago captain, far from losing ground on his past record, materially increased it. In his brilliant dodging runs through the open field, in running the team, in drop kicking and in punting he was, as he has been for the past four years, head and shoulders above his rivals. He has starred in every game on Chicago's schedule this year.

Hare of Indiana is a quarter back of remarkable ability, but a much lesser luminary than Eckersall. Ovitz of Illinois and Larkin of Minnesota deserve praise for their work in generalship.

Schuknecht of Minnesota and Clark of Wisconsin have the call on the half back positions from their showings in the "big" games played by their teams.

Schuknecht played a remarkably clever game in the Chicago contest, making more gains than the entire remainder of the back field. He starred in the Carlisle-Minnesota game as well. His dodging, speedy style makes him the equal of Clark of Wisconsin, who is placed in the other half back position.

Clark outclassed his team mates at Wisconsin and seemed to withstand the shock that hit the cardinal team. Those who saw his exhibition in the Wisconsin games brought back glowing reports of his brilliant work. He has shown exceptional class all season, and makes an excellent running mate for Schuknecht. Clark of Indiana and Doane of Minnesota showed brilliancy in several games.

Garrels of Michigan is the best full back in the west. He kept up his starring at the position as he had done at half back for the Wolverines. Offensively and defensively, he is invaluable, and Yost might have made a sorry showing without him this season. Current of Minnesota is his only rival for the position, and his poor offensive game unfits him for the honor.

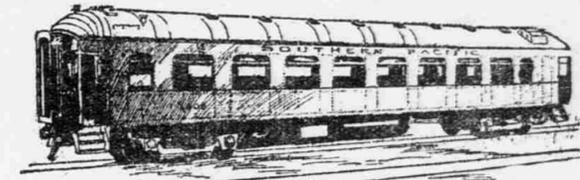
IN TROPICAL AFRICA

MILES OF RAILROAD LAID ALONG UPPER CONGO.

Remarkable Progress Made Considering the Distance from All Sources of Supplies and the Primitive Labor.

More than 1,000 black men, in charge of European engineers, have been engaged for more than a year in grading the roadbed, laying the track and doing all the rough work on the new railway that has just been opened along the upper Congo. This road between Stanleyville and Ponthierville, 75 miles, circumvents the stretch of rapids that forms the first impediment to navigation on the upper river. The line was opened a few weeks ago and it the pioneer railway in tropical central Africa. In straight lines, its southern terminus at the head of the rapids is about 1,070 miles from Zanzibar and 970 miles from the Congo mouth.

It has been interesting to watch the progress of this enterprise. Few railways have been built, with primitive labor, so far from the sources of all supplies. The first step was the building of two large storehouses at Matadi and Stanleyville, 1,235 miles apart, following the Congo channel,



Railroad Car of Solid Steel Plates.

to house the material at its landing place in Africa and at the starting point of the railway. Locomotives, cars and bridges were carried up the Congo in pieces and put together where they were needed on the line.

Some of the gangs of laborers were superintended by young natives, who had been trained for years in the industrial schools of the government or the missionary societies.

The extent of navigation available for steamers on the Congo is now well known, and the purpose is to carry railways around the few parts of the river which are obstructed by rapids, so as to extend unbroken steam transportation to the end of the farthest navigable reach of the stream. By building this new railway the Congo State had added 261 miles of steam transportation to the 1,325 miles already in operation between the Congo mouth and Stanley Falls. Navigation is again impeded at Kindu, 186 miles above the terminus of the new railway, and the government intends to begin at once the building of the third and last stretch of railway along the river from Kindu to Buli, about 180 miles, above which there is uninterrupted navigation for small steamers for 372 miles, where the importance of the river for large commercial purposes practically ends.

The total length of steam transportation along the Congo when the last mile of rails is laid will be 2,144 miles, of which 1,548 miles will be water and 595 miles by land; and the end of this long route will be in touch with the great mining region of Katanga, which is said to be as rich as Rhodesia in gold, while the prospects of copper production are perhaps unsurpassed in any other part of the world. The importance of extending transportation to this region is stimulating the efforts of the Congo government. It remains to be seen whether the Congo rail and water route will reach this southeast corner of the state before the branch of the Cape to Cairo railway arrives at the same destination.

Will Stop Locomotive Smoke.

With the object of minimizing the emission of smoke from locomotives, the general superintendent of motive power of a leading railroad has issued new instructions to engineers and firemen intended to govern their firing and operation. This will not only result in an economical use of steam and fuel but the elimination of dense smoke will largely contribute to the comfort of passengers and the general public, especially in passing through cities, towns and other thickly populated sections.

The rules require that the fire must be in good condition at the time the locomotive starts out on a trip; the large lump coal reduced to near the size of a man's fist and freely sprinkled with water before used. The superintendent says the most successful firemen are those who can maintain the working steam pressure within a range of ten pounds variation with the smallest amount of fuel and the least waste of steam.

One Train a Day.

Within a few miles of the greatest industrial center of the Midlands, England, there is a small railway linking together two trunk lines, on which only one train is run a day, and occasionally without any passengers! The service is a paper or "dummy" one, continued simply in order that the running powers of the Midland company may not be forfeited through non-usage.

Sobriety Rigidly Enforced.

Intoxication while on duty is a misdemeanor for a railroad employe in California, and if death results a felony.

CAR BUILT OF SOLID STEEL.

Type That Ultimately Will Supersede All Other Kinds.

A railroad car built almost wholly of steel has been turned out of its shops in Sacramento by the Southern Pacific railroad. It is made of sheets of steel riveted solidly together, as are the steel plates upon a warship. It is expected that this car will be almost indestructible in a collision or other kind of accident, and it cannot burn.

Increasing favor is accorded the all-steel passenger coach and the prediction is made in railroad circles that this type of car ultimately will supersede all other kinds of passenger coaches. Similarity is given to the exterior appearance of the wooden passenger coach by covering practically all the rivets on the outside of the car body with special drawn moldings and by graining all the steel parts, such as posts and panels, to conform to the ordinary wood finish.

The California type of car is one practically adapted to the climatic conditions of that country, and consists of open sections at each end of the car, with closed sections in the middle, this forming a satisfactory construction for the year around. The length of the car over all is 40 feet, six inches.

The underframe, side sheets, outside finish to eaves of closed section, and the platform posts in the open

sections are made of steel in the form of plates, rolled or pressed to suit requirements.

In order to carry the load and weight of the car entirely on the side construction, care had to be taken in providing openings for steps next to the closed section between the trucks without weakening the car at these particular points.

MAKES RECORD OF ORDERS.

Telephonograph Will Go Far Toward Preventing Railroad Accidents.

If experiments which are being made with a new device, known as the telephonograph, succeed, another long step toward the prevention of railroad accidents will have been taken. The advantages which the telephonograph affords in train dispatching have attracted the serious attention of railroad officials, and it is expected that before long the new apparatus will be in use on several of the big railroad systems.

The telephonograph makes a permanent record of all train-dispatching orders sent by the telegraph ticker or over the telephone wire. The sound waves set up by the ticker act upon the diaphragm of the transmitter attached to the telephonograph and are thence conveyed to a thin steel wire, where they are electrically stored. As soon as a record of the orders has been made upon the wire, the train dispatcher places the receiver to his ear and immediately hears the orders just as they were given.

Records may be repeated as often as desired, but as soon as there is no further need to keep them they may be wiped out by passing a strong magnet over the wire, thus making it ready for use again.

In this way the possibility of error in train dispatching orders will be greatly reduced. There is no need to trust to the memory, as the orders are there upon the wire and can be referred to at any time. The records can be transferred for future reference by connecting the receiver of the machine in daily use with the transmitter of a large storage telephonograph. Should any mistake occur, the responsibility can immediately be located by reference to the records on the storage machine, an indicator showing on just what portion of the wire any particular record has been made. The record will give so perfect a reproduction of the dispatcher's voice, even after months have elapsed, that it can at once be recognized.

Last Stage Coach Gone.

With the extension of the Northwestern railway from Casper westward toward Lander, Wyo., will forever vanish the last vestige of the old stage coach days