

**REQUESTED RECIPES.**

**Good Graham Twists, Nice Graham Wafers and Crackers and Some Bran Biscuits.**

Graham twists are made of three or four parts of graham flour to one part sweet cream. Whole wheat flour may be substituted. Sift the graham flour, and, if very coarse, add half white flour; have flour cold and in a basin; have cream cold and, dropping into the flour stir briskly with a fork, allowing no wet pools to form. This should make a very stiff dough which should not stick to the board while being kneaded one-half hour, or until a piece will give a snapping sound when pulled off. Roll thin as piecrust and cut into strips one-half to three-quarters of an inch wide; twist with hands and lay in baking pan; the oven should not be too hot. When done they are crisp, and the starch is dextrinized (partially digested), as in zwieback.

**Graham Crackers**—Seven cupfuls of graham flour, one cupful of thick sweet cream (or butter), one pint of sweet milk, two teaspoonfuls of baking powder; sieve and rub the baking powder into the flour; add the cream (or butter, which should be rubbed into the flour well), a little salt, then the milk, mix well, and roll as thin as soda crackers; cut in any shape; bake quickly; then leave about the stove for a few hours to dry thoroughly.

**Bran Biscuits**—One quart of milk or water; three teaspoonfuls of butter (or lard) three tablespoonfuls sugar; two tablespoonfuls baker's yeast (any live yeast will do); pinch of salt, and flour, wheat and graham. Take enough wheat flour to use up the water, making it the consistency of batter cake dough; add the rest of the ingredients and as much graham flour as can be stirred in with a spoon. Set away until morning. In the morning, grease a pan, flour the hands and take a lump of dough the size of a large egg, roll lightly between the palms; put into the pan and let them rise 20 minutes, and bake in a tolerably hot oven.

**Graham Wafers**—One-third cupful of butter, one-third cupful of sugar; half teaspoonful of salt; one pint of white flour; one pint of graham flour. Mix the butter, sugar and salt; chop this mixture into the white and graham flour mixed; wet it with cold water into a very stiff dough; knead well, and roll out very thin; cut in squares or any shape desired and bake quickly.—The Commoner.

**MISCELLANEOUS.**

White paint, when dirty, should be washed in milk. Colored paints may also be treated in this way.

Lime sprinkled on the shelves will keep pickles and jams in the store-room from becoming moldy. The lime must be renewed occasionally, as it loses its strength.

When tablecloths are beginning to get shabby in the middle or at the folds a few inches cut at one end and one side will completely alter the place of all folds and will give the cloth a new lease of life.

Boiling-hot liquid may be safely poured into a glass jar or tumbler by first putting a silver spoon in the dish. Be careful, however, that a draught of cold air does not strike the vessel while hot.

Instead of using any sort of veil-case, which requires the folding of an already mussed veil into still more creases, use a toy rolling pin and roll your veils around it, smoothing out the mussed ends as well as you can.

Never expose leather to the extreme heat of a fire or it will become hard and liable to crack. Shoes and boots should be dried at a safe distance from the fire, but to expedite the process they may be filled with oats. The damp of the leather will be absorbed by the oats, which may be dried and put away again for future use.

Whenever an oil painting becomes dusty and discolored, it may be cleansed by the use of white raw potato, for artists frequently make use of this method. Commence at one corner of the picture and rub the surface with a raw potato which has been fattened by removing a slice; as fast as the potato becomes discolored remove a thin slice with a sharp knife and continue to rub the picture until the entire surface has been cleansed. Then wipe the picture off with a soft cloth, and it will be found quite clean, and the paints will not be injured or faded, but simply cleaned.—Good Literature.

**Peanut Candy.**

Two cups of New Orleans molasses. Two cups of soft A sugar. One cup of butter. One saltspoon of salt. One teaspoon of vanilla. Six quarts of peanuts. Put the butter, sugar and molasses on together, adding the salt after it comes to a boil. Boil until it forms a soft ball in cold water, then take from the stove and beat vigorously ten minutes. Return to the stove and boil until a spoon drawn through it makes a slight path. Add the vanilla and heat again. When beginning to grow cold, stir in the peanuts and pour into buttered pans.

**Hotch Potch.**

Hotch potch is an old-fashioned Scotch dish, made in the spring, when there are plenty of fresh vegetables. It is a thick puree-like soup. It may be made either from fresh or cooked meat. This is one way of making it. Three or four pounds of loin chops are put into a saucepan with about three quarts of boiling water. Peas, haricot beans, carrots, half a turnip, parsley, a little bit of cabbage and some green onions are added. Boil this very slowly for an hour and a quarter, season with pepper and salt. It should be a thick broth when done.

**SEEN AT THE DEPOT GATES**

**There Are Frequent Blockades When Women Hunt for Their Tickets.**

E. J. Sanford, president of the Union Depot company, is in a mood to supply a stocking room for women travelers. He has nearly reached this conclusion because of many rather embarrassing incidents which have occurred in the passageways leading to exit gates, reports the Kansas City Star. "For," as he says, "women don't have many pockets, and they hide their tickets and money in so many places about their clothing. When they go after their valuables, it takes time to reach them. Gate-men don't have to tell them to hurry, because it is usually the hurry that delays them."

A few days ago, a young woman walked to the gate operated by Curtis Reeves, expecting to take a Santa Fe limited train for New Mexico. The gate-man politely asked to see her ticket. "Why, do you have to see it?" she asked.

"Yes, madam," Reeves replied. "There are two Santa Fe trains out there, and I want to see how your ticket is routed."

The young woman blushed. She carried several bundles in her arms, and she looked at them, looked at the gate-man, and looked appealingly to a woman near.

"Come, hurry!" Reeves insisted. "There are others behind you waiting to get out."

By this time the young woman's face and neck had taken on a carmine hue. She clung to her bundles. A crowd had collected behind her and persons were becoming impatient. Slowly the young woman laid her bundles down beside her and reached for her ticket and took it from her stocking.

Not long ago John Wallenstrom, train crier, while doing extra duty at a gate, was confronted by a young woman going to Chicago. Wallenstrom asked for her ticket, and she "made a face" at him. She insisted that she be allowed on the platforms without first showing her transportation.

"Sorry, madam," he said, "but orders are to make everyone show a ticket. You'll have to either get yours or go back in the waiting room."

The young woman saw he was in earnest.

"All right," she replied. She laid her grip beside her, took hold of the bottom of her skirts and went after the ticket. In a dainty little pocket attached to a garter she had it. And she was so nervous she couldn't open the clasp on the purse. She became excited. "I'm getting nervous," she said.

But she got the purse open and showed her ticket. She was angry and "said things" about the depot and about the gate-man.

"They carry their tickets, sometimes," Wallenstrom said, "in places where they have great difficulty in getting them. One woman came to a gate and when she learned she had to show her ticket, she began digging in her bustle. She worked and worked, but no ticket. Finally, she became frightened, believing she had lost it. I didn't know what would happen, so to avoid further embarrassment I sent her to Mrs. Shull, the matron. They found it just where she had fastened it—in her bustle."

"There is hardly a day passes that women do not come to the gates with their tickets concealed in their stockings. Some of them think we mistreat them when we ask that the tickets be shown."

Many of these cases have been reported to Mr. Sanford. Gate-men have suggested that a stocking room be provided. "It would help the women," Mr. Sanford said.

**RAILWAY RUMOR.**

India's railway building for the next three years will amount to about \$50,000,000 per annum.

The total length of railways in Japan is now over 4,500 miles. The gauge is three feet six inches.

The largest locomotives require more than 100 gallons of oil a year to keep them in smooth running order.

J. P. Hall, of the Santa Fe, is organizing an association composed of men who were once messenger boys. The list, it is said, includes Andrew Carnegie, William C. Van Horn, Marvin Hughitt, W. A. Gardner, Col. Robert C. Clowry and A. J. Earling.

Statistics of the railway mileage of Europe show that the total mileage of the continent and the United Kingdom on January 1, 1905, amounted to 188,797 miles, being an increase of 2,098 miles over the corresponding date of 1904.

Matrimonial tickets are supplied by the Canadian Pacific railway to those settlers in the Northwest territory who wish to make a journey in order to get married and on presenting the return coupon and a marriage certificate a man is entitled to free transportation for his bride.

In recent years the construction of railways proceeded in Germany at the rate of about 621.5 miles a year. The entire mileage exceeds at present 34,183 miles. The electrification of railways is still confined to a few suburban lines, where the system works satisfactorily.

**Mammoth Freight Car.**

The biggest freight car in the world is being constructed in the St. Paul railroad shops at Milwaukee. The largest freight cars at present are of 100,000 pounds' capacity and are looked upon as monsters. The new car will have a capacity of 200,000 pounds. It is being built to transport a 90-ton section of a base for a blast engine which is being shipped to Bethlehem, Pa. The car is 41 feet long, has four instead of two trucks, and sixteen instead of eight wheels.

**LOYALTY WON FORTUNE.**

**Railroad Man Leaves Generous Bequest to His Long-Time Assistant.**

Eighteen years of unswerving devotion has brought its rich reward to John Smyth, of 87 Crawford road, N. E., once a New York "cabby," now the heir of a railroad man of wealth. For that length of time he served the late George Burdette Spriggs, formerly general freight agent of the Nickel Plate system, in the capacity of valet and confidential secretary.

For five years prior to his death Mr. Spriggs was an invalid suffering from an incurable malady. During that time Smyth hovered over his bedside, foregoing all his pleasures. For weeks at a time the faithful valet was seldom able to take off his clothes and was forced to snatch his sleep in a chair by the bed of his afflicted employer.

Mr. Spriggs died a few weeks ago; but he did not forget the self-sacrificing devotion of the man who soothed the last hours of his lonely life. The former "cabby" from New York is now heir to real estate and moneys representing a bequest of more than \$50,000.

It was on a dull November morning, 18 years ago, that George Burdette Spriggs met John Smyth, cabman, in the lot by the Hoffman house, New York.

"Cab, sir?" inquired Smyth of the magnate.

Spriggs turned and looked at the "cabby."

"Is this the man you recommended?" he asked, turning to the hotel clerk at the desk. The clerk nodded.

"Son, would you like to go to Cleveland with me? I have just discharged my valet, and Callahan here tells me you are honest and trustworthy. Will you come?"

It did not take long to strike the bargain. The promise of travel and the inducements held out were too strong to be resisted by the neophyte who wished to plunge into the baptism of life—real life—by "seeing the country." And the arrangement was never regretted, either by the busy man of railroad affairs, who had neither wife nor child to brighten his life, or by the former cabby, who left little behind, and who is yet in the full tide of young manhood, with the means at his disposal to pursue a crowning desire.

"He never treated me as a servant, but rather as a companion," said Smyth. "Mr. Spriggs was one of those men whom the possession of wealth does not spoil. He was liked by every person with whom he came in contact, by his servants as well as by his business associates."

"The property he left me was entirely unexpected. Before he died he told me I should be taken care of in his will. But what was left to me was so much beyond my deserts or expectations that I was overwhelmed. I tried to do my duty while I was in his employ, but really I did nothing more than what I was very liberally paid for."

George Burdette Spriggs was 71 years old when he died. He had railroad and other interests in Canada and on the continent as well as those in this country. By his will he left \$500 to each of three other employes and some of his real estate to a niece in Gloucestershire, England. The rest of his estate he bequeathed to John Smyth, once cabman, then faithful valet.

**WEATHER AFFECTS RATES.**

**Conditions of Temperature May Force Railroads to Radical Reductions.**

Weather conditions are frequently of striking influence upon rates. To start with, writes Samuel Spencer, in "Railway Rates and Industrial Progress," in Century, the seasonable topic of ice, there was in a winter not long past a total failure of the ice crop on the Hudson river and the lakes and streams in New Jersey and eastern Pennsylvania. It was suddenly realized that distant sources must be utilized for the supply of ice for New York and the populous adjoining region for the coming summer. Lake Champlain and Lake George, several hundred miles away, seemed most available, and rail transportation had to be arranged. Here was a new situation, and a new and exceptional traffic, for which no rates had ever before been needed or established. The emergency was quickly met. The necessary low rates were made, the ice was transported, and the deficiency supplied.

A year or so ago the weather gave another aspect to the ice problem. A particularly cold season left a large surplus stock of ice in the icehouses in the vicinity of New York city. This depressed the ice so as to affect injuriously the business of those lakes in Pennsylvania which regularly shipped ice to New York. To repair as far as possible this unexpected injury to a regular, established business, the railroads leading from Pennsylvania made a substantial reduction in their rates for ice transportation in order that their patrons during the emergency might reach other more distant markets.

**Reed's Ride "Round the Horn."**

Tom Reed, accompanied by William Bryant, a well-known politician in Waltham, took a Watertown branch (Fitchburg railroad) train one evening a few years ago for the watch city, where he was booked to speak at a Republican rally. It was Reed's first experience going "around the horn." Stop after stop was made, and finally the brakeman sang out: "Bleachery! Bleachery! The next station is Chemistry!" "Say, Bill," drawled Reed, "this train is taking a regular high school course."—Boston Herald.

**State Normal Notes.**

Richardson County as usual is well represented. The following students are now enrolled:

- |                  |                 |
|------------------|-----------------|
| George Beutler,  | Wittie Page     |
| John Haushahn    | Fred Rockwell   |
| Anra Feicht      | Etta M. Feicht  |
| Grace England    | Emo C. Kirk     |
| Minnie Stalder   | Nellie Stalder  |
| Sarah Edie       | Hattie Lilly    |
| Bertha Palmer    | Frank O Himer   |
| Lena Pefzer      | Ollie C Galin   |
| Edmund Velwick   | Anna Hayes      |
| Ruth Kernan      | Anna Marmet     |
| Martha King      | Roy E Dykes     |
| James Veiwiek    | Frank O Peck    |
| Frances Kniseley | Marie F Hanley  |
| Winnie Ryan      | Grace E Saylor  |
| Pearl A Seltz    | Guy F Eversole  |
| Reba Eversole    | Edna Parsous    |
| Carrie Dietrick  | Jennie Thompson |
| Laura Scholl     | Belle Bolejack  |
| Oakley James     | Ethel Saylor    |
| Maud Yocum       | Florence Wylie  |
| Olive Thompson   | Wilma Cline     |
| Earl M Cline     | Floy Hummel     |
| Peter B Ruch     | Ira Crook       |
| May V Crook      | Ola G Crook     |
| Lilith Waggnier  | Ethel Hummel    |
| Eva Bacon        | Edie Bacon      |
| Jessie Hoffman   | Emma Hoffman    |

The Athletic Association held its first meeting for the year, Monday evening, October 8. The following officers were elected:—F. O. Zine, of Stewart, President; O. W. James, of Humboldt, Vice President; Miss Waterhouse of Omaha, Secretary; Mr. Eggenberger of Lincoln, Treasurer; Miss Majors and Miss Beck were chosen as members of the Athletic Board.

George L. Towne, editor of The Nebraska Teacher, gave an interesting talk in the chapel, Monday morning.

The self-boarded dormitory has been named, "Oak Glen," because of the oak trees which surround it. Thirty ladies now occupy this dormitory.

President Crabtree presented figures in chapel, Tuesday morning, showing the annual enrollment since 1903. The increase in total enrollment since 1903 was shown to be 100 percent, in floor space 50 per cent. The present enrollment is 675.

The Commercial Department started this fall as one of the regular departments of the school. There are about fifty registered in this department, most of them taking additional work in the Normal course. The work consists of all the work given in any business college and in addition German and Spanish. Any student may take all or part of this course without any charge, except small rental fee for the Typewriter. This money is used exclusively for repairs and buying new machines. Before completing the course a student must have a good working knowledge of English and is encouraged to take a course in Latin. The object of this department is to train teachers to do better work in the public schools along Commercial lines, therefore the work must be more thorough and extensive than if merely preparing for office work.

**Passwords At The Banks.**

The banks give secret passwords to depositors who cannot read or write. When one of these depositors goes to draw out money the cashier leans forward and whispers:

"What's your password?" The depositor whispers an answer and, if the correct password is given, the money is paid out.

In a bank the other day a negro woman sat upon a bench, her face indicating intense application of mind. The cashier nodded toward her and said:

"She's forgotten her password and is trying to think of it. She came to the window awhile ago and wanted to get some money. She only wanted a small amount. But she can't write. She's one of quite a number of our depositors who are given passwords when they open an account. When she came in I asked her to give her name and address. She answered right up. What's your password?" I asked her.

"M-m," she exclaimed, pursing her lips, 'let me see. Ain't dat peculiar? Hit done 'scaped mah mind now."

"Can't you think of it?" I said. 'You know I can't pay the money until you give me the password?'

"Lord, honey," she exclaimed, 'Ah's mighty nigh dat money, But Ah jes' cant 'member hit now."

"Well, sit down and think it over," I suggested to her. 'It may come to you."

In a few minutes the old woman arose, with a happy look upon her face, and went up to the cashier's window. She put

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**C** We handle Pennsylvania Hard Coal all **W**  
**O** sizes. Spadra Arkansas Grate size and **O**  
**A** different kinds of Soft Coal. Wood pre- **O**  
**L** pared for the stove and Cord Wood. **D**

Flour, Feed, Baled Hay and Straw,  
 Lump Rock Salt, Michigan barrel Salt.

Cash paid for Walnuts, Potatoes, But-  
 ter, Eggs and Poultry.

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**Lincoln Business College.**

A successful School that was founded twenty-two years ago. Experienced teachers, up-to-date equipment. Hundreds of former students holding responsible positions. All the advantages of a Capital city. We teach GREGG and CHARTER Shorthand, Send for Catalog B, LINCOLN BUSINESS COLLEGE, Lincoln, Neb.

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If purchased at our up-to-date, first-class shop.

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and we will do the rest. A call at our shop will convince you of the merit of our stock.

The Best is none too good for our customers. The new Cravenette Cloth will also interest you.

**WILSON THE TAILOR.**

her face as far inside the narrow window as she could and whispered:

"Abraham Linkun,"

"Correct," answered the cashier, and he paid her the money she was after.

"Ah jes' couldn't place dat man's name at first," she said, as she went out.

There is a new deal in affairs in Nebraska and the people are fighting for lower railroad rates. So many things are happening of real interest to every citizen that a daily newspaper is now a necessity. The biggest bargain that has come to our notice is The Daily State Journal without Sunday from now until January 1, 1907, for only 50 cents. This is such a small price that it can only be made to introduce the paper into new homes. The publishers claim that this is not a scheme to get you on their books and then keep on sending, but that the paper will be stopped on January 1, 1907. It would be hard to find a better way of investing 50 cents.

**Wilson's**

**Haviland China!**

Hand Painted China, Austrian and German China, Jardiniere, Flower Pots, all sizes.

Haviland, Austrian and English Dinnerware. White and decorated.

Special prices on **CUT GLASS**

See the new Nickle plated LAMPS.

New 5c, 10c and 15c Glass-ware.

Good Groceries and all the best brands of Flour at

**C. M. Wilson's**

**Thoroughbred Hogs for Sale.**

I have ten thoroughbred Duroc Jersey boar hogs for sale. These are fine fellows and will be sold at private sale.

FRANK M. SHAFFER,  
 Falls City, Neb., route two.

**M. E. Church.**

The following services next Sabbath:

9:45 Sunday school.  
 10:45 preaching.  
 3:00 p. m. Junior league.  
 6:30 p. m. Epworth league.  
 7:30 p. m., sermon.  
 Prayer meeting 7:30 p. m. on Wednesday evening.  
 All cordially invited.  
 W. T. CLINE, Pastor.

**Stomach and Liver Trouble Cured.**

Orino Laxative Fruit Syrup cures stomach and liver trouble as it aids digestion, and stimulates the liver and bowels without irritating these organs like pills and ordinary cathartics. It cures indigestion and sick headache and chronic constipation. Orino Laxative Fruit Syrup does not nauseate or gripe and is mild and pleasant to take. Refuse substitutes. For sale at all drug stores.

One 10 gauge, Damascus, double barrel shotgun, with leather case, and 150 loaded shells; \$150.00 grade Parker, to trade on a horse and will pay the difference. Inquire at this office.