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F. K. STROTHER, Manager

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Red tape does not stand in the way of President Roosevelt when an emergency arises. No sooner was the great calamity that has befallen Kingston, the capital of Jamaica, made known to the president, than he ordered some of our warships loaded with provisions and medicines to go there as fast as steam could carry them in order to relieve suffering humanity, and all the civilized world is praising him for it.

Congress has passed a law raising the salary of congressmen and senators from \$5,000 annually to \$7,000. The American people should not condemn this law. Living expenses in Washington are much higher than they were formerly, and besides that the pass privilege has been taken away from all members of congress and senators. But while congress has been providing for itself, there are other employes of the government that should not be forgotten, especially rural carriers and postal clerks.

Our present tariff laws have been largely responsible for making this country so prosperous, and it is hard to understand why any sensible man should want to change them materially. So long as everything that the Nebraska farmer has to sell brings a good price and a good market, what great harm is done to us if steel rails are also high. What if we have to pay a big price for nails and building materials. Is it not better that our laboring men receive big wages and steady employment rather than be compelled to buy cheap goods made abroad with cheap labor, and our factories idle? Has not this country had experience enough with a low tariff during Cleveland's time? Have the people so soon forgotten the Coxeey army and the city soup houses and the ten cent corn, that they want to change our tariff laws? Even if corporations do prosper, common people are prospering too. We would earnestly appeal to all our people, and especially to our law makers. Are not the economic conditions of this country under the present tariff system the very best ever? Why should we disturb our present healthy, prosperous condition to please some theorist, or to make capital for the democratic party? We would say again and again, let well enough alone, for just as soon as you commence to tinker with our tariff laws, you give a setback to our prosperity.

CONSTITUTION REVISION.

The adoption of the constitutional amendment creating a state railway commission submitted to the voters at the last election seems to open the way for the long delayed and urgently needed revision of the Nebraska constitution. Our experience with this amendment proves conclusively that it is possible to secure the required majority at the polls provided the amendment proposed is acceptable to all the great political parties and evokes no serious opposition from any large party of voters.

With this situation clearly before us, the plan for a constitutional revision commission embodied in the bill introduced by Senator Aldrich should receive immediate and favorable consideration at the hands of the legislature. This plan contemplates the appointment by the governor of five commissioners to meet at once and go over the constitution with a view to finding its defects and bringing it thoroughly up to date. It provides that not more than three members of the commission shall be affiliated with any one political party, thus giving the minority ample representation, and provides further that no amendment be reported to the legislature for submission except by unanimous agreement of all the commissioners.

The commission plan would give us the services of our ablest lawyers in drafting the desired amendments. If men of the highest rank were put upon the commission, such for example as ex-Senator Allen, former Judge Sullivan, former Attorney General Smyth or W. H. Thompson to represent the democrats and populists, and

H. H. Baldrige, John L. Webster, E. J. Hainer, Allen W. Field or John C. Cowin to represent the republican, the work would not only be speedily and efficiently performed, but it ought to command acquiescence at once of members of the legislature irrespective of partisanship and later secure without opposition the endorsement of the different political parties, without which ratification would be impossible.

Where the constitution is really defective or has been notoriously outgrown in the thirty years that it has remained practically unaltered, there should be no difficulty in reaching unanimity among men of this caliber as to what changes should now be made. At the same time, all propositions which would involve us in ranor and contention would be barred out from the start.

To bring about the desired result the proposed constitutional revision commission bill must be hurried through the legislature in order to hasten the appointment of the commission. Nothing but utmost expedition of the bill would give the commissioners time to examine the constitution critically and formulate the desired amendments before the forty-day limit for the introduction of bills expires so that the present legislature may pass upon the commission's report and set in motion the machinery for submission and adoption.

If the legislature now in session will do this it will make at least one record that will become historic, and it will receive a good share of the credit for securing to Nebraska a revised constitution for lack of which it is grievously suffering.—Omaha Bee.

DOINGS BEYOND THE COUNTY LINE

Nineteen car loads of stock, not speaking of the amount of grain was shipped out of Howells last week. That speaks well for the north side of Colfax county besides giving one a bunch about the prices paid and the quality of the buyers.

Joseph Krapovich, one of the oldest citizens of Colfax county, died last Friday at the advanced age of 91 years. He was born in Bohemia in 1816. Few people today are granted the privilege to live to so near the century mark.

At Clark's the electric lights have been temporarily abandoned, owing to an accident to the machinery. There was quite a scramble among the patrons for old lamps and oil. By the accident the citizens have learned the worth of the electric lamp, and when the repair is made will still more appreciate the plant and the service they have been getting.

John Sprecher, editor of the Free Lance at Schuyler, won the hearts of the county board of supervisors, and was awarded the county printing for the coming year. While he reached first base ahead of his competitors, he did it at almost cost, at the following prices: "The Free Lance was awarded the contract for the county printing for the year 1907. His price was 10-10 cents a square for commissions' proceedings, 35¢ for the treasurer's statement, 6¢ and 2¢ for per description for the delinquent tax list and 35¢ cents per square for all other notices required to be printed. The prices are less than one-half the amount paid by the county last year."

Had it not been for a visit to his sweet heart before making his get away after breaking jail, a Stanton county young horse thief was re-captured and is now behind the bars at Lincoln for keeps. The Schuyler Sun gives the following: "George Gebhardt, the man who stole August Beck's team last week and was captured at Rogers, by Sheriff VanHousen of Colfax county, was brought back to Stanton Friday by Sheriff Stucker and lodged in the county jail. Saturday Gebhardt was arranged before Judge Cowan and pled guilty. He was remanded to the county jail for sentence at the next term of the district court. Monday night while Sheriff Stucker was at supper, he left Gebhardt in the jail corridor, as it was quite cold in the cells. A couple of strange men went to the north window of the jail and pretended to be buying his fur coat. Muller, who is in the county jail awaiting the decision of the supreme court on a rehearing of his case for attempting to kill his wife, started around to hear what was going on, but with foul language Gebhardt told him to stay away and not but in on the trade. In a few minutes all was still and Muller went to the north side of the jail and found the prisoner gone, the two men having pried the bars off the window with a piece of iron bar 3 inches wide and about 3 feet long. Muller at once gave the alarm, but no trace of the man could be found. Sheriff Stucker at once used the telephone to notify all the officials at near towns. Tuesday forenoon parties telephoned Sheriff Clements of Madison that the man was seen near Dover's, and he went out finding Gebhardt in the hayloft. The prisoner had gone out to see a girl he knew there before leaving the county. Sheriff Stucker went to Madison Wednesday and took Gebhardt to the penitentiary at Lincoln, where he will remain until court meets. Sheriff Stucker did a good job both in the capture and re-capture of Gebhardt."

Our sister city Albion and immediate surroundings are rejoicing over the prospects of a new railroad. The Argus in its last issue says: "Loyman Waterman the promoter of the new railroad from Newport, Neb., to Omaha, called the

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Midland Central has opened up an office in the News building. In talking the matter over with him he says it is a sure go. The road will surely be built before the close of the year 1907. The only question remaining to be settled is the exact trail. Whether it will come through Albion or not depends on the treatment the company receives from our citizens. Of course there will be a town built out in Bonanza. If this is all the benefit Albion is to receive from the new road then it is decidedly a negative quantity. So far as Albion is concerned this would be a very bad proposition. But if Albion is to be made the big town on the road then it won't be so bad. If Albion is to be made a division station then it means that Albion will have better freight rates, better railroad service, factories will be sure to come here, and Albion will, sooner or later be a city of 5,000 or more instead of 1,800 she now has. The road is not going to stop at Newport, but will build on out to the coal country. This will mean cheaper coal for Albion. Taking freight rates, better service and cheaper coal into consideration all these mean much for Albion—probably far more in the long run than the loss of trade from the northwest. Then if the Bonanza people can get a town and Albion can get the good things mentioned above we will all be ahead. Mr. Waterman went to Omaha on Friday to meet the men who are behind the capital and expects to bring them up here. If they will positively agree to make Albion a division station then they will surely receive a warm welcome and, no doubt, some material assistance. But our citizens want to be sure they get something before they vote bonds, as there have been instances where bonds were voted and no material good ever resulted therefrom.

EASY DOOR FASTENERS.

Only One Kind of Lock the Expert Burglar Can't Pick.

"There's only one lock in the world that I can't open if you'll give me a few minutes at it, and as for ordinary door and drawer locks, I'll open them as easily as if there was no lock there. Any expert burglar can do the same."

The foregoing statement was made by an experienced locksmith of Kansas City.

"Few persons know how insecure their homes are," he continued. "Few persons realize that the average lock is absolutely worthless for keeping out an experienced burglar. The ordinary door lock is good for nothing but reminding casual business or social callers that they must ring to be admitted. None of these ordinary 'door fasteners,' and that's the best you can call them, will deter a burglar two whole minutes. If there's no key in the lock, he soon fits one to it. If there is a key in the lock, he inserts a pair of pinners and in ten seconds has it opened. Understand me, I am speaking of the experienced burglar. The clumsy burglar is the one who gets in trouble. He'll fumble around with a lock until somebody hears him. There is only one impickable lock made. That's the six pin lock used by the government. It will defy any expert. There are six little steel pins in the lock, which have to be raised just a certain distance to open it. Some of the pins are one-fourth of an inch long and some of them a half inch. If one of the pins lacks even a hairbreadth of being raised the proper distance, the lock will not open. It baffles all the experts."

This locksmith is so expert he can open the majority of safes by putting his ear to the combination and listening to how the tumblers click into place as he turns it. "I intended at one time to be a burglar," this locksmith declares. "I had it all planned out—even had a set of burglar's tools made. Then I decided that honesty was the best policy, and I stuck to my trade."—Kansas City Star.

THE SHREW MOUSE.

Some Queer Superstitions About a Harmless Little Animal.

The shrew, or shrew mouse, as it is commonly called, is found in nearly all parts of the world. It is distinguished by an elongated, pointed muzzle, small eyes, plantigrade, six toed feet and glands that secrete a musky fluid. Altogether it closely resembles a mouse, but it is really not related to the mouse family. When at home it is either under a pile of rubbish or in a hole which it has burrowed in the earth. It is nocturnal in its habits, but perfectly harmless, yet at one time it was much disliked and persecuted because it was thought to be a dangerous, mischievous animal. Among the Italians the notion was prevalent that the bite of a shrew was extremely poisonous. The French and the English believed that if a shrew ran over an animal's foot the animal felt great pain and eventually became paralyzed; hence if a horse, a

cow or a goat became a little stiff in its limbs the foolish people at once declared it "shrew struck," and the poor shrews had to suffer in consequence. Of course the "shrew struck" animal had to have something to cure it, so an ash tree was selected, and a deep hole was bored into its trunk. Then a shrew was captured, put alive into the hole, the hole was securely plugged, and the innocent little animal was left to die of starvation. The ignorant believed that after such an act the ash tree had power to cure "shrew struck" animals, and whenever an animal became inactive or a little numb in its limbs its owner hurried to the "shrew ash," cut a switch from it and switched the "shrew struck" beast. The smarting caused by the switching naturally made the helpless animal move about as much as it possibly could, and in a short time it was pronounced cured.

THE FLAG IN HISTORY

ORIGIN OF NATIONAL EMBLEMS OF THE OLD WORLD.

Joan of Arc and the White Banner of France—The Tricolor of Holland. St. Augustine, the Missionary. Introduced Flags into England.

The first western sovereign to adopt a flag was Clovis, king of the Franks. After his conversion to Christianity in the fifth century he took the "chape de St. Martin" as his standard. This, according to some writers, was actually part of the cloak which the saintly bishop of Tours cut in two in order to share it with a beggar at Amiens. More credible authorities, however, assert that it was the blue flag of St. Martin's abbey. After Clovis, the Merovingian kings seem to have returned to the ancient emblems. They were content to fight under eagles, flowers, crosses or the images of saints until the time of Charlemagne, who, if an old mosaic in the Church of St. John Lateran at Rome is to be believed, reintroduced the blue flag embellished with six red roses.

The color of the French flag was changed in 1124, when Louis the Fat carried the red oakleaf of St. Denis in his struggles against the German emperor Henry V. This continued to be the official French flag down to the battle of Agincourt in 1415. In the meantime the blue flag had again made its appearance, now decorated with the fleur-de-lis instead of the roses of Charlemagne. In this form it was carried at Acre and Crey and Poitiers, until in the fifteenth century it became the banner of France.

The first white flag in French history was the banner of the Virgin Mary borne by Joan of Arc in her heroic campaigns for the defense of the dauphin. A pure white flag was occasionally used by Francis I. in his struggles against the Emperor Charles V., but it did not become the permanent royal banner until Henry IV., the first Bourbon, ascended the throne in 1589.

The tricolor of the French revolution was a compromise. The cockades of the revolutionists were composed of two colors, the red of the Paris commune and the blue of the ancient monarchy. In the troubled times just preceding the deposition and execution of Louis XVI., Lafayette, to signify the desire of the people for a reconciliation with their king, added the Bourbon white to the cockade. The tricolor as a national emblem was adopted by the convention in 1794.

Long before this, however, the tricolor had been the national flag of Holland. The Dutch were in fact the first to use it. When the United Provinces gained their independence from Spain in the sixteenth century, according to a favorite old story which cannot be authenticated, they invited Henry of Navarre to choose their colors, and he suggested orange, blue and white. Whether he selected this combination or not, such were the colors of Holland until some time in the seventeenth century, when the orange was replaced by red. When William of Orange became king of England in 1688 he crossed the channel under the red, white and blue.

The early inhabitants of England, like those of other countries, used emblematic devices of one kind or another, that of the Saxons being a white horse. The introduction of flags into England was ascribed to the missionary St. Augustine and his followers, who after the conversion of King Ethelbert, according to the Venerable Bede, entered Canterbury in procession, chanting and bearing small banners. Since the fourteenth century the cross of St. George has been the emblem of the British nation. Before that time it was worn on the armor by the crusaders, among whom it came to be known as the "jack." During the bloody civil wars of the fifteenth century it was practically superseded by the roses, white and red, and in 1606 by proclamation of James I. it was finally replaced by a red flag with the jack in the upper inside corner. The red standard of Great Britain did not attain its present form, however, until after the union with Ireland in 1901.

By parliamentary enactment in 1801 the present union jack was brought into being by the addition of the cross of St. Patrick.

Waving flags are said to have been first brought to Spain by the Saracens. The present Spanish colors, red and yellow, came from the old shields of Castile and Aragon.

The Austrian black and yellow were the colors of the Holy Roman Empire. They were adopted, so the story goes, by Frederick Barbarossa, whose fancy was captured at a ceremony in Mainz by the black and gold flooring of the hall.

The crescent was originally the special mark of Constantinople, where for centuries it was used as a Christian symbol. There it was that the Turks first found it when they captured the city in 1453. Even today it may be found side by side with the cross on the churches in Moscow and other Russian cities, where it is used to indicate the Byzantine origin of the Russian faith.—New York Tribune.

The Audience Worse Than the Orator. John Bright was once asked how it was that Pitt made one of his finest speeches after drinking two bottles of port. John Bright was, as usual, equal to the occasion. He pointed out that verbatim reporting was unknown in those days, and he suggested that the other members of the house, on whose opinion Pitt's reputation largely depended, had probably drunk three bottles.

We live by reposing trust in each other.—Pliny.

NO FAITH IN PHYSIC.

Queen Elizabeth Refused Medicine in Her Last Illness.

Of the efficacy of physic Queen Elizabeth had always been skeptical. Not ten or twelve physicians came to the palace, each promising, "with all manner of asseveration," "her perfect and easy recovery" if she would follow a simple course of treatment. But they spoke in vain. Nor could the protests of councilors, divines and waiting women induce her to accept medical assistance. Her melancholy was "settled and irremovable," and she had no wish to prolong it by lengthening out her life. She only broke silence to murmur, "I am not sick, I feel no pain, and yet I pine away." She was asked whether she had any secret cause of grief. She replied that she knew of nothing in the world worthy of troubling her. At length by force (it is said) she was lifted from the cushions and put to bed. Her condition underwent no change. Gradually those about her realized that "she might live if she would use means," but that she would not be persuaded, and princes, as they tearfully acknowledged, cannot be coerced. Nevertheless until the third week they looked forward to a renewal of her lethargy and the dispersal of her lethargy. But during the week it was perceived that the ground she had lost could only be recovered by miracle.

On Wednesday, March 23, her councilors entered her bedchamber to receive her last instructions. She had none to give. The archbishop and bishops offered up prayer at her bedside and she derived some comfort from their ministrations. In the evening she sank into a quiet sleep, such as she had sought without avail for nearly a month. She never woke again. "About 3 o'clock in the morning of March 24 she departed this life mildly, like a lamb; easily, like a ripe apple from the tree." When she was examined after death her physicians reported that "she had a body of firm and perfect constitution, likely to have lived many years. Death was, in fact, prepared to the last to bargain with her for a few more years of life, but his terms implied an enfeeblement of those faculties on whose unrestricted exercise her queenly fame seemed to her to depend. By refusing to be party to the truth she invited her overthrow, but she never acknowledged herself vanquished. She made no will, she bestowed no gift on any of the faithful attendants who wept beside her deathbed, and she declined to guide her council in the choice of a successor.—Cornhill Magazine.

An Infernal Drink.

A joke was played on Arthur Balfour on the first St. Patrick's day of his tenure of the Irish chief secretaryship. A cigar box, delivered to him at the house of commons, contained a bunch of shamrocks. "From a simple-cared Irish admirer," it was the text of his secretaries, the box was also found to contain a wicked looking steel spring covered with a queer white compound. A chemical expert was called, and he examined the "infernal machine," every body momentarily expecting an explosion. The puzzled chemist, venturing to put a particle of the compound on his tongue, found that it was simply sugar impregnated with lemon. He then turned the box upside down and out rolled a rusty corkscrew, a spiral spring and an old nutmeg grater. There was also a scrap of paper inscribed: "Buy the whisky yourself. You can then concoct the famous lemonade of Ballyhooley and drink to ould Ireland."—Bohemian.

The Wild Buffalo.

Of huge bulk, great endurance and remarkable vitality, able to move quickly and turn sharply, and endowed with such vitality as enables it to charge its enemies even after receiving a mortal wound, the physical qualities alone of the buffalo would render it a most formidable opponent. But to its giant strength and bulk there must be added its innate hostility to the white man, its ferocity, its love for its young and in a fight a high order of cunning that will upset the best laid plans.—Hamilton Wright in Wide World Magazine.

Apparent "Do you think they approved of my sermon?" asked the newly appointed rector, hopeful that he had made a good impression on his parishioners. "Yes, I think so," replied his wife; "they were all nodding." When Schumann was in love he wrote, "I wish I were a smile, that I might play about your cheeks."

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BOUGHT BIG SAFES.

The Way Jay Gould Bought an Express Company to Terms.

Recalling early days in the express business, an officer of one of the largest companies told this story of Jay Gould: "Gould and Fish then had hold of the Erie," he said, "and the United States Express company had all the express business on the road. The contract was about to expire, and Gould wanted an arrangement more profitable to the Erie.

"The Erie's doing all the work and you're making all the money," Gould said to the express people. "You ought to do some of the work and give the railroad a chance at the money."

"The express company officials demurred. Their profit, they insisted, was no more than they were entitled to, and they refused to shade the contract a penny. Gould insisted on a decrease, but they remained obdurate and eventually let the Erie president understand—what he very well knew—that no other company would compete against the United States for the Erie business. All the companies at that time were in an agreement to maintain rates.

"All right," said Gould at the conclusion of the interview, "you've no objection, I guess, to my going into the express business for myself. It looks better than railroad."

"The express people replied that Gould could organize all the companies he wanted to. They thought it was all bluff, but things that came to their attention soon weakened their faith in this idea. Gould was going around among his associates talking up an express company scheme, officials of other roads were told that a new company would be in the field to bid for their business, and the papers began to talk about the new Gould express company.

"The express officials, however, saw none of Gould's money going into the enterprise and stood pat. Presently it was reported that he had bought twenty-four big express safes. Was this talk or was it business? The express men asked themselves. They set to work investigating, and they discovered that the report was true. Gould had actually bought and paid for the safes—safes cost money in those days, too—so he was negotiating for all the other equipment required.

"Now, thoroughly convinced of Gould's sincerity, the express company came to terms. Gould got the best contract from a railroad standpoint that had been known up to that time. The clause in the contract that the United States Express company considered most valuable to itself was one stipulating the abandonment of Gould's ex-

press plans. "It was all a bluff on Gould's part except buying the safes. For that matter the purchase was, of course, part of the bluff, but Gould had actually bought and paid for them unconditionally. Nevertheless he lost nothing on the deal, for as soon as friendly relations were established with the express officials he persuaded them they could use the safes in their business and sold them at a little better than cost."—Washington Post.

Precedence in New York Society.

A philanthropic society of New York recently arranged a benefit performance in one of the theaters. A large number of prominent women were to act as patronesses. When the time came to have the announcement cards engraved the president of the society was in a quandary. In what order should he arrange the names? He had never given the matter of social precedence a thought. He referred his troubles to one of the women, and she said decisively: "They must be arranged alphabetically or you will be in hot water at times."

"It makes no difference. In New York society the order of precedence is alphabetical, and there is no other rule."—New York Sun.

Generous to the Church.

Lady Dorothy Nevill in her reminiscences tells this story of George Payne, who dropped his worldly means in the quicksands of the turf, but was always unflinched and pleasant in conversation: "Are you not coming to church, Mr. Payne? was on one occasion the stern interrogation of his hostess, a very great lady, who descended upon him in all the severity of her Sabbath panoply. 'No, duchess, I am not,' he replied, making swiftly for the door, but pausing as by a polite afterthought previous to his exit, he exclaimed, with magnificent emphasis, 'not that I see any harm in it.'"

Early Beds.

The beds of the ancients were piles of skins. The first beds resembling those used in modern times were made of rushes and later of straw. The use of feathers in making beds has been attributed to the Romans, and Engulbalus (Heliogabalus) is said to have used an air cushion for a pillow in 218. Air beds were frequently used during the sixteenth century. Feather beds were largely used during the reign of Henry VIII. of England.

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