Columbus Journal.

Columbus, Nebr.

Entered at the Postoffice, Columbus, Nebr., as second-class mail matter.

TERMS OF SUBSCRIPTION:

One year, by mail, postage prepaid.....$1.50
Six months.....75
Three months.....40

WEDNESDAY, NOVEMBER 20, 1907.

E. G. STROTHER, ...Editor
F. K. STROTHER, ...Manager

RENEWALS—The date opposite your name on your paper, or wrapper above to what time your subscription is paid. Thus Jan08 shows that payment has been received up to Jan. 1, 1908. Notice Feb. 1, 1908 and so on. When payment is made the date which appears as a receipt, will be changed accordingly.

DISCONTINUANCES—It is possible subscribers will continue to receive this journal until the publishers are notified by letter to discontinue, when all arrearages must be paid. If you do not wish the journal continued for another year after the time paid for has expired, you should previously notify us to discontinue it.

CHANGE IN ADDRESS—When ordering a change in the address, subscribers should be sure to give their old as well as their new address.

Our democrats friends delight in calling this a republican panic. If that is so, we would rather have a republican panic with corn at about forty cents than a democratic panic with corn at ten cents.

Last Saturday Oklahoma became the forty-sixth star in the Union. The new state has a population of 1,500,000 people, and for being an infant state, it is a very healthy and strong baby. The republican leaders deserve great credit for being brave enough to admit a new democratic state just before a presidential election.

National banks are strictly under the control of the government. They cannot legally loan more than ten per cent of their capital stock to any one person or corporation, and must always have twenty-five per cent of their capital stock on hand. National bank examiners can at any time drop in and check up the institution or the comptroller can at any time ask for a sworn statement of the bank's condition. But of late years large trust companies have gone into the banking business so as to avoid this government control and government examination, for the laws as they now are do not reach these trusts. At the next session of congress, which opens the first Monday in December, laws which will remedy this evil will undoubtedly be passed.

In last week's Commoner Mr. Bryan announces himself as being willing to accept the democratic nomination for president for a third term. This announcement is, of course, no surprise to anyone—everybody knew it. Even if Bryan were dead sure he would be defeated, he would want the nomination, for the notoriety and advertising this brings, makes him all kinds of money. Bryan commands a big price as a lecturer, and as a chautauqua speaker, and as a newspaper letter writer. The announcement is called the "Barkus is willing letter." In it he says nothing about government ownership of railroads, free silver at sixteen to one, but he will accept the nomination without a string or thread tied to it, and of course he will get it, and of course will be defeated next November.

In twenty counties out of the ninety in this state, the democrats and populists failed to put up any county ticket of any kind at the last election. This is largely due to the new primary law, which compels every man that wants to be a candidate, or some of his friends who want to be candidates, to make a cash payment for the privilege, and if the nominations in all human probability means defeat, people are inclined to be backward about coming forward in order to show themselves as office seekers. Under the old convention system it was different. A nomination tendered, and sometimes forced upon a man by friends and neighbors, was an honor that could not be easily refused, even if the chances of election were hopeless. Platte county republicans can sympathize with there democratic friends in those twenty counties.

LABOR AND MANAGEMENT.

If railroad employes are less loyal to their employers than they were a few years ago, who is to blame? The men will tell you that employers have ceased to reward "men of the line"; that the college man has been stepping in over the heads of the men educated in the business usurping positions that formerly went to those schooled and tried in the service. The employer will tell you a different story.

The employe says that system, also, has had much to do with the changed conditions. With greater corporations and properties of greater size to manage, the management of railroads has constantly trended toward making machines of men; putting definite tasks before them and holding men responsible only for the performance of these tasks. The employers will hold that the labor union has had as much to do with making men machines as the management of the property, and that the labor unions uniformly have insisted on definite tasks and the holding of men responsible for no more than that called for in the schedule or the book of rules.

In times past, not far distant, railroad employes were loyal, as a rule, to the corporations they served. In those days the railroad president, the general manager or the superintendent, were referred to reverently, and their word was law. In these days the labor union grievance committee has taken their place in part, and the man who has a grievance goes to his union committee for relief. The employer is ignored.

The employe will tell you that the newer way brings justice to a greater number of employes; the employer avers that good and capable men are kept from rising to their proper level.

The men made the choice—not their employers, and they have chosen to be loyal to the labor union rather than to the men managing the machine that brings bread and butter. The situation presents a new problem quite as difficult of solution as the millionaire and the distribution of wealth. The problem is growing. J. Adam Bede says problems are solved as they grow.—Lincoln Journal.

PURE FOOD LAW ENFORCEMENT.

The deputy food commissioner has suggested a conference of county attorneys of the various counties in Nebraska to take up the question of pure food law enforcement. Such a conference may be of some advantage, although it is extremely doubtful that it will be fully attended, or, even if so, agree upon any concerted plan of action.

While the pure food law devolves upon the county attorneys the duty of beginning prosecution for its violation, the deputy food commissioner has taken it upon himself to determine in first instance what constitutes a violation, and so far as he has gone in this direction he seems, in our opinion, to have woefully misconstrued the purpose of the law.

The Nebraska pure food law was enacted not to annoy manufacturers and dealers or to interfere with established trade customs, but to protect the public against fraud, misrepresentation and adulteration. The purpose of the law is to assure the consumer when buying an article of food by the pound that he is getting a full pound and that the article he buys is also exactly what it purports to be. But if the article is not sold by weight or measure and no false statements are made as to quality or quantity, no fraud or misrepresentation is worked and no offense committed against the spirit of the law.

In the enforcement of the pure food law the Bee wants to repeat what it urged at the time this legislation was pending, that Nebraska should do nothing by far-fetched construction that would put our manufacturers and dealers at a disadvantage with their competitors in other states; that all manufacturers of food products are alike subject to the provisions of the national pure food law and that the state laws should be applied as far as possible in uniformity with the national law.

It is not up to the deputy food commissioner to read into the law what he thinks should be there, but to apply the law as the legislature made it and with its real purpose constantly in view.—Omaha Bee.

EDISON CONCRETE MANSIONS.

Henry Phipps, the wealthy steel manufacturer who, in 1905, gave $1,000,000 for the erection of model tenements in New York City, is greatly interested in the possibilities of the two-family concrete houses planned by Thomas A. Edison, the inventor, and which, it is claimed, can be built within twelve hours at a cost of $1,000 to $1,200.

Mr. Edison will have the mold for a full sized double residence cast this winter, and as soon as the frost is out of the ground next spring he will build one of the houses near his laboratory. If it proves satisfactory Mr. Phipps, probably in co-operation with other wealthy men, will erect a large number of these houses near New York City, a city of concrete.

Mr. Edison said:

"Mr. Phipps and his experts have been here investigating my cement house. He is seeking, as am I, to help the man who works in the ditch and who can only afford to pay $9 or $10 a month rent for a two-room apartment in some slum tenement.

"Mr. Phipps thinks as I do, that my house will solve the problem. It is for me to build one of these houses, to create the unit. Some one else must build the city, and Mr. Phipps seems to be the proper man to put it up. Whether his plans are to form a corporation or to handle it himself I don't know. He is just gathering data."

THE MERRY FARMER.

If the farmers were compelled to sell their wheat and their cattle we might be witnessing some reductions in the prices of bread and meat. But the refusal of these necessities to come down in price is explained by the fact that the independent farmer, when he goes to market and finds that the rates on wheat and cattle do not please him, turns around and goes back home, taking his grain and his cattle with him. Or perhaps he does not go to market at all, keeping an eye on quotations and refusing to take his stuff out of the barns and the pastures as long as prices are down.

If this is the correct explanation for the prevailing high prices of things to eat in a time when, judging by other conditions, prices ought to be lower, it simply proves that the farmer is in a well intrenched position. He does not sell, because he does not have to sell, thereby proving his own prosperity even at the expense of those who would like to buy at prices somewhat below the high figures which the shops now display. The farmer wears the smile that won't come off, and as long as this is true there is little cause for worry in this agricultural state of Nebraska even on the part of those who suffer temporary inconvenience.—Lincoln Star.

BRYAN AND HIS PARTY.

Mr. Bryan as an itinerant orator will be amazed to hear that Governor-elect Crothers of Maryland, who carried his state by a plurality of 9,369, did not make a single speech during the campaign nor circulate among his fellow citizens. On the day he was nominated Judge Crothers came down with typhoid fever and had to fight for his life while his claims to the office of governor were being presented to the people. Nevertheless they preferred him to a man who was able to take and keep the stump and was himself an estimable citizen. During Judge Crothers' long period of immobility and silence Mr. Bryan depended upon his grand specific of talk for election results and was disappointed without rest or recreation. He failed to "redeem" Nebraska and lost his home district by the ominous number of thirteen votes.—New York Sun (Rep.)

It is figured out that the railroads in the United States pay out seventy millions of taxes yearly. Now, if the government would own and operate them, as Mr. Bryan and Mr. Howard advocate, the government would be exempt from paying these taxes. Platte county would lose about $30,000 or more annually. Will Mr. Howard kindly enlighten us as to how he would raise this sum.

LONDON HAS NO LOCAL PRIDE

British Newspaper Takes Whirl at Big Metropolis.

Blindfold a Londoner of the center, put him down in the Caledonian road or on Brook Green or at Herne Hill, then take off the bandage and ask him where he is. The chances are ten to one he will have no notion at all. They might just as well be in the provinces. Practically they are in the provinces. They are not inhabited by Londoners in the true sense, but by people whom accident or necessity has brought within the metropolitan area and who would be just as happy 200 miles away. Their atmosphere is not metropolitan. They are not of the center. They are on the fringe.

That is why London has so little local pride. It is not a community. It is a congeries of suburbs, each with its separate narrow interests, grouped around a little city whose citizens have so wide a horizon that they can spare next to no attention for local affairs. How can civic patriotism be expected from a man who spends all his week-ends at a house in the country, the spring on the Riviera, the autumn in Scotland or the Mediterranean? London is to him only an incident with boundaries probably smaller even than those which I have suggested.

The real Londoners are those who would not consider life worth living anywhere else. The real London is the small space wherein are to be found the interests which fill their lives. Hundreds of thousands of suburbans have never seen a picture in London, never been to the opera or the play, could not tell St. Paul's from the Abbey or distinguish between St. James' and Grosvenor Square. Per contra, few real Londoners know anything about the regions on the fringe.

The immensity of London is the constant subject of bewildered comment. It is the littleness of London which astonishes me.—London World.

THE MULES WON.

Judge Decided That They Couldn't Possibly Make a Sudden Start.

"Men in the east," said a well-known westerner, while talking to some friends in the lobby of a downtown hotel here last week, "appear to me to be mostly short and stockily built, except the down-east Yankee, who is usually long and lank.

"Now, out in God's country you seldom find a man under six feet, and broad in proportion. But I'll admit it sometimes pays to be small.

"I remember that in the early 70s," the speaker went on, "a man lived in my town who was over six feet four, and he was about as broad as he was long, and weighed 400 pounds or so.

"In those good old days the festive mule pulled the street cars.

"Well, my friend brought suit against the street railway company for damages sustained by their sudden starting a car in which he was standing.

"During the trial the company brought two of their mules into the courtroom as witnesses for the defense.

"The jury viewed the complainant; took a casual glance at the mules, and at once brought in a verdict for the company on the ground that the sudden start was plainly impossible."—Washington Post.

Where Howe Led.

Discussing Washington and his birthday John Kendrick Bangs said:

"I have made a study of ghosts, as my 'Houseboat on the Styx' and other stories show. And I once dreamed, or saw in a vision, the ghost of Washington and the ghost of Gen. Howe conversing.

"The two ghosts seemed on excellent terms. Howe insisted that Washington was taking on weight—joked him about it—and finally said: "'George, I'll run you a mile for a shilling.'

"Washington gave Howe a mocking smile.

"'No, thank you,' he said. 'I was always behind you when it came to running.'"

Vanity and the Drug Habit.

When a woman is seized by a desire to better her complexion or her figure by imbibing medicines, the quantity of stuff she will swallow in a given time is almost incredible. Vanity is the strongest weakness of the gentler sex, but the physiological effects of the course of drugs, self-prescribed and self-administered, are calculated in the end to make the vainest of women regret her methods of self-improvement.

Edwin's Explanation.

Edwin, aged three, who fondled his small cat overmuch and unwisely, appeared before his mother one day, his little face guiltily pained and a scratch upon his hand.

"What happened?" she asked.

"I bent the kitty a little," he said, briefly.

Abstemiousness Pays.

The future is to the people who are strictly sober. The Japanese, officers and soldiers, fed on rice, and during the great war from which they issued victorious had only water to appease their thirst.—Henri Rochefort in L'Intransigeant.

FIRST RAILROAD TRAIN.

TRAINS DRAWN BY HORSES IN THE YEAR 1829.

Charter Obtained in 1822 for Railroad That Was Never Built—Locomotive Not a Success on Its Trial Trip.

In 1822 the first charter was obtained for a railroad in the United States, says Henry C. Nicholas in the Van Norden Magazine. It was for a line from Philadelphia to a point on the Susquehanna river, but was never built. On the announcement of the project some one asked one of the Baltimore newspapers, "What is a railroad, anyhow?" and the editor was forced to reply that he did not know, but that "perhaps some other correspondent can tell." Seven years later, on the little wooden track along the Lackawaxen creek, the first locomotive had its trial. The experiment was far from successful and for a number of years afterward the trains on most of the railroads continued to be drawn by horses. The first locomotives on the Baltimore & Ohio railroad had sails attached, as did also the cars, which were hoisted in fair weather when the wind was blowing in the right direction and thus aided the locomotives in hauling the trains.

Owing to the absence of any brakes there was always rude jolting when the trains either started or stopped and the shock was often scarcely less severe than would be caused by the collision of a modern vestibule train. The cars were usually coupled together by chains, leaving from two to three feet slack, and when the locomotive started it took up the slack by jerks, with sufficient force to throw the passengers from their seats entirely across the car to the opposite side. The shock on stopping was even more severe and never failed to send the passengers flying from their seats. At first the entire reliance for stopping the train was upon the engineer, but this was soon found to be insufficient. It is stated that on the New Castle & Frenchtown railroad the braking of the train when near the station was done at the signal of the engineer by raising his safety valve.

There were no whistles in those days and signals were made by raising the valve stem on the dome with the hand and allowing the steam to escape with a sudden loud, hissing noise. When this signal was made, the slaves around the station would rush to the train, seize hold and pull back, while the agent would stick a piece of wood through the wheel spoke. A New England writer refers to this method of stopping a train, "which gave one, when approaching his station, such a jolly stirring up, and never let up until he was landed wide-awake and half seasick on the platform."

The frequent collisions and blowing up of engines during the early '30s, while it apparently did not affect the volume of traffic, did affect to some extent the nerves of the more timorous passengers. Some of the southern railroads, solicitous for the safety of their passengers, introduced what they called a "barrier car" between the locomotive and the passenger coaches of the train. This barrier car consisted of a platform on wheels upon which were piled six bales of cotton and it was claimed it would safeguard the passengers in two ways—it would protect them from the blowing up of the locomotive and would form a soft cushion upon which the passengers could land in the event of a collision. There is no record of how this experiment worked out.

The Humble Freight Car.

It is the freight car that makes the Pullman possible. It was the freight car that last year earned $55,000,000 for the New York Central, as against an earning of $28,000,000 to the credit of the passenger car. It was the freight car that last year earned $110,000,000 for the stockholders of the Pennsylvania, as against an earning by the passenger car of $31,000,000. And it is because the homely freight car means so much to the big systems that a new rule has gone into effect whereby a railroad that holds the freight cars of another will have to pay a penalty of 50 cents a day for every day it does so, instead of one dollar a day after the first 30 as heretofore.

Railroads in Germany.

At the beginning of the year 1906 the total length of the standard gauge railroads in Germany aggregated 34,124 English miles, an increase of 21.3 per cent. over the mileage length of ten years ago. The area of the German empire is 208,780 square miles and it contains a population of 62,125,000. For every 100,000 inhabitants this would give 6.1 miles length of trackage. The receipts from passenger traffic for the year 1905 amounted to $163,773,750, exceeding by 63.4 per cent. those of the year 1895. The passenger and baggage traffic contributed 28.19 per cent. to the total receipts.

Cost of Electrification.

Careful estimates recently made for the electrification of 78 miles of steam railroad indicated that there would be a saving of 21 per cent. in the operating expenses of the road. Lewis B. Stillwell and Henry St. Clair Putnam, two eminent engineers, have made exhaustive calculations which show that taking the entire 216,950 miles of steam railroads in the United States, a reduction of operating expenses to 83 per cent. of the present outlay would be made by electrification of all the railroads. This would mean a net saving of $887 a mile in one year.

Married in Sackcloth.

In order not to lose a legacy of $25,000 left to her by an eccentric aunt, a young lady was, in France, some little time ago, married wearing a wedding dress which, though of fashionable cut, was made of sackcloth.

These Foolish Questions.

"Our train struck a bear on the way down."

"Was he on the track?"

"No; the train had to go into the woods after him."—Louisville Courier-Journal.

HOW TO WIN BATTLES.

Men Who Hit Are Determining Factor in War.

Other things being equal, good shooting is the determining factor in war. Poorly drilled and hastily organized bodies of men can give a good account of themselves if they know how to shoot and hit what they shoot at.

In our war for independence, says Army and Navy Life, the colonists were woodsmen. They carried and used their arms to supply their homes with food, and to protect them from the savage. As marksmen they vastly outclassed the British, and that more than anything else gave Washington the final victory.

Again, in our great civil war, mark the effect of a general knowledge of firearms. In the south were sporting people; they were fond of riding and hunting, shooting at target and at game entered into their sports and pastimes. The north was commercial.

Its men knew nothing of firearms, save the flintlocks of their grandfathers, objects of curiosity in their shops or homes, except in the far west, where the life of 1776 was still being lived. The result was that in the east the southern troops were generally victorious for a couple of years until the northern troops learned to shoot. What little success the north had was in the west, where they were little better than a standoff.

A Paying Crop.

F. W. Burbridge, M. A., of Dublin, in his opening address at the narcissus conference, held in 1896, said: "An acre of wheat or potatoes may be put down as worth from £20 to £50, according to locality, variety, etc., but an acre of choice daffodils or narcissuses may be worth anything from £50 to £500, or even more." The advisability of blending bulb-growing with the culture of flowering roots of all kinds is increasingly apparent, and thus the chance of success is widened. In addition, flower production may be regarded as a very natural aid to the enlargement of the scope of the bulb grower. There is an astonishing demand in large cities for the very commonest kinds of blossoms, and many a grower is adding substantially to his annual turnover and profits by the production of these ordinary flowers.—Dundee Advertiser.

Not a Welch One.

Rev. Mr. Freuder of Philadelphia, was invited to dine at the house of a friend whose wife went into her kitchen to give some final orders. Incidentally, she added to the servant: "We are to have a Jewish rabbi for dinner to-day." For a moment the maid surveyed her mistress in grim silence. Then she spoke with decision: "All I have to say is," she announced, "if you have a Jewish rabbi for dinner, you'll cook it yourself."—Pittsburg Chronicle-Telegraph.

Taking Her Pick.

The following was told at a smoker recently, and it is not so bad, either. The narrator told of another little feed he once attended, where eight men were sent home in one hack; and the driver simply rang the doorbell and when a feminine voice called from the upper window: "Who is there?" the jehu replied: "Missus, will you be so kind as to come down and pick out your baby?"—Lippincott's.

A Poser for Ma.

William—Did the baby come from heaven, ma?

Mamma—Yes dear.

William—I say, a—, that kid didn't know when he was well off, did he?—Boston Transcript.

ARTICLES OF INCORPORATION OF THE GERHARZ-FLYNN CO.

Know All Men By These Presents:

That we, Frank J. Gerharz of Columbus, and John Flynn of South Omaha, all of the state of Nebraska, do hereby associate ourselves together for the purpose of forming a corporation under and in accordance with the statutes of the state of Nebraska, and hereby adopt the following Articles of Incorporation, to-wit:

ARTICLE I. The name of this corporation shall be the Gerharz-Flynn Co.

ARTICLE II. The principal place of transacting the business of this corporation shall be in the city of Columbus in Platte county, state of Nebraska.

ARTICLE III. The general nature of the business to be transacted shall be general merchandising, which shall include, among other things, the sale of clothing, hats and caps, furnishings and kindred lines; the buying and selling of notes and mortgages, the leasing, buying and holding of such real and personal property as may be necessary or incidental to the connection of its business; leasing, sub-letting, mortgaging, selling and conveying of such real and personal property of the corporation, and to do and perform such other acts as may be incidental or necessary to the main powers of the corporation.

ARTICLE IV. The amount of the capital stock of this corporation shall be ten thousand dollars ($10,000.00,) divided into one hundred shares (100) of the par value of one hundred dollars ($100.00) each, which stock when issued shall be fully paid and non-assessable. Said stock can, at any time, be divided into common and preferred stock as the board of directors shall direct.

Said capital stock shall be paid in at such times and in such amounts and upon such conditions as the board of directors shall direct.

ARTICLE V. The highest amount of indebtedness or liability to which the corporation shall at any time subject itself, shall not exceed two-thirds (⅔) of the capital stock.

ARTICLE VI. The affairs of this corporation shall be managed by a board of three (3) to five (5) directors to be elected by and from the stockholders, and a president and vice president, a secretary and a treasurer, each to be elected by the board of directors. Any two offices may, at any time, be held by one and the same person. Vacancies in the board of directors may be filled by the board.

ARTICLE VII. The time of commencement of this corporation shall be at the time of filing of these articles as required by law, and the corporation shall continue for a period of thirty (30) years unless sooner dissolved by law or by mutual consent.

ARTICLE VIII. The board of directors shall have full power and authority to make all rules and by-laws for the proper government and control of the business affairs of this corporation, and may by majority vote of all the members of the board of directors alter and amend the same at pleasure.

ARTICLE IX. No stockholder shall be liable for the debts of this corporation in any amount greater than his unpaid subscription.

ARTICLE X. These Articles of Incorporation may be amended only by two-thirds (⅔) vote of all stock issued or subscribed and only at a regular meeting of the stockholders, or at any special meeting called for that purpose by order of the board of directors.

In witness whereof, we have hereunto set our hands and to one other original this 14th day of August, A. D. 1907, in the city of Columbus, county of Platte and state of Nebraska.

FRANK J. GERHARZ,
JOHN FLYNN.

STATE OF NEBRASKA, } ss
County of Platte, }

Be it known, that on the 14th day of August A. D. 1907, before me, J. G. Becher, a notary public, within and for the county of Platte, and state of Nebraska, personally appeared in the said county, Frank J. Gerharz and John Flynn, above named, who are personally known to me, and they severally acknowledge that they executed the above Articles of Incorporation of their free and voluntary act and deed.

In testimony whereof, I have hereunto subscribed my name and affixed my notarial seal the day and year last above mentioned.

(Seal) J. G. BECHER,
Notary Public.