

Awarded First Prize in Local Contest



WHY THE MUNSING UNDERWEAR IS THE BEST

The Munsing Underwear is the choice of all parents for their children, especially school children, as they are all in one piece, affording much more strength and are consequently more durable than the old style slip up slip down suits.

They have all necessary fullness around the hips and in the seat which allows children the privilege of stooping or jumping while at play without discomfort of buttons snapping off the waist as the old style suits.

They are of extra strong weave, beautifully ribbed and well finished, giving the greatest amount of warmth to the body, and are well shaped so as to fit the body snugly, not giving it any unnecessary size.

They have close fitting extra strong wristbands which do not stretch, admitting cold to arms and ankles. Every boy and girl should wear Munsing Underwear, the reasons are for comfort, durability, economy.

It was made for every person old and young, they are of extra size for large people and are well worth the price paid for them and they will last twice as long as the old style.

They are perfect fit and very low priced union suits. Every school child finds them the warmest; every workman finds them most durable.

The Munsing Underwear is the only kind to buy.

EVA DELAND, Columbus, Neb.

For GRAY MERCANTILE CO.

The Latest Styles

-IN-

CHRISTMAS PHOTOS

-AT-

HELWIG'S STUDIO
PLACE YOUR ORDER EARLY

MEANS MUCH WORK

LABOR IN ARRANGEMENT OF RAILROAD SCHEDULES.

Skillful Adjustment of Time Tables is Perhaps the Most Difficult of All Duties Devolving on Officials of Line.

"Give an inexperienced person a large railroad folder and you put more trouble in his hands than the 'pigs in the clover' puzzle," said a prominent railroad official the other day.

"You will find that the average person has not the slightest idea of how to decipher the arrival and departure of trains. Imagine, then, the immense amount of work involved in arranging the schedules of the trains of a vast railroad system so they will dovetail smoothly and be got in working order at an appointed hour.

"The adjustment of the time-tables devolves upon the chief operating official of the road. He notifies the official of each division that a new train is to reach a certain point at a certain hour, and will depart after a change of engines five minutes later, being due to arrive at the other end of the division at a certain hour.

"The trainmaster of the division must then prepare a tentative schedule of trains for his division, and this tentative schedule must be sent to the chief train dispatcher before the new train is put on.

"Each additional train must involve a certain derangement of the schedule already in force. If the new train is a 'her' the derangement amounts almost to disorder. The local and accommodation trains are most affected by these changes. They must get out of the way of the limited trains in plenty of time and passengers on the local trains are very likely to chafe under the delays that are inevitable.

"When all of the tentative schedules provided for a new train are in hand the chief train dispatcher is in a position to prepare a final schedule. He must regard, especially in limited trains, the hours at which trains are expected to leave and arrive at impor-

tant points. He cannot run a train along the line of least resistance, for at the hours when there are fewest obstacles in the way of a "her" there might be the greatest likelihood of no passengers being waiting at the most important stations.

"When all the data are in hand the schedule is prepared and notifications are sent out to all of the division superintendents. But the experimentation does not end here. There is a great deal to be done by way of adjusting experience to operation, so the strain on the rolling stock may be least.

"In preparing a schedule for a long-distance run it is essential to establish an average hourly mileage for the entire distance. It is not possible to test the running time between two neighboring points and by adding these together to arrive at the maximum speed possible to attain between two distant points. The theory of these averages is that the train shall leave sufficient leeway to make up time when necessary. It has been found, however, that engineers will loaf along over parts of their trip in order to make faster time than their schedules call for over other portions of the route.

"It can, therefore, be seen that all must be ready as far as it can be figured out by man, and the benefit of experience adds greatly to the making of a schedule in the rough that will work out to a nicety when the train is actually under way."

Spectacles for Cows.
A Russian firm which manufactures optical goods has just completed an order for 40,000 pairs of glasses to be worn by cows. These spectacles are necessary because the steppes, the great Russian prairies, are covered with snow for six months in the year, but during part of the time delicate fresh grass tips protrude from the white and dazzling mantle. The cows then are turned out to feed on the new grass, but if their eyes are unprotected from the dazzle of sunshine in the snow it gives them snow blindness. Hundreds have died from this cause; but a rude, cheap kind of spectacles, made of leather and smoked glass, was invented, and since has been used with great success.

RAILROAD EFFICIENCY IS LESS.

Each Car Gives Smaller Average Service Than in Former Years.

The conclusion is unavoidable that the railroads are not getting nearly as great efficiency out of their cars, having regard to number and carrying capacity, as they did six or seven years ago, says a writer in the Iron Trade Review. Must the new condition be accepted as one which is to remain, or is it to prove but temporary? It is hard to believe that American railroads can never do better than get 300 ton miles per day of paying freight out of a car, the equivalent of ten miles if the average capacity is 30 tons, or 15 miles if the average capacity is 20 tons. If the cars were worked but one-fourth the time, i. e., if they spent 12 hours idle, six hours moving as empties and six hours moving with freight, this would be 10 to 15 miles in six hours, or 1.7 to 2.5 miles per hour, when actually at profitable work. Making the comparison in another way, it appears that if the freight is moved at the rate of 15 to 15 miles an hour, then the cars work an average of but one hour in 24 hours. Again, the actual statistics show that the average length of haul in 1906 was 162 miles. At the speeds and loads we have been considering, this means that on an average a car carries a load to destination during 13 hours, running time, but consumes the "balance" of 13 days in idleness.

Poor's railroad statistics for 1906 show a total of 1,973,667 freight cars owned by railroads operating, an increase of 222,543 cars for the year. This is by far the largest gain for any year, and with the exception of 1903, which shows a gain of 130,301 cars, is more than double the gain shown in any previous year.

In tons of freight moved one mile, there was a gain in 1906 over 1905 of 15.7 per cent. This was the largest gain, in point of tonnage, in the history of American railroading, and the largest in point of percentage for eight years.

There was a mild shortage of cars in 1906, but the shortage did not compare in any sense with that which developed in 1902 and seriously crippled many branches of industry. Thus far this year, the car building shops have been turning out cars at least as rapidly as they did in 1906, and the prospect is that the end of this year will find the railroads to have made about as large a gain in number of cars as they did in 1906.

NEED FOR DISTINCT COLORS.

White Lights to Indicate Danger Are Not Sufficient.

New colors for railroad signal lamps appear to be due for general adoption. The use of "white" lights to indicate safety, long conventional on American roads, involves several elements of danger; with the increase in population density and of settled tracts along the railroads, too many possible sources of white lights near the tracks exist, with consequent liability of their being mistaken for engine runners for track signals; whether the colored glass used takes the form of lenses in pivoted lamps or of spectacles on a semaphore arm, the propensity of persons with firearms to select such things as targets introduces another possibility of false signals.

The tendency on a number of roads seems to be toward green for clear, yellow for caution (green's former place) and red for stop. For a number of years the Chicago and Northwestern railway has used green for clear; green and red, side by side, for caution; and red alone for stop. This, in view of the superior distinctness and individuality of these two colors at night, and the possibility of error in the nearness of yellow to red, seems a safe practice if not so simple, perhaps, as the use of three colors singly.

The main point in the abolition of the so-called white light, and the use of distinct colors only in signaling, is that the showing of a white light at a signal point, from any cause—breaking of lenses or disks, or otherwise—will indicate something wrong, and a cautious engineer will stop. Possible inconveniences in the use of yellow or orange glass are the side of safety; if light yellow is mistaken for white, or a deep orange for red, it will only mean a stop. Breakage of a green lens of semaphore glass, whether by accident or design, would show a white light and also cause a stop.—Engineering News.

Slow-Moving Trains.

"My brother was conductor of a local on one of the branch roads of the Southern," said an engineer, "and he once told me these two stories to illustrate the slow time made in that section of the country:

"One day they were making the usual trip, and one of the passengers was awakened by the 'toot-toot' of the engineer's whistle. The passenger looked very much aggrieved and ejaculated: 'This train has caught up with that cow again.' 'On another trip a woman put her head out of the door of the last car and said: 'Why, there's that nigger on horseback we saw 10 miles back from here.' A passenger across the aisle remarked: 'Well, I wouldn't own that horse.' 'I'm glad I never worked on that road,' concluded the speaker.

Custom growing in Peru dates back beyond the time of the Spanish conquest.

More Practical.
"Did you hear that the professor had succeeded in squaring the circle?" "No, I didn't; but if he would, square a white nigger and tell a man how to square his wife when he comes home at two a. m. I think he would have a more appreciative audience."—Nashville American.

An Insultation.
"He always insults on kissing me good-night when he goes." "He never goes until after dark, does he?"—Houston Post.

CONTROL OF TRAIN

WRITER URGES NECESSITY OF AUTOMATIC SYSTEM.

Danger of Engineer Being Stricken with Illness or Death While in Cab is Very Real, he Pointed Out.

On the physical and mental condition of the locomotive engineer depend the safety of his train and the lives of the passengers, says a writer in the Literary Digest. "What will happen if he suddenly dies or is taken ill? This question is discussed sporadically in the press, and certain types of locomotive in which the fireman and engineer are widely separated, leaving the latter practically alone in his cab, have been condemned on this ground. An editorial writer in the Railway and Engineering Review (Chicago, July 27) regards it as remarkable that so few accidents have happened from trains running without control, caused by the sudden illness or sudden death of engineers at their posts. He says:

"Occasionally an instance of this kind has occurred, and in times past some one would propose, now and then, that an extra employe be stationed on each locomotive, like the lookout on a ship, with no other duty than that of constantly watching ahead for obstruction. Such a plan would discover anything wrong with the engineer in proper time, but the idea has never found favor from practical considerations. Nevertheless, every recurring instance of the sudden incapacitation of an engineer suggests grave possibilities of an accident. How many of the accidents from unexplainable causes might have happened in this way is at least an interesting thought to reflect upon. The facts of experience are sufficiently numerous to uphold a view of the reasonableness of such thoughts.

"During the early part of this month we reported a collision which occurred on the Mobile & Ohio railroad caused by the engineer of a passenger train falling unconscious at his post, the train running past a station where a stop should have been made, and the fireman not discovering what was wrong in time to stop the train before collision with a switch-engine occurred. Recently the engineer of a passenger train of the Lake Shore & Michigan Southern railway, approaching Cleveland, was overcome by heat and fell unconscious at the throttle. Fortunately the fireman observed the engineer's condition in time to prevent accident to the train. During the same week the engineer of a freight train on the Chicago, Rock Island & Pacific railway is reported to have become suddenly insane, and ran his train a considerable distance at extraordinary speed, in fear of an imaginary enemy in pursuit, in spite of vigorous efforts of his fireman to prevent him. Eventually the head brakeman returned from a trip to the rear, and he and the fireman overpowered the unfortunate man and assumed control of the train. According to the newspaper reports this engineer had just recovered from a spell of sickness and had gone out on his regular run without displaying any

evidence of his mental condition. We have not taken pains to verify the report, and while the account may be exaggerated, it is not nevertheless an unimprobable case; and an insane man at the throttle might, for obvious reasons, be more dangerous at a critical moment than a dead man.

"While known occurrences of the character stated have been but few, comparatively speaking, yet they have been numerous enough, it would seem, to call for careful consideration of means of protection. As visible signals alone would evidently be of no avail in such cases, unless the fireman chanced to notice the non-observance of them, the argument for automatic control of train fits such emergencies with peculiar adaptability."

Girl Saved Train Crew.

The presence of mind and quickness of Miss Dorothy Wagner, daughter of John Wagner, One Hundred and Sixty-eighth street and the North river, New York, saved six New York Central trainmen from almost certain death.

The men were on a long freight train from Albany, which had been stopped by a signalman owing to a handcar being stalled ahead of it. Miss Wagner was standing on the front porch of her home when the freight halted and glanced down the track to see what the trouble was.

The tracks curve near where the Wagner house stands, but from her position on the porch the girl could see around this down the tracks. Suddenly she saw two engines coupled and drawing a caboose approaching fast. At first she thought the "double-header" was on a different track from the one upon which the freight train stood, and when she realized that they were on the same track they were only a few rods away. She ran from the porch, dashed up the steps of the caboose of the freight train and shouted a warning to the six men inside. They made for the door and jumped an instant before the "double-header" plowed at full speed through the caboose.

The engineer and fireman of the "double-header" also jumped just in time. The former sprained his ankle, and the train crew of the "double-header," back in the caboose, suffered slight cuts and bruises from being swung down by the collision.

POWER OF THE ROTHSCHILDS.

Accumulated Wealth Soon to Make Influence of House Enormous.

It has been calculated that at the present rate of accumulation the Rothschilds will own by the middle of the present century some £2,000,000,000 sterling, or nearly enough to pay off the national debt three times over, says a writer in the Grand Magazine, of London, England. The imagination is staggered and fails to realize the power which is represented by such figures. It could finance, or it could stop, a war; it could delay the industrial development of a country for a generation; or it could, on the other hand, enable a country which it favored to beat all its industrial rivals. A power like this must have its fingers on all the arteries through which flows the life-blood of commerce, the ebb and flow of which it can regulate uncontrolled.

It's a Bad Wind That Don't Blow Somebody Good

Columbus gets its first installment of the good to come from the rich man's panic

Gerharz Flynn Co.

finds some parties very long on goods and very short on cash and in consequence Platte county people are going to benefit several points on their winter clothes.

Good wool underwear at less than half. Men's cassimere shirts 20 to 30% off. Duck coats, boys' and children's suits at panic prices.

In fact everything in this line gets the knife to kind of equalize things and enable the Gerharz-Flynn Co. to send every customer away feeling that they have got a good deal.

NEW MUSIC STORE

WE have opened a new music store in the Landon furniture store on Eleventh street and will handle a complete line of first-class pianos. Our prices defy all competition. Remember we are permanently located in Columbus.

BECKER BROS.

HENRY J. BECKER, Manager

HOLIDAY BARGAINS

In view of the money stringency for the holidays we will conduct a bargain sale so the people of Columbus and adjoining towns can do their Christmas shopping for less money than ever before. It has been some time since we have put on a sale, and as we have an exceptionally large stock of merchandise, this is going to be a record breaker. Read the following prices and figure out your savings:

Latest Styles in Mens Suits to be sold at 20% discount

Mens Galaway Fur Coats worth up to \$15.00 going at.....	\$9.98	Ladies' Cloaks worth \$12.00 going at.....	\$4.98	Big line of Men's Mackintoshes worth \$6.50 going at.....	\$3.98
Mens' Duck Coats worth \$2.50 going at.....	\$1.48	Ladies' black Martin Furs worth \$10 going at.....	\$4.48	Big line Ladies' Fascinators worth \$1.50 to \$2 going at.....	49c
Mens' black worsted Pants worth \$1.50 going at per pair.....	98c	Martin Furs worth \$6 going at.....	\$3.48	Ladies' and Men's Night Gowns worth \$1.50 to \$2 going at.....	79c
Mens' Corduroy Pants worth \$3 going at.....	\$1.98	Martin Furs worth \$4.50 going at.....	\$1.98	Big discount on Ladies' Children's and Men's Shoes.	
Mens' best made Corduroy Pants worth \$4 going at.....	\$2.98	Ladies' black saten Petticoats worth \$1 going at.....	49c	Big line of Ladies', Children's and Men's rubber Arctics at a big discount.	
Mens all wool Shirts worth \$3 going at.....	98c	Big discount on fine Ladies' Dress Skirts.		A big discount on Boys' Clothing.	
Mens Record lined Underwear worth \$50 garment going at.....	39c	Child's bear skin Coats, sizes 2 to 6, worth \$4 to \$4.50 going at.....	\$2.98	Nice line of Rugs to be sold at a big discount.	
Mens all wool Sweaters worth \$1.50 going at.....	75c	Mens' heavy wool Socks 50c per pair going at.....	25c	Pearl Buttons 2c doz.	
Two hundred pair Overalls worth from 75c to \$1 going at.....	39c	Mens' Eockford Socks worth 15c going at per pair.....	4c	Pins 1c paper.	

Sale Begins Saturday, Dec. 7, Closes Tues., Dec. 24

S. BORDY

419 Eleventh St. COLUMBUS, NEBRASKA

Shorthorn Sale!

At my farm one-half mile west of Rising City, Nebraska, on Thursday, Dec. 12th, 1907

35 HEAD-10 Bulls and 25 Females

The bulls are a good useful lot ranging in age from 7 months to 3 years old and will be offered in just nice breeding condition; there will be one 8 year old Scotch bull, a sure breeder and good enough to head most any herd. One 3 year old as good as individual as there is in the sale and an extra good breeder, as his calves will show.

There are 4 straight Scotch Cows and Heifers, and the rest are Scotch Topped, and all but two will have calves at foot or well along in calf to Victor's Favorite (a pure Scotch Bull); and Lady's Prince, the two year old that goes in the sale; they are a useful lot of cows, and are sure to make money for the buyer.

You are cordially invited to attend the sale whether you buy or not. TERMS—Cash or one year's time will be given at 5 per cent with approved security.

O. E. WADE