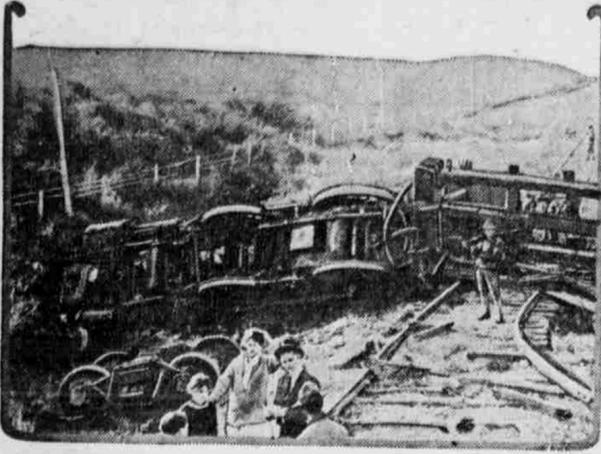


WRECKED BY MEXICAN BANDITS



On the day that Carranza was recognized as president of Mexico by the United States and the Latin-American republics, Mexican bandits derailed a train near Brownsville, Tex., and robbed the passengers, murdering several who resisted. Among the dead and wounded were United States soldiers. The picture shows the wrecked train and United States soldiers on guard.

PINNACLE ROCKS ARE MENACE TO TRADE BY WATER

Federal Department Discards Sounding for Dragging System to Root Up Obstacles.

ARE DIFFICULT TO LOCATE

A Pinnacle Rock Is Like an Undersea Dagger to a Ship—Legal Importance of Having Dangerous Rocks Charted Cannot Be Overestimated.

Washington.—If an aviator flew over New York some dark night, plumb for the Woolworth tower with an ordinary sounding line, he'd have just as much chance of locating the building as the hydrographic experts of the department of commerce have in locating pinnacle rocks from ten to thirty feet under the surface of the water by using the same method. Accordingly, the department is no longer "sounding" for pinnacle rocks; it is "dragging" for them.

Pinnacle rocks are one of the gravest menaces to navigation that exist in the coastal waters of the United States. New England has the most abundant crop of any locality and the coast of that section is probably the hardest to chart of any American coast. With the new "drag" method in operation, however, charting of pinnacle rocks is becoming an easy matter.

Not only is a pinnacle rock extremely dangerous to navigation, but it is extremely difficult to locate. A pinnacle rock is exactly what its name implies. It is a tall, rocky pinnacle which rises straight from the bottom of the ocean and often the area of its top surface would not be ten square yards. When a vessel strikes one, though, a pinnacle rock is like nothing so much as an undersea dagger.

Speed Was the Thing.
Years ago, when the coasts of the United States were first charted, it was necessary to make as much speed as possible and cover the greatest possible territory in the shortest possible time. Under such conditions the plumbing of coastal localities with a sounding line and the determination of shoals by consideration of the general characteristics of the locality were necessary, but these surveys left many uncharted pinnacles behind, to bring disaster to ships later on.

They tell a story of a pinnacle rock incident that occurred on one of Peary's trips to Greenland, back in the late nineties. Peary's ship was holding a straight course for Greenland, but owing to the cloudiness of the weather a lookout was posted. The routine of the ship was suddenly disturbed by the cry of the lookout: "Breakers dead ahead!" The helmsman spun his wheel and the ship peeled sharply to port, just in time to escape a sunken rock which was about three feet under water. Had it not been for the lookout Peary might never have reached the pole.

The department of commerce has been aware for a long time of the lack of authentic charts of many portions of the American coast, and the danger of pinnacle rocks was the real reason why the old plumbline system was discarded for the wire-drag method, which is very much similar to the old-fashioned seine.

A line is run between two motor boats, several hundred yards apart. This line is supported on the water by floats, but suspended from it are other lines, all attached to a long wire, under water, which is held down by weights. The wire under water corresponds exactly to the lower edge of a seine.

Motor Boats Active.
The motor boats are started forward, keeping an even distance apart. The bottom wire is far enough under water

to intercept anything which would rise high enough from the bottom to be a navigation danger, and as long as the floats on the surface drag along without going under the motor boats chug away on their course.

But at the first dip of the floats, anywhere along the surface line, the motor boats stop, for the disappearance of the floats indicates the wire under water has struck a snag. If the snag is found to be a rock, its distance from the surface is ascertained and its location immediately charted. Then the wire is disengaged, the motor boats are started again and the department "snag fishers" are off after another "catch."

The department, in a bulletin recently issued, admits that the most certain way to locate a pinnacle rock is to let a ship strike one. This effort, however, is admittedly dangerous to the passengers and extremely expensive to the owners of the boat, particularly if the rock is struck at night. In the old days pinnacle rocks were not half the menace they are today.

Boats were not built so large in those days and there were not so many lines of coastwise steamers running. These coast steamers have a regular course up and down the coast, and they hold to their course so true that they may pass a pinnacle rock at very close quarters for years without knowing of its existence.

Wire-Drags System.
The new wire-drag system is the only system which will definitely and certainly establish the danger or freedom of a certain marine locality for ships. The legal importance of having all dangerous rocks noted on government charts cannot be overestimated. The chart is very often the means of fixing responsibility for a marine disaster, either in merchant service or in the navy. The captain, accused of negligence in the navigation of his vessel after having struck an obstruction of some kind, may plead that the obstruction was not noted on the chart.

The is particularly true when the vessel succeeds in getting off before the locality can be definitely ascertained and the statements of the captain verified or disproved. As the whole purpose of licensing navigators is to make marine travel safe for passengers and property, it is essential that the plea of uncharted rocks be made as untenable as possible.

The cost of wire-drag work, considering the value of the results obtained, is not regarded as excessive. The cost of dragging the New England coast ranges anywhere from \$125 to \$175 per square mile, while the work of charting the waters of Florida in the vicinity of Key West runs much higher. Here it costs from \$450 to \$600 a square mile.

SUFFRAGE CAMPAIGN LEADER



Mrs. Norman De R. Whitehouse was one of the leaders in the recent suffrage campaign in New York. Notwithstanding the defeat at the election, Mrs. Whitehouse expresses unbounded faith in the ultimate victory of the cause.

GIRL TAMES HORSES

Buys Ill-Tempered Animals and Then Cures Them.

Kindness is Her Rule, but She Can Give Lesson When Necessary—Has Her Own Training Field.

Philadelphia.—In a field near Swarthmore college a girl who is believed to be the only woman horsebreaker in the world goes quietly about her daily business of taking the temper out of half wild equines. No one is there to see, but it is a show that has all the exciting features of a broncho exhibition, with the added interest that the "buster" is a slender little woman.

Miss Betty Brown, the woman horsebreaker, says she took up the business because she knew little about anything but horses. For two years Miss Brown was a trainer for a New York firm.

Besides taking unbroken horses belonging to dealers and training them for saddle or harness, Miss Brown buys ill-tempered animals on her own account and by special treatment makes them fit for a child to ride.

"There is usually a reason for a horse being vicious," she said, from her seat, cross-saddle on a splendid thoroughbred.

"Take the case of this mare. I bought her for a song because her owner could do nothing with her. I traced her history and found she had been attached to a racing stable where a lot of half-grown boys used her for joy rides around the track. The consequence was that a good mare was almost hopelessly spoiled by a lot of frolicsome young fellows who would yank her out of the stable at all hours, and beat her and ride her with or without a saddle at the fastest gait they could get out of her.

"Naturally the mare became possessed of the idea that all men were born enemies and every chance she got she tried to protect herself or get even with her tormentors. They replied in kind, and the last gleam of good-natured intelligence was soon beaten out of her.

"The fact is she is a splendid mare, and if I can but bring back her original sweetness of temper and undo the havoc done by that pack of boys I shall be able to sell her for \$1,000 easily. If I cannot do this she will still be worth more than I gave for her. She is quite untrustworthy now, and it will be a long fight to bring her around, but I think I shall win.

"I depend upon kindness and firmness rather than the whip to achieve results. You see, I do not even wear spurs. A horse responds more readily to masterful kindness than to brutal ill treatment.

"But sometimes it is necessary to use drastic measures. The worst case I can remember was a horse that persistently threw himself. No sooner would I be in the saddle than this ill-mannered brute would up in the air and flop over.

"It takes skill and agility for a rider to avoid injury when a horse, without warning, throws himself on the ground. One has to disengage one's self without a second's delay or a nasty bump is likely to result.

"Well, I stood this horse's antics for a few times and then decided that a sharp lesson was needed. I threw him and threw him hard. This was repeated until he got it firmly into his head that throwing was a punishment and not a pastime. When he learned that, he was a good horse.

"It's interesting work. I vary it by teaching riding, but I like horsebreaking best. There is a certain amount of risk about it, but I have never been hurt. My natural quickness has saved me at critical times."

HAS A FAMILY OF TWINS

Man at Sabinal, Tex., Is the Father of Seven Children, All Under Seven Years.

San Antonio, Tex.—T. A. Patterson of Sabinal, who claims the championship for twins in Texas, was a visitor in San Antonio recently.

Mr. Patterson is the father of three sets of twins out of seven children, none of whom is yet seven years old. The oldest are a boy and a girl, Allison Burton and Bertie, six years old.

The next in age are twin girls, Sarah Etelle and Hattie Alice, four, and the youngest twins are a boy and a girl, Burdette and Bernice, four months old. The other is a girl, Allie May, three years old.

82,500 MILES IN ONE MILE

Steam Pleasure Boat on Small Michigan Lake Travels Record in Small Circle.

Grand Rapids, Mich.—The Major Watson, a steam pleasure boat operated on Reed's lake, near this city, has a distinction not possessed by any other boat. Although it has traveled more than 82,500 miles, it has never been more than a mile in a direct line, from the spot where it was built.

The boat has been in operation for 25 years. It makes trips around the lake, which has a circumference of more than three miles, running five months every year. This gives a total mileage of 82,500.

GOOD ROADS

MILEAGE OF CONCRETE ROADS

Growth in Popularity Indicated by Rapid Increase in Recent Years in United States.

The mileage of concrete pavements in the United States has increased rapidly, and it is likely to continue to increase, according to a new bulletin of the United States department of agriculture. This bulletin gives the estimated amount of concrete pavement in the United States in 1914 as 19,290,000 square yards; in 1909 it was only 364,000 square yards.

The principal advantage of concrete pavements which have led to this increase in popularity are said to be:

1. Durability under ordinary traffic conditions.
2. A smooth, even surface offering little resistance.
3. Absence of dust and ease with which it may be cleaned.
4. Comparatively small cost of maintenance until renewals are necessary.
5. Availability as a base for another type of surface if desirable.
6. Attractive appearance.

In commenting upon these advantages the bulletin states that the durability of concrete roads has not yet been proved by actual practice, because there are no very old pavements as yet in existence, but from the condition of those which have undergone several years' service it seems probable that they will be found to wear well.

The disadvantages of concrete as a road surface are:

1. Its noise under horse traffic.
2. The wearing of the necessary joints in the pavement, and the tendency to crack, with its consequent rapid deterioration.
3. The difficulty of repairs when these become necessary.

In the past efforts have frequently been made to overcome these objections to a certain degree by covering the concrete pavement with a bituminous wearing surface. At the present time, the specialists in the department hold that this cannot be economically



New Jersey State Road, Bituminous Macadam.

justified, although it is possible that future investigation may change the situation in this respect. In the present state of road science, however, it seems that where traffic conditions are such that a bituminous surface on a concrete road is practicable a bituminous-surface macadam road would be equally practicable and certainly cheaper. Where traffic is too heavy for macadam road the bituminous surface is likely to give way and the uneven manner in which it falls tends to produce excessive wear on portions of the concrete.

For a successful concrete road, hardness, toughness and uniformity are the most essential qualities. These can be secured to a great extent by care in the selection of the constituent materials and the proportions in which they are mixed. Sample specifications are included in the bulletin, No. 249, "Portland Cement Concrete Pavements for Country Roads." These specifications are believed to typify the best engineering practice as it has been developed up to this time. They cover such points as materials, grading, subgrade and construction.

Good Roads Appreciated.

"Motor cars," said Mr. Chuggins, "have done more than anything else to make people appreciate good roads."

"But your machine is constantly breaking down, regardless of the road."

"Yes. But it's a great comfort not to have to climb around in a mud-hole while I am fixing it."

Farmer Saves His Horses.

In considering roads, remember that no town looks so good to the farmer that he will kill his horse to get there.

Improve Rural Conditions.

Good roads will improve every condition of rural life; and they will cost you no more than poor roads are costing you now.

Increases Farm Value.

The better the roads to a farmer's residence, the closer it brings his farm to town, thereby increasing the value of the farm.

Isolated Town.

If the roads around a town are bad, it might as well be on an island.

Nebraska Directory

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NOT GIVING ANYTHING AWAY

Miser Could Not Understand Why He Should Not Get Paid for Rats Bred on His Property.

Gov. Moses Alexander of Idaho was condemning, at the governors' conference in Boston, a particularly mean trust.

"This trust's methods," he said, "remind me of Old Sam Bemis, the miser. Sam's warehouse was overrun with rats, and he hired a rat catcher to clean them out. The rat catcher got to work early one morning, and late in the afternoon presented himself before the old man with a triumphant air, an enormous bag of dead rats on his back.

"Well, Mr. Bemis," he said, "I've cleaned your place of rats according to contract, and you won't have to bother about the dead corpses, either, for I'm takin' them all away with me. Look-a-here."

"The rat catcher lowered the bag from his shoulder, opened it, and displayed a huge mass of dead rodents.

"The bill, Mr. Bemis," he added, "is \$2.25."

"H'm, yes, \$2.25," he said. "But don't I get anything for the rats?"

Out for Show.
"Felice spends hours every day in a beauty parlor."

"How does she spend the rest of the time?"
"Realizing on the beauty doctor's work."

Sore Trial.
The man who doesn't smoke or drink is a sore trial to the doctors. They don't know what to tell him he will have to give up.—Cleveland Leader.

A young man ought to save some money before he gets married, for he'll probably never get a chance afterward.

Briefly defined, faith is a fixed belief that the impossible is going to happen.

CHANGE
Quit Coffee and Got Well.

A woman's coffee experience is interesting. "For two weeks at a time I have taken no food but skim milk, for solid food would ferment and cause such distress that I could hardly breathe at times, also excruciating pain and heart palpitation and all the time I was so nervous and restless.

"From childhood up I had been a coffee and tea drinker and for the past 20 years I had been trying different physicians but could get only temporary relief. Then I read an article telling how some one had been helped by leaving off coffee and drinking Postum and it seemed so pleasant just to read about good health I decided to try Postum.

"I made the change from coffee to Postum and there is such a difference in me that I don't feel like the same person. We all found Postum delicious and like it better than coffee. My health now is wonderfully good.

"As soon as I made the shift to Postum I got better and now my troubles are gone. I am fleshy, my food assimilates, the pressure in the chest and palpitation are all gone, my bowels are regular, have no more stomach trouble and my headaches are gone. Remember I did not use medicines at all—just left off coffee and used Postum steadily." Name given by Postum Co., Battle Creek, Mich.

Postum comes in two forms: Postum Cereal—the original form—must be well boiled. 15c and 25c packages

Instant Postum—a soluble powder—dissolves quickly in a cup of hot water, and, with cream and sugar, makes a delicious beverage instantly. 30c and 50c tins.

Both kinds are equally delicious and cost about the same per cup.

"There's a Reason" for Postum.

—sold by Grocers.

Scriptural Proof.
"At a negro camp meeting in North Carolina," says Senator Ben Tillman, "a testifying penitent referred to himself and his unconverted brothers as 'niggers' in a spirit of abject humility which he deemed well pleasing to his Maker. The presiding elder, who 'amened' his speech at proper intervals, finally threw out a gentle rebuke.

"Call yo'se'f a cullud person, brother," he admonished, impressively. "Niggers is a term of reproach invented by proud white folks. Dey ain't no mention in de Bible of niggers."

"Oh, yes, dey is, parson," the penitent contradicted solemnly. "Don't you rec'lect de place where it tells 'bout nigger Demus?"

A GRATEFUL ACKNOWLEDGMENT.

Mr. F. C. Case of Welcome Lake, Pa., writes: "I suffered with Backache and Kidney Trouble. My head ached, my sleep was broken and unrefreshing. I felt heavy and sleepy after meals, was always nervous and tired, had a bitter taste in my mouth, was dizzy, had floating specks before my eyes, was always thirsty, had a dragging sensation across my loins, difficulty in collecting my thoughts and was troubled with shortness of breath. Dodds Kidney Pills have cured me of these complaints. You are at liberty to publish this letter for the benefit of any sufferer who doubts the merit of Dodds Kidney Pills."

Dodds Kidney Pills, 50c. per box at your dealer or Dodds Medicine Co., Buffalo, N. Y. Dodds Dyspepsia Tablets for Indigestion have been proved. 50c. per box.—Adv.

Some Show.
"This play is supposed to appeal especially to the tired business man."
"The idea being that if he isn't tired when he comes in he will be before the show is over, I presume."

Dyspepsia.
"Pa, what is dyspepsia?"
"It is the remorse of a guilty stomach, my son."—Puck.

Wash day is smile day if you use Red Cross Ball Blue, American made, therefore the best made. Adv.

An old bachelor says that most fashionable young women are engaging works of art.

Dr. Pierce's Pellets are best for liver, bowels and stomach. One little Pellet for a laxative—three for a cathartic.—Adv.

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