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ELECTRICAL SUPPLIES

The Woodill & Hulse Electrical Company
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Los Angeles, Cal.

are prepared to furnish you with your Electrical Supplies at cut prices.
Write us and let us quote you.

PERSONALS

Charles A. Spiess left last night on train No. 7 for Santa Fe on a business trip.
A. M. McCurdy of Raton, traveling engineer of the Santa Fe, was in Las Vegas last night on business.
F. B. White of El Paso, arrived last night from his home on the Border City and was in Las Vegas today on business.
Herbert Clark, secretary of the republican state central committee, after spending several days in Las Vegas, left last night for Santa Fe.
W. T. Hand of Jenison, Ala., and Major A. P. Hainsworth of Randolph, Ala., after an extended visit in Las Vegas left last night for the south.
Mr. and Mrs. H. M. Jones and Mr. and Mrs. Hester arrived last night from Denver in a Ford runabout and continued south this morning on their way to the Mexican border. They put up their machine at the Whelan Garage last night where a few necessary repairs were made.
Jose Gallegos, a ranchman of the Pecos country, who has been in Las Vegas several days, returned home this afternoon.
A marriage license was issued this morning at the court house to Josefa Ortiz, aged 21 years, and Juan Duran aged 30 years. Both are residents of San Miguel.

GOSSIP OF THE SHOPS AND YARDS

S. A. Apgar, representative of the Pacific Mutual Life Insurance company, was a visitor at the round house yesterday afternoon.
Engineer Will Trainor has been assigned to the Mallet engine No. 1399. This engine was tested recently by Road Foreman Lynch for fast freight on the Third district and will now run regularly on that division.
Engineer E. E. Bailey, who has been laying off for several days, has reported for duty and has been assigned to engine No. 1607.

Car Foreman Lewis of the round house, Engineer Joe Blevines and Engineer J. C. Crammer are laying off and have gone to El Paso on a hunting trip.

Boltermaker W. J. Dorefler of Dodge City, Kan., has been transferred from that place to the shops in Las Vegas.

D. W. Baughman, formerly of the shops at La Junta, has been appointed round house foreman in Las Vegas and has already reported for duty.

Fireman H. A. Harvey is laying off for a few days.

Fireman Hill of the Middle division has been transferred to Las Vegas for regular service.

Fireman Batman is reported to be sick and is laying off for several days.

H. A. Thomison, a Santa Fe fireman from Lamy, who has been in Las Vegas taking the examination for engineer, has returned to his home in Santa Fe county.

Engineer J. B. Reed is laying off duty for several days.

T. B. Bowan, of the Rio Grande division, has been transferred to Las Vegas as road foreman of engines.

Fireman J. C. Carver is taking a few days' vacation from duty at the round house.

Fireman George Swearingen, of engine No. 1217, who has been laying off for several days, has reported at the round house for duty.

Fireman B. T. Green is laying off for a short vacation and will take a trip to Arkansas.

James M. Jennings and H. B. Petersmith have been employed in the shops at the round house. Jennings was formerly a resident of Los Angeles and Petersmith came from Fort Madison to Las Vegas.

In the absence of Car Foreman Lewis of the round house who has gone to El Paso on a hunting trip, E. McMahon has been appointed to fill the position.

Engine No. 1203 is in the shops at the round house for repairs and will be ready for duty before Saturday, November 23.

It isn't the other fellow's mistakes that cause us the most trouble.

"Diamond M" "Old Homestead" "Boss Patent"

The Leading Brands of High Patent Flour

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Charles Ifeld Company
New Mexico's Largest Wholesalers

Everyone recognizes the Superiority of these brands--Even our Competitors

How Do You Like Your Milk?



STERILIZING OVENS

The Ideal Sanitary Dairy

T. A. AKERS, Mgr.

PHONE No. 312

1,000 FOOT SHIP MAY DOCK IN NEW YORK

IT WILL BE GIGANTIC, ALREADY ORDERED BY WHITE STAR STEAMSHIP LINE.

The 1,000 foot ship is coming! The news, published originally on July 24, that the White Star line had placed an order with Harland & Wolff of Belfast for a vessel bigger than the Olympic and the Titanic, is now confirmed.

Marine builders and port authorities have said that the Atlantic liners of the future probably would not exceed one-fifth of a mile in length. But the 1,000 foot steamship is coming, probably three years hence, with its acres of deckage, miles of distances, streets of plank walks, promenades of waving palms, its lifts, gardens, reception rooms, dining saloons and cafes, athletic fields, cricket and baseball grounds, tennis courts and golf courses, telegraph offices, theaters and grand opera, flower shops and department stores. So much of this has been already realized that the remainder is easily conceivable.

Said one of the managers of the White Star line: "The White Star line will build a 1,000 foot ship and the harbor of New York has accommodations for it. This does not mean, however, that better and more extensive accommodation is not needed. It is needed, and it is coming, thanks to the foresightedness of the present port authorities and the state of New York, which is working hand in hand with the state of New Jersey and the federal government for deeper channels, larger piers and basins and for general water front improvement, to include the shores of Long Island."

Bruce Ismay said last winter: "Ask not what is a ship's draught, but what is the depth of your channel?"

The ship that will be practically one-fifth of a mile in length will, like all ships preceding it, be only the result of a growth. It is necessary because the public demands larger sleeping rooms on an ocean trip, more comforts, more necessities, more luxuries. That this is true is shown in the plans of the North German Lloyd line, immediately to be carried into effect, to remove every other bulkhead in the accommodation of the Kaiser Wilhelm II., and the Kronprinzessin Cecille, thereby doubling the size of the sleeping cabins and decreasing the

number of first class travelers, but not as a consequence the profits. With the 1,000 footer the beam, carefully observing the proportions, will be between 111 and 112 feet. The displacement will be 70,000 tons and the gross tonnage more than 50,000 tons. The levels will be a dozen or thirteen, with the topside or cricket field more than 75 feet above the water line.

The passenger accommodation will be increased from 750 to 800 in the first class to 1,000 or more, and the total from more than 3,000 to more than 4,000.

The Gigantic, of course, will not be a greyhound, but, like her sisters, a seven-day hotel, with both reciprocating and turbine engines. Her cost will be between \$9,000,000 and \$10,000,000.

The Gigantic will be an improvement upon the Olympic. It is denied that the Olympic has had radical alterations made while she has been at Belfast repairing the hole in her side made by the Hawke. The ventilation system did not work properly on her first trip west, but it was working on her first trip east. Passengers said there was plenty of fresh air pumped into her point east, but, owing to the excessively hot July of 1911, it was hot air.

While the cottage and painted glass windows of the dining room, the effect of which is golden sunlight, are generally kept closed to look pretty, the real ventilating, it is said, is accomplished through patent ventilators above the windows.

The Gigantic will have a cricket field, golf links, reception and ball room outside the main dining room, which will be more than forty feet above her red paint; restaurants and veranda cafes, which may be located forward instead of aft, tennis court, plunge, all kinds of baths, gymnasium and shops, and the most splendid decorations, which will be so arranged as to heighten the effect of decks already high between joints.

The largest steamer yet laid down is Aquitania of the Cunard line, now building on the Clyde, whose sectional plates are measured for a total of more than 900 feet. After the Cunard lengthened out the keel and decided to put in more plates, the Hamburg-American line stretched the plans of the Imperator and put in enough additional plates to make her ten feet longer than Aquitania. The Imperator is now in course of construction at Stettin.—New York World.

Charles Hendy, Jr., Denver representative of the Ford Motor Car company, arrived in Las Vegas last night and left this afternoon for El Paso on a business trip.

A REAL DRESSER SALE



Commencing Wednesday, November 15th, we are going to put on sale every dresser and chiffonier in this big store at Strictly Wholesale Prices, for Spot Cash Only. \$7.90 for solid Oak \$10 dresser. \$8.75 for solid Oak \$11 dresser. \$10.65 for a solid Oak \$15 dresser. \$14.85 for a solid Oak \$19.50 dresser. And so on right through the line of dressers and chiffoniers

The Rosenthal

Opposite Y. M. C. A.

If we Say It's So, It's So.

Special Sale

Before purchasing elsewhere, call and get prices on Ladies', Misses' and Children's Coats, Suits and Dresses

ALSO

Blankets, Comforts, Table Linen, Underwear, Gingham, Percalene in fact everything in dry goods, shoes and clothing at the New Store of

Hoffman & Graubarth
Phone Main 104

\$100 Reward, \$100. The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials. Address F. J. CHENEY & CO., Toledo, O. Sold by all Druggists, 75c. Take Hall's Family Pills for constipation.

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START A SAVINGS ACCOUNT

and you will be agreeably surprised at the progress you made toward the big figures. With a bank book in one hand you can grasp an opportunity with the other.

LAS VEGAS SAVINGS BANK

Above Everything Else

a well-fed brain and nervous system are essential to success.

Brain workers especially need food in the morning that will not overload the stomach.

Much depends on the start one gets each day, as to mental vigor and how he may expect to accomplish the work on hand.

He can't be alert and have a clear-working brain and steady nerves on a heavy breakfast which requires a lot of vital energy in digesting it.

Grape-Nuts

FOOD

made of whole wheat and barley, contains in a most appetizing, easy and quickly digestible form, the Food Elements required by Nature in nourishing brain and nerve cells.

There's true nourishment in Grape-Nuts, and

"There's a Reason"

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