

HEADQUARTERS

For Everything in the
HOUSE FURNISHING
Line. Also a fine line of
PIANOS

Undertaking a Specialty. All the Phones.
Ed. Amack, Prop.

IS YOUR FARM on the MARKET?

We want a complete list of all Webster county lands for sale on straight commission basis.

FARM LOANS NEGOTIATED

DAN GARBER & CO., Red Cloud CHIEF Office.

SIMPSON & KENWORTHY

Successor To A. C. Bradshaw
Exclusive Dealers In

**Hay, Grain, Flour, Oils, Garden
Seeds and Alfalfa Meal. : :**

PHONE US YOUR ORDERS. BELL RED 57

Everything Electrical
G. C. Bailey
Electrical Contractor.

All kinds of Elec-
tric repairing.
Bell phone, Black 20.

DR. CHAS. E. CROSS
DENTIST
Moon Block, Red Cloud
In Riverton every Monday

Horsemen Attention.
H. A. Johnson has his
string of Horses and Jacks
at his barn in Red Cloud for
the season of 1911.
Phone Farmers Rural 186.

Order To Show Cause.

State of Nebraska. In the County Court
Webster County.
A County Court held at the County
Court room in and for said county Thursday
March 30th A. D. 1911.
Is the matter of the estate of William
E. Cramer, Deceased.
On reading and filing the petition of Della
M. Cramer filed on the 20th day of March
A. D. 1911, praying for the examination and
allowance of her final account of the same
date, a decree of assignment of the lands be-
longing to said estate to the persons entitled
to the same, an order distributing the res-
idue of personal estate and there upon an
order discharging her from further burden
and service in her said office as Executrix.
ORDERED, That Tuesday the 25th day of
April A. D. 1911, at one o'clock p. m.,
is assigned for hearing said petition, when all
persons interested in said matter may appear
at a County Court to be held in and for said
county and show cause why prayer of peti-
tioner should not be granted; and that notice
of the pendency of said petition and the hearing
thereof be given to all persons interested
in said matter, by publishing a copy of this
order in the Red Cloud Chief, a weekly news-
paper printed in said county, for three con-
secutive weeks prior to said day of hearing.
[SEAL] I. W. Edson
County Judge.

ARE NOW IN HASTINGS

Associated Doctors, Specialists,
are at the Bostwick Hotel

And Will Remain Until Tues-
day, April 25, Inclusive.

Only Five Days More

Remarkable Success of These Talented
Physicians in the Treatment of
Chronic Diseases.

OFFER THEIR SERVICES FREE OF CHARGE

The United Doctors, licensed by the
state of Iowa for the treatment
of deformities and all nervous and
chronic diseases of men, women and
children, offer to all who call on this
trip, consultation, examination, ad-
vice free, making no charge whatever,
except the actual cost of medicine.
All that is asked in return for these
valuable services is that every person
treated will state the result obtained
to their friends and thus prove to the
sick and afflicted in every city and
locality, that at last treatments have
been discovered that are absolutely
sure and certain in their effect.
These doctors are considered among
America's leading stomach and nerve
specialists and are experts in the
treatment of all chronic diseases and
so great and wonderful have been
their cures that in many cases it is
hard indeed to find the dividing line
between skill and miracle.
Diseases of the stomach, intestines,
liver, blood, skin, nerves, heart, spleen,
kidneys, or bladder, rheumatism, sciat-
ica, diabetes, bed-wetting, leg ulcers,
weak lungs and those afflicted with
long-standing, deep-seated, chronic
diseases, that have baffled the skill of
the family physician, should not fail
to call.

GOOD FOR COUNTRY

IMPROVEMENT OF WATERWAYS
WILL DEVELOP RESOURCES
OF EVERY SECTION.

FREIGHT CARRIED CHEAPLY

Make a Direct Saving in Cost of Trans-
portation by the Water Routes, and
Indirectly Serve to Lower Railway
Carrying Rates.

The claim has been made in previ-
ous articles—and facts and figures
given to support the claim—that wa-
terways carry freight more cheaply
than the railroads do or can, and that
they compel the railroads to carry
freight more cheaply than they other-
wise would, making a saving of hun-
dreds of millions of dollars a year, even
under present conditions, and indicat-
ing a vast increase; that saving if all
waterways should be improved. And
then the surprising assertion was
made that the surest way to enlarge
the business and increase the profits
of the railroads of the United States
is to improve the waterways of the
United States. The best guide to the
future is the experience of the past,
so let us see what has actually hap-
pened to railroads when waterways
have been improved.

That the improvements in the chan-
nels and harbors of the lakes have
been of great benefit, both to the ra-
ilroads which parallel their shores and
to those which run from lake cities to
the interior, is a fact so plain that
it needs no argument to support it.
There are no more prosperous and
profitable roads in the country than
those that serve the region tributary
to the lakes. But no one questions
the wisdom of continuing the improve-
ment of the lakes, or of our ocean
harbors. The real question is as to
the improvement of our rivers, and if
we wish to study the effect of river
improvement, either on railway reve-
nues or national development, we
must go to Europe.

Results in Bohemia.

During the fifteen years that im-
provements were under way on the
Elbe river, in Bohemia, the river traf-
fic, as a natural result of the better
channel, increased fivefold. But traf-
fic on the competing railroads in-
creased still more largely and the di-
vidends on the main line, from Teplitz
to Aussig, rose to 16 per cent. per
annum.

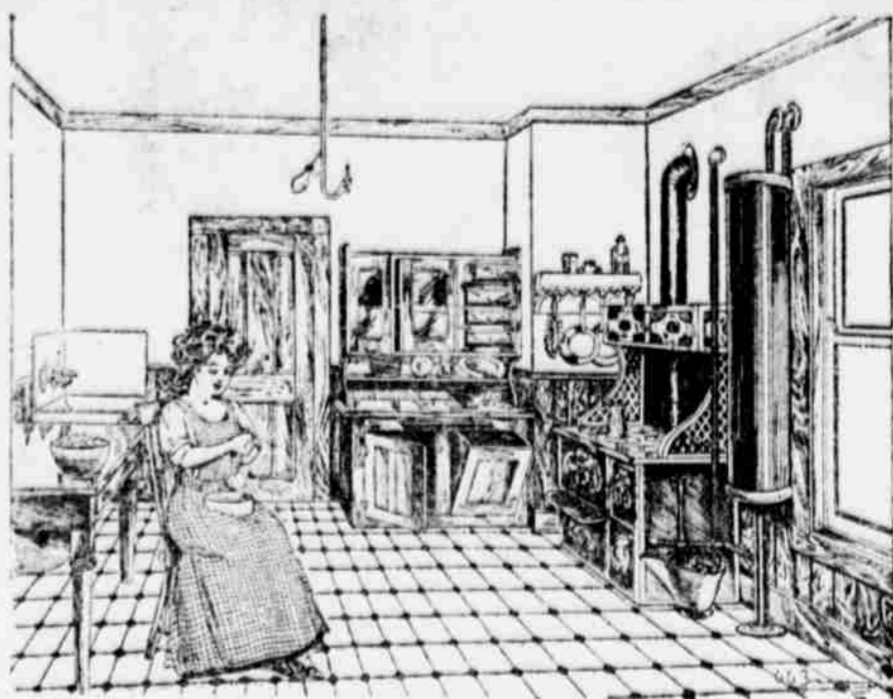
Similar results followed the canal-
ization of the River Main, from May-
ence, on the Rhine, to Frankfort,
which was finished in the latter part
of 1886. The river traffic, which
amounted to only 156,000 tons in that
year, began to grow and has kept on
growing, being 1,273,000 tons in 1902.
There are two railroads between
Frankfort and Mayence, one on each
side of the river. What happened to
them? Did their business show a ge-
nerous falling off? Or were they forced
into the hands of a receiver? On the
contrary their traffic, which was 911,
000 tons in 1886, also began to grow,
and by 1902 had reached 1,909,000
tons, or more than double what it was
when the railroads had a practical
monopoly of the business of Frank-
fort.

The mere statement of the in-
creased tonnage does not tell the
whole truth of the matter, for the
tonnage was not only more than
doubled in quantity, but greatly
raised in grade, so that it could pay,
and did pay, a much higher rate per
ton per mile.

Fine German Waterways.

Practically all the railroads of Ger-
many are state owned and state op-
erated. Out of a total of 35,000 miles,
in round numbers, only about 2,500
miles are operated by private com-
panies. Germany also has one of the
finest systems of waterways in the
world, and a study of the balance
sheet of the German railway system
shows that the results which followed
the improvement of the River Main
are not an exception, a mere coinci-
dence, but are the natural outworking
of a principle of general application.
In the calendar year 1907, after paying
for operation, maintenance, repairs,
renewals, new equipment, interest on
bonds, contribution to the sinking
fund, and every other item which the
most careful bookkeeping required to
be charged up, the German railroads
turned \$164,000,000 of absolutely net
revenues into the treasuries of the
various states. This was \$5.950 per
mile of line operated, while the cor-
responding figure on United States ra-
ilroads for the fiscal year 1906-7 was
only \$1,967—a little over one-third as
much.

Always and everywhere the result
is the same—the improvement of a
waterway is a benefit to competing
railroads. For this result, as for any
other, there is a good and sufficient
reason, but it must be left for another
time to tell what that reason is.



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KITCHEN FURNISHINGS

IT IS not many years since "Kitchen Furnishings"
would have been a ridiculous phrase, for at that
time there were no conveniences in kitchen furnis-
hings. But today there are cabinets, ranges and vari-
ous articles that help to make a back number of the
old adage "Womans work is never done".

The Place to Buy Your Hoosier Kitchen Cabinet and Scotch Linoleum.

We wish to call your attention to a few facts about our Scotch
Linoleum. FIRST It is far more plyable than the Linoleum made
in this country. SECOND It is still plyable in cold weather.
THIRD It does not roll or hump up in creases.
FOURTH The predominating color of the pattern goes through to
the back while the domestic Linoleum will crack more easily and
the pattern wears off twice as quick and leaves you a dusty red
floor covering.

ATKINS & BARBER

In The District Court of Webster Coun- ty, Nebraska.

William Saunders, Plaintiff,
vs.
Orlando Saunders, Mrs. Orlando Saunders,
whose real first name is unknown,
Malissa Chamberlain, —Chamber-
lain, husband of Malissa Chamberlain,
whose real first name is unknown, Mrs.
William Saunders, whose real first
name is unknown, wife of William Saunders, Thaddeus
Saunders,
Celia Saunders, wife of Thaddeus Saun-
ders, Nellie Maude, —Maude,
Husband of Nellie Maude, whose real
first name is unknown,
John Nesbit, Mrs. John Nesbit, wife of
John Nesbit whose real first name is
unknown, Clare Nesbit, Mrs. Clare Nes-
bit, wife of Clare Nesbit, whose real first
name is unknown, Nellie Hunter,
Raiph Hunter, her husband, Francis
Nesbit, Thomas Nesbit, Hazel Nesbit,
and Samuel Saunders. Defendants.

The above named non-resident defendants
will take notice that on the 18th day of No-
vember, 1910 William Saunders, plaintiff
herein filed his petition in the District Court
of Webster County, Nebraska against the
above named defendants, the object and
prayer of which is to determine the rights of
the parties in the above case to the following
described premises situated in Webster Coun-
ty, Nebraska:

A strip of the entire west side of Lot No.
2, in Section No. 11, in Township No. 1, North
of Range No. 11, West of the 10th P. M., in
Webster County, Nebraska, being more or less
in form and containing thirteen and
ninety one hundredths acres and known as
the Saunders land.

and for a judgment confirming the shares
of the parties to the above described prem-
ises and for a partition of said above described
premises according to the respective rights
of the parties interested therein and if the
same cannot be equitably divided, that said
premises be sold and the proceeds be divided
between the parties here to according to their
respective rights and for general equitable
relief.

You are required to answer said petition
on or before the 25th day of May, 1911.

Dated April 11, 1911.
WILLIAM SAUNDERS,
By Bernard McNay
His Attorney.

COL. J. H. ELLINGER

Auctioneer.

Red Cloud, - Nebr.

Is ready to cry your sales. Get your
dates early. He refers you to his many
customers for recommendations. Tele-
graph, phone, write or see him for
dates.

The Chief, \$1.50 per Year

Swift's Premium Hams and Bacon



For Sale

—BY—

John Yost

—THE—

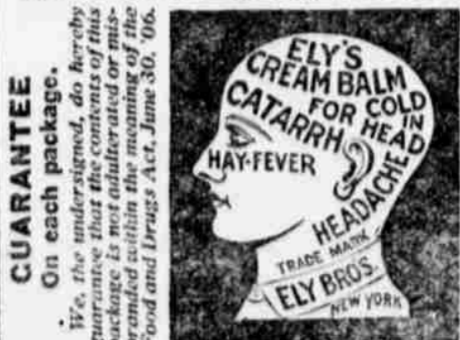
"Dutch
Butcher"

DR. S. J. CUNNINGHAM

DENTIST
Successor to Dr. J. S. EWING

At the old stand over the
State Bank. Phone 131.

CATARRH



HAY FEVER

ELY'S CREAM BALM

Applied into the nostrils
is quickly absorbed.

GIVES RELIEF AT ONCE.

It cleanses, soothes, heals and protects the
diseased membrane resulting from Catarrh
and drives away a Cold in the Head quickly.
Restores the Senses of Taste and Smell.
It is easy to use. Contains no injurious
drugs. No mercury, no cocaine, no mor-
phine. The household remedy.

Dyke, 50 cents at Druggists or by mail.
ELY BROTHERS, 56 Warren St., New York.



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a fire insurance policy from us a
single day. Fire isn't going to
stay away because you are not in-
sured. In fact, it seems to pick
out the man foolish enough to be
without

A FIRE INSURANCE POLICY

Have us issue you a policy today.
Don't hesitate about the matter.
The fire fiend may have your
house down on the list for a visit
this very night.

MARK WHAT I SAY

O. C. TEEL,

Reliable Insurance.

Swift's Premium
Hams or
Bacon.



Fresh and Salt Meats of All Kinds

Wm. Koon

Red Cloud, Nebr.

Read the adds in the Chief