



"Eternal Vigilance is the Price of Liberty," and One Dollar a year is the Price of The Chief.

Vol. 17.

RED CLOUD, WEBSTER COUNTY, NEB., FRIDAY, FEBRUARY 7, 1890.

No. 28.

TRAIN TABLE.
Time table No. 11 to take effect Nov. 23d, 1889.

NORTH VIA HASTINGS.
No. 12, passenger to Hastings leaves daily except Sunday 8 a.m.
No. 13, freight to Hastings daily 1:30 p.m.
No. 14, passenger from Hastings daily except Sunday 5:30 p.m.
No. 15, freight from Hastings daily arrives 10:30 p.m.

EAST VIA WYOMING.
No. 16, passenger to St. Joseph daily leaves 10:30 a.m.
No. 17, passenger to Kansas City daily 10:30 p.m.
No. 18, passenger from St. Joseph daily arrives 5:30 p.m.
No. 19, passenger from Kansas City daily arrives 7:30 a.m.
No. 20, freight daily except Tuesday arrives 11:45 a.m.
No. 21, freight daily except Sunday 11 p.m.

WEST VIA DENVER.
No. 22, passenger to Denver daily leaves 7:30 a.m.
No. 23, passenger to Denver daily arrives 7:30 p.m.
No. 24, passenger from St. Joseph daily arrives 10:22 a.m.
No. 25, passenger from Kansas City daily arrives 10:20 p.m.
No. 26, freight to Denver leaves daily except Sunday 6:00 a.m.
No. 27, freight from Denver, daily except Sunday arrives 8:00 p.m.
No. 28, accommodation to Oberlin runs Monday, Wednesday and Saturday.

A. CONOVER, Agent.

DUCKER'S Cash - Dry - Goods HOUSE.

Just received 100 pieces of new

SATTEENS

This is the largest and finest line of satteens ever brought here. We have also just received 250 dozen of

Spring and summer Hosiery.

For Ladies, Misses and Children, also

Spring and summer Underwear,

The best values we ever had.

OUR STOCK OF

White Goods and Embroideries

Are far ahead of anything you ever saw.

We are getting in new spring goods every day.

Our phenomenal sales of last year have encouraged us to put in a larger stock than ever. In fact we are going to make this spring's trade the grandest effort of our life.

J. J. DUCKER.

The Problem for the Farmers.

We wish to call the attention of your readers to the transportation question, in connection with farm products. We are free to admit the possibility that we are wrong in our conclusions, and we do not care to enter into a discussion of the matter with anyone, unless they are willing to make the same admission on their part. In talking with business men and farmers we find a great variety of opinions as to the cause of the low price of grain. Men talk of what the farmers could do if they could get a paying price for their grain, and we find that nearly all of them blame the R. R. Companies for our failure to do so. No 2 corn is selling in Chicago at 28¢ per bushel. Nebraska farmers are from 500 to 700 miles from that market and we must expect to pay a reasonable rate for the transportation of our corn, besides allowing our shippers a fair profit for handling it. We believe the rate from Red Cloud to Chicago as given by "Farmer" is corn 14¢ freight, 4¢ per bushel for selling, 15¢ per bu. freight and commission, deduct this from the Chicago price and our dealers have 12¢ left to pay the farmer and make their profit. We conclude that the low price of corn is not the fault of our dealers. "Farmer" would have us believe that after the defeat of a certain resolution that the "Corporations" concluded to extract from us every dollar that could be wrung from us. We believe that the R. R. Co. had concluded to extract from us every dollar that could be wrung out of us several years before the defeat of said resolution. A few years ago the rate on corn from Red Cloud to Chicago was 23¢ per bushel, if we had the same rate now, No 2 corn would be worth 40¢ per bushel, provided that the shipper made us a percent of his time and trouble. We do not think that the rates are higher now than before the defeat of the resolution spoken of by "Farmer." He must not draw on his imagination quite so strong if he expects farmers to have much faith in his conclusions. We agree with him that freight is too high, however we do not agree with him that the "one great and only" important question in the transportation question. We believe that it is one of the great questions for the farmers to look after. If we could compel the railroad companies to take our corn to Chicago for 50¢ per bushel, with commission and small profits to the shipper, we could realize 15¢ in our market here. Estimating that corn could be raised and put in the crib at 12 cents per bushel, we find that we would have 3 cents per bushel for shipping and handling it to market. Forty acres, at an average yield of 25 bushels per acre is a fair average yearly production for one man, this at 12 cents will give \$120, not enough to pay the interest on the investment necessary to the production, and leave the farmer fair pay for his labor and the board of self and team. We do not believe that corn could be sold at a profit under existing circumstances, if freight were reduced one half. (If we find it to do so we assume the additional risk from accidents and losses.) This is true of wheat, oats, rye, barley and all the staple products of Nebraska. Newspaper and professional men offer us many suggestions, and give us much advice, they tell us to raise hogs, sheep and chickens, it requires less cash labor and shed material to raise hogs than to call to a market that

gives 600 to 650 per ton, less than cost. If we went into the raising of hogs it would become a drag on the market. We could produce moreorghum in Kansas and Nebraska than the entire country could afford a market for. Farmers are suffering from a variety of wrongs, and if any Moses ever leads them out of the wilderness he will be a man of more than one idea and with a higher ambition than to pull some other fellow down. If congress and our state legislature do not furnish speedy relief, the farmers will raise a crop of political Cain that will contain no telly.

Governments are amongst the most imperfect of human inventions. From these imperfections the few get rich and many suffer great wrongs. Our government is no exception to this rule, and while we strive to control railroad companies the most we can expect is to get reasonable rates. A reasonable rate would be one that would allow them a fine return on the money actually invested in building, keeping in repair, and operating the line. If we fix a rate so low that they can go into the weeds and allow that it is not a reasonable rate, we fail. The difference in the way in different lines and the conditions under which they are operated, must be considered.

A rate that would be fair on the R. & M. now, might not be a fair rate next year. To determine the cost of building and operating all the different lines of railroad is an entirely different thing. Most of those who have given the subject their attention do not believe that congress can fix an indefinite rate on later state commerce that would stand the test of the courts, and that the different legislative bodies of the different states cannot fix an arbitrary rate from the different points in their several states. Congress and most of the state legislatures have adopted the commission plan, believing that a commission, with power to examine the books and compel the attendance (as witnesses) of the officers and employees of these corporations could enable the commissioners to get the information necessary in order to fix just and reasonable rates and to change the same whenever circumstances required. With all its imperfections we are not prepared to say that the commission plan is not the best.

[Continued next week.]

Weather's Report.
The best of us in the world for our brains, corn, wheat, oats, rye, sorghum, clover, alfalfa, timothy, and all other crops, and especially corn, as we say, raised, is in prospect to give good satisfaction, or many returns. Price 25 cents per ton. For sale by Henry Cook.

Notice.
Buggies, carriages, and team carts for sale at cost on long time on short security by C. L. Walker, the commission merchant who will pay your notes in the city or any part of the county. Terms reasonable and satisfaction guaranteed or no pay. Also furnish good carriage teams for all kinds of goods to be sold in the city at any or all times. Sale every Saturday.

As Goes, So Goes.
If you see the difficulty in making more for your goods, call on our commission merchant and business man at cost. As an extra inducement we will give a fine bundle of the celebrated gilt edge corn shovels, free to any purchaser of goods of above goods. If you want good shovels cheap, call in the time.

Sheep News.
My County and the I have been looking for, which I will guarantee to be genuine. R. A. Hardy.

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