THE RED CLOUD CHIEF, FRIDAY, APRIL 10, 1896.

has a very wonderful power of pro-

ducing eggs, laying over 3,000 per day,

or more than three times her own

In bees, as in all insects, the skeleton

that supports the body is not internal

as in animals, but mostly external, and

is formed of a horny substance called

chitine, which is flexible and is capable

of being molded into every conceivable

shape and appearance. It forms the

hard back of the repulsive cockroach.

the beautiful scale-like feathers of

the gaudy butterfly, the delicate mem-

brane which supports the lace-wing in

mid-air, and the black and yellow wings

of our native and imported bees, be-

sides internal braces, tendons and ducts

The internal skeleton, hard for the

most part, and varied in thickness in

beautiful adaptation to the strain to

which it may be exposed, gives con-

sistency of form to the little wearer;

plates. Here the thick coat is reduced

to a thin, easily-creased membrane,

where by flexion one part is made to

Dr. Price's Cream Baking Powder

World's Fair Highest Medal and Diploma.

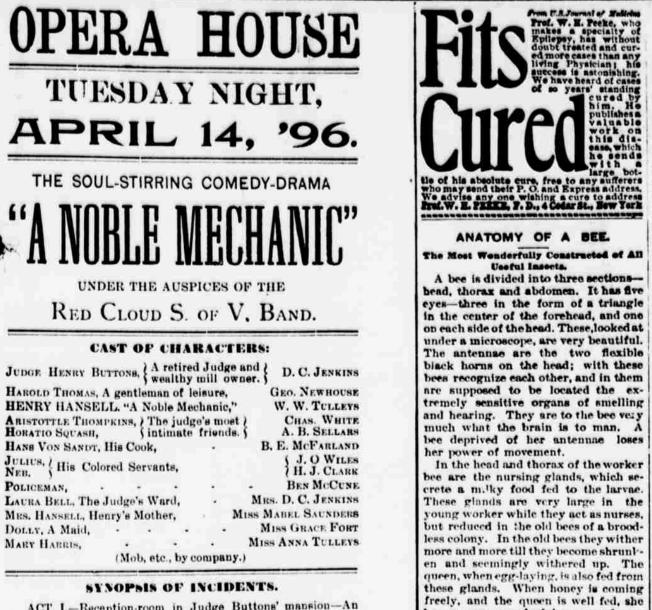
Premiums.

The Nebraska and Kaosas Farmer

press over the other .-- Cable.

weight.

innumerable.



ACT I.-Reception-room in Judge Buttons' mansion-An eavesdropper-The Judge on a tantrum-Guardian and ward-"A freg he would a wooing go"-Some pointed observations-The cause of humanity-A timely warning-"Go; and don't enter my house again unless I send for you !"-Echoes of the past A gentleman of leisure-Mistaken identity-Recognition-An insult and a blow-Threatened exposure-Brought to bay-A murderous assault-A son's defence-Humiliation-Tableau.

POLICEMAN,

MARY HARRIS,

*

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ACT II. SCENE 1. A street-Julius goes "a-sparkin" "-Love at first sight-Neb's peculiar method of "raising the wind" -Gentleman and workingman-Rejection of proffered aid-"Strike !"-"Lead on; I follow, to seal his fate !" SCENE 2. Mrs. Hansell's home-A mother's anxiety-An excited visitor-Welcome tidings-Mother and son-"Nobly spoken! Go, and may Heaven's blessing attend you." SCENE 3. A street-A villain's resolve-Hans Von Sandt in the clutches of the law-Neb in luck. SCENE 4. Exterior of Judge Buttons' residence-The mob's assault -- The mechanic's impassioned appeal-Couffagration-"Back, every man of you !"-Tableau.

ACT III-The Judge's reception-room-An embarrasting situation-Hansell is sent for-Good intentions, and an offered reward-Some pointed observations-The workingman's ultimatum-Reinstatement-A question of duty-An interruption-A cowardly scheme-Strange revelations-The serpent's sting-An interesting episode-"Hale fellows, well met"-A slight unpleasantness, in which Germany goes to the wall-Tableau.

ACT IV .- Same as before-War declared against Hans-A false attack-Consternation-The Judge secures his assailant-Alienation-A noble woman's defiance-Indignation-Accused of crime-Impending disgrace-A mother's intervention-Villainy unmasked-Foiled-A great wrong righted-"Nothing but sunshine."-Tableau.

Remember this is for the benefit of the band. If you desire



Labor in Road Building Is Misdirected All Over the Country.

In a recent report on the horseless carriages of France the United States consul at Havre says that "as solid, smooth roads are quite essential to the successful use of the system, it will be necessary, before it can be profitably applied in the United States, to bring our roads to the condition of European highways." That is unquestionably so; for , .oof of which observe the experience of a horseless carriage which had to be shipped by railroad because the highways were in too bad a condition for it to move on. And that was in New York state, too, and in the best

part of it. We do need better roads, not only for horseless carriages, but for horse-carriages as well, and mule wagons, and oxcarts, and every sort of



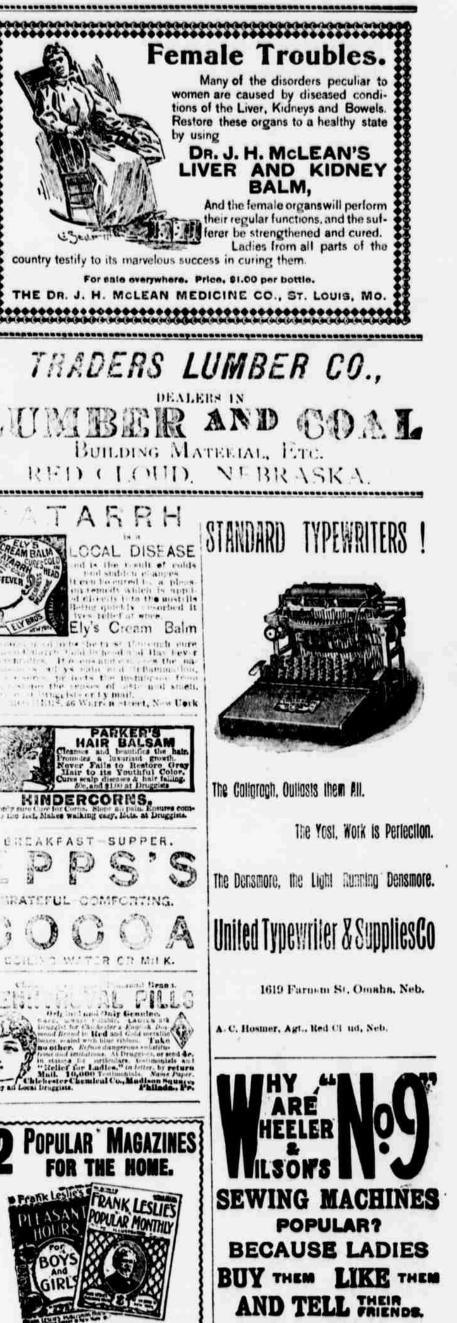
wehicle, whether propelled by steam or naphtha, by hitched-up quadruped or bestriding biped.

Our consul further suggests a plan for road improvement; or, rather, for raising the money for road improvement. It is the French plan, to wit, a wheel tax. In France all carringes are taxed. Those with seats for one or two persons, \$10 a year (in round numbers); those with sents for three, \$15, and for four, \$20; while bicycles and tricycles are taxed \$2 each. These taxes are payable monthly, in advance, and must be paid before the vehicle is allowed to go upon the road. A fine revenue is thus obtained. No doubt a similar system in this country would also till up the state, county or township treasury. But we don't want it. Such a tax would be particularly vexatious and annoying.

but it needs, wherever movement is We don't need it, either. Our ordinecessary, to have delicate extension nary system of taxation is sufficient. joining the edges of the unvielding We spend enough money-or its equivalent-on our roads now to make them as good as those of France. The trouble is we don't spend it in the right way. Our labor is misdirected. At some seasons of the year, when farm work is less pressing than usual, the farmer ' works out" his road tax. Generally it is about the worst time of the year for the roads; but that doesn't matter. He takes his horses and plow and scraper, plows up some furrows in the gutter between the wagontrack and the sidewalks, and scrapes the earth up into the middle of the road. That makes the road rough and lumpy. You must drive over it at a walk, as over a newly plowed field. If the weather remains dry it gets dusty; if rain comes on it is a mass of mud. In course of time it gets worn down fairly smooth and hard; and then it is time to "work out" some more taxes, and scrape up some more soils and loose dirt again. That is what road-making has meant in most country places, and what it still means on thousands of miles of highway in the most highly improved states of this union. If instead of that the same amount of work had been given for the last 25 years to laying drains and making telford, or macadam, or even good gravel roadways, we should to-day have a network of roads all over these states on which any kind of vehicle could run with ease at any time of year. We need no carriage tax, nor gold watch nor silver spoon tax, but only an intelligent and systematic application of our ordinary revenue to the making of roads on a scientific plan.-N. Y. Tribune. ROADS NEED MOISTURE.



Mr. Henry Wendt, of Peru, La Salle Co., Ill., under date of July 27, 1888, writes:



Dr. A. Owen's Electric Appliances. Morrice, Mich., in ter Oct. 14, 1894, an "I had tried so kinds of medicin two doctors for Rhenmatism. could get no relief. I bought one of Dr. Owen's Electric Appli-ances and experienced relief at once; after two weeks' use I was as im-

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entirely cured



Shade or Fruit Trees Provide It During the Dry Season.

To keep good roads in good repair, moisture is often the one thing desired. The four months of continuous drought last summer was trying to all kinds of roads. Sand roads became almost impassable, gravel and dirt roads dissolved into dust, and stone roads manifested a strong tendency to disintegrate on the surface for want of moisture to cement the binding material with the stones. But where the surface of stone roads is a part of shaded avenues, there was none or little disintegrating, reports Road Commissioner Budd, of New Jersey, thus emphasizing the experience and practice of European road builders that macadamized roads should be set with shade or fruit trees, so that the silent forces of nature may steadily provide the moisture that is needed without expense, besides adding beauty to the

andscape, and pleasure and comfort to the traveler .- American Agriculturist.

What Farmers Might Save. It is estimated that the farmers of his country might save \$630,000,000, in the cost of getting their produce to market, by building good roads. These pre forceful tigures .- Good Roads.

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JUMANTING CONTENT

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