

**Thousands Have Kidney Trouble and Don't Know It.**

**How To Find Out.**  
Fill a bottle or common glass with your water and let it stand twenty-four hours; a sediment or settling indicates an unhealthy condition of the kidneys; if it stains your linen it is evidence of kidney trouble; too frequent desire to pass it or pain in the back is also convincing proof that the kidneys and bladder are out of order.

**What to Do.**  
There is comfort in the knowledge so often expressed, that Dr. Kilmer's Swamp-Root, the great kidney remedy fulfills every wish in curing rheumatism, pain in the back, kidneys, liver, bladder and every part of the urinary passage. It corrects inability to hold water and scalding pain in passing it, or bad effects following use of liquor, wine or beer, and overcomes that unpleasant necessity of being compelled to go often during the day, and to get up many times during the night. The mild and the extraordinary effect of Swamp-Root is soon realized. It stands the highest for its wonderful cures of the most distressing cases. If you need a medicine you should have the best. Sold by druggists in 50c. and \$1. sizes. You may have a sample bottle of this wonderful discovery and a book that tells more about it, both sent absolutely free by mail, address Dr. Kilmer & Co., Binghamton, N. Y. When writing mention reading this generous offer in this paper.

**BAD BLOOD**  
"CASCARETS" do all claimed for them and are a truly wonderful medicine. I have often tried for a medicine pleasant to take and at last have found it in Cascarets. Since taking them, my blood has been purified and my complexion has improved wonderfully and I feel much better in every way."  
MRS. SALLIE E. BELLIAM, Luttrell, Tenn.

**CANDY CATHARTIC**  
**Cascarets**  
TRADE MARK REGISTERED  
REGULATE THE LIVER

Pleasant, Palatable, Potent, Taste Good, Do Good, Never Sickens, Weakens, or Griets, 25c. 50c. 1.00.  
... CURE CONSTIPATION ...  
Selling Homeo Company, Chicago, Montreal, New York, 319  
NO-TO-BAC Sold and guaranteed by all druggists to cure TOBACCO HABIT.

THEY TASTE VERY MUCH LIKE LOTUS CIGARS

**LEWIS SINGLE BINDER STRAIGHTS**

**DON'T BE FOOLED!**  
Take the genuine original ROCKY MOUNTAIN TEA Made only by Madison Medicine Co., Madison, Wis. It keeps you well. Our trade mark is a bear and a tree. Beware of cheap imitations. Price, 25 cents. Never sold in bulk. Accept no substitute. Ask your druggist.

**CANDY CATHARTIC**  
**Cascarets**  
BEST FOR THE BOWEL  
Genuine stamped C. C. C. Never sold in bulk. Beware of the dealer who tries to sell "something just as good."

**Rheumatism Cured in a Day.**  
Mystic Cure for rheumatism and neuralgia readily cures it from one to three days. Its action upon the system is remarkable and mysterious. It removes at once the cause and the disease immediately disappears. The first dose greatly benefits. 75 cents. Sold by H. E. Grier, Red Cloud, Neb.

**CHICHESTER'S ENGLISH PENNYROYAL PILLS**  
Original and Only Genuine  
Nerve and Brain Tonic  
In NEUR and field medicine books, written by CHICHESTER, M.D., London, England. Beware of cheap imitations. Price, 25 cents. Never sold in bulk. Accept no substitute. Ask your druggist.

**Get What You Ask For!**  
When you ask for Cascarets Candy Cathartic be sure you get them. Genuine tablets stamped C. C. C. Never sold in bulk. A substitute is always a cheat and a fraud. Beware! All druggists, 10c.

**DON'T TOBACCO SPIT and SMOKE Your Life Away!**  
You can be cured of any form of tobacco using easily, be made well, strong, energetic, full of new life and vigor by taking NO-TO-BAC, that makes weak men strong. Many gain ten pounds in ten days. Cures all ailments cured. All druggists. Cure guaranteed. Booklet and advice FREE. Address STERLING REMEDY CO., Chicago or New York.

**PARKER'S HAIR BALSAM**  
Grows and beautifies the hair. Promotes a luxuriant growth. Never Falls to Pieces. Gray Hair to its Youthful Color. Cures scalp diseases. It is falling, thinning, and itching. Druggists.

**PISO'S CURE FOR BRUISES WHERE ALL ELSE FAILS.**  
Best Cough Syrup. Tastes Good. Use in time. Sold by druggists.

**Fusion Senatorial Convention**

The populist and democratic senatorial conventions for the Twenty-sixth district met in the court house in this city yesterday afternoon.  
The populist convention was presided over by J. Scheueman of Franklin county, chairman, and O. R. Pitney of Webster acted as secretary.  
S. T. Doher of Franklin county was chairman of the democratic convention and F. W. Cowden of Webster, secretary.  
Conference committees were appointed from both conventions, the populists naming J. C. Brooks of Webster, George Clapp and George Schoemaker of Franklin. The democrats named W. H. Postelwait and W. M. Peebles.  
The report of the conference committee was that each convention ballot for senator, the candidate receiving a majority of all votes cast in each convention be declared the nominee of both conventions. Report adopted.

In the populist convention the reports of the various committees were adopted. The committee on credentials recommended that the delegates present cast the full vote of their counties.

In the populist convention George Clapp of Bloomington nominated Geo. Hanson of Franklin county to be the candidate for senator, and Jesse Brooks of Otto nominated O. R. Pitney of Webster county. At this stage Ed Guilford of Cowles asked and received permission to read a letter which he had received from Representative Sdrecher of Colfax county, in which the writer showed that neither Mr. Peisger nor Mr. Pitney voted with the party on the bill which was introduced by him and which was intended to reduce railroad freight rates, and which Mr. Sprecher claimed was a party measure. Mr. Pitney, being present, explained that the reason he did not vote on the measure was that he was not there to vote and he understood that, as it was in the last days of the session, there would be no business of importance to come up. Mr. Brooks then stated in effect that he thought Mr. Guilford was just a little sore.

The convention then proceeded to ballot, the first ballot resulting: Hanson 13, Pitney 14. Franklin county voted solidly for Hanson, and Nuckolls county not being represented, that county was not considered. The results of the second and third ballots were the same as the first.

After the result of the first ballot was reported to the democrats they announced that their vote was 41 for F. W. Cowden. On the second ballot of the populists being announced to the democrats they stated that their vote was 27 for Hanson and 15 for Pitney. The third ballot by the democrats resulted: Pitney 31, Hanson 11.

As Pitney now had received a majority of both conventions, George Clapp of the Franklin county delegation moved that the nomination of Pitney be made unanimous, which was done. Senatorial committees were then appointed, the populists appointing George Clapp of Franklin county, Captain Houchin of Webster county and S. A. Lapp of Nuckolls county. The democrats announced that they had chosen J. H. Kesterson of Nuckolls, S. T. Doher of Franklin and F. W. Cowden of Webster.

**The State Fair**

That the fine crops raised in Webster county this year deserve to be represented at the state fair no one will deny. So far as we are informed, no preparations have been made for an exhibit from this county, and those interested should do something in the matter at once. Speed and live stock entries close August 28 at 6 p. m.

Two thousand dollars cash will be paid for county collective exhibits. First premium, \$300. No premium less than \$100.  
Arrangements have been made with the railroads of the state for free transportation of county collective exhibits over their roads and a limited number of persons who make these exhibits. The number of persons will depend on the extent of the exhibit. Secretary Furnas must be advised of these conditions not less than one week before the opening of the fair on September 1; also names of parties accompanying, and what stations both they and the exhibit will start from. All exhibits must be fully installed and litter in half-cleaned up by 8 o'clock Monday morning, September 1.  
This leaves but a short time for preparing an exhibit, and our agriculturists and horticulturists will have to hustle if we are to be represented at the state fair this year.

**Advertised Letters.**  
List of letters remaining uncalled for at the postoffice at Red Cloud, Neb., for the week ending August 14, 1902:  
Wm. J. Blake, Mrs. Q. E. Gould, Clarence Squires.  
These letters will be sent to the dead letter office August 28, if not called for before. When calling for above please say "advertised."—T. C. HACKER, Postmaster.

**STATE OF OHIO, CITY OF TOLEDO, Lucas County.**

FRANK J. CHENEY makes oath that he is senior partner of the firm of F. J. CHENEY & CO., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of Catarrh that cannot be cured by the use of HALL'S CATARRH CURE.  
FRANK J. CHENEY.  
Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1896.  
A. W. GLEASON,  
Notary Public.

Hall's Catarrh Cure is taken internally, and acts directly on the blood and mucous surfaces of the system. Send for testimonials, free.  
F. J. CHENEY & CO., Toledo, O.  
Sold by Druggists, 75c.  
Hall's Family Pills are the best.

**It's Cool in Colorado.**

August 1 to 14, 23, 24, 30, 31, September 1 to 10  
On the above days the Burlington will sell round trip tickets to Denver, Colorado Springs, Pueblo and many other Colorado points at extraordinarily low rates.  
It's cool in Colorado all summer long, and there are hundreds of resorts in the Rockies where one may escape from the heat of the plains and spend an altogether delightful vacation. A card to J. Francis, General Passenger Agent, Omaha, Neb. will bring you a good supply of Colorado booklets that will help you plan your trip.  
To Cure a Cold in One Day  
Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

**"Shave?"**  
You are "Next" at  
**Oliver Schaffnit's Barber Shop,**  
Basement Potter-Wright Building.  
**Scissors Ground, Razors Honed,**  
AND  
**ALL KINDS OF EDGE TOOLS SHARPENED**  
All kinds of barber work executed promptly and satisfaction guaranteed.

**BON TON BAKERY and CAFE.**  
When in town eat at the Bon Ton where it is clean, cool and no flies.  
**15 cent Meals at All Hours**  
**SODA FOUNTAIN IS OPEN**  
Fifty-six different kinds of summer drinks.  
**W. S. BENSE, Prop.**

**PROPOSED CONSTITUTIONAL AMENDMENT.**  
The following proposed amendment to the Constitution of the State of Nebraska, as hereinafter set forth in full, is submitted to the electors of the state of Nebraska, to be voted upon at the general election to be held Tuesday, November 4, A. D. 1902:  
A joint resolution proposing to amend section one of article fifteen of the Constitution of the State of Nebraska, relative to the manner of submitting and adopting amendments to the Constitution of the State of Nebraska.  
Be it Resolved and Enacted by the Legislature of the State of Nebraska:  
SECTION 1. That section one of article fifteen of the Constitution of the State of Nebraska be amended to read as follows:  
SECTION 1. Either branch of the legislature may propose amendments to this Constitution, and if the same be agreed to by three-fifths of the members elected to each house, such proposed amendments shall be entered on the journals, with the yeas and nays, and published at least once each week in at least one newspaper in each county where a newspaper is published, for thirty days immediately preceding the next election of senators and representatives, at which election the same shall be submitted to the electors for approval or rejection, and if a majority of the electors voting at such election on such proposed amendment shall vote to adopt such amendment, the same shall become a part of this Constitution. When more than one amendment is submitted at the same election, they shall be so submitted as to enable the electors to vote on each amendment separately.  
All ballots used at such election on such amendment or amendments shall have written or printed thereon the following: For proposed amendment to the Constitution relating to (here insert the subject of the amendment) and, Against proposed amendment to the Constitution relating to (here insert the subject of the amendment), and the vote of each elector voting on such amendment or amendments shall be designated by the elector by making a cross with a pen or pencil in a circle or square to be placed at the right of the lines the words "For or Against" the proposed amendments, as he shall desire to vote thereon, or by indicating his preference on a voting machine when such machine is in use.  
I, Geo. W. Marsh, secretary of state of the state of Nebraska, do hereby certify that the foregoing proposed amendment to the Constitution of the State of Nebraska is a true and correct copy of the original enrolled and engrossed bill as passed by the twenty-seventh session of the legislature of the State of Nebraska, as appears from said original bill on file in this office, and that said proposed amendment is submitted to the qualified voters of the State of Nebraska for their adoption or rejection at the general election to be held on Tuesday, the 4th day of November, A. D. 1902.  
In testimony whereof, I have hereunto set my hand and affixed the great seal of the State of Nebraska.  
Done at Lincoln this 23d day of July, in the year of Our Lord One Thousand Nine Hundred and Two, of the Independence of the United States the One Hundred and Twenty-seventh, and of this State the Thirty-seventh.  
GEO. W. MARSH,  
Secretary of State.

**The Assessment of Railroad Property.**  
How it is Arrived at by the State Board of Equalization.

**The Method Prescribed by Law for its Apportionment to the Several Counties and Municipalities.**  
**The Distribution of Railroad Value a Benefit to Outside Counties.**  
(ISSUED UNDER AUTHORITY OF THE RAILROADS OF NEBRASKA)

Some complaint is made in cities regarding the manner in which State Boards of Equalization are obliged to distribute the values of railroad property throughout the various counties, not allowing cities with great terminal facilities and fine depot accommodations to assess that property locally within the cities, but obliging its value to be distributed along the lines of the road in accordance with a mileage basis.  
The principal reason that this is done is the fact that it is the law; the Board of Equalization is directed in its action by that provision in the law relating to revenue, Sec. 40 of the Statute. After providing for a system of returns to be made by the railroads of Nebraska each year, the following provision is plain and explicit:  
"As soon as practicable after the Auditor has received the said return, or procured the information required to be set forth in said return, a meeting of the State Board of Equalization, consisting of the Governor, State Treasurer and Auditor, shall be held at the office of the said Auditor, and the said Board shall then value and assess the property of said corporation at its actual value for each mile of said road or line, the value of each mile to be determined by dividing the sum of the whole valuation by the number of miles of such road or line."

property has been virtually exempted from municipal taxation. An investigation of the matter will readily show that this charge has no foundation in fact.  
In pursuance of the requirements of law, the railroad companies have each year submitted for the consideration of the Board, sworn statements or schedules of their tangible property, setting forth in detail the mileage of main and side tracks in each county, the number of depots, station houses, tool houses, stock yards, etc., and complete lists of the rolling stock and moveable property on the right of way and depot grounds. They have also made to the State Auditor, statements under oath of the revenues of the companies, gross and net, their capitalization and the interest paid on their bonded indebtedness.  
The valuations reported in the property schedules have been recently criticised, but the valuations in such valuations are easily explained by the fact that some companies report what they believe to be the proper assessable value of the various items, in conformity with the assessment of other property in the state, while other companies approximate the actual value of the items, depending upon the board to fix the scale of uniformity.  
The board has never relied upon the valuations reported in the railroad schedules as a guide in fixing its assessments, but has always diligently sought the most accurate sources of information within its reach. It has in some cases had before it the data showing actual cost of construction of the properties, and in others, the carefully prepared estimates of expert engineers. For several years past, the respective boards have had access to and have considered the testimony in the maximum rate cases, where the roads were not likely to show diminutive valuations.  
In the case of the Union Pacific, the record shows that the present assessed valuation of its main line represents more than 25 per cent of the cost of reproduction as given in the testimony in the Nebraska "rate case," and as 10 per cent has been shown in recent controversies to be amply sufficient for the equalized valuation of the tangible property, the additional 15 per cent, or thereabouts, is either excess assessment, or it may be said that this three fifths additional assessment may cover all possibilities of intangible values that may pertain to the property as a "going concern," its earning capacity, good will, etc.

Now, does this manner of distribution of railroad property injure the cities having these terminal facilities?  
In the first place, the terminal facilities would be of no value to the railroads were they not taken in conjunction with the balance of their property. The distribution of property in this manner is a general rule adopted by most of the States of the Union, and in a great many instances, suits have been inaugurated attempting to separate this value, and assess the same within the localities where located, but courts have universally decided that this would not be the proper way of making such an assessment. Exactly such a case as this was made in the State of Colorado, taken to the Supreme Court and decided within the past few years. The assessor in Arapahoe County desired to assess the terminal facilities of the railroads centered there within that county, not giving credit for this valuation to the outside counties. The people of the State representing the outside counties took issue on the matter and it was decided that this value should be distributed throughout the State, and this was a case in which the railroads themselves would have been benefited by the change proposed, from the fact that the rate of taxation in the County of Arapahoe is less than what it is in the outlying counties.

So in the same estimates or testimony relating to the Union Pacific line from Kearney to the Wyoming state line, which comprises over one-half of the mileage across the state, the testimony shows that the assessed valuation of \$9,800 per mile through those counties represents about 40 per cent. of all the tangible property of the railroad on that section of the line. It is, however, incorrect and misleading to state that any single portion of the road either in Douglas County or in Cheyenne or Kimball County is assessed at \$9,800 per mile.  
This rate per mile, as entered on the tax lists, represents merely the distributive share accruing to the county or municipality, of the entire valuation of the whole road, which distributive share is explicitly designated by the laws of the state as a ratable mileage proportion of the valuation of the entire line. In this way the terminals in Omaha (except headquarters, shops and vacant terminal lands, which are assessed locally) are distributed and taxed in every city, village and school district along the whole line from the eastern to the western boundary of the state.  
This method of apportionment is upheld by the Supreme Court in a recent decision, relating to the Rulo bridge, in the following language:  
"What was the purpose of the legislature in requiring the right of way, roadbed and superstructure of a railway to be assessed as a unit? The common-sense view of the subject would seem to be that such purpose was to enable the proper authorities to distribute the avails of taxation equitably among all the municipal subdivisions through which a road may pass, in the ratio which the number of miles within such subdivision bears to the total number of miles of road within the state, treating each mile as equal in value to every other mile, and regardless of whence came the power under which any particular portion of the road is constructed. A railroad might have vast terminals at one point, worth as much as the remainder of the line, though it extended through a dozen counties. The subdivision in which these terminals are located is not, under this law, permitted to reap an advantage over other localities by reason of the mere accident of location, but must share its advantages with these others pro rata. That, evidently, is the reason behind and under this legislation."

While it might be popular in Omaha to advocate a change in this system of distribution, it certainly would create an antagonism against that city through the whole state, and would run counter to the general rule regarding railroad taxation. In case railroads were obliged to accede to such a proposition, any thinking man would know at once that the great shops, the yard facilities, the car repairs and all of the features that make up this value, would naturally go to those cities that would make it an object for the roads to construct at their respective places.  
For the purpose of increasing the population of their localities, cities would gladly forego this tax, as an inducement to the railroads to locate such institutions there.  
In Wisconsin, neither cities nor counties receive tax from railroad corporations; it all goes to the state, but this would hardly be popular in Nebraska, where the railroads in many instances pay from 50 to 75 per cent of the taxes collected in the counties along their roads.  
It has been charged that the State Board of Equalization has for years pursued a haphazard method in fixing the assessed valuation of railroad property for state and county taxation, and that such

the present assessed valuation of its main line represents more than 25 per cent of the cost of reproduction as given in the testimony in the Nebraska "rate case," and as 10 per cent has been shown in recent controversies to be amply sufficient for the equalized valuation of the tangible property, the additional 15 per cent, or thereabouts, is either excess assessment, or it may be said that this three fifths additional assessment may cover all possibilities of intangible values that may pertain to the property as a "going concern," its earning capacity, good will, etc.

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It has been alleged that the outside counties have been "buncoed" by this method of distribution. A careful study and analysis of the foregoing statement of facts and figures must convince the people of those counties that this form of buncoing leaves little to be desired except more of the same kind.

**COLVIN & BARCUS, REAL ESTATE & FARM LOANS.**

Lock Box 23, Guide Rock, Neb.  
All kinds of property bought, sold and exchanged.  
COLLECTIONS MADE.  
TERM REASONABLE  
JOHN BARKLEY,  
HOUSE MOVING AND RAISING A SPECIALTY.  
All work guaranteed satisfactory.  
Your work solicited.

**Inflammatory Rheumatism cured in 3 days.**  
Morton L. Hill of Lebanon, Ind., says: "My wife had inflammatory rheumatism every muscle and joint; her suffering was terrible and her body and face were swollen almost beyond recognition; had been in bed for six weeks and had eight physicians, but received no benefit until she tried the Mystic Cure for Rheumatism. It gave immediate relief and she was able to walk about in three days. I am sure of her life." Sold by H. E. Grier, Druggist, Red Cloud, Neb.

**Burlington Route**  
TIMETABLE.  
B. & M. R. Y.  
RED CLOUD NEBB.

LINCOLN  
OMAHA  
CHICAGO  
ST. JOE  
KANSAS CITY  
ST. LOUIS and all points east and south.

DENVER  
BELENA  
SITKA  
SALT LAKE CITY  
PORTLAND  
SAN FRANCISCO and all points west.

TRAINS LEAVE AS FOLLOWS:  
No. 13. Passenger daily for Oberlin and St. Francis, branches, Oxford, McCook, Denver and all points west. 6:10 a.m.  
No. 14. Passenger daily for St. Joe, Kansas City, Atchison, St. Louis, Lincoln and all points east and south. 2:32 a.m.  
No. 21. Passenger, daily, Denver, all points in Colorado, Utah and California. 8:25 p.m.  
No. 22. Passenger, daily for St. Joe, Kansas City, Atchison, St. Louis and all points east and south. 10:00 a.m.  
No. 174. Accommodation, daily except Sunday, Hastings, Grand Island, Black Hills and all points in the northwest. 4:00 p.m.  
No. 173. Daily except Sunday. Oxford and intermediate points 12:30 p.m.  
Sleeping, dining, and reclining chair cars (seats free) on through trains. Tickets sold and baggage checked to any point in the United States or Canada.  
For information, time tables, maps, etc. tickets call on or address A. Conover, Agent, Red Cloud, Neb., or J. Francis, General Passenger Agent, Omaha, Nebraska.

**One Minute Cough Cure, cures. That is what it was made for.**