

Lodge and Church Directory



Charity Lodge No. 53, A. F. and A. M. meets at Masonic Hall every 1st and 3d Friday. R. K. Foe, W. M. A. B. Sellars, Secretary.

St. Cloud Chapter No. 19, Royal Arch Masons meets every Second and Fourth Friday. D. W. Turnure, H. P. H. A. Letson, Secretary.

Cyrene Commandery No. 14, Knights Templar meets every First Thursday. H. A. Letson, E. C. D. W. Turnure, Recorder.

Charity Chapter No. 47, Order of the Eastern Stars, meets at Masonic Hall alternate Mondays. Mrs. Cora Potter, W. M. Mrs. Edith Robinson, Secretary.

I. O. O. F.

Meets every Monday Night. C. I. Hale, N. G. O. C. Teel, Clerk.

REBEKAH

Meets First and Third Thursday. In I. O. O. F. Hall. Mrs. Lottie Smith, N. G. Carrie Holworth, Secretary.

GRACE (EPISCOPAL) CHURCH

Rev. J. M. Bates, Pastor. Service the first two Sundays in each month. Holy Communion at morning services on the first Sunday. Sunday school at 12 o'clock every Sunday. Mrs. E. L. Smith, organist and Supt.

HOURS OF SERVICE AT M. E. CHURCH

SABBATH SERVICES:
 Sunday School 10 A. M.
 Preaching 11 A. M.
 Class meeting 12 M.
 EVENING
 Epworth League 7 P. M.
 Preaching 8 P. M.
 Prayer meeting Wednesday evening 8 P. M.
 Ladies Aid Friday 2 P. M.
 Your presence is requested and a cordial invitation is extended to all.
 E. N. TOMPKINS, Pastor.

HOURS OF SERVICE AT CONGREGATIONAL CHURCH

SABBATH SERVICES:
 Bible school 10 a. m.
 Preaching 11 a. m.
 Preaching services 8 p. m.
 Prayer and Conference meeting Wednesday at 8 p. m.
 A cordial invitation is extended to all.
 REV. A. A. CRESSMAN, Pastor.

BRETHREN CHURCH

Corner of 5th Avenue and Chestnut Street.
 10 a. m. Sabbath School
 11 a. m. Preaching
 7:35 p. m. Christian Worker's Band
 8:00 p. m. Preaching
 All are invited to attend.
 J. E. JARROK, Minister.

CHURCH OF CHRIST

IN CHRISTIAN CHURCH EVERY LORD'S DAY
 Bible school 10 a. m.
 Sermon and Communion 11 a. m.
 Christian Endeavor 6:30 p. m.
 Preaching 7:30 p. m.
 Prayers and praise, Wednesdays, 7:30 p. m.
 Seats free. Good music. Come. Bring your Bibles, friends and good cheer.
 L. AN. HUSSONG, Minister.

BLANKETS HORSE BLANKETS



Splendid Blankets Ask your dealer for a 5A Blanket. They are known the world over as the best and strongest, and the longest-wearing blankets made. Look for the 5A trade mark.

Buy a 5A Blanket for the Stable. Buy a 5A Square for the Street.

We Sell Them Remember that I buy all my Blankets direct from the factory, no jobbers' profits added to my price. Duck Blankets wool lined 1.50 and up to \$3.00. Square Wool from 1.50 up to \$6.00.

Joe Fogel Red Cloud, Neb.

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. Telegraph, phone, write or see him for etc.

SNAKES WERE HARD TO KILL

Reptiles From Brazil Were Frozen Stiff on Shipboard but Revived When Put in Warm Water.

A naturalist once told how, in a thicket on a mountainside he saw a man kill a rattlesnake. He beat the life out of it with a club and continued the pounding until it was mangled beyond recognition. When the naturalist remonstrated the man said: "Boss, you can't kill a rattlesnake too dead."

On one occasion a boat bound for the United States from Rio de Janeiro touched at Pernambuco, where the mate drove a bargain with a snake dealer for a half-dozen reptiles of various sizes.

The mate had them in a cage on deck, and charged a sailor with the duty of washing it out with sea water every evening. All went well as long as the weather was mild, but on the night before the gulf stream was crossed the sailor left a quantity of water in the cage and, about 30 hours from port, a biting gale struck the ship.

All hands were busy with the storm, and the snakes were forgotten. When the mate thought of them and went to look after their condition, he found them frozen stiff, and apparently as dead as the proverbial doornail.

The dealer for whom the mate had brought them came on board the following day. He professed great disappointment over the loss of his intended purchase, but offered to take the snakes away as a kindness to the mate. He gathered them in his arms like so much firewood and carried them home. But a rival dealer afterward told the officer that plenty of warm water had resuscitated the snakes, and that they had been sold to various museums not a bit the worse for their "death" by freezing.—Harper's Weekly.

CARRYING GOSPEL TO MINERS

Pittsburg Evangelists Have Novel Plan for Religious Work in the Depths of the Earth.

The carrying of the Gospel hundreds of feet underground to miners toiling in the darkness and gloom with their picks and shovels is the latest scheme of the Pittsburg evangelistic committee.

This movement is without precedent in the history of the religious world. It will be enthusiastically backed by more than a score of men prominent in the business, financial and professional walks of life of that city.

No mine in the Pittsburg district will be overlooked. It is expected to have a large enough band of workers engaged to enable the committee to take the Gospel down the various shafts before long. It is expected to have the Gospel workers enter the mines during the mining hours and make their way through the various passages, leaving pamphlets and cards with the workers.

At the noon hour an open air meeting will be held. Addresses will be made to the miners in different tongues by evangelists of their own nationality.

"Pins and Needles."

After being for a long time in a constrained attitude a peculiar numbness and pricking is often felt in the arm, leg or foot. This is caused by some interruption to the circulation, and can usually be removed by rubbing or exercise.

The reason of the sensation, which is decidedly uncomfortable while it lasts, is that pressure for a certain length of time deadens the sensibility of a nerve. When this pressure is suddenly removed (as straightening out the leg after sitting with it doubled underneath the body) sensibility gradually returns to the nerve, and as each nerve-fiber composing the trunk regains its normal condition of sensibility a pricking sensation is felt, and these successive prickings from the successive awakenings of the numerous fibers have not inaptly been called "pins and needles."

Tough on the Germ.

Parents who own the mean little small boy with the frightful grouch of childhood, the little boy who screams when others smile and who kicks his fond parents on the shins and screams when they are trying to do something nice for him, the little boy who affects all other people with a burning, gnawing passion to smite him on the spot with an elmwood clapboard, not padded, should take courage. Their little boy, says Dr. E. L. Mathias of Kansas City, is the victim of the grouch germ. A real germ is pasturing on him, making him meaner than dirt and crosser than a tied-up dog.

Well, perhaps.

A Restricted Sphere.

Judge Bancroft Cox, in a speech in Cleveland against universal suffrage, concluded with this smiling peroration:

"Hail, then, to woman—woman, the morning star of our youth, the day star of our maturity, the evening star of our old age. Bless our stars, and may they ever continue shining—in their proper sphere."

Popular Admiration.

"What is it that the people admire in that man's speeches?" said one campaigner.

"I don't know," replied the other, "unless it's his nerve in advocating such extraordinary opinions."

MEAN LOWER RATES

EFFECT OF WATERWAY COMPETITION ON THE RAILWAYS OF THE COUNTRY.

DIRECT AND INDIRECT SAVING

Conservative Estimate Is That in a Single Year It Would Be More Than Enough to Discharge the Entire National Debt.

It was stated in a previous article that waterways produce both direct and indirect savings in the cost of transportation and also exert what may be called a creative effect. As an instance of the direct saving it was shown that the 100,000,000 tons of freight handled on the great lakes in 1907 were carried for \$550,000,000 less than it would have cost by rail. If the opinion of the United States army engineers is correct—and this opinion is based upon results actually achieved on the rivers of Europe—we have a number of rivers on which, when properly improved, freight can be carried for less than on the lakes and many rivers on which it can be carried for much less than by rail. If, therefore, the plan advocated by the National Rivers and Harbors congress should be carried out—which includes the improvement of all our rivers to such extent as shall be found advisable after expert examination—the direct saving in cost of transportation would be vastly increased. It would probably be increased tenfold, but if it were only doubled the direct saving in a single year would be more than enough to pay off the national debt.

But this is not the end of the benefits which the general improvement of our waterways would bring, it is only the beginning. Beside the direct saving there is an indirect saving which results from the effect of waterways on railway freight rates, for rates are always lower on railroads which meet water competition than on those which do not. The amount of this saving is not everywhere the same, owing to difference in conditions, but we can get a good general idea of it from a study of some sample instances.

Freight Rates Affected.

Freight rates from New York to Salt Lake or Spokane are much higher than to San Francisco or Seattle, although the distance is much less, because goods can be carried to the Pacific coast by water, around Cape Horn, while there is no waterway of any kind to the inland cities named. It is not the ocean alone that affects railroad rates. Compare the rates on first class merchandise to river towns and inland towns situated about 250 miles from St. Louis. Towns on the upper Mississippi get a rate of 33 cents a hundred, inland towns pay 63 cents; towns on the Ohio pay 41 cents, inland towns in the same region pay 87.

A still more striking instance, and one showing the direct result of waterway improvement, is to be found on the Columbia river. Before the locks at the cascades were built freight rates on nails, and that class of goods, from Portland to The Dalles were \$6.40 per ton. As soon as the locks were finished and the steamboats could get through, the railroad rate dropped to two dollars per ton—less than one-third what it was before.

That the difference was due to the river improvement is shown by the fact that rates were not reduced beyond the point to which the steamboats could run. For instance, the rate on salt in car load lots was \$1.50 per ton to The Dalles, and \$10.20 per ton to Umatilla—\$1.50 per ton for the 88 miles with water competition and \$8.70 per ton for the next 100 miles without. These rates have since been reduced as the improvement has proceeded, and when the work is finished and boats can run far up the Columbia river and to Lewiston and other point in Idaho on its principal tributary, the Snake river, the people in all that region will benefit not only by the direct saving on goods carried by water, but also by the indirect saving through the reduced rate on goods carried by rail. Exactly similar results would follow the radical improvement of rivers all over the United States.

Indirect Saving Large.

There is, however, no possible way of finding out just how much this indirect saving would be. Rates on some freight would be reduced greatly, on some freight slightly, on some, perhaps, not at all. But we can get some idea of the amount of freight which might be influenced. In the fiscal year ending June 30, 1907, the total amount of freight handled by the railroads of the United States was 1,794,236,659 tons. Some of this was hauled a short distance, some a long distance, and some was handled by more than one road, but it was equal to 236,601,390,103 tons hauled one mile. If the comprehensive improvement of our waterways should make an average reduction of one mill per ton-mile—the difference in the rates on salt given above is 70 times as much, or seven cents per ton mile—it would make a saving of over \$236,600,000 on the value of business handled in the fiscal year.

At first glance, it looks as if that would mean disaster to the railroads, but that is the exact opposite of the truth. Strange as it may seem, the surest and speediest 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.

Don't Forget
Atkins & Barber
 The new
 Furniture Dealers.

If you need anything in the line of Furniture, Rugs, Carpets, Linoleum, Picture Frames, Window Shades, Lace Curtains and the celebrated Kirsch Sash and Curtain Rods in any finish.

Undertaking a Specialty.

We are in shape and will save you money.

ATKINS & BARBER



Don't Delay Ordering

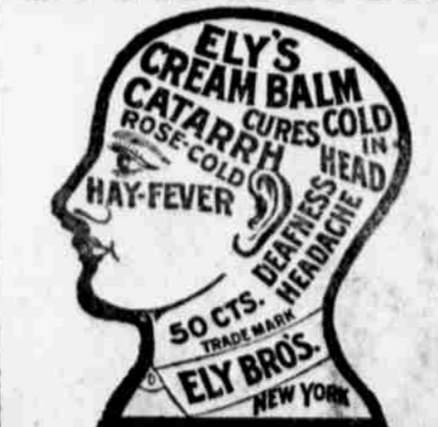
A fire insurance policy from us a single day. Fire isn't going to stay away because you are not insured. In fact, it seems to pick out the man foolish enough to be without

A FIRE INSURANCE POLICY.

Have us issue you a policy to-day. 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.

CATARRH



ELY'S CREAM BALM

This Remedy is a Specific, Sure to Give Satisfaction. GIVES RELIEF AT ONCE. It cleanses, soothes, heals, and protects the diseased membrane. It cures Catarrh and drives away a Cold in the Head quickly. Restores the Senses of Taste and Smell. Easy to use. Contains no injurious drugs. Applied into the nostrils and absorbed. Large Size, 50 cents at Druggists or by mail. Trial Size, 10 cents by mail. ELY BROTHERS, 56 Warren St., New York.

The home Grocery
P. A. Wullbrandt, Prop.

Everything in Eatables

I carry a complete line of strictly fresh Groceries and my prices are such that it will pay you to your buying in this line of us. Only the first-class brands of canned and package goods carried. All staple Groceries in bulk at Bed-rock Prices.

Gleanliness In a Grocery store more than in anything else. You cannot buy Groceries in a dirty, ill-kept place and be sure pure goods. Cleanliness and sanitation are our hobbies.

Swift's Premium Hams or Bacons.

FOR SALE BY
YOST & BUTLER
 The 4th Avenue Meat Market

Widow's Pension. The recent act of April 19th, 1908 gives to all soldiers' widows a pension of \$12 per month. Fred Maurer, the attorney, has all necessary blanks.

Fresh and Salt Meats of All Kinds
Wm. Koon
 Red Cloud, Nebr.