

Interstate Power Company

\$7.00 Preferred Stock Dividend Notice

The Board of Directors of the Interstate Power Company have declared the regular quarterly dividend of one dollar and seventy-five cents (\$1.75) per share upon the outstanding Preferred Capital Stock of the Company payable April 2, 1928, to stockholders of record at the close of business on March 7, 1928.

H. L. CLARKE, President.
Chicago, Ill., Feb. 28, 1928.

SUPERVISORS' PROCEEDINGS.

O'Neill, Jan. 30, 1928, 10 a. m.
Board met pursuant to adjournment. All members present.
Board called to order by the Chairman. Minutes for January 28, 1928, read and approved.
Board then went into committee of the whole and continued checking county officers.
At 12 o'clock, noon, committee arose and on motion board adjourned until 1 o'clock p. m.
JOHN SULLIVAN, Chairman.
E. F. PORTER, Clerk.
O'Neill, Jan. 30, 1928, 1 p. m.
Board met pursuant to adjournment. All members present.
Board called to order by the Chairman and went into committee of the whole and continued checking county officers.
At 5 o'clock p. m. committee arose and on motion board adjourned until January 31, 1928, at 9 o'clock a. m.
JOHN SULLIVAN, Chairman.
E. F. PORTER, Clerk.
O'Neill, Jan. 21, 1928, 9 a. m.
Board met pursuant to adjournment. All members present.
Board called to order by the Chairman. Minutes for January 30, 1928, read and approved.
Board then went into committee of the whole and continued checking county officers.
At 12 o'clock noon committee arose and on motion board adjourned until 1 o'clock p. m.
JOHN SULLIVAN, Chairman.
E. F. PORTER, Clerk.
O'Neill, Jan. 31, 1928, 1 p. m.
Board met pursuant to adjournment. All members present.
Board called to order by the Chairman and went into committee of the whole and continued checking county officers.

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At 5 o'clock p. m. committee arose and on motion board adjourned until February 1, 1928, at 9 o'clock a. m.
JOHN SULLIVAN, Chairman.
E. F. PORTER, Clerk.
O'Neill, Feb. 1, 1928, 9 a. m.
Board met pursuant to adjournment. All members present.
Board called to order by the Chairman. Minutes for January 31, 1928, read and approved.
On motion the bond of Ines O'Connell as deputy clerk of the District Court was approved.
On motion the Board then went into committee of the whole and continued checking county officers.
At 12 o'clock noon, committee arose and on motion board adjourned until 1 o'clock p. m.
JOHN SULLIVAN, Chairman.
E. F. PORTER, Clerk.
O'Neill, Feb. 1, 1928, 1 p. m.
Board called to order by the Chairman. All members present but Gibson and Nellis.
Delegation from Dustin appeared before the board regarding appointment of a Justice of the Peace.
At 2 o'clock p. m. Board went into committee of the whole and continued checking county officers.
At 5 o'clock committee arose and on motion adjourned until 9 o'clock a. m. February 2, 1928.
JOHN SULLIVAN, Chairman.
E. F. PORTER, Clerk.
O'Neill, Feb. 2, 1928, 9 a. m.
Board met pursuant to adjournment. All members present.
Board called to order by the Chairman. Minutes for February 1, 1928, read and approved.
Board then went into committee of the whole and continued checking county officers.

county officers.
At 12 o'clock, noon, committee arose and on motion adjourned until 1 o'clock p. m.
JOHN SULLIVAN, Chairman.
E. F. PORTER, Clerk.
O'Neill, Feb. 2, 1928, 1 p. m.
Board met pursuant to adjournment. All members present.
Board called to order by the Chairman and went into committee of the whole and continued checking county officers.
At 5 o'clock p. m. committee arose and on motion board adjourned until February 3, 1928, at 9 o'clock a. m.
JOHN SULLIVAN, Chairman.
E. F. PORTER, Clerk.
O'Neill, Feb. 3, 1928, 9 a. m.
Board met pursuant to adjournment. All members present.
Board called to order by the Chairman. Minutes for February 2, 1928, read and approved.
Board went as a committee of the whole to investigate the matter of a road for Mr. Harris living on the Nebraska west of Red Bird and adjourned until February 4, 1928, at 9 o'clock a. m.
JOHN SULLIVAN, Chairman.
E. F. PORTER, Clerk.
O'Neill, Feb. 4, 1928, 9 a. m.
Board met pursuant to adjournment. All members present.
Board called to order by the Chairman. Minutes for February 3rd read and approved.
Board then went into committee of the whole and continued checking county officers.
At 12 o'clock noon committee arose and on motion board adjourned until 1 o'clock p. m.
JOHN SULLIVAN, Chairman.
E. F. PORTER, Clerk.
O'Neill, Feb. 4, 1928, 1 p. m.
Board met pursuant to adjournment. All members present but Skidmore.
Board called to order by the Chairman and went into committee of the whole and continued checking county officers.
At 4 o'clock p. m. committee arose and on motion board adjourned until February 6, 1928, at 10 o'clock a. m.
JOHN SULLIVAN, Chairman.
E. F. PORTER, Clerk.
O'Neill, Feb. 6, 1928, 10 a. m.
Board met pursuant to adjournment. All members present but Skidmore.
Board called to order by the Chairman. Minutes for February 4th read and approved.
Board then went into committee of the whole and continued checking county officers.
At 12 o'clock noon committee arose and on motion board adjourned until 1 o'clock p. m.
JOHN SULLIVAN, Chairman.
E. F. PORTER, Clerk.
O'Neill, Feb. 6, 1928, 1 p. m.
Board met pursuant to adjournment. All members present but Skidmore.
Board called to order by the Chairman and went into committee of the whole and continued checking county officers.
At 5 o'clock p. m. committee arose and on motion board adjourned until 1 o'clock p. m.

and on motion board adjourned until February 7, 1928, at 9 o'clock a. m.
JOHN SULLIVAN, Chairman.
E. F. PORTER, Clerk.
O'Neill, Feb. 7, 1928, 9 a. m.
Board met pursuant to adjournment. All members present.
Board called to order by the Chairman. Minutes for February 6, 1928, read and approved.
Board then went into committee of the whole and continued checking county officers.
At 12 o'clock noon committee arose and on motion board adjourned until 1 o'clock p. m.
JOHN SULLIVAN, Chairman.
E. F. PORTER, Clerk.
O'Neill, Feb. 7, 1928, 1 p. m.
Board met pursuant to adjournment. All members present.
Board called to order by the Chairman and went into committee of the whole and continued checking county officers.
At 5 o'clock committee arose and on motion board adjourned until February 8, 1928, at 9 o'clock a. m.
JOHN SULLIVAN, Chairman.
E. F. PORTER, Clerk.
O'Neill, Feb. 8, 1928, 9 a. m.
Board met pursuant to adjournment. All members present.
Board called to order by the Chairman. Minutes for February 7, 1928, read and approved.
Board then went into committee of the whole and continued checking county officers.
At 12 o'clock noon committee arose and on motion board adjourned until 1 o'clock p. m.
JOHN SULLIVAN, Chairman.
E. F. PORTER, Clerk.
O'Neill, Feb. 8, 1928, 1 p. m.
Board met pursuant to adjournment. All members present.
Board called to order by the Chairman.
On motion the following names were designated from which to select a jury for the March term of court:
District No. 1.
Township Name Address
Dustin-Ray Atkinson Dustin
Cleveland-Grover Frost Stuart
Rock Falls-Ott Kilpatrick O'Neill
Coleman-Henry Bausch Atkinson
Pleasantview-John Warner Atks'n
Emmet-John Welsh Emmet
Emmet-Rex Beckwith Emmet
District No. 2.
Township Name Address
Scott-George Tomlinson, Opportunity.
Iowa-Lewis Cunningham Page
Steel Creek-Carl Grant Dorsey
Paddock-Herman Stein Meek
Paddock-Charley Ross Red Bird
Shields-James T. Early O'Neill
Shields-Aaron Boshart O'Neill
Willowdale-Fred Chase Opportunity.
District No. 3.
Township Name Address
Grattan-C. J. Simmons O'Neill
Grattan-W. J. Sparks O'Neill
Grattan-Phil Harrington O'Neill
Grattan-Thomas Markey O'Neill
Grattan-Den H. Murphy O'Neill
Grattan-John Murray O'Neill
Grattan-Charles Baker O'Neill



Every Time a Fence Breaks You Lose Money

POSSIBLY it's only part of the crop, perhaps the stock that breaks through dies from gorging or is maimed or killed. Either way you lose enough to pay for many rods of sound, tight fencing. Be prepared for such emergencies. Keep a few RED TOP posts handy on the farm. Strengthen at once the weak spots that develop in your fence lines. Replace rotting wood posts with RED TOPS. This makes the fence stronger and saves losses. RED TOPS can be driven easily, through the hardest soil. That makes it easy to repair or build fence at any season with RED TOPS. And RED TOPS are made of tough, durable, long-lived steel that gets the most years of usefulness from any fence. Stock and hog-tight fences are the key to profitable farming.



Come in and let us show you how to make your farm pay better, turn waste into profits and make your farm worth more money.

Bazelman Lumber Co.

O'Neill, Nebraska

O'Neill-Ray Calvert	O'Neill	Ewing-M. F. Tomjack	Ewing
O'Neill-Wm. Beha	O'Neill	Deloit-John Daniels	Ewing, R2
O'Neill-L. M. Merriman	O'Neill	District No. 5.	
O'Neill-R. V. Eidenmiller	O'Neill	Township Name	Address
District No. 4.			
Township Name	Address	Inman-John Rimer	Inman
Verdigris-Fred Cronk	Page	Inman-Stuart Hartigan	Inman
Verdigris-N. G. Miller	Page	Wyoming-S. L. Dexter	Ballagh
Verdigris-Herman Kornack	Page	Lake-Frank Urban	Martha
Golden-James Gunter	Ewing	Chambers-Wm. Reninger, Chambers	Chambers

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PUBLIC SALE!

As I have decided to quit farming I will sell the described property at public auction on the place known as the J. B. Anderson ranch, 1 1/4 mile west and 2 miles north of Star P. O.; 7 miles east and 3 miles north of Opportunity; about 12 miles southeast of Redbird; 6 miles southwest of Knoxville, beginning at 1 o'clock sharp

Thursday, March 15, 1928
Lowell Miller of Page, Lunch Wagon will serve lunch at Noon.

16 Head of Horses

One bay mare, 12 years old, weight 1200; 1 black horse, 10 years old, wt. 1200; 1 black mare, 8 yrs old, wt. 1100; 1 black horse, 5 years old, wt. 1200; 1 bay mare, 5 years old, wt. 1200; 1 sorrel mare, 8 years old, wt. 1100; 1 bay mare, 12 years old, wt. 1200; 1 gray mare, smooth mouth, wt. 900; 1 black mare, coming 4 years old; 1 black horse, 3 years old; 1 sorrel mare, blaze face, 4 years old, wt. 1000; 2 black yearling mare colts; 1 bay yearling horse colt; 1 sorrel pony broke to ride, gentle, coming 2 years old; 1 brown, kid pony, smooth mouth.

34 Head of Cattle

17 head of good high test milch cows, 11 of these giving milk, others to be fresh soon; 4 two-year-old heifers with calf; 2 two-year-old heifers; 9 coming yearling calves; 5 young calves; 1 Poll Durham bull, 2 years old.

33 Head of Hogs

17 head of good Duroc Jersey brood sows, Ed Lienhart strain, to farrow in May, ranging from 150 to 200 lbs., balance stock hogs.

Farm Machinery, Miscellaneous, Etc.

One 16-ft. Deering mower; 1 Dain Sweep; 1 12-ft. hay rake; 1 John Deere lister; New Century riding cultivator; 1 John Deere 16x18 disc; 1 2-row disc; 2 1-row elies; 1 McCormick corn binder; 1 wagon and rack; 2 box wagons, 1 box new; 2 sets good work harness; 1 No. 15 DeLavel cream separator in good condition; 1 240-egg Old Trusty incubator, and other articles too numerous to mention.

TERMS—Nine months' time will be given with approved security drawing 10 per cent interest. \$10 and under cash. No property to be removed until settled for.

A. A. REVELL, Owner

COL. BUV WANSER, Auctioneer. O'NEILL NATIONAL BANK, Clerk.

Daring Ride On Railway Ties, 30 Feet Above Ocean, First Automobile to Key West Island Under Its Own Power



KEY WEST, FLA.—Claude Nolan, famous Florida sportsman, spelled by Ken Goodson who holds eleven dirt track records, recently drove the first car under its own power to the island and into the city of Key West. To do it, he had to drive his car, a La Salle, over fifty-six miles of railroad ties high above the sea, and the car buckled like a wild broncho and threatened to break the steering gear and plunge off the lofty concrete precipice of the Florida East Coast Railway's Overseas Extension into the sea. Claude Nolan is the man who caught a big rhinoceros or whale shark weighing forty-two thousand pounds a few years ago, and towed it into Long Key Fishing Camp. The rare shark, largest of all the shark family and over forty feet long, is now the property of the American Museum of Natural History.

But catching the shark was as nothing when compared with the drive from Miami to Key West, he said. Mayor E. O. Sewell made him Goodson as he left the Miami depot, clad in his bathing suit and wearing a life preserver in case of a plunge from the track.

He followed the Overseas Highway to Lower Matecumbe island where a 42-mile water gap occurs and then took to the railroad ties.

The railway leaps from Matecumbe right over the ocean, across channel two and channel five, to Long Key where it strikes the famous Long Key viaduct. The car, a storied La Salle roadster, rocked along over the ties with a clearance of but four inches from the left hand ties and the ends of the ties. In order to keep to the ties at all, he was obliged to drive with his right hand wheels shaving the guard rails, and across millions of the plates, nuts and bolts which hold the track securely in place. The wind was high, the tide below roared through the viaducts, and much of the time his jouncing automobile threatened to leap from the track in anticipation of this peril, both Nolan and Goodson held themselves to leap free of the car. In some parts of the route they were almost out of sight of the low-lying land, and the ocean beneath them was thirty feet in depth.

A more rigorous test of men and car could not be imagined. The journey was hazardous and picturesque beyond the imagination of a Jules Verne. The giant Overseas Railway built at a cost of fifty million dollars as a short rail out to Cuba, has never lost a passenger by an accident on its viaducts, but it was not built for automobiles.

The car passed across shoals all corners of the rainbow and at one point in the journey it was pelted by a school of five barracudas for some 200 feet. On Knights Key they drove 47 forty-seven miles an hour. On the Knights Key Bridge they looked between the ties to the ocean thirty-five feet below.

A stop was made for the night at Pigeon Key and next day the daring motorists reached Big Pine Key where they were welcomed by citizens of Key West who had come out over the Overseas Highway. During their run they were preceded by an emergency train furnished through the courtesy of Vice President H. N. Rodenbaugh of the Florida East Coast Railway Company.

Key West, which is one of the world's most attractive resorts, was simply delighted to greet the adventurous motorists, for their coming presaged the opening of the Overseas Highway by ferries across the water gap. But it is still marveling that the men and the sturdy La Salle stood the grueling strain.