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FEBRUARY would have been a big month for Robinson Crusoe; there were five Fridays in it.

"ANOTHER railway horror," mutters the horse car conductor as the fat passenger boards the vehicle.

PATRICK CRANE, a Boston saloon keeper, emptied his revolver at one of his customers. Too much of this sort of thing will result in "the hanging of the crane."

An exchange says a little four year old listened attentively to a Scandinavian preacher last Sunday, and then whispered, "Mamma, if Dod tan understand' zat, He's a dood one."

It is proposed to raise a monument to Lieut. Chipp of the Jeannette expedition, who was "passed in" at the north pole. One man has chipped in \$1600 and is waiting for somebody to "raise him."

A PRIEST visited a coachman who was seriously ill. "Have you the habit of going to the church?" "I cannot say that I have," said the coachman in a feeble voice; "but I have driven a great many persons there!"

THE shotgun policy still obtains in the south. One was recently used by a Georgia wife to reform her husband, who was addicted to staying out o' nights. The reform was a success. The husband now never comes home at all. He sleeps in a neighboring cemetery.

THE Leavenworth Times says that nobody but a "brave and conscientious man" could come out from orthodoxy and make a crusade against it. The Times is mistaken. What it says might once have been true, but coming out of orthodoxy is growing to be a common dodge of the mountebank.—Topics.

MADAME PATTI now utterly denies the kissing episode at St. Louis, and says that she kisses nobody off the stage except Nick. But this did not save her a rush of the great unwashed at the San Francisco opera house, and the smashing of the furniture, to show that ticket speculators could not stand with impunity between them and the famous diva.

THE fact that Hastings is undoubtedly to be made a division on the great B. & M. and C., B. & Q. R. R. line and the further fact that we will without doubt at no very distant day get a United States Post Office building, together with a U. S. Court, and the still further fact that the road will be built from Stromburg to Hastings—all these facts, we say, make Hastings' future as the third city in the state an assured thing, beyond even a peradventure.—Gazette-Journal.

TOM, 6 years old, noticed one winter morning after sunrise the moon in the western sky. Having never before seen both orbs at the same time he was deeply impressed and ran to his mother with: "Oh, mamma, I've got an awful joke on our Father who art in heaven!" "Why, Tom, what do you mean?" said the mother in a rebuking tone, greatly shocked. "He forgot to pull His moon in!" cried Tom, his voice quaking with glee.

WE understand from good, reliable authority that before many weeks Hastings will be permanently made the end of a division of the B. & M. railroad. Watching the manoeuvres of this company for some time we have felt sure this was their design, but have refrained from mentioning the matter until we were more certain of it. Our citizens may rest assured that ere many months Hastings will be one of the most important railroad points in the state. The B. & M. has other and greater designs upon us of which timely notice will be given.—Gazette-Journal.

"WHAT is a pharmaceutical association?" asked a little damsel who had carefully spelled out the long name in the paper, and the old gentleman, aroused from a perusal of the stock list, answered: "Farmer's felle association? Some of those fellows that go around skinning the farmers, I suppose. Why don't you read something easier, my dear?"

A SWELL party—the dried apple.

THE CATTLE RANGES.

Some Facts as to the Condition of Stock From Lincoln Men Interested in Western Ranges.

Mr. B. F. Shepherd, an intelligent observer, has taken a trip up the Republican river and gives the following report in regard to the cattle in southwestern Nebraska: Along the B. & M. railroad for thirty miles west of Benkleman, one hundred head will cover all dead cattle. On Chief creek, a few miles further west, the loss is heavy, there being a death trap caused by too much fencing. There are five hundred-dead cattle there, mostly from the Platte river country. For ten miles on the Hackberry, five head will cover all loss. On Molasses Bill's creek, one head, and on the south fork of the Republican, from Ward ten miles west, four or five head will cover all losses. By good authority for forty miles west from there, thirty head will cover all loss.

Young cattle brought from Michigan, Iowa and eastern Nebraska early last spring have become acclimated and are standing it better than Texas rawhides or any kind of cows with calves.

Of one hundred and twenty-five head of cows and poor cattle gathered by Messrs. B. F. & B. Shepherd, not one has died nor have they eaten five hundred pounds of hay. Mr. Shepherd adds that range cattle are thin in flesh and bad storms may yet do much damage.

In connection with this subject Mr. L. C. Richards was called upon and interrogated as to the condition of the stock of the Red Willow cattle company. Mr. Richards said that the condition of their stock was hardly a criterion to go by as to that of range cattle in general, as they took care of their cattle and provided both food and shelter for those that needed it. Still they have fed only a comparatively small number of cattle, and these only a portion of the time.

Mr. Richards says their loss has been scarcely anything at all. He believes that the feed they have given their stock has saved them a great deal more than its cost, both in preventing deaths and in keeping their cattle from losing flesh, so as not to come out of the winter in a stunted condition.

Mr. D. Baum is also interested in a cattle ranche in the western part of the state, about fifty miles northwest of Culbertson. The firm is Wray & Baum, and they have 1,600 head of cattle on the range. Their success with their cattle this winter has been phenomenal. They have only lost fifteen head out of the 1,600, and these were some out of a herd of 80 from the east, which they were feeding. Their range cattle were not fed at all, and not one was lost during the winter.

The loss on the ranges this winter has been almost nothing, except in the cases referred to by Mr. Shepherd, where the cattle drifted down to the railroad and died for lack of water. It seems that the railroad, which follows up the creeks, has fenced its track with a wire fence, but left places at intervals where the cattle could go through. Some of the stock men concluded they would keep their stock from drifting away and closed up these openings. The result was that the cattle drifted from the Platte country south with the first storms, and when they reached the railroad and could not get through and get to water they died. From Mr. Shepherd's report, however, it will be seen that the loss has not been so heavy as was at first feared by stock men. The large number of dead cattle along the line gave the impression that the loss had been great everywhere, when, in fact, almost the only dead cattle on the range are those in sight of travellers on the B. & M. trains.—Lincoln Journal.

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