## ALLIANCE DIRECTORY

Nebraska Farmers' Alliance. R. Powens, President, Cornell. A. POYNTER, Vice-Pres , Albion, M. TROMPSON, State Sec'y, Lincoln C. FAIRCRILD, Lecturer, Oak laie. B. F. ALLES, Chairman, Sz. Com., Wabash

in the beauty of the mines Christ was born screes the see. Vith a giory in his becom That transfigures you and me. As he strove to make men holy Let us strive to make them free, Since God is marching on. -Julia Ward Howe.

We would be gind to get items from every county in the state on condition of the Alli-thee work.

#### Adams County Alliance

Adams County Farmert Alliance and Industrial Union will meet at Asstings on Saturday March 20th 1898,10:30 a. It is earnestly desired that deleates from each subordinate Alliance e sent to this meeting as matters of importance to the order will be up for for consideration.

people's party.

Keep your flag waving and don't forthat you have a host of friends to

Resolutions of Condolence

say with you.

Passed at the last regular meeting of Dak Valley Alliance No. 1354.

Fraternally, R. C. HARDIN.

Whereas, It has pleased the Divine iler to remove from our midst Sister nnie Scarce, therefore be it

Resolved, That in the death of Sisor Fannie Scarse, this amance has lost pd and worthy sister, her parents a n daughter, her brothers's a lovster and this community a faith-Fiend. And be to further

ize deep y with the bereaved family in this sad nour of affliction, we bow in meek supmission to tue will of the

Divine Ruier. And be it further Resolved, That a copy of these resolutions be sent to the bereaved family and one to THE ALLIANCE-INDEPEN-DENT for publication, and that they be Atlance. I. N. LEONARD. A. N. HOUSEL.

M. B. DONAHUE. Committee.

ALLIANCE NOTES. Stand by the alliance.

of appointments.

meetings, also reports of the same.

State Lecturer Fairchild is at his ome in Antelope county taking a rest.

Get up a club for THE ALLIANCE-NDEPENDENT, and secure a library for premium.

Reports come in from various points to the effect that the alliances are be-

We have another article from Allen Root which will appear next week. Contributions from others are invited.

Ex-State Lecturer Dech has been at ome nursing a sick wife for two weeks. He returned to Lincoln the first of this

toi Dodge County Alliance held a we meeting at North Bend March 4. re was much evidence of a revival of interest in alliance work. New officers were installed and the new sevork given out.

Attend your alliance meeting. Take an active part. Infuse life into the proceedings. Make up good programs, and carry them out. Have recitations, singing, reading and discussions. In a word make the meetings entertaining and profitable.

The members of the state executive committee are doing all in their power revive interest in the alliances. They ould have the loyal support of every frue a liance man. The greatest stumb-ling block in the way of their success the attitude of the present secretary.

here is a general sentiment among cuces all over the state that the e of secretary of the State Alliance position worthy of all the time and Leted to that office ought to devote as time and attention to the duties of the office. The present incumbent has effect sately.

One of the most contemptible falseurrows against this paper is that artipaper. We have always welcomcles from the officers of the State

MAGNINES GIVEN NWAY

#### IOWA FREIGHT RATES

(Continued from First Page )

turing excelsior. The business was operated by turing excelsior. The business was operated by
the two partners, who were the entire working force. They sent out to the farmers and
bought up the scattered pieces of wood lying
about their farms and going to rot. These
were cut into four-foot lengths and shipped
to Des Moines, and wood that had been comparatively worthless was worked into shavings and became a valuable product. The
raw material was billed as cord wood for a
time and then the raffroads changed its
classification and charged the lumber rate,
which was much higher. The commission
visited the factory when complaint was
made and found that the raw material was
precisely like the cord wood which other parties got at the lower rate. Here were energetic
men trying to create an industry that had
not before existed, and they were paying
lows farmers good money for material that
was going to weste. The commission
premptly reduced the rate by changing the
classification. A short time since one of the
excelsior manufacturers met a commissioner
and expressed the mest eathusiastic gratitude. His firm had prospered wenderfully.
It was employing eight hands in the factory
and it was shipping its product by the carload instead of 100-pound lets. One of the
lows lines not only hauls to Des Meines the
wood for this excelsior, thus gaining a maffer
that formerly did not exist, but it has been
carrying the manufactured product in ear
lots to points as far distant as Denver. the two partners, who were the entire wor's carrying the manufactured preduct in ear lots to points as far distant as Deaver.

Has Espect Stock Fooders.

By order

GRIFF BAANS Pres.

H. B. McGaw, Sec.

A Worker From the West Speaks
NOETH PLATTE, Neb., Mar. 6, 1893.
Editor Alliance-Independent.

Dear Sir and Brother:—Accept congratulations. You have come out of the fight with the flag still there, and The Alliance-Independent still lives. The course you have pursued with regard to your defamers has won the admiration of our peeple. But we want to say to you brother Thornton, that, hereafter, you are not to let your modesty seep you from giving Hoiden and his "outht" a few plain gospel lacter regarding their conduct toward the people's party.

Keep your flag waying and don't for-Has Melped Stock Pooders.

Accepted the Rulings with Grace.

"In this manner the classification has been "In this manner the classification has been modified from time to time to protect lews people, but in no instance has it worked hardship to the railroads. Once made, the rulings of the commission have been ascepted by the corporations with a show of good grace at least, and the law is working smoothly. I do not think our schedule has materially affected the interstate rates. We have acted on the principle that a long haul rate should be somewhat less than the sum of two rates covering the same distance. rate should be somewhat less than the sum of two rates covering the same distance. For illustration, if a jebber carry a carload of goods to Des Moines and then ship a small amount to Atlantic, the sum of the two charges should be greater than the rate for the through haul from the initial point to Atlantic without breaking bulk at Des Moines. That is a well established principle in computing rates. In discussing this point one of the traffic managers thought he found a weak spot. 'Suppose,' said he, 'circumstances force the roads to drop their through rates; what good will your scheme do the people of lowa?' The commission told him it proposed to maintain that differential by reducing the local rate. 'But you wen't dare do that,' exclaimed the astenished official; 'ii will not be remunerative.' We told him he might find out whether we dared by inaugurating a rate war.

"lowa's maximum schedule, besides pre-venting the gross discriminations which formerly existed, has increased the business of lowa jobbers and manufacturers and has made it possible to establish many new in-dustries. The reductions in rates have not gained an enormous tonnage."

President Powers is out filling a line of appointments.

Send us notices of county alliance

The Iewa railreads questioned the jurisdiction of the legislature and the commission over rates, and the courts affirmed the right of control by the people through their representatives. The rulings of the courts made the maximum schedule prima facie reasonable, and it devolved upon the control porations to prove the control for it they porations to prove the contrary fact if they could. The fact that the Iowa railroads have net questioned the reasonableness of the commissioner's rates in the courts is pres prive evidence that they cannot show to the contrary.

### How They Are Classified.

In Iowa the roads are classified according to their earnings, and it has been considered an equitable principle to permit the weaker lines to charge higher rates than the strong lines. All roads whose gross earnings exceed \$4.000 per mile are put in class A. All reads whose earnings are over \$3,000 and less than \$4,000 per mile are in class B, which are permitted to charge 15 per cent mere than the schedule rates. All other roads are in class C and are permitted to charge 30 per cent more than the schedule rates. If Nebraska railroads were classified in a similar manner they would be grouped as follows, according to the report of the Board of Transportation

Class A—Burlington & Missouri River proper, from Plattsmouth to Kearney; Omaha & Southwestern, Atchisen & Ne-braska and the Union Pacific Trunk Line,

braska and the Union Pacific Trunk Line, from Omaha to the western state line.

Class B—Nebraska, Republican Valley, Omaha & North Platte; St. Joseph & Grand Island, Missouri Pacific, Frement, Elkhern & Missouri Valley; Sieux City & Pacific, Chicago, St. Paul, Minneapolis & Omaha.

Class C—Lincoln & Northwestern, Nebraska & Colorado, Grand Island & Wyoming Central, Republican Valley & Southwestern, Lincoln & Black Hills, Oxford & Kansas, Republican Valley & Wyoming, Chicago, Nebraska & Kansas; Kansas City, Omaha & Republican Valley; Chicago, Kan-Omaha & Republican Valley; Chicago, Kansas & Nebraska; Kansas City & Beatrice, Nebraska & Western and the Pacific.

The mileage of the first group was re-ported at 879, of the second at 3,398 and of the third at 2,396. The Nebraska lines, if operating under the lows system, could take more general advantage of the higher rates permitted the weaker roads. The lines of the Northwestern system, for example, have no competition in a large territory north of the Platte and would be able to charge the class B rate. Many of the B and C roads are operated by A roads and so located that they could take advantage of the additional

#### charge permitted their classe Nebraska Figures Are Unreliable.

It would be interesting to make a compari-on between the railroads and the traffic of Nebraska and those of Iowa, but the statisposition worthy of all the time and intion of one man, and that the man state are so incomplete and indefinite that beted to that office ought to devote only a most meager and unsatisfactory comparison is possible. The Nebraska ceard's figures on earnings and expenses are little had some very broad hints to that better than guesses. The secretaries took the gross earnings of the several systems. whether wholly within the state or not, and divided such sums by the whole number of miles in the corresponding systems, which ods that are being circulated by Jay arrows against this paper is that artides sent to THE ALLIANCE-INDEPENbest to THE ALLIANCE-INDEPENbest to THE ALLIANCE-INDEPENbest to THE ALLIANCE-INDEPENbest to THE ALLIANCE-INDEPENbasses as the "pro rata Nebraska" earnings
and expenses. It is obvious that such figures
give no reliable statement of the r. flroad
business of this state. The report of 1891 has
an elaborate table on the number of curves
and grades, but not even an estimate of the local traffic between points within the state. This report gives up one-fifth of all its space to a defense of the exorbitant local rates charged by the railroads, but it cannot spare three or four pages for the current Nebraska distance tariff. In short, the statistics of the board are worthless for an intelligent consideration of the transportation problem. UNIVERSAL MFQ.CO., CHICAGO consideration of the transportation problem

"Ine discussion of request rates in this state will be based largely on the lowerates. While fair-minded mea will not insist that recorasca anould have as low a antenuir as her neighbor on the east, it may be well to know what the lows rates are in order that the problem may be considered the more in-telligently. Below Tax Baz presents several tables making comparisons between the railroads and those of the lows maximum

Merchandise in Conte Per Hundred Pounds.

1419131414

1188		Tres Class	word Class.	bird Class	ourth Class.	-
19	Robrassa	10.00	14.0	11.00	1.00	I.
	Rebrasks		17.00	14.00	18.00	1
	lows	16.4	18.90	10.04	8.3	6.74
b	lows.	17.6	14.05	11.73	36.00 5.80	6 16
	Bebraste	20.00	B. 0	23.00	19.00	14.00
80	lovs	18.0	15.98	12.5	2.4	6.29
	lows		17.60	35.00 18.84	21.00 19.00	16.68
	Rebranks	2.0	88.00	29.00	25.00	20.00
70	lows	39.50	17.08	13.00	10.4	7.80
10	lows	11.0	13.50	36 60	29.00	24.00
	Mebrasto	4.00	0.00	35.00	10.00 11.00	16.00
-	1000	30.00	19.00	14.04	11.30	7.84
-	lows	3.0	19.78	13.41	11.6	0.12
80	Noorasko	58.00	46.00		25.00	20,00
_	lows	24.00	20.00	16.00	13.00	3.0
*	lows	15.2	2.0	17.0	18.10	7.2
48	MODPASED	61 00	8.00		80.00	34.60
-	lows	30.00	2.00	18.00	14.66	10.5
~	Nebrasta	11.00	M. 20	M 00	18.00	11.86
20	Nebrases	0.00	61.00	54 G	44.00	30.00
	IOWA	36.80	3.34	21.00	N. 88	16.64
"	lows	10.00	30.00	M.00	18.00	14.30
20	Robraska	75 00	6.0	60.00	4.0	4.00
	lows	43.30	83.10	24.60	19.85	15.36
•	Nebraska	TT.00	4.13	35.00	21.14	16.53
	Nebraska	79.00	71 00	4.00	52.00	a.e
	IOWA	47.00	24 44	27.30	2.4	11.0
*	lowa	\$1.00 \$2.98	75.00	# .00	13.77	18.84
00	Mebraska	85,00	75.60	68.00	60.00	51.00
59	lows	56,00	40.00	10.00	25.00	20.00
-	Nebraska	83,00 58,50	47.60	73.00	61.00 27.50	12.44
00	Nebraska	117.00	105.00	94.00	82.00	76.00
W.	Iowa	61.00	45.00	35.00	30.00	26.00
"	Nebraska	145.00 63.50	.67 .14	87.50	82.60	17.00 27.50
00	Nebraska			141.00		110.00
20	Iowa	66.00	50.00	40,00	87.	W. 00

Elles	STATE.	Flamood Milliot.	ther	amber	1all
10		6 00	6 00	5 60	1 00
. 10	Nebraska	4 70	8 92 7 00	5 66 6 00	1 30
	lows	4 10	4 36	3 96	3 67
	lows	9 00 6 50	T 00	7 00	7 00 3 96
	Nebraska	10 00	8 00	7 00	8 00
250	lows	.6 90	4 98	4 00	4 23
-	lows	11 80	5 25	8 00	9 60
-	Nebraska	12 60	11 00	10 00	10 00
70	Nobraska	6 70 35 00	11 00	5 18	11 00
	lowa	7 10	5 85	5 4	4 07
80	Nebraska	14 00	12 00	12 00	11 %
90	Nebraska	15 90	6 15	13 00	5 83 12 94
	lows	7 80	4 46	6 08	. 15
100	Nebraska	16 80	8 74	14 00	14 00
120	Nebraska	18 00	14 00	14 00	15 %
140	lows		1 38	6 14	6 15
160	Nebraska	20 00 9 21	16 00 T 69	16 00	14 56
160	Nebraska	22 00	76 00	17 60	18 00
180	Nebraska	9 TG	15 00	18 00	7 06
1000	10W&	10 28	8 56	8 00	19 34
200	Nobraska	85 00	20 00	19 00	20 %
220	Vebraska	26 00	9 00	8 40	7 80
1883	lows	11 84	9 46	8 87	8 20
240	Nebraska	27 00	23 00	21 00	23 14
200	Nebraska	11 88 27 80	9 92	9 54	49 84
//25/25	lows	12 42	10 87	9 66	8 99
280	Nebraska	12 96	23 00	10 08	26 00 0 5T
800	Nebraska	30 00	24 00	22 00	
350	lows	13 68	11 25 25 00	10 60	9 75
	lows	30 00 14 88	25 00 12 40	11 65	10 75
400	Nebrasks	40 00	36 00	32 00	42 00
450	Nobraska	16 30	18 50	12 60	11 10
	Nebraska	17 54	14 60	13 65	12 65
500	Nebraska	54 99	40	81 00	5M 00
13	Iowa	81 BT	15 101	14 70	13 60

Live Stock in Dellars Per Car.

Killos	STATE)	Males.	Cales	Hogs	-
10			10.06	10.00	6.00
3	10WB	11.60	10.50	9.00	8.80
20	Nebraska	16.00	14.00	14.00	8.40
30	Nebraska	18.00	12.00	10.00	9.60
	lowa	14.80	16.00 13.50	16.00	9.60
40	Nebraska	20.00	18.00	18.00	10.40
	lowa	16.00	15.00	12.00	11.20
20	Nebraska	22.00	20.00	20.00	12.00
100	Iowa	17.50	16.50	13.00	12.00
60	Nebraska	24.00	22.00	22.00	13.20
	lows	19.00	17.50	14.00	12.80
70	Nebraska	26.00	24.00	24.00	14.40
On	lows	20.50	18.60	16.00	13.60
-	Nebraska,	29.00	24.00	26.00	15.60
90	Nebraska	32.00 32.00	28.00	16.00	14.40
	lows	28.50	20.50	38.00 17.00	16.80
100	Nebraska	35.00	30.00	81.00	18.00
653	lows	25.00	21.80	18.00	16.00
120	Nebrasks	39.00	22.50	32.50	19.50
	Iowa	27.00	28 10	19.20	17.20
140	Nebraska	43.00	85.80	85.00	21.00
100	Iowa	27.00	24.10	20.40	18.40
100	Nebrasks	44.00	38.00	28.00	27.80
180	lowa	31.00	36.80	21.60	19.60
100	Nebraska	46 00 33.00	40.00	40.60	24.60
200	Nebrasks	48.60	42.00	22.80 43.00	25.20
	lows	14.00	29.50	28.00	23.60
220	ebraska	60.00	44.00	44.00	26 40
	lows	36 50	31.30	25.00	22.70
240	Nebraska	\$2.00	45.00	46.00	27.60
-903	Iowa	38.00	36.10	27.20	24.60
360	Nebraska	\$4.00	48.00	48.00	28.80
LAME.	lows	37.60	84.90	25.81	24.80
280	Nebraska	66.00	MJ.00	60.00	50.00
:00	lowa	41.00	36. 70	30.49	25.10
-00	Nebraska	58.00	61.00	52.00	31.20
130	lowa.	63.66	38.50 61.00	\$2.00 \$7.00	25.90
1	Nebraskalowa	45.00	41.00	84.60	14.10
4D0	Nebraska	78.00	63.00	67.00	37.20
-	lows	49.50	43.50	87.00	39.81
130	Nebraska	75.00	67.80	67.00	40.20
	lows	53.00	46.00	W9.50	82.50
	Nebraska	90.00	70.00	70.00	42.00
	lowa	56.50	45.50	42 00	84 70

The State Agent offers De Kalb painted wire at 3 cents per pound. Galvanized wire at 31 cents per pound. Glidden paint the best we have ever sold. Evaporated apples in 50 lb cases at 8 cts per lb. Fine Muscat Raisins 6 cts per 1b. The best sweet corn in 2 dozen cases at \$1.20 per doz. Sugar 4 to 52 cents per pound. Rock Salt \$2 a barrel. Write for anything you J. W. HARTLEY, want. State Agent.

Oregon, Washington and the North-Western Coast.

The constant demand of the traveling public to the far west for a comfortable and at the same time an economical mode of traveling, has led te the establishment of what is known as Pullman Colonist Sleepers.

These cars are built on the same general plan as the regular first-class Pullman Sleepers, the only difference being that they are not upholstered.

They are furnished complete with good comfortable hair mattresses, warm blankets, snow white linen curtains, plenty of towels, combs, brushes, etc., which secure to the occupant of a berth as much privacy as is to be had in firstclass sleepers. There are also separate toilet rooms for ladies and gentlemen, and smeking is absolutely prohibited. For full information send for Pullman Colonist Sleeper Leaflet.

J. T. MASTIN, C. T. A. 1044 O. St., J. T. MASTIN, Gen. Agt. E. B. SLOSSON, Gen. Agt. Lincoln, Neb. A LETTER WORTH READING.

Firm of Horsemen Tell What They Think of The Alliance-Independent as an Advertising Medium.

Below we publish a letter from W. J. Wroughton and company of Cambridge, Nebraska, who are among the best and most extensive importers and dealers in horses in the west:

CAMBRIDGE, NER, Feb. 13, 1893. EDITOR ALLIANCE-INDEPENDENT:

Enclosed please find check to balance last statement. Please continue my advertisement through March and April.

In regard to our stock we have a very fine selection of horses on hand consisting of all the fashionable draft and coach breeds. We have sold the present season about 40 head of stalions of the various breeds. They have rone into Nebraska, Kansas, Colorado, lows, South Dakots and Wyoming. Our horses are in fine health and condition, and intending buyers cannot afford to pass us by without inspecting our horses. We have no chesp horses in the general acceptation of the term. They are cheap only in the sense of "the best is the cheapest." We cannot sell a first class horse for

\$800 or \$1,000, but we guarantee to give buyers more horse and quality com-bined for the money than any other similar concers in the business. Our horses are all imported by ourselves, therefore we offer no one the refuse of ome other man's stock. We offer any firm \$500 premium that can show 30 horses in one string of the different FOR \$21.00 Cash, preeds equal to 30 that we can show together. Our horses are all young, all sound and all in good heart. We give the most liberal guarantee of any firm in the state and the fact that our old customers are returning to us to buy again is evidence conclusive that they are pleased with our stock and our manner of doing business. We feel well repaid for advertising in THE AL-LIANCE-INDEPENDENT, as it has brought us many customers. Wishing

you success I am jours truly, W. J. WROUGHTON & Co. He "Acknowledges the Corn" EDGAR, Neb., Mar. 7, 1893.

Editor ALLIANCE-INDEPRNDENT: I wish to bill two birds at one shot, first I will renew my subscription to paper and then ask you to publish a fraud.

A few days ago I saw an advertise ment in the New York Voice from the Brooklyn Art Union stating that if any one would send them a photo they would make and return free of cost a large beautiful life like picture framed. I sent the photo and in a few days got a letter from them acknowledging receipt of photo and saying the picture would be sent in about 20 days absolutly free if I would send them \$1.50 to pay for advertising, packing and delivery. The money was sent and I just got my picture, it is a little paper frame. The picture is just as long and an inch wider than the cabinet photo I sent. being 4 by 64 inches, and a miserably poor picture at that. But I must stop and sing that old song the chorus of which

I acknowledge the sale. A hint to the wise is sufficient, and I may be the only fool in the state.

Yours Truly. A. G. JACOBS.

Refusal of Publications. POST OFFICE DEPARTMENT,

GENERAL. WASHINGTON, D. C. Mar., 26, 1892. POSTMASTER-

SIR:-Your letter of March 22nd, submitting a communication from the publisher of the-, addressed to you in response to your card netice of the refusal of said publication, has been received. The publisher informs you that he proposes to continue to send the paper to the person addressed, and that he desires you to tender the papers to the parties named and to inform them that if they will pay their subscription to date, the paper will be dis-continued, but if they do not pay, it will be continued until such time as the amount which they owe will justify a suit. The publisher also states that he intends to make a test case of this on the "newspaper law, which requires institutions in the western country, payment for a paper before the same The company has invented a corn har-

can be discontinued by a subscriber."

I suggest that you inform the publisher that you know of no such newspaper ing these machines in large quantities, law, and that if there is such a law, it as orders are already in from many s not a United States statute, that places in the United States. your duty is laid down by the regula-tions of the Post Office Department, recent date, says of this company: and that under them you cannot comply with his request.

receive the paper. Under the regula- and have filled orders all over the Unitions of the Department you are requested to place the paper with the quested to place the paper with the waste paper, if they continue to arrive their goods. 1892 has been very sucafter holding the same for thirty days, as provided for by Section 601, Postal promising. In 1889 they invented a Clark Street, Chicago Illinois.

do so you have no right to undertake to sold about 100; this year over 500, with force the paper upon the person adout 100 outlook of selling more in 1893 than dressed by placing the same in his box. Very Respectfully, S. A. WHITFIELD

First Assistant Postmaster-General

Now just take a word of advice: Let

Are You Going East?

your next trip be by the North-Western line. Do you think it a longer route to Chicago than the others? It is not. It is shorter. Its equipment inferior? No, there's nothing better. Track less smooth? By no means; it is the best. Time longer, and more in convenient leaving hours? Should say not, but just the contrary. If you do not want to leave as early as 1:40 p m., just try our "Business Man's Chicago Train," leaving at 5:25 p. m., arriving in Chicago 9:30 next moraing—in six teen hours. Anything wrong with that time? Go right on to Boston if you must in forty-five hours from Lincoln; New York, forty-four; Philadel-peia, forty-two; Washington, forty-three. WM. SHIPMAN, City Ding, There's nothing better than this. Come

General Agt.; 1133 O St.

Depot corner S and Eighth streets.

City Ticket Agt.

Nerve Blood Tonic Builder Dr. WILLIAMS MEDICINE CO. Schenectady, N.Y.

A Wilks and Tecumseh POLAND-CHINA BOAR

8. MCKELVIE, Farfield, Heb.

10 Months Old For Sale by

Bee Hives and Sections."

BEST AND CHEAPEST.

Write for illustrated catalogue & price list. G. B. LEWIS CO., Watertown, Wis.

An SI8-00 Cart An \$8.00 Narness

THE GREATEST OFFER:-

OF OUR OWN MAKE Studebaker Bres. M'fg. Co., Kames Cty, Mo

"AMONG THE OZARKS." "AMONG THE OZARES."

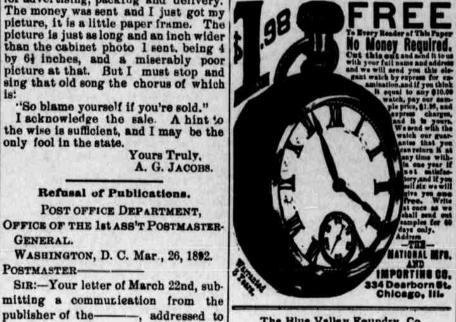
The Land of Big Red Apples is the title of an attractive and highly interes ing boo recently issued. This book is handsomely illustrated with views of couth Misseuri scenery including the famous Olden fruit same of S,sae acres in Howell county, it pertains entrely to fruit raising in ant great ruit belt of America, the seuthern slope of the Unarks, and will prove of great value, not only of ruit gowers, but to every farmer and houseks, for in other states hooking for a tarm and a home. This boes will be mailed free. Address, J. S tockweep, Kansas city, me.

ING LAIDLAW BALE-TIE CO. MANUFACTURERS OF ADJUSTABLE WIRE BALE-TIES.

Headquarters for this Class of Goods WRITE FOR PRICES. Kansae City, Me

## SEED :: CORN.

HOGUE'S YELLOW DENT has won more Premiums at State and National Shows than any other CORN in N. braska St.00 per bu. Sacks 20 cts. each. Write for circulars.—Address: R. HOGUE Crete, Neb.



The Blue Valley Foundry Co.

A. Harold, manager, commenced D the foundry business in 1888 manufacturing farm implements, feedmills, corn harvesters and corn cultiva ors.

The company started in 1888 with a yearly business of about \$5000, and is now doing a yearly business of over \$20,000 and is increasing from year to year. At the present rate of increase, it will be but a few years until this will be one of the leading manufactoring institutions in the western country. vester that is considered the best on the market, and it is now manufactur-

THE FARM IMPLEMENT NEWS, of a "They have bad a very satisfactory business for the past year, far ahead of

Your duty is to notify the publisher any former year; have had a very nice when the person addressed refuses to trace on their Blue Valley Feed Mills waste paper, if they continue to arrive after holding the same for thirty days, as provided for by Section 601, Postal Laws and Regulations.

After you have been notified not to do so you have no right to undertake to they can conviently manufacture. This machine has many valuable features; it takes well and a big trade is anticipated, for which the company has made preparation.
See their advertisement in another

column of this paper.

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