

The Frontier

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What's the use of courts and juries for a self-confessed and bragadocio assassin like Guseppe Alia?

Mr. Stevens, who was retired as chief engineer on the Panama canal soon after the job was started, says its a waste of money to dig it as the canal will be a failure. Most men have some comment to offer when retired from a good job.

The American car in the international New York to Paris auto race makes it across the American continent about 1,000 miles ahead of the foreigners. If the same proportion is maintained throughout the journey the American car will roll into Paris about the time the foreigners land in Siberia.

Reports from Washington tell of the possibility of the house of representatives shearing the speaker of some of his traditional powers. The autocratic sway of the speaker is in the way of the progressive spirit of the times and a modification of the rules should be brought about at an early date.

An Indianapolis real estate concern has been working a land swindling game with the Fort Niobrara military reserve. Many eastern people are said to have bought deeds to undeivable land, just like many Nebraska people bought stock in a non-dividend paying (Clipper mine promoted by O'Neill politicians.

Editor Huse of the Norfolk News has landed a tasteless plum in the shape of delegate to the republican national convention. Mr. Huse will go as one of the delegates from the Third district, which is a fitting recognition of an active portion of republicanism in that district.

Minnesota democrats have lunched the presidential boom that has been hovering about the Minnesota capital for some time. Through the state committee, Governor John L. Johnson has been endorsed for the nomination for president. The Minnesota delegation will probably go to the Denver convention instructed for Governor Johnson. What effect this will have on Col. Bryan's supposed unanimous preference can only be conjectured, but its probably Minnesota will not be alone in the move to overthrow Bryanism.

In a communication to the mayor, the ministerial union of Omaha demands that the police authorities relent not in the rigor of blue law enforcement pending the outcome of a test case in the supreme court. Mayor "Jim," while he says he regards the law as senseless and silly, will see that its adhered to. The demand for blue law enforcement rarely comes from the people but is usually worked up by representatives of religious teachers who have fallen into the habit of late of laying aside the divinely appointed work of keeping the "flock" within the pale of the divine commandments to look after the enforcement of the civil code which is supposed to be entrusted to the duly elected and appointed magistrates.

CHEAP POLITICS.

Kansas City Journal: In an interview at Jackson, Miss., Mr. Bryan admitted that he had written the paragraph and stated that he had the information from "a man who overheard the conversation on the subject." When asked what interests were behind the movement, the Nebraska politician replied:

"I am convinced that it is the interests representing the trusts and the railroads. They do not hope to prevent instructed delegations in the Mississippi valley states, but they are trying to get a personnel of delegates who will be unfriendly to my nomination."

A more absurd and far-fetched political trick than this would be

hard to imagine. It is certain that no man in his right mind, with less than Bryan's monumental egotism, would attempt to make sensible people believe such an absurdity. There is no doubt in the world that the trusts and the railroads, if they took an active part in the campaign at all, would prefer to spend money to aid in Bryan's nomination rather than to defeat it. It is a matter of common knowledge in political circles that a large majority of the democratic leaders believe Bryan's defeat for the presidency a foregone conclusion. They consider him one of the weakest candidates their party could name. This estimate is concurred in by almost every political expert in the country. Then why should the trusts and railroads fear his candidacy?

SHORT LINE HISTORY

McCafferty Tells How a Railroad Was Built.

By John J. McCafferty.

The Short Line railroad was built in 1890. A short history of which transaction is as follows: In the spring of 1888 a meeting of the business men of Creighton was held in that town at which several Sioux City men and J. J. McCafferty from O'Neill were present. Times were slow and business in a languishing condition and Sioux City, Creighton and O'Neill people had a common interest in doing things to live up to the times and trade conditions. John Hornick, J. M. Cleland and another man whose name I've now forgotten, from Sioux City, were present at the meeting. George E. Cheney, E. P. Wetherby, A. D. Holbrook, W. T. Marsh, E. P. Perrin and W. H. Butterfield of Creighton and Knox county were there to discuss the feasibility of building a railroad from Sioux City via Creighton to and beyond O'Neill, at which meeting the following resolution was adopted: "That a company be organized to build a road from Sioux City via Creighton to O'Neill to be known as the Sioux City, Creighton, O'Neill and Western Railway Co." Some people said it was all hot air or Nebraska gas. A meeting was called for and held the following October in the Garretson hotel in Sioux City, Iowa, at which most of the Sioux City boomers, a class of business men who never had their equals for vim and push in any country, were present, at which the resolutions of the Creighton meeting were ratified and the following committee was appointed to organize a stock company to build the road named as the former meeting: James Boogie, J. M. Cleland, John Hornick and John Pierce of Sioux City, Col. Cheney, E. P. Wetherby and W. H. Butterfield of Creighton, Patrick Fahy, M. P. Kinkaid and John J. McCafferty of O'Neill.

An organization was effected on paper, and a resolution passed that the road was to "be completed during the coming summer and fall and that preparations shall be made to commence grading from Sioux City as soon as the condition of the ground will permit."

John Hornick, George Cheney and John McCafferty were appointed a committee on advertising and to bring the subject properly before the public. The said committee spent a week in Sioux City and the writer of this book was the chief penman in drafting the prospectus of the new road for the Sioux City papers which was published and appeared in the columns of said papers in due time and attracted the attention of a visiting promoter of railroads from Mexico who had just come to Sioux City from the City of Mexico, where he had completed a concession and finished a road for President Diaz. It was thought that he was rich but in fact he was broke and owed \$40 for his hotel bill and \$5 for laundry, but he had just \$10 in his pocket and was boarding at the best hotel in the city when he met the city's chief business men on whom he spent the remaining \$10 and a good deal more for wine. He enquired into the details of the proposed new road, its cost and topography of the country through which it was proposed to be built. He then asked how much stock the business men of the city would take and ordered up more wine. He got liberal promises and asked if they would pledge their names to the same in writing and when assured in the affirmative he presented them with the proposition in due form and got their signatures after which the business men drank more wine then went home and to bed and while they slept Donald McLean, for it was none other than he, was on his way to New York city where he succeeded in getting a convenient substantial loan of needed cash on his list of subscribed stock to the new road. He got the money from the Manhattan Loan & Trust company, returned to Sioux City paid his debts and had money to burn. He flew high and built the road and done it inside of a year but it was built largely on wind and hot air. New York put up the money (what was put up) on the bonds

of the road and Sioux City securities of doubtful and inflated values.

It was found impossible to build the road by way of Creighton so it was built through Plainview, though it is doubtful if it would ever be built only for the initial start it got in the Creighton meeting. It was built through a new country without any large towns; besides the country was in a backward state of development. Before they had time to work up a good carrying trade the panic of 1893 and 1894 set in which, together with 1894 total failures of crops, put the road in an insolvent condition.

The payment of interest to the New York party went by default. Representatives of the Manhattan Loan & Trust company came to Sioux City for the purpose of getting a receiver appointed. They came to Sioux City with a great flourish, marched to the Short Line headquarters and took charge of the downstairs offices, and were very fussy and "raised Cain." Donald McLean happened to be upstairs at the time. He stepped out of his office, boarded a car on Garretson's elevated railroad, rode to the Chicago & Northwestern bridge, where he crossed over to the Nebraska side of the Missouri river, where the road's best and fastest engine with a single car was waiting and ready to carry him to Lincoln, where Governor James A. Boyd, notified by telegram and special messenger, was waiting in the executive chamber for a special and extraordinary purpose. No train since or before ever made better time on that road, and Mac reached Lincoln ahead of the appointed time. He was ushered into the presence of Governor Boyd, who appointed his son-in-law, Bierbower (who was married to Mr. Boyd's daughter), to the receivership of the road, while the officers and lawyers of the New York financial institution were boisterously quabbling over the mode of procedure in Sioux City.

The road was wholly in Nebraska and therefore subject to the Nebraska courts though having its headquarters in Sioux City. When the New York nabobs found the clue end or thread of the legal tangle it was too late to retrieve lost ground which had slipped from under their cold feet. The battle ground was changed, lost to them and won by the dauntless promoter who virtually remained the head of the road.

Bierbower served a term as U. S. marshal for Nebraska and was then out of his job, and as there was a change of administration there was not much show of his reappointment so the receivership came in handy. Indeed, it was a handsome and prized windfall, the donor of which was sure to get the receiver's best wishes and services. Hence Bierbower became, as was intended, McLean's man Friday and pulled the McLean strings for a couple of years, or until the road was reorganized by the Credits Commutation company of Sioux City, which bought the stock and legitimate claims against the road at 50 cents on the dollar. I think I was the only Holt county stock holder. The stock I got for a hardware and stove bill against the company. I thought I had a stand in with McLean and got the contract to furnish the hardware for buildings and the stoves, and finally took stock in the company for pay. I sold the stock to the Commutations company for half price, and they lost all in the end.

The road cost a trifle over \$3,000,000. The Commutations company raised \$1,500,000 and bought the plant, but it proved an unwieldy white elephant in their hands and again became insolvent and passed into the hands of Sloan, Todd & Co. of New York who, it was afterwards learned, were the fiscal agents of James J. Hill, who got the road and run it for years as a part of his Great Northern system. It was currently reported that the road didn't cost Hill more than 5 cents on the dollar, but he made and effected a swap with the Burlington system in trading the Short Line to them for a valuable piece of road they had acquired in an outoftheway place to them but a nice connecting link solidifying

The Family Physician

The best medicines in the world cannot take the place of the family physician. Consult him early when taken ill. If the trouble is with your throat, bronchial tubes, or lungs, ask him about taking Ayer's Cherry Pectoral. Then take it or not, as he says.

We publish our formulas
We banish alcohol from our medicines
We urge you to consult your doctor

Bilious attacks, sick-headaches, indigestion, constipation, dizzy spells—these are some of the results of an inactive liver. Ask your doctor if he endorses Ayer's Pills in these cases. The dose is small, one pill at bedtime.

Made by the J. C. Ayer Co., Lowell, Mass.

Hill's holdings, and in 1907 the Sioux City, O'Neill & Western became a part and parcel of the Burlington system.

The Sioux City boomers went broke. They were twenty years too soon and ahead of time, but they were their city and state's benefactors and built a great, substantial and splendid city, which stands now and ever will as a monument to their energy and faith in their town and country and their tireless and unflagging efforts to build a great metropolitan city. Dan Hedges and his son-in-law, John Pierce, Jim Boogie, A. L. Garretson, Ed Hankenson, John Hornick and about as many more kindred and daring spirits were the guiding genius and moving magnets of those times and that city, but they all went broke and most of them left for other parts to begin life anew and many of them in declining years at that. Some of them died in abject poverty, others started business on a small scale and some were afterwards running street cars. John Hornick alone of the bunch kept his head above water and is still one of the leading men of Sioux City.

Unequaled as a Cure for Croup.
"Besides being an excellent remedy for colds and throat troubles, Chamberlain's Cough Remedy is unequaled as a cure for croup," says Harry Wilson of Wayneton, Ind. When given as soon as the croupy cough appears, this remedy will prevent the attack. It is used successfully in many thousands of homes. For sale by Gilligan & Stout.

Lincoln Star: "What are the towns in Nebraska?" This is a question often asked, and there is just one sure and reliable answer. The best towns in Nebraska or any other state are the towns whose newspapers carry the largest amounts of bright, crisp advertising matter. It never fails to show up that way and you can safely count upon any locality whose merchants are sufficiently wide-awake to advertise, and advertise right.

For Diseases of the Skin.
Nearly all diseases of the skin such as eczema, tetter, salt rheum, and barbers' itch, are characterized by an intense itching and smarting, which often makes life a burden and disturbs sleep and rest. Quick relief may be had by applying Chamberlain's Salve. It allays the smarting and itching almost instantly. Many cases have been cured by its use. For sale by Gilligan & Stout.

A Pleasant Physic.
When you want a pleasant physic give Chamberlain's Stomach and Liver Tablets a trial. They are mild and gentle in their action and always produce a pleasant cathartic effect. Call at Gilligan & Stout's drug store for a free sample.

For Sale—A scholarship in the Wayne Normal. For particulars call at this office.

Several varieties of choice salt fish at Horiskey's.

A Boston schoolboy was tall, weak and sickly.

His arms were soft and flabby. He didn't have a strong muscle in his entire body.

The physician who had attended the family for thirty years prescribed Scott's Emulsion.

NOW:

To feel that boy's arm you would think he was apprenticed to a blacksmith.

ALL DRUGGISTS; 50c. AND \$1.00.



THE MEXICAN BORDER

How Both Sides of the Line Are Watched and Guarded.

UNCLE SAM'S BRAVE RIDERS.

The Work That Is Performed by These Well Mounted, Well Armed and Courageous Patrols—The Mexican Rurales and Their Methods.

If business or recreation should take you down to that long line which forms the boundary between the United States and Mexico, you may by chance meet a well mounted rider, armed with rifle and pistols, pacing observantly along some bypath or canyon. He is one of the United States boundary riders appointed by the treasury department to patrol the border on the lookout for smugglers, cattle runners and other persons whose presence on the American side is generally undesirable.

For this position the man selected must possess courage, judgment and no little physical endurance, for his duties may call him forth at all hours and seasons, and he may be responsible for a stretch of border land many miles in length.

For example, between San Diego, on the Pacific coast of California, and Yuma, in Arizona, there is but one boundary rider to patrol a line of over 150 miles, and this is in part over a sparsely settled mountainous region and partly through the waste of the Colorado desert.

As opposite him, on the other side of the line, the Mexican government maintains from fifteen to twenty rurales for the same work, it is a good illustration of the trust reposed in a single American citizen by his government. It is probable there is no other man in the United States whom it would be harder to find at a given moment than the boundary rider of the San Diego-Yuma district.

He may be down on the Colorado desert, watching near some water holes for a venturesome band of cattle runners, or in some canyon of the mountains on the lookout for a wagon load of prohibited immigrant Chinamen; but, wherever he is, one may be fairly sure it is not where the transgressor of the customs laws expect him to be.

That he must possess both judgment and courage the following incident, which took place during the career of the former boundary rider in this district, will apply illustrate:

For some time a band of cattle runners had been working successfully back and forth over the line in spite of the boundary rider's vigilance. They seemed to be able to divine his movements, so that while he was watching a trail through the mountains they were rushing a bunch of cattle over the desert.

But at last he managed to surprise the band and, rifle in hand, drove two of them into Camp.

Then, however, arose the question as to the method of taking them down to the coast. He hired a double seated vehicle, the only one in the place.

But at once another question presented itself. How was he to seat his prisoners, for either they must be placed together on the front or the back seat or separated, both seemingly a hazardous choice?

He finally decided to separate them, and so, with one on the front seat with him and the other behind, he started for the coast.

The two cattle runners managed to communicate with each other by signs and at a rough part of the road made the boundary rider, in turn, their prisoner. Needless to say, they then made the best of their opportunity to escape over the border, but as they fell into the hands of the unsympathetic rurales they would have been better off if they had submitted to the law of their own country.

This brings one of the somewhat different methods pursued by the Mexican government in guarding their side of the border. From a cursory inspection of the line one might suppose that the Mexican side is not guarded at all. You may cross the line ten times at different places and never set eyes on a rurales, but it is well known that you have done so nevertheless, and on the eleventh excursion you are likely to find yourself surrounded by a picturesque group, who will carry you off to jail if your explanation is not satisfactory.

As a rule, the rurales patrol back and forth in detachments at a distance of from ten to fifteen miles from the actual border. Many a headlong dash for the American side has been made by perfectly law abiding citizens, with the rurales at their heels, because they have been heedless in obtaining a permission to cross the border.

True, an American citizen may cross the border at will, as far as he himself is concerned, but as he is almost certain to carry some article liable to duty it is upon that charge that he may be arrested.—Michael White in Youth's Companion.

Rural Claims.

Through the influence of the daily press cities and their needs have come to absorb such an amount of daily attention that the importance of the country and its inhabitants to the welfare of the nation is largely overlooked; hence the call to do everything that can be done to enlarge, to refine, to purify and to strengthen the life of our country people. And one means to this end which has not hitherto been used as much as it might have been is the cultivation in the school and in the home of the habit of reading good books.—Bishop of Hereford in Nineteenth Century.

Petitions for the following names to be placed on the official ballot to be voted on at the coming spring election have been filed with the city clerk: For mayor, Ed F. Gallagher; for treasurer, Jas. F. Gallagher; for clerk, Clarence Campbell; for police judge, J. H. Wise; councilman First ward, T. D. Hanley; councilman Second ward, Neil Brennan; councilman Third ward, J. B. Mellor. Each are now holding office except Mr. Wise and Mr. Mellor.

George Heacke, who bought the T. T. Wade farm five miles north of town and moved here from Millard, Neb., a month ago, was in town Tuesday after lumber for a large addition to his barns. Mr. Heacke expects to engage in the dairy business on an extensive scale and will start his milk wagons as soon as he gets fixed up and will supply the town with milk. O'Neill has been without a dairy to meet the demand for milk for some time and for this reason many have kept one or two cows that otherwise they would not.

WANTED!

Horses and Mules...

We will be in

O'NEILL, NEBR.

Saturday

March 21st

We want to buy horses from 1100 pounds up, from 4 to 20 years old; also 100 feeding horses. Mules from 4 to 8 years old. Must be fat.

Will sure buy if you will take market price.

Halsted Brothers

At Mellor & Quilty's Barn.



Go Somewhere

Make that California Trip Now

Low one-way colonist rates daily until April 30 to Utah, California, Oregon, Washington and Montana

Winter Tours

To the south and Gulf resorts daily until April 30.

Homeseekers's Rates

First and third Tuesdays of each month to Colorado, Big Horn Basin, Montana and the northwest

The Big Horn Basin

Mr. D. Clem Deaver, Land Seekers' Information Bureau, Omaha, will personally conduct land seekers to this country the first and third Tuesdays in April. Write Mr. Deaver for information about very desirable irrigated lands in the Basin, subject to homestead under the big Government Ditch or under private ditches. 100 acres of new Basin land will come under water in 1908.

Business Openings

We have a list of excellent business chances in new growing towns on Burlington extensions; get established early, ahead of the coming population. Write Mr. Deaver. 37 5

J. F. JORDAN, Ticket Agent, O'Neill
L. W. WAKELEY, G. P. A., Omaha, Neb