

THE RED CLOUD CHIEF

FRIDAY, MARCH 12, 1886.

Nut-Producing Trees.

Persons interested in the production of trees common to our forests will do well to plant those kinds that are valuable for several purposes. Shelter-belts are wanted on all prairie farms, and the general practice is to plant those varieties of trees that can be obtained for the least money and trouble. In many cases cottonwoods, willows, and poplars are planted to break the force of the wind, chiefly because they can be obtained near the place where they are wanted. But a better practice is to plant those varieties of trees that are native to this section, and which will make a very quick growth. At but little more trouble and cost a shelter-belt may be formed that will be valuable for other purposes than breaking the force of our violent winds. We can substitute for the cottonwood, willow, and poplar the butternut, black walnut, hickory, and beech. To this list of nut-producing trees we can add the white oak, and for portions of the country where the climate is suited to their growth the pecan and chestnut. All these trees are stately, hardy, strong, and long-lived. Once established, they will sustain barbed-wire fences for centuries. None of them are likely to be overturned or broken by the strongest winds. Their somewhat slow growth while they are young constitutes the only objection to them.

They form excellent shelter-belts. They are highly ornamental, and after they are of a size to sustain barbed-wire fences, they will be excellent substitutes for cedar-posts in forming a fence. The branches which are removed in pruning will make good fuel. As soon as they are of an age and size to produce nuts they will be constant sources of pleasure and profit. Edible nuts take a high rank among the luxuries, and they may be produced on every farm almost without cost or trouble. Few things add more to the comfort of the home during the winter than a supply of nuts. If more are produced than are wanted for home consumption they can be readily sold to farmers who have no nut trees and to village people. During several years there has been a large demand for nuts for planting in the far western states and territories. There has even been a considerable demand for them to send to England and some countries on the continent of Europe. A Missouri farmer states that for a series of years he has derived more money from the sale of nuts than that of any other tract of native hickory and walnut trees than from the corn produced on the same number of acres. The former cost nothing but for harvesting, while the latter requires the labor of a man and team during the entire season.

All the nut-producing trees mentioned furnish excellent timber and very valuable fuel. It is necessary to cut down a tree at any stage of its growth because it stands too close to others or has received an injury, its wood becomes valuable for timber or fuel. Nut-producing trees are as desirable for planting in groves or along the sides of roads as for forming shelter-belts. One of the late black walnut has received much attention at the hands of tree-planters, but the claims of the butternut or white walnut have generally been overlooked. The like is true in relation to the hickory, which is one of the most beautiful as well as one of the most useful of our native trees. The beech has been neglected and the impression has been created that it will not thrive on prairie soils. It is a very valuable tree, and there is good reason for believing that it will grow on any land that produces oak. Beech nuts are very easily obtained, and they germinate almost as easily as those of corn. The trees present a very fine appearance, whether growing by themselves or with trees that have drooping branches, with which they make a very striking contrast. —Chicago Times.

High and Lofty Chicken-Sellers.

It is quite an insult to ask a Malay if he will sell anything. Malays from the up country used sometimes to find their way to my door with their hands full of fowls, which they said they wished to lay at my feet. They were the poorest roysters possible, with nothing on but a ragged and dirty sarong, yet they were quick to get up and ask if they had brought their fowls to sell. They carefully explained that the fowls (perhaps several dollars' worth) were a present to me, but in the same breath they suggested to me that if out of my compassion for them I would give them a small trifle to buy the fowls they would be quite happy. It seemed to me that the distinction between selling and this proposed proceeding was imaginary, so I used to force them in a hard-hearted way to mention a price. I generally found that the more delicate and refinement of feeling they had the higher was the price they wanted and the less the fowls would bear examination. The owner appeared to think that the fowls would taste better on account of having belonged to a noble race that have never soiled its 'scention' by commercial dealings. —In Malacca.

How Dead Horses Were Utilized.

Among other army contractors of high and low degree at or about Washington during the war was one who had pur chased the highest position of the dead horses of the army of the Potomac, for which he paid \$1.76 each, delivered at his 'establishment.' They averaged, in the winter, fifty a day, and were thus disposed of: First, the shoes were pulled off, then the hooves were cut off; then the manes and tails were sheared. The animal was then skinned, the carcass was boiled that the tall might be extracted, the best of the bones were sold for knife handles, and the remainder to be ground for fertilizers. The total result was that these different parts of the dead animal were worth as much as the animal for market at least \$25 a head, and the profits of the contractor were consequently very large. —Boston Budget.

A Washington letter to the Boston Traveller says: "The latest craze which has struck the Washington belle is the carrying of canes. A few weeks ago a young leader in society returned from England, and the next day she surprised her friends by appearing on the street with a cane. It was the ordinary cane, but a nice little stick with a shepherd's crook of hammered silver. Sometimes she swung it, and at other times she struck the ground with a sharp rap. There is no question but that this created a sensation, but there is a great deal of difference of opinion as to whether the craze will strike in hot. So far not more than half-a-dozen girls have mustered up courage enough to appear on the streets with canes.

BULBS AND HORSESHOES.

How the Bamboo, Glass and Platinum of the Electric Lamp are Prepared.

The incandescent electric light has become a familiar object to everyone. The little glass bulbs with their brilliant horsehoe of glowing filament attract more attention than the flickering gas jet. But the fact about the gas-jet are easily and generally understood, while the lamp is still a puzzle to many people. Both produce light by incandescence. The molecules of gas are rendered incandescent by the heat generated by the combustion of other molecules. The blue portion of every gas flame is where combustion is taking place, and from that comes the heat which keeps the rest in a state of incandescence. With the electric lamp it is the heat produced by the friction of an electric current compelled to go through a fine carbon filament, which raises that filament to a condition of incandescence and produces light.

The three substances which enter into the composition of an electric lamp are glass, platinum wire, and bamboo or paper. Glass bulbs are readily prepared by the usual methods of glass-blowing, but the preparation of the bamboo is a delicate piece of work. In the best lamps the little horsehoe is made of bamboo, and this material has proved its superiority to its rival, paper, in several ways. The bamboo comes from Japan in bundles of slips a foot in length. Japanese bamboo is of finer quality than the Chinese. It is first split up into little square strips. Girls round these off by running them through dies until they look like little brown straws. These are put in crucibles with graphite and submitted to a white heat for several hours. This carbonizes them thoroughly. The filaments are not all of exactly the same size when taken out of the crucibles, and if used in that state would present varying resistances to the current and the lamps would not be even and economical in their working. To make them uniform they are put one by one into a glass jar from which the air can be exhausted and a hydro-carbon gas—the highest of the products of petroleum—can be admitted. A current of electricity is run through the horsehoe filament and it absorbs carbon from the gas until the operator sees that its resistance has been reduced to the regulation amount. The standard used in the factory from which this description was obtained is 250 ohms. The moment when the resistance has reached the desired point is told by means of an apparatus familiar to electricians—the Wheatstone bridge.

Now the lamp is in three parts, the bulb, the carbon filament, and the stopper containing the two platinum wires which are to connect the horsehoe of carbon with the system of wires that carry the current all over a building to the hundreds of lamps. It only remains to put the stopper in its place at the larger end of the pear-shaped glass bulb, seal it air-tight in the flame of a blow-pipe, extract the air from the bulb by a mercury pump and then seal the other end. The bulb is made of the thinnest glass, and before the air is exhausted from it will break easily. After the vacuum is created, however, it can be handled carelessly without injury; and when it does break there is a report like that of a dozen popguns.

The lamps are expected to burn six hundred hours. Sometimes, like other articles of human manufacture, they are short of expectations. The competitive trial recently made at the Franklin Institute of the lamps of various companies furnished several woful examples of this truth. A well-made lamp will last that length of time, however. If by bad workmanship air is allowed to leak in, the lamp burns out quickly. If it is run at too high a tension—that is, if too much current is sent through it, the friction wears out the little horsehoe in a shorter time and it breaks. It is the necessity for a practical absolute vacuum that requires the employment of the platinum connecting wires. Platinum is the only metal which expands and contracts with heat at the same rate as glass. Keeps the joint, where the wires pass through the glass, always tight so that no air can enter. There is a fortune in store for the inventor who can get up some kind of cement that will prevent the passage of air, and at the same time admit the use of cheap copper instead of costly platinum wires. The problem may be capable of solution, for this whole matter of electric lighting is still in its infancy, though not a vigorous stage of infancy. —New York Tribune.

How to Be Photographed.

Very many of the photo operators are persons without artistic talent, and have not studied art enough to know how to produce correct photo likenesses, and that is one of the reasons why people find it so difficult to get good likenesses of themselves or friends.

A large share of the photos made the last few years in the cities as well as in the country town have been poor specimens, showing great want of artistic skill in the makers.

Portrait artists are frequently asked where a person should go to get good photos, and the answer is, they make good work and poor work in all the galleries, and it is all chance about getting a good likeness. You can show the operator what kind of a photo you want.

Every one ought to know that sitting for a photo to the light so that one side of the face would be white and the other side black or heavily shadowed would not be a good position for a good likeness. Neither would artists of experience so advise you so that the light would strike directly in front.

But if you want the best and most correct likeness you can have you should sit so that the light would strike you sideways or head turned a little from the strong side light and never have a strong reflector used on the opposite side of you from the window, which would distort your features in a photo so that your nearest friend would not recognize any likeness. Or, if you want a fancy picture and do not care about its being a true likeness, you can let the photo artist exercise his own taste.

It has been the practice by very many photo artists to make the negatives so poor that they required considerable retouching to make passable photos from them.

The best negatives are made so that little or no retouching need be done on them.

Portrait painters who are asked to paint life-size portraits from small photos think they have good reasons to speak harsh words of the photo artist who would allow such badly made photos to pass from their galleries.

Many portraits are made from poor photos of deceased persons. The photos with the imperfections are enlarged to life size, and where the negatives have been retouched make the face look as if the dead animal were wench almost as hot. So far not more than half-a-dozen girls have mustered up courage enough to appear on the streets with canes.

The Great Seal of England.

The mere holding of the Great Seal of England entitles its fortunate custodian to some \$20,000 a year, to immense patronage in church and State, to be speaker of the house of lords, a privy councillor, and the head of all judicial authority in the kingdom, to be designated lord high chancellor of Great Britain, and keeper of the royal conscience, and to rank (next to the royal family) the second subject in the realm. It is very difficult, if not impossible, to say when England first had a great seal. Scarcely more than used by our Anglo-Saxon ancestors, but came largely into fashion during the Norman reigns. The gilt crosses or marks of Edward the Confessor and other Saxon kings can scarcely be called seals, and partook more of the character of signatures of a litterateur than of a grand and perfect seal. William the Conqueror, coming, having the monarch crowned and throned on the one side and mounted on horseback on the other—attitudes which have been invariably observed to the present day. One remarkable circumstance connected with the Great Seal is its progressive growth in size as time advanced. Originally, 800 years since, not larger than the top of an ordinary modern teacup, it has been gradually enlarged from age to age, till it offers now the size and appearance of a muffin, and requires to be inclosed in a tin box for protection. Indeed, so cumbersome and unwieldy had the Great Seal become that some three or four years since an act of parliament passed—containing very extraordinary provisions, directing that all the minor, and many even of the more important documents passing under it, should for the future be authenticated by a paper wafer, of moderate size, which should be gummed on the instrument, and detached and taken to be the Great Seal of England.

The Great Seal has only three times been lost—twice temporarily and once permanently. James II., on leaving the kingdom on his abdication, threw the seal into the Thames, whence, however, it was next morning fished up and brought to the king's chamber. Eikon during one night when his horse caught fire and he thought in the confusion it might be stolen. "And," writes the chancellor in his diary, "when the fire was extinguished I quite forgot in the morning when I had buried it, and forgot to bury it again. I was obliged to carry it with me to court, my lady and I and all the household were digging with pieces of stick, till we luckily found it." Lord Thurlow, who always held it during the night in his bedroom, had it actually carried off by burglars, from whom it was never recovered. A privy council was called the next day, a new seal was made, and during the remainder of his continuance in office Lord Thurlow invariably deposited it of a night under his pillow.

Down to 1818 the Great Seal itself was made of copper; since then silver has been the metal employed. It is in two halves, the outer being of a bright, the inner being of a dull metal, the two being fitted closely together, their inner surfaces being sculptured with the royal devices intended to be formed on the wax when squeezed between them. Instruments having a limited duration are sealed with yellow wax. Others, supposed to be perpetual, are sealed with green wax; and in the case of some letters patent, likely to be exposed to a good deal of knocking about or journeying from place to place, the wax seal was stamped after being ingeniously inclosed in cream-colored leather. —N. Y. Observer.

A Battle Between Elks.

Yesterday morning the big elk "Champagne" who, at the Zoological garden, who has for several days been paying marked attention to one of the lady elks, who answers to the name of Nellie, discovered that he had a rival in the affections of the soft-eyed doe in the person of "Phoenix," who is nearly as large as Charlie, and has wide-spread horns, who toward the keeper, who is a very stout fellow, and who is very sharp as needed. When Charlie first became aware of the state of affairs he discovered Phoenix and Nellie flirting in a secluded corner of the pen. The sight maddened him, and with a hoarse bellow of rage he rushed forward with lowered head to exterminate his rival. Phoenix has been very busy for some time, the sort, for whistling quick as lightning he braced himself to receive the onslaught of his foe. Their heads came together with a force that stunned both, and the rattle of their horns attracted the attention of Keeper John Ford, who was feeding the fowl deer. He seized a club and ran to the scene, shouting "whoa" and "stop fighting with a fierceness that meant death for the weaker.

The elks know Ford's voice and obey him like children. When he reached the fence inclosing their pen he shouted to Phoenix, and the latter was thrown off his guard. When he threw up his head and looked toward the keeper, Charlie, whose eyes were bloodshot, made a sudden lunge, and catching Phoenix on his antlers threw him against the fence which divides their pen from the inclosure occupied by the two hump-backed camels with such force as to break off several of the antlers of Phoenix. The keeper, who was standing by, separated the two infuriated animals and placed Phoenix in the camel pen. He was still warlike, and several times charged the batarians. Nellie, who had witnessed the battle, received the blows of the antlers with a look of pleasure, and sported by his side while he walked proudly around the pen.

The battle created great excitement among the animals. The lion and tigers roared, the elephants trumpeted, the eagles screamed, the wolves barked, and the buffaloes bellowed. Two big buffalo bulls, "Pete" and "Samson," who had previously had several disputes as to the leadership of the herd, pawed the ground, and, after a few preliminary bellows, lowered their heads and rushed together with a concussion that was heard all over the garden. If they had succeeded in securing them before they could do each other further damage, but he watched them warily all day, and apprehends more trouble until the disputed leadership is settled. —Philadelphia Times.

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A Washington letter to the Cleveland Leader says: "Dr. Mary Walker, wearing her Grand Army badge and claiming the right and privilege which are accorded to an old soldier, called upon Commissioner Black at the Pension Office to see that official about some matter or other in which she was interested, but he refused to listen to her on the plea that he was too busy. She persisted, however, and the Commissioner, to get rid of her, sent for the superintendent of the building and had her put out. She protested against being treated so ungenerously, but it did no good; her strength was not equal to that of the superintendent."

Election Notice.

NOTICE IS HEREBY GIVEN that by virtue of authority in us vested by the several acts of the legislature of the state of Nebraska, concerning the voting of bonds by various municipal corporations to aid in internal improvements, we, the board of supervisors for Webster county, Nebraska, do hereby order a special election to be held on the 20th day of March, 1886, in the following township, and at the following place in said township, to-wit: In Red Cloud township, at south school house in school district No. 2. For the purpose of voting on the following proposition, to-wit: Shall the board of supervisors of Webster county, Nebraska, for the purpose of aiding in the construction of the Chicago, Nebraska, Kansas & South-Western Railroad from a point on the state line between Kansas and Nebraska, on the south line of Walnut Creek township, through said Walnut Creek township, thence through Line township into and through Red Cloud township and into Red Cloud City township, issue the special bonds of said county for said Red Cloud township in the sum of twenty thousand and five hundred dollars, said bonds to be dated on the day of their issue, and to be payable to the Chicago, Nebraska, Kansas & South-Western Railroad Company or bearer, on or before twenty years from the date thereof, and to bear annual interest at the rate of six per cent, payable annually to bearer as per interest coupons to be attached thereto. Principal and interest of said bonds payable at the office of the treasurer of said Webster county.

Provided, That the work of constructing said road in Nebraska shall be begun by the 1st day of May, 1886, provided further, that none of the bonds of said township shall be delivered until said road is completed and cars running thereon from Red Cloud, Nebraska, to a connection with the Central Branch of the Union Pacific Railroad in Kansas.

Provided further that said company shall erect and maintain within the corporate limits of the city of Red Cloud, north of Division street, or immediately adjacent to said corporate limits north of said street, a good commodious freight depot, a passenger depot, stock yards and such other buildings as may be necessary to the convenience of the public thereat.

Provided further, that said road shall be completed and in running order from Red Cloud, Neb., to a point on the Central Branch railroad in Kansas within one year from May 1st, 1886, or said bonds shall be void.

And shall the board of supervisors of said Webster county cause to be annually levied in addition to the usual and other taxes on said township an amount of tax on the taxable property of said Red Cloud township, sufficient to pay the interest accruing annually on the bonds of said township, and shall said board at the several times required by law cause to be levied an additional tax on the taxable property of said township sufficient to meet and pay the principal of said bonds in this proposition referred to, provided said taxes so to be levied shall not exceed the amount of tax authorized by law to be levied to aid in the construction of works of internal improvement. And provided said taxes shall never exceed ten per cent of the principal of said bonds.

Said vote on said proposition shall be taken by ballot, and all persons voting in favor of said proposition shall have printed or written on their ballot the words: "Shall the special bonds of Webster county, Nebraska, for Walnut Creek township be issued to the Chicago, Nebraska, Kansas & South-Western Railroad Company, in accordance with the proposition submitted. Yes."

All persons voting against said proposition shall have printed or written on their ballot the words: "Shall the special bonds of Webster county, Nebraska, for Walnut Creek township be issued to the Chicago, Nebraska, Kansas & South-Western Railroad Company, in accordance with the proposition submitted. No."

By order of the Board of Supervisors. Attest: J. H. BAILEY, county clerk.

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By order of the Mayor and City Council of Red Cloud, Neb. R. L. TENKEL, Mayor and Clerk.

EVENTS OF THE WEEK.

JOSEPH BAIN, having purchased the thorough-bred Hereford cattle of F. N. West, and being an expert breeder, he has 32 fine thorough-bred bulls and grades and also three short horns. Now is the chance for farmers to improve their stock. Call on or address him at Red Cloud, Neb.

The buildings necessary to the convenience of the public thereat. Provided further, that said road shall be completed and in running order from Red Cloud, Neb., to a point on the Central Branch railroad in Kansas within one year from May 1st, 1886, or said bonds shall be void.

And shall the board of supervisors of said Webster county cause to be annually levied in addition to the usual and other taxes on said township an amount of tax on the taxable property of said Walnut Creek township sufficient to pay the interest accruing annually on the bonds of said township, and shall said board at the several times required by law cause to be levied an additional tax on the taxable property of said township sufficient to meet and pay the principal of said bonds in this proposition referred to, provided said taxes so to be levied shall not exceed the amount of tax authorized by law to be levied to aid in the construction of works of internal improvement. And provided said taxes shall never exceed ten per cent of the principal of said bonds.

Said vote on said proposition shall be taken by ballot, and all persons voting in favor of said proposition shall have printed or written on their ballot the words: "Shall the special bonds of Webster county, Nebraska, for Walnut Creek township be issued to the Chicago, Nebraska, Kansas & South-Western Railroad Company, in accordance with the proposition submitted. Yes."

All persons voting against said proposition shall have printed or written on their ballot the words: "Shall the special bonds of Webster county, Nebraska, for Walnut Creek township be issued to the Chicago, Nebraska, Kansas & South-Western Railroad Company, in accordance with the proposition submitted. No."

By order of the Board of Supervisors. Attest: J. H. BAILEY, county clerk.

Election Notice.

NOTICE IS HEREBY GIVEN that by virtue of authority in us vested by the several acts of the legislature of the state of Nebraska, concerning the voting of bonds by municipal corporations to aid in internal improvements, we, the board of supervisors for Webster county, Nebraska, do hereby order a special election to be held on the 20th day of March, 1886, in the following township, and at the following place in said township, to-wit: In Walnut Creek township, at school house in school district No. 3, for the purpose of voting on the following proposition, to-wit: Shall the board of supervisors of Webster county, Nebraska, for the purpose of aiding in the construction of the Chicago, Nebraska, Kansas & South-Western Railroad from a point on the state line between Kansas and Nebraska, on the south line of Walnut Creek township, through said Walnut Creek township, thence through Line township into and through Red Cloud City township, issue the special bonds of said county for said Red Cloud township in the sum of twenty thousand and five hundred dollars, said bonds to be dated on the day of their issue, and to be payable to the Chicago, Nebraska, Kansas & South-Western Railroad Company or bearer, on or before twenty years from the date thereof, and to bear annual interest at the rate of six per cent, payable annually to bearer as per interest coupons to be attached thereto. Principal and interest of said bonds payable at the office of the treasurer of said Webster county.

Provided, That the work of constructing said road in Nebraska shall be begun by the 1st day of May, 1886, provided further, that none of the bonds of said township shall be delivered until said road is completed and cars running thereon from Red Cloud, Nebraska, to a connection with the Central Branch of the Union Pacific Railroad in Kansas.

Provided further that said company shall erect and maintain within the corporate limits of the city of Red Cloud, north of Division street, or immediately adjacent to said corporate limits north of said street, a good commodious freight depot, a passenger depot, stock yards and such other buildings as may be necessary to the convenience of the public thereat.

Provided further, that said road shall be completed and in running order from Red Cloud, Neb., to a point on the Central Branch railroad in Kansas within one year from May 1st, 1886, or said bonds shall be void.

And shall the board of supervisors of said Webster county cause to be annually levied in addition to the usual and other taxes on said township an amount of tax on the taxable property of said Red Cloud township, sufficient to pay the interest accruing annually on the bonds of said township, and shall said board at the several times required by law cause to be levied an additional tax on the taxable property of said township sufficient to meet and pay the principal of said bonds in this proposition referred to, provided said taxes so to be levied shall not exceed the amount of tax authorized by law to be levied to aid in the construction of works of internal improvement. And provided said taxes shall never exceed ten per cent of the principal of said bonds.

Said vote on said proposition shall be taken by ballot, and all persons voting in favor of said proposition shall have printed or written on their ballot the words: "Shall the special bonds of Webster county, Nebraska, for Walnut Creek township be issued to the Chicago, Nebraska, Kansas & South-Western Railroad Company, in accordance with the proposition submitted. Yes."

All persons voting against said proposition shall have printed or written on their ballot the words: "Shall the special bonds of Webster county, Nebraska, for Walnut Creek township be issued to the Chicago, Nebraska, Kansas & South-Western Railroad Company, in accordance with the proposition submitted. No."

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Provided, That the work of constructing said road in Nebraska shall be begun by the 1st day of May, 1886, provided further, that none of the bonds of said township shall be delivered until said road is completed and cars running thereon from Red Cloud, Nebraska, to a connection with the Central Branch of the Union Pacific Railroad in Kansas.

Provided further that said company shall erect and maintain within the corporate limits of the city of Red Cloud, north of Division street, or immediately adjacent to said corporate limits north of said street, a good commodious freight depot, a passenger depot, stock yards and such other buildings as may be necessary to the convenience of the public thereat.

Provided further, that said road shall be completed and in running order from Red Cloud, Neb., to a point on the Central Branch railroad in Kansas within one year from May 1st, 1886, or said bonds shall be void.

And shall the board of supervisors of said Webster county cause to be annually levied in addition to the usual and other taxes on said city an amount of tax on the taxable property of said city sufficient to pay the interest accruing annually on the bonds of said city, and also cause a tax to be levied at such times as the law may require sufficient to meet and pay the principal of said bonds, and shall said board at the several times required by law cause to be levied an additional tax on the taxable property of said city sufficient to meet and pay the principal of said bonds in this proposition referred to, provided said taxes so to be levied shall not exceed the amount of tax authorized by law, and never exceed ten per cent of the principal of said bonds.

Said vote on said proposition shall be taken by ballot and all persons voting in favor of said proposition shall have printed or written on their ballot the words: "Shall the special bonds of Red Cloud city be issued to the Chicago, Nebraska, Kansas & South-Western Railroad Company in accordance with the proposition submitted. Yes."

All persons voting against said proposition shall have printed or written on their ballot the words: "Shall the special bonds of Red Cloud city be issued to the Chicago, Nebraska, Kansas & South-Western Railroad Company in accordance with the proposition submitted. No."

By order of the Mayor and City Council of Red Cloud, Neb. R. L. TENKEL, Mayor and Clerk.

Election Notice.

NOTICE IS HEREBY GIVEN that by virtue of authority in us vested by the several acts of the legislature of the state of Nebraska, concerning the voting of bonds by various municipal corporations to aid in internal improvements, we, the board of supervisors for Webster county, Nebraska, do hereby order a special election to be held on the 20th day of March, 1886, in the following township, and at the following place in said township, to-wit: In Walnut Creek township, at school house in school district No. 3, for the purpose of voting on the following proposition, to-wit: Shall the board of supervisors of Webster county, Nebraska, for the purpose of aiding in the construction of the Chicago, Nebraska, Kansas & South-Western Railroad from a point on the state line between Kansas and Nebraska, on the south line of Walnut Creek township, through said Walnut Creek township, thence through Line township into and through Red Cloud City township, issue the special bonds of said county for said Walnut Creek township in the sum of seven thousand and five hundred dollars, said bonds to be dated on the day of their issue, and to be payable to the Chicago, Nebraska, Kansas & South-Western Railroad Company or bearer, on or before twenty years from the date thereof, and to bear annual interest at the rate of six per cent, payable annually to bearer as per interest coupons to be attached thereto. Principal and interest of said bonds payable at the office of the treasurer of said Webster county.

Provided, That the work of constructing said road in Nebraska shall be begun by the 1st day of May, 1886, provided further, that none of the bonds of said township shall be delivered until said road is completed and cars running thereon from Red Cloud, Nebraska, to a connection with the Central Branch of the Union Pacific Railroad in Kansas.

Provided further that said company shall erect and maintain within the corporate limits of the city of Red Cloud, north of Division street, or immediately adjacent to said corporate limits north of said street, a good commodious freight depot, a passenger depot, stock yards and such other buildings as may be necessary to the convenience of the public thereat.

Provided further, that said road shall be completed and in running order from Red Cloud, Neb., to a point on the Central Branch railroad in Kansas within one year from May 1st, 1886, or said bonds shall be void.

And shall the board of supervisors of said Webster county cause to be annually levied in addition to the usual and other taxes on said city an amount of tax on the taxable property of said city sufficient to pay the interest