

NATIONAL REPUBLICAN TICKET.

For President, BENJAMIN HARRISON, of Indiana. For Vice-President, LEVI P. MORTON, of New York. For Congress, 2d District, HON. JAMES LAIRD.

STILLWATER.

Stillwater, Neb., July 11th.—[Special correspondence to the CHIEF.]—John Webber had the needle of his self-binder run through one of his arms the other day.

A man named Lumpke, who lived on the Mayfield place, was drowned in east Beaver Creek July 1st. He leaves a wife and several children.

Quite a number of U. S. troops passed through here Wednesday and Thursday of last week.

The picnic at Thompson's grove on the 4th was a pleasant affair. Rev. A. G. Blackwell was speaker of the day. His address was a very able and instructive one.

R. B. Thompson lost a valuable mare on the 4th.

L. D. Wells sold a two year old filly to R. B. Thompson that weighed 1310 pounds.

The music of the selfbinders was heard last week cutting the various fields of rye. The Carswell Bros. have bought a self-binder.

J. M. Woodside's youngest boy is on the sick list.

A light rain the 9th. Corn is growing very fast. D. D. M.

Farm Loans.

Lots of money to loan on farms at 6, 7, 7 1/2, 8, 8 1/2, 9 and 10 per cent interest for 1, 2, 3, 4, 5, 6, or 7 years. Interest payable annually or semi-annually and principal payable all or in installments at any interest pay day. Use terms ought to suit most anybody. Call on or address me at Red Cloud, Neb. Office in north end Moon block. G. W. BARKER.

For Sale or Trade.

640 acres of land in Logan county, Nebraska, for sale or exchange for property in southern part of state. Also 75 head of young stock as a whole or in part to suit purchaser. A splendid opportunity for some one who wants to go into stock business. Near to an extensive range. In a good neighborhood. School and post-office one half mile. County seat seven miles. Good improvements, good soil, living water, close to line of railroad now being built. Mill site on the place. 35 acres in cultivation. Call on or address.

W. F. KELLOGG, Red Cloud, Nebraska.

HIGHLAND.

Highland, Kan., July 7th.—[Special correspondence to the CHIEF.]—Burrall for Harrison and Morton.

Gen. Con Sundayed in Kansas. Come again Geo.

Class Smith's carp ponds were badly damaged by the late frost.

Early rye is being harvested.

Married at Smith Center, June 30, Mr. Chas. Huppe and Mrs. Sarah Lewis. The happy couple entertained a few of their many friends at their home in Smith county, Kansas, Sunday. May their future be bright and pleasant. E. W. H.

Notice is hereby given that I will examine all persons who may desire to offer themselves as candidates for teachers of the public schools of this county, at Red Cloud, on the third Saturday of each month.

EVA J. KING, County Supt.

The lives of Harrison and Morton, by Gen. Lew Wallace, author of "Ben Hur," is the first republican campaign book out, and the only reliable one published, is being canvassed in Red Cloud by Mrs. A. A. Welch, the successful agent of the firm of Hubbard Bros., of Kansas City, Mo. As this is to be one of the hottest campaigns ever inaugurated, the book, which speaks for itself, should be in the hands of every loyal citizen.

List your property with us. Gump & Warner, Opera house block.

DEEP-SEA FISHING.

How Halibut, Haddock, Cod and Herring Are Caught.

Large Vessels That Travel Hundreds of Miles in Order to Catch the Sealy Creatures—The Food of the Colonists—A Great Industry.

For halibut, haddock and the toothsome cod, the banks, hundreds of miles out to sea, are sought by the vessels of from ninety to twice that many tons burden, which spend there as many months as are necessary to secure a load or "fare," as it is technically called. The system of angling pursued by these "pot-hunters" would scarcely obtain the approval of lovers of sport, says the Chicago News. Lines a mile or so in length, with hooks attached at six-foot intervals are anchored in the shallows over the banks, with bouys of wood or cork to mark them. These "stems" for so they are designated—are set at night, and in the morning, every hook freshly baited with a scrap of fish, and twice in twenty-four hours they are hauled up, hand over hand, by men in dories, who detain such victims as are caught, and renew the fresh lunch offered to the sear rounders of the ocean. As fast as they are taken, the cod or halibut are dried in the sun and salted down in the vessel's holds, whence the former are shoveled out many weeks later, in the leather-like condition one buys them in the corner grocery. The fresh halibut and cod one buys in the market are caught near the shore by smacks, which make two trips a week to the less distant grounds. In this way are taken nearly all the haddock, which are sold unsalted for the most part, owing to the comparatively small number found. Halibut is by far the most profitable game for the fisherman. A fair-sized one at 5 cents a pound is worth several dollars, and it is not unusual to find them weighing three hundred weight a piece. Such big fellows, at \$10 or \$15 each, soon make up a satisfactory cargo. But, as has been said, the "rig" for catching them is more expensive. Lines as big as your little finger are required to hold them, and other tackle of proportionate strength and size. A simple cod rig costs \$25 per man for each of the dozen or so of stout sailor boys who make up the crew of a first-class sea-roving fishing boat. The arrangement usually made is, that the skipper who employs, who men pays all the expenses of a voyage from the sum he receives for his cargo. One-fifth of what remains "goes to the boat," or, in other words, is the captain's share. The balance is divided equally among the crew, each of whom is thus made a partner in the venture—an arrangement well calculated to stimulate activity in the pursuit of edibles that swim. And this is where the swiftness of the vessel is useful, in chasing the schools and in making trips out and home again as short as may be. A great pest of the deep-sea fishermen is the ground-shark, but now and then one is caught as big as a dory—say, twelve feet long—and its liver will fill twelve buckets, at \$1.50 a bucket, for oil. Even the cheeks and tongues of the cod, which in old times were thrown away, are now turned into money. Many people like to eat them fried, and one dealer told the writer that he himself had sold \$50,000 worth of them in the last eight years. At the end of all the fish are disposed of for fertilizing purposes.

The harvesting of the sealy crop each year is an industry of gigantic proportions, employing the services of many thousand able seamen and a multitude of vessels, both big and small. These vessels are the finest of their kind to be found anywhere, not a few of them vieing in the expense-ness of their construction and the elaborateness of their equipment with first-class yachts. Speed, next to safety, is the chief desideratum in the modern fishing boat, and even Mr. Burgess, the celebrated designer of pleasure craft that beat the world, has not disdained to build sloops and schooners which contend with frantic emulation from season to season for the proud distinction of "high-line of the fleet."

The fishing-grounds off the New England shores are the most valuable known. To the interest felt by rival nations in securing possession of them history mainly attributes the colonization of North America. The reports of early explorers touching the wealth of the Western seas—coming at a period when Roman Catholic Europe consumed an incalculable amount of fish in times of religious fasting—gave rise to the most intense excitement and set on foot business speculations which were destined, in the course of years, to conjure up the specter of grim-visaged war. For two centuries the French and English fought over the perch and waters, which even at the present day are a subject of international dispute. The early colonists earned their bread and butter chiefly with hook and line, and in those days the salary of the minister, the debt due the merchant, and in fact most pecuniary obligations, were paid in the staple commodity, fish. And in this present year of grace, 1888, the population along the North Atlantic shore subsist to a great extent on a fish diet, and is supported mainly by the sale of the great ocean's finny inhabitants, fresh and salted.

Of 150,000,000 pounds of fish captured annually the bulk consists of cod, haddock and halibut. On the great banks or shallows, which extend for hundreds of miles in the midst of the deep ocean, far from land, these crews of the sea gather by myriads in the spring time, coming up from fathomless waters, whether they have retreated to escape the winter's cold, to feast upon the countless schools of smaller fry that are brood for the sole purpose, security, of providing food for their bigger cousins. As the warm weather approaches the herring, alewives and other such fashionable fishes, arrive from the southern watering places, where they have been spending the cold months, so unendurable, you know, in this abominable climate. These slippery customers, the seals, too, come wriggling down from the little coves and eskimoes, where they have found comfortable beds of nice warm mud to hibernates in. In fact, it is the joyous season in the long north as well as on the dry earth.

As a rule a vessel goes on a fishing expedition with some particular sort of prey in view. A "cod" rig will also serve for haddock, but for halibut stronger tackle and bigger hooks are needed, while mackerel and herring must be taken in nets. Thus it is that boats usually sail from port equipped suitably for capturing a single kind of fish. To the netting or hooking of which each craft devotes its exclusive attention.

How Cane-Handles Are Curled. Many people wonder how the handles of the sticks made from hickory, malacca, hazel and a variety of other woods are curved. This is effected by the application of heat. The workman fixes one end of the cane first in a vice and pours a continuous stream of fire from a gas pipe on the part which is to be bent. When sufficient heat has been applied the cane is pulled gradually around until the hook is formed; it is then firmly secured with string, and after an additional application of heat in the form of baking the curl is permanently fixed. The under part of the hook, which is much charred by the action of the gas, is rubbed down as much as possible and smoothed with sand-paper before polishing.

MONEY IN OLD BONES.

Men Who Make Fortunes Out of the Refuse in Meat.

How Horns, Hoofs, Bones and Every Part of Slaughtered Beef Are Utilized—A Number of Industries Peculiar to Chicago.

Of all the products that come into Chicago market beef is the most effectually utilized, says the Chicago Mail. From the time a beef leaves the pasture until its steaks are served by some fashionable caterer, it has passed through several thousand hands, and has contributed either directly or indirectly to several hundred distinct and separate industries.

In no city in the world is the principle of the division of labor more strikingly exemplified than in Chicago, with her manifold industries dependent on the traffic in beef. One would naturally suppose that beef was so plentiful and cheap in a central market like Chicago that no one would think of making a special business of utilizing what in many cities is cast away as refuse. But the very fact that Chicago is so great a beef market renders it possible for almost every ounce of beef to be put to some practical use.

There has grown up in this city within the past ten years the largest bone and tallow industries in this country. These industries have not only served to build up immense private fortunes, but, as an officer of the Board of Health said recently, they have been of untold value to Chicago in a sanitary point of view.

This may seem at first thought a curious statement. But the explanation is simple. A bone and tallow factory is not a desirable neighbor, as every one knows who has ever had the misfortune to live within scattering distance of such an establishment, and yet the odor is neither so unpleasant nor nearly so unwholesome as many other exhalations from the Stock Yards. The bone and tallow factory serves as a convenient repository and crematory of the offal from the butcher shops. In a city like Chicago there must necessarily be at every large butcher shop a large amount of good meat remaining over each day unsold. To remove this meat to some suburban dumping-place would entail considerable expense on the butcher, and he would in many instances be tempted to let economic considerations take preference over regard for public health. The dealer in bones buys off the butcher whatever is worth paying for in the way of bones, horns, hoofs, hide, tallow, meat, and hauls it away, and often gets for the mere hauling away meat that would soon become a nuisance to the butcher, but which can be turned to some practical account at the tallow factory. All of the leading butchers of Chicago have now come to depend on the bone and tallow dealers to remove their offal, which they can not dispose of to their regular customers.

To facilitate in ascertaining the price of the commodity it is usual for the butcher to sort it. For instance, he puts all the kidney suet in one barrel, the flank tallow in another, the soup-bones in another, and the waste meat in another. These are all sorted in the order of value. If the butcher fails to do the sorting himself, he is obliged to sell for a lower price, as the work of sorting after the stuff is once mixed is both difficult and unpleasant, and frequently costs more than it is really worth. The bone and tallow dealer sends out his wagons every day to different parts of the city to buy up the butchers' refuse. Each wagon has a regular route and makes regular trips at stated intervals. The loads are brought into the factory and distributed to appropriate places. All of the tallow is put into a vast caldron and rendered into the form in which it is found in commerce. There are a number of rendering processes, but they vary according to the purity of the article when it comes into the factory. The bones form a curious collection, and suggest at once the prophet's vision in the Old Testament. Here are the bleached skulls of oxen, with yawning jaws, grinning teeth and empty sockets. They seem almost to speak from out their grim receptacle some legend of the Humaene Society. Occasionally a huge skull happens to have a pair of cross-bones near it, and suggests the ghoulish emblem of the death's head.

The bones are of all sizes and ages. There are the dry bones that have lain bleaching for months on the prairie and have been gathered by some economic farmer and shipped to Chicago for a few cents more than paid the freight. Then there are the juicy soup-bones fresh from the butcher-shop. But these must go through many ramifications before they are ready for the market. First they are cooked and the grease all extracted. This grease is converted into lubricating oils. The bones are next put to soak in a tank with water running constantly in and out. Thus they are cleaned. When all greasy impurities are removed the bones are laid out to dry and are ready to join company with their congeners of the plains. They are dropped into a gigantic hopper and ground to a coarse flour or dust. The mill grinds with a hungry greed and rarely receives a mouthful too difficult for its power of mastication. The bone dust is weighed, bagged, sorted and shipped to all parts of the country where fertilizing material is needed. One of the most valuable products of the establishment is glue. This is made of the hoofs of cattle. There is a secret process in its manufacture that is always carefully guarded and is known to only one man. His one of those peculiar trade secrets that no amount of right would properly protect. In fact it resembles the secret of making porcelain, possessed only by the Meissen (Saxony) porcelain potters. The hoofs are subjected to some process by which they are turned into liquid. This liquid comes out resembling in color and consistency New Orleans molasses. It is run into cooling pans, where it becomes partially solid. Then it is cut into cakes like gingerbread, and allowed to harden, and is then broken into small pieces and placed in barrels ready to be shipped.

The horns furnish in themselves material for two or three different industries. The large, curving horns of Texas cattle are made into house ornaments. The horns are also used for making ornamental chairs and other pieces of furniture, a taste for which has become of late years exceedingly widespread. The ordinary horns are turned into buttons of all kinds, and hunters' and fishers' furnishings. Canary-Bird Culture. The breeding of canary birds is a common occupation among the Hartz Mountians, and a ready market is found for them in the city of Goslar, an aristocratic place of 30,000 inhabitants, where some of the deceased rulers of Prussia lie buried. The birds generally sell at prices ranging from a few dollars to \$50; but there is one variety, exceptional; the singers, which frequently bring \$100. This bird serves the purposes of a teacher to the others in the matter of singing, and is therefore eagerly sought after. Recently a dealer in canary birds from the Hartz Mountains landed in New York, bringing with him upward of 2,000 beautiful songsters. It was his intention to dispose of them in the large cities of the country.



One cent a day. THE CHICAGO DAILY NEWS

announces the reduction of its price from Two cents to ONE CENT per copy.

It is fitting that the pioneer of low-priced journalism in the West should lead in placing the American newspaper of to-day upon the basis of the lowest unit of American coinage. Twelve years ago that unit was the nickel in Chicago and throughout the Northwest. The founding of THE DAILY NEWS at a lower price was regarded by the journalistic profession as inviting certain failure. But they were wrong. To-day there is not a nickel paper in Chicago, and the circulation of THE DAILY NEWS averages, as shown by its published sworn statements, 175,000 copies a day—with a single exception the largest daily circulation in America, and greater than the circulations of all other Chicago dailies combined.

THE DAILY NEWS has prospered beyond the most sanguine hopes of its founders. For this it has more than once made its grateful acknowledgments to an appreciative public. It believes, however, that the time has now come when, acting entirely within the limits of a wise commercial progression, it can give its thanks more practical expression. It proposes henceforth to "divide" as to its friends—and to multiply as to its circulation. To-day it reduces its price to One Cent—and expects to double its circulation.

And anticipating the questionings of the doubtful let it be briefly said that the thing can be done. THE DAILY NEWS—all that it has been in the past, as well as all that is rightly expected of it in the future as a leader in progressive American journalism—can be produced and sold for one cent a day, and this by reason of those common principles of trade which make possible lower prices just in proportion as the aggregate volume of sales increases. THE DAILY NEWS now sells over a million papers a week, as shown by its published sworn statements of circulation, and it can afford to sell at a smaller profit per paper than other Chicago dailies, no one of which has as much as one-third the average daily circulation

of THE DAILY NEWS. The large addition to its present million-a-week circulation, which will surely come with its reduction to one cent a day, will fully compensate for the reduced profit at which each paper is sold. All this concerns the reader only as assuring him that THE DAILY NEWS can reduce its price and at the same time maintain its high character as the foremost newspaper of the Northwest—that a million-a-week circulation makes the otherwise impossible entirely possible.

The present is peculiarly the time to inaugurate this popular departure in American journalism. The approaching Presidential election widens immeasurably the field and opportunity for THE DAILY NEWS as an independent, impartial, fearless newspaper—one free from all the entanglements of mere partisan allegiance. The demand is more and more for a newspaper which shall give all the political news free from partisan coloring, and which shall tell the absolute, unvarnished truth about things, regardless of its effect upon the fortunes of this or that political party or candidate. This demand THE DAILY NEWS aims to meet, and at its reduced price it combines all the elements which should make it literally everybody's paper.

To the thousands of new readers whose attention is now for the first time directed to THE DAILY NEWS it is proper to say that they will find it complete in all the essentials of the best American journalism of to-day. Its quality as a newspaper proper is best indicated in the fact that it is the only low-priced paper in Chicago or the North-west, which is a member of the "Associated Press." The other "Associated Press" papers in Chicago, the Tribune, the Times and Inter-Ocean all cost three cents. THE CHICAGO DAILY NEWS prints all the news and sells it for one cent a day. Sold by all news dealers. Mailed, postage paid, at \$3.00 per year, or 25c. per month. Address VICTOR F. LAWSON, Publisher, THE DAILY NEWS, CHICAGO.

The Red Cloud Street Railway Co.



Time Table. Cars run every twenty minutes leaving the Holland House at 7:30 a.m. and making regular trips until 10:00 p. m., after that time leave the Holland House at 11:30 p.m. and make midnight train. Cars make all trains. TICKETS ARE FOR SALE at the Red Cloud National Bank and of the drivers.

For Sale. I have 320 acres of fine farm land near the city, for sale, cheap. It's a bargain to the right party. Geo. Winton.

One dollar buys a number one screen door at the Chicago Lumber Yard.

Closing out sale of summer millinery at Mrs. McBride's. 148-4 f & Parker's.

Increased Train Service.

"ROCK ISLAND ROUTE." Always appreciative of the best interests of the traveling public, the Chicago, Kansas & Nebraska railway, (St. Joe & Iowa R. Co. lessee), "Rock Island Route," announce in addition to its already complete train service two new passenger trains, between Kansas City and St. Joe and Norton, Kansas. One of these trains leaves St. Joe daily at 9:15 p. m. and runs through to Norton via Horton Junction, Fairbury and Belleville, arriving at Norton at 10:20 the following morning. Returning, it leaves Norton daily at 5:40 p. m., arriving at St. Joe at 7 o'clock the next morning.

The other new train leaves Kansas City daily at 9:05 p. m. and runs through to Norton via Topeka, McFarland, Manhattan, Clay Center, Claye and Belleville, arriving at Norton at 10:20 the morning following. Returning, it leaves Norton daily at 5:40 p. m. arriving at Kansas City the next morning at 6:35. Pullman palace sleeping cars run through both ways on these trains between St. Joe and Norton via Horton Junction and Fairbury, and between Kansas City Norton via McFarland, Clay Center and Belleville.

Low Rates of Interest. By a late arrangement, I can make you a Farm Loan on the shortest notice, lowest interest, and best terms of payment that can be had in the west. All kinds of well secured notes bought. Call and compare rates. C. F. CATHER.

Auction Sale. Auction sale of two span of mules and two teams of horses, one team weighing 2650. All the above are good farm horses and mules. Will be sold on Saturday, July 14th, at Watson's feed barn in Red Cloud at two o'clock p. m. Terms cash or six months time on approved security at ten per cent per annum from date. L. P. ALBRIGHT.

Go to Mrs. McBride's for your millinery goods. 148-4 f & Parker's.

Jim Butler is on the sick list.

Jake Noll, of Alma, is in the city. Mrs. F. Bradbrook and son are visiting in Orleans.

D. L. Groat, of Inavale, favored us with a call Thursday.

Samuel Reese has returned to Red Cloud after an absence of ten months.

Dr. Denney is basking in the mountains. He is now in Denver taking in the sights.

The Webster county Teachers' Institute convenes next Monday morning in this city.

John Foster is building an addition to his residence. John believes in being enterprising.

Charley Buschow, ex-county treasurer, now a prominent banker of Colby, Kansas, is in the city.

"Is this hot enough for you?" is the familiar remark these days. The answer thereto is "You bet."

Burlington Route B. & M. R. R. logo and text.

Denver to Chicago, Denver to Kansas City, Denver to Omaha, Omaha to Chicago, Kansas City to Chicago, Omaha to St. Louis.

BEST LINE FROM WEST TO EAST! SURE CONNECTIONS LOW RATES BAGGAGE CHECKED THROUGH.

Through tickets over the Burlington Route are for sale by the Union Pacific, Denver & Rio Grande and all other principal railways, and by all agents of the "Burlington Route."

For further information, apply to any agent, or to P. S. EUSTIS, Gen'l Ticket Agent, DENVER, COLO.

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All kinds of fresh fruits at Hacker's.

If you wish to buy or sell property call on us. Gump & Warner. Opera house block.

Hack Line. Headquarters for Cline's hack is at McAvoy & Farrell's livery stable. All orders left there will receive prompt attention. G. W. CLINE.

Cure of Cancer and Ulcers. Judge T. C. McLondon writes to the Swift Specific Co.: "About three years ago, Jerry Bradley, had a cancerous sore on his face, near the right eye. It caused him a great deal of pain, and he lost the sight of the eye, but was finally cured by the use of Swift's Specific. This case is well known in Wilkes Co., Ga., where he lived."

Mr. L. Cox, of Arkabutla, Tate Co., Miss., writes: "I suffered a great deal from old ulcers for years. Your medicine was recommended, and after using six bottles I was completely cured. Your medicine does even more than you claim for it. I have known it to cure cases which were thought hopeless."

Mrs. A. M. Goldsmith, No. 674 Warren St., Brooklyn, N. Y., writes: "I commenced using S. S. S. about three years ago. I had suffered with a sore throat for over a year. I used a great many other remedies with no good results. My little girl, also, had sore fingers; it commenced from the quick, and then the nails would come off. We doctored her for over two years, and when I commenced using S. S. S. I thought I would see what it would do for her. I am thankful to say that it entirely cured her. It is the best remedy I know of for the blood. I really believe it was the means of saving my life. The doctor told me I had a throat disease similar to Grant's. I cheerfully recommend it to all suffering from disordered blood. Treatise on Blood and Skin Diseases mailed free. THE SWIFT SPECIFIC CO., LAWRENCE, K., CLANTA, GA.

LOOK HERE. When traveling north, east, south or west, make yourself comfortable by patronizing a strictly first class line. The Chicago, Kansas & Nebraska Railway, "Rock Island Route."

This thoroughfare is the people's favorite, because it is reliable, safe and pleasant and with its limited flyer to Chicago, and connection with all the fast trains to St. Louis make it universally popular, and the route which all well-posted travelers take.

Its passenger trains were built expressly for this use by the Pullman Palace Car Co., which is a guarantee that they are perfect and complete in every detail as the best taste and most thorough experience can suggest, and no compromise for the comfort and service of the traveling public has been overlooked. In addition to its regular passenger equipment, there is in service a line of superb reclining chair cars; no pains or expense having been spared to make these cars the most restful and comfort-assuring vehicles of their class in America. Holders of first class tickets can occupy seats in these cars free. A colored port or screen on each car to minister to the wants of the patrons, which makes them especially desirable for ladies and children traveling without escort. In fact, the C. K. & N. is the Great Free Reclining Chair Car Line west of the Missouri river. When you travel, to be absolutely comfortable, take the Chicago Kansas & Nebraska Railway, "Rock Island Route." Pullman's Palace Sleeping Cars on all night trains.