



**THROUGH A GLASS.**

**IVORY SOAP** is a skin soap. On one square inch of your hand there are 2,800 pores. On the whole body you have 2,381,284 of these little cavities to look after. Every one of these openings must be kept clear, or the impurities of the body can not pass out. Now, to cleanse the pores, you need a fine, pure soap. Scientists who speak not from opinion, but from scientific analyses, urge the use of Ivory Soap. 99 44/100 per cent. pure.

**THE CHIEF**

PUBLISHED BY  
**W. L. McMILLAN.**

One year \$1.00  
Six months .50

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**ADVERTISING RATES:**

Local advertising 5 cents per line per issue. Local Advertising for entertainments, concerts, societies, etc., given by churches, charitable societies, etc., where all moneys raised therefrom are used wholly for church or charitable societies, first ten lines free and all over ten lines 2 1/2 cents per line per issue. Local advertising of entertainments, concerts, recitals, etc., where per cent is given to promoters, 5 cents per line per issue. DISPLAY ADVERTISING. One column per month \$7.00 One-half column per month 3.50 One-fourth column per month 1.75 General display advertising 8 1/2 cents per inch per issue.

**REPUBLICAN TICKET.**

**National Ticket.**

For President, **WILLIAM MC KINLEY**  
For Vice President, **THEODORE ROOSEVELT**

**State Ticket.**

For Governor, **C. H. DEITRICH**,  
Of Adams County.  
For Secretary of State, **G. W. MARSH**,  
Of Richardson County.

For State Treasurer, **W. M. STUEFFER**,  
Of Cumming County.  
For State Auditor, **CHARLES WESTON**,  
Of Sheridan County.

For Attorney General, **F. N. PROUT**,  
Of Gage County.

For Commissioner Public Lands, **GEO. D. POLLMER**,  
Of Nuckolls County.  
For Superintendent Public Instruction, **W. K. FOWLER**,  
Of Washington County.

**Congressional Ticket.**

For Congressman, 5th District, **W. S. MORLAN**,  
Of Red Willow County.

**County Ticket.**

For State Representative, **CHAS. E. HICKS**,  
For County Attorney, **E. U. OVERMAN**.

**THE ALASKA WANDERERS.**

The Experiences and Troubles of the Red Cloud Fortune Hunters in Alaska as Told by One of Them

**FRIEND CHIEF**—As per your request I will try to give you a little of our sea voyage from Seattle to Cape Nome. The passengers went aboard at Seattle at 10 o'clock p. m., May 30, but the order from the captain for "tie loose" was not given until 4:30 a. m. the next morning, when our steamer left her dock and rounded out into the harbor with her bowsprit northward up Puget Sound far Cape Flattery. On board were about 650 passengers, and the officers and crew numbering 150 more, about 3500 tons of freight and 33 head of horses. Many of the passengers did not retire to their state rooms but walked up and down the decks to be on the lookout for scenes of interest as they were passed, such places as Port Townsend, Fort Dungeon lying on the west shore of the sound, and Victoria, B. C., on the east shore, with many smaller places of less interest at various points. We passed Cape Flattery about 5:30 in the afternoon, and swept out on the broad blue waters of the Pacific. Of course everything was serene, but on the next morning, June 1, bright and early there was a grand rush for the upper deck by the passengers, who soon discovered that there was nothing to be seen but an endless

expanse of waters underneath, and a dark leaden sky overhead. Then came the reaction and—oh, my. People who were not accustomed to walking the deck of a rolling ship without land observations, suddenly commenced to look pale. They would pass you with tightly compressed lips, and if you, through neighborly courtesy, would say "good morning" they would look at you in a dazed sort of a way, yelp out "O, dear!" and the next minute they would be laying over the ship rail and heaving up Jonah. After they had tried, as it seemed, to throw up their boot heels, they give a sigh for the happy home they had left, a few weak shakes of the head, and stagger down the companion way to their state rooms where they tumble into their berths shoes and all, there to lie and enjoy the luxuries of sea sickness for from one day to one week, but when they did come again on deck they looked as though they had gone through an intemperance banquet. Our boys suffered very little from the effects except myself. I was tumbled off the perch the first day out, and stayed out for a week.

Our first sight of land was the bold towering rocks of Gordon island, 1650 miles northwest of Seattle, one of the Aleutian group of Islands, and seventy-three miles east of Dutch Harbor, which is the coaling station in the main pass through these islands for the ships which ply between Pacific coast and Behring sea and Alaska points. Our steamer did not go to Dutch Harbor to go into the Behring sea, but went through Unimac Pass, seventy-three miles east of there. The Gordon island is one side and the Unimac island on the other side of this pass. These islands are in the Fox group of the Aleutians. At this point some very fine scenery came into view. Gordon island on your left with its barren volcanic rocks, and Unimac on the right with its peaks towering to a height of six or seven thousand feet and covered with snow from near the water edge to the topmost peak. Two of the tallest have burning craters at their peaks. The snow on this barren island glistened in the early morning sunlight like burnished silver and was one of the finest scenes along the route. Another fine scene was just north of Northwes Cape, where a mountain shaped like pictures we see in books of the pyramids of Egypt, rises for nine thousand feet out of the sea. Like all others in this region it is completely covered with snow and on the day we passed it, June 7th, at 2 p. m. (the first day the sun has shone since we left Seattle) it was grand. We passed it to the westward about 60 miles, and what made the scene of this square shaped mountain covered with glistening snow particularly attractive was between its center and summit at three different elevations bluish colored clouds were passing around it.

Our only other attraction for the next twenty-four hours was in watching the spouting whales, some reaching to the estimated length of eighty feet, the different kinds of sea birds, and now and then a passing whaling vessel or fishing schooner. When reaching the middle of the Behring sea our approach to the land of the midnight sun becomes very noticeable as it is broad daylight at 10:30 p. m. and the balance of the night the shade of twilight gloom. At 2:30 a. m., June 8, fine reflection on the clouds of the great ice floes, or fields of moving ice were seen and our ships officers were on the alert for moving ice. On June 9th, at 1:30 a. m., in a heavy fog, we came in contact with a heavy field of moving ice, and our ship had to beat a hasty retreat on the back track for

about twenty-five miles, then laying off to another course for fifteen miles she drifted idly for a few hours until the heavy gorge had passed, blowing her siren fog horn at intervals of every three to five minutes until the fog had risen.

On the 10th we were traveling at all points of the compass, dodging mammoth fields of floating ice and in several instances we got pocketed and had to back out and make a large circuit to get around. In cloudy weather day or night, the ever vigilant officer of a ship cannot tell at just what point he will come in contact with these ice floes, as they are always covered by a dense fog. Of course the appearance of a fog at this season of the year will warn him of approaching ice floes and he will decrease his vessel's speed and put on extra lookouts as a precaution. Our greatest run for any twenty-four hours since leaving Seattle was 254 miles. We stopped at no point between Seattle and Nome City, and our ship will not have to make any stop on her return trip as she took on 1400 tons of coal before starting. She consumes about thirty tons of coal a day. The next trip of this boat will be an excursion and will leave Seattle about July 25th. She will come over the same route we have just come to Nome City and will also touch at St. Michael, and stop at Nome City three days for her passengers to see what is here. She will then course northwest into the Arctic ocean, cross to the Siberian coast, returning around the Aleutian islands, to Seattle. The cost complete for everything, first class, will be about \$225. Nome City this summer will be the Monte Carlo of America situated in Alaska.

Our experience as to the probability of being shipwrecked were too close to be comfortable on the afternoon of the 10th. After our ship had been working hard all day, running at all points of the compass in dodging large fields of floating ice, we were thrown enough out of our course by moving ice, to be stranded upon the Yukon Flats, there stuck fast in the mud with a heavy field of ice coming down upon us with the shore current. This field of ice struck us on the port quarter aft and for three hours our ship stood the test splendidly with the grating and churning of ice that crunched around her side, and then after two hours our vessel managed to free herself from the mud, only to get upon another bank where we stuck to stay, mid field of ice for 56 hours. The point as shown on the map is in Norton sound, ninety miles southwest of Nome and designated as sand islands, or better known as the Yukon flats, which is the wash and waste thrown out into the sound from the Yukon river. This filling in of mud runs from twenty to forty miles out from the mouth of the river into sound and along the shore line from sixty to eighty miles, each way from the mouth of the river. The depth of water over these flats is from five to forty feet. Where we were stuck in the mud it is from fourteen to sixteen (Continued on page 5)

**REPORT OF THE CONDITION OF THE PEOPLE'S BANK OF RED CLOUD**  
CHARTER NO. 346  
at Red Cloud, in the State of Nebraska at the close of business June 30th, 1900.

RESOURCES.	
Loans and Discounts	\$63,989.96
Overdrafts, secured and unsecured	1,704.20
Warrants and Internal Revenue Stamps	308.65
Furniture and fixtures	944.36
Checks and other cash items	25.83
Due from National and State Banks	\$56,505.47
Bills of other banks	1,960.00
Nickels and cents	15.30
Specie	2,973.75
Legal tender notes	2,000.00
Total cash on hand	62,730.52
<b>TOTAL</b>	<b>\$129,722.32</b>
LIABILITIES.	
Capital stock	\$15,000.00
Surplus fund	10,000.00
Undivided profits	328.52
Dividends unpaid	6,900.00
Individual deposits subject to check	\$74,959.92
Demand certificates of deposit	53,369.13
Time certificates of deposit	44,753.10
<b>TOTAL</b>	<b>\$129,722.32</b>

**REPORT OF THE CONDITION OF THE STATE BANK OF RED CLOUD**  
CHARTER NO. 345  
at Red Cloud, in the State of Nebraska at the close of business June 30th, 1900.

RESOURCES.	
Loans and Discounts	\$84,932.01
Overdrafts, secured and unsecured	1,119.49
Revenue stamps	125.90
Due from National and State Banks	49,651.79
Bills of other banks	2,321.20
Specie	3,197.10
Fractional currency, nickels and cents	84.97
Total cash on hand	1,508.00
<b>TOTAL</b>	<b>\$139,531.27</b>
LIABILITIES.	
Capital stock paid in	\$15,000.00
Surplus fund	10,000.00
Undivided profits	1,099.67
Individual deposits subject to check	94,491.51
Demand certificates of deposit	12,673.58
Time certificates of deposit	2,479.51
Total Deposits	\$109,635.20
<b>TOTAL</b>	<b>\$139,531.27</b>

**BOILS AND CARBUNCLES.**

These unwelcome visitors usually appear in the spring or summer, when the blood is making an extra effort to free itself from the many impurities that have accumulated during the winter months.



**Baneful Boils**

Mr. R. M. Pratt, Cave, S. C., writes: "For twenty years I was sorely afflicted with boils and carbuncles caused by impure blood. It is impossible to describe my suffering, but the time being unable to work or sleep, several doctors treated me, and I tried all the so-called 'good' remedies, but nothing seemed to do me any good. During the summer of 1888 I was persuaded to try S. S. S., and after taking several bottles was entirely cured, and have had no return of these painful pests up to the present time."

**Dangerous Carbuncles**

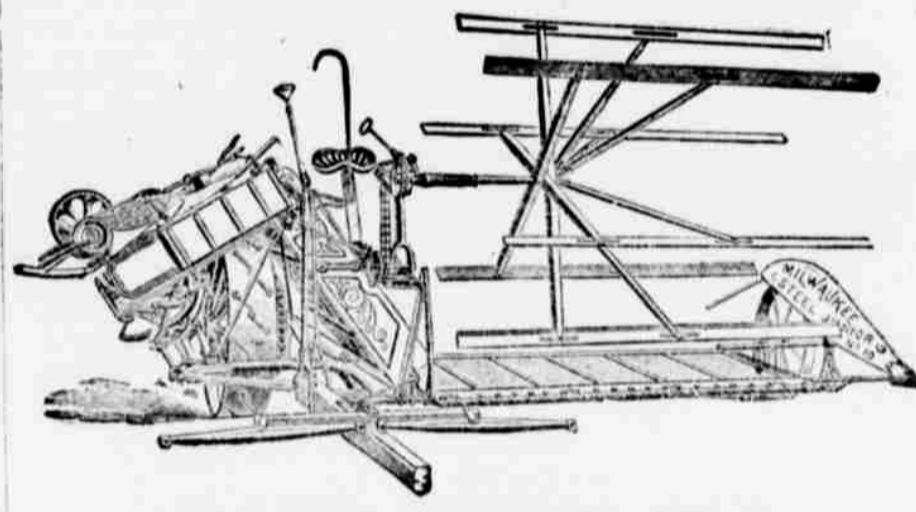
Building up the blood and ridding the system of all accumulated waste matter. S. S. S. is made of roots and herbs which act directly on the blood, and all poisons, no matter how deep-seated, are soon overcome and driven out by this powerful purely vegetable medicine. S. S. S. is not a new, untried remedy, but for fifty years has been curing all kinds of blood and skin diseases. It has cured thousands, and will cure you. It is a pleasant tonic as well as blood purifier—improves the appetite and digestion, builds up your general health and keeps your blood in order. Our physicians have made blood and skin diseases a life study—write them fully about your case, and any information or advice wanted will be cheerfully given. We make no charge whatever for this service. Send for our book on Blood and Skin Diseases—free. Address, The Swift Specific Co., Atlanta, Ga.



**Beware of Ointments for Catarrh that Contain Mercury**  
as mercury will surely destroy the sense of smell and completely derange the whole system when entering it through the mucous surfaces. Such articles should never be used except on prescriptions from reputable physicians, as the damage they will do is ten fold to the good you can possibly derive from them. Hall's Catarrh Cure manufactured by F. J. Cheney & Co., Toledo, O., contains no mercury and is taken internally, acting directly upon the blood and mucous surfaces of the system. In buying Hall's Catarrh Cure be sure you get the genuine. It is taken internally and is made in Toledo, O., by F. J. Cheney & Co. Testimonials free. Sold by druggists, price 75 cents per bottle. Hall's Family Pills are the best.

**ARGABRIGHT,**  
**The Portrait Painter!**  
STRICTLY FINE WORK IN  
**CRAYON INK,**  
**WATER COLOR,**  
**SEPIA,**  
**PASTEL.**  
Portrait Frames and Easels in stock and to order.  
Studio in Damerell Block, Red Cloud, Nebr.

**"MILWAUKEE" HARVESTERS.**



**LEADS THEM ALL.**  
THE MILWAUKEE LEADS today, as it has in the past, with a line of grain and mill-cutting machinery, world-famous for its light draught, perfect operation, durability and mechanical beauty, and all those other desirable and necessary qualities required to make a perfect machine.  
**JAS. PETERSON, Agent.**  
RED CLOUD, NEBRASKA.

**The New CHAMPION BINDER**  
LIGHT DRAFT.  
Low Force-Feed Elevator. Eccentric Binder Wheel.  
An Entirely New Departure.  
RADICALLY DIFFERENT FROM ALL OTHER BINDERS.  
IF YOU SEE IT YOU WILL BUY NO OTHER.

**The New CHAMPION MOWER**  
MOST PERFECT MOWER MADE.  
LIGHT DRAFT.  
The Pitman has no other motion except straight forward and straight back. It never breaks and never wears out.  
The only Mower where lost motion can be taken up both in boxes and gearing. Turning a set-screw does it.  
SAMPLES NOW TO BE SEEN AT  
**W. B. ROBY, Agent.**  
No. 1 Third Avenue, Red Cloud, Nebr.

For all kinds of **JOB WORK** call on the **RED CLOUD CHIEF.**

**Burlington Route**  
**TIMETABLE.**  
**B & M. R. Y.**  
**RED CLOUD, NEBR.**

<b>LINCOLN</b>	<b>DENVER</b>
<b>OMAHA</b>	<b>HELENA</b>
<b>CHICAGO</b>	<b>BUTTE</b>
<b>ST. JOE</b>	<b>SALT LAKE CITY</b>
<b>KANSAS CITY</b>	<b>PORTLAND</b>
<b>ST. LOUIS</b>	<b>SAN FRANCISCO</b>
<b>and all points east and south.</b>	<b>and all points west.</b>

**TRAINS LEAVE AS FOLLOWS:**

No. 13. Passenger daily for Oberlin and St. Francis branches, Oxford, McCook, Denver and all points west.	8:25 a. m.
No. 14. Passenger daily for St. Joe, Kansas City, Atchison, St. Louis, Lincoln via Wynome and all points east and south.	9:45 a. m.
No. 17. Passenger, daily, Denver, all points in Colorado, Utah and California.	8:40 p. m.
No. 18. Passenger, daily for St. Joe, Kansas City, Atchison, St. Louis and all points east and south.	10:30 a. m.
No. 144. Accommodation, daily except Sunday, Hastings, Grand Island, Black Hills and all points in the northwest.	1:00 p. m.
No. 148. Accommodation, daily except Sunday, Oberlin, Kansas, and intermediate stations, via Republican.	12:30 p. m.
No. 64. Freight, daily, Wynome and intermediate junction points.	19:45 p. m.
No. 53. Freight, daily for Republican, Oberlin, Oxford and all points west.	10:40 a. m.
No. 96. Freight, daily except Sunday, for Wynome and all points east.	6:45 a. m.
No. 178. Freight daily to Oxford and intermediate points.	1:30 p. m.

Sleeping, dining, and reclining chair cars (seats free) on through trains. Tickets sold and baggage checked to any point in the United States or Canada.

For information, time tables, maps or tickets call on or address A. Conover, Agent, Red Cloud, Nebr., or J. Francis, General Passenger Agent, Omaha, Nebraska.