

# THE CHIEF

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## CRISIS YET TO COME

### PEACE ENVOYS AGREE UPON FIVE ARTICLES.

#### Demand for Cession of Sakhalin is Passed for the Present—Mutual Pledges Made to Respect Integrity of China.

Portsmouth, N. H., Aug. 16.—The crisis in the peace negotiations, upon which the eyes of the world are fastened, is approaching rapidly and the end of this week, or the first of next at the latest, should witness the deadlock and the end, if the conference is to go to pieces. Two more of the twelve articles, Nos. 4 and 6, were disposed of. Article 4 consists of mutual pledges to observe the integrity of China and the policy of the "open door" for the commerce of all nations, and article 6 covers the surrender of the Russian leases to the Liao Tung peninsula, Port Arthur, Dalny and the Blonde and Elliott islands.

To article 4 both parties gave ready assent and the official statement of the adoption of that article took care to state that it was agreed to unanimously. Article 5, the consideration of which was postponed until later, provides for the cession of the island of Sakhalin. Discussion appearing useless at this stage on account of the firm negative given in the Russian reply, it was decided, upon the motion of the Japanese, to defer its discussion, thus revealing the Japanese intention of postponing to the end the life and death struggle. This is the usual procedure followed in diplomatic negotiations, enabling the negotiators to come to an accord upon all possible points before tackling the crucial issues, and the fact that the Russians acquiesced in the proposition shows that they, too, are as careful and as anxious as are the Japanese that the world should not accuse them of being responsible for precipitating the break, if break there is to be, and wrecking the conference. This, in itself, is a hopeful sign. Besides, by postponing the burning questions to the end the psychological moment for bargain and compromise arrives. Then hurriedly the last trump cards are played and the game is done. And there is growing hope of compromise. To the closest observers the final solution begins to crystallize quite naturally, the Russians yielding the cession of Sakhalin, Japan foregoing "the cost of the war," but taking compensation in the money to be refunded to Japan by China on account of the transfer to her of the Chinese Eastern railroad, which Russia contends belongs to a private corporation, therefore unconfiscatable by Japan, the Russian government property in Port Arthur and Dalny and remuneration for the maintenance of the 100,000 Russian prisoners in Japan. According to the Russian view, Japan has already secured all and more than she dreamed of claiming before the war. To insist upon a foe who has still half a million men confronting her in the field, footing the bill for the cost of the war as the price of peace would, the Russians say, change the character of the military struggle henceforth from one of certain principles to one for the exaction of "blood money." All questions relating to Korea and Manchuria, except the cession of the Chinese Eastern railroad, are settled in the five articles already considered. Some confusion has arisen about those articles, and the following resume can be accepted as absolutely accurate:

1. Recognition of Japan's "preponderating influence" in Korea, etc.
2. Mutual obligation to evacuate Manchuria, Russia to retrocede to China all special privileges, etc.
3. Japanese obligation to restore the sovereignty and administration of China in Manchuria.
4. Mutual obligations to respect the territorial and administrative integrity of China and the principle of the "open door."
5. The surrender of the Russian leases to the Liao Tung peninsula, including Port Arthur, Dalny and the Blonde and Elliott islands.

#### Questions Yet Open.

The remaining seven articles are: The cession of Sakhalin, reimbursement for the cost of war; the cession to China of the Chinese Eastern railroad; the article relating to that por-

tion of the main line of the Siberian railroad running through northeastern Manchuria, which includes provision for policing the road by China and not by Russia; fishing rights on the Siberian coast north of Vladivostok to the Bering sea; the article affecting Russia's naval power in the far east, and that providing for the surrender of the Russian warships interned in far eastern waters. To all of these Russia has more or less objection. Besides indemnity and Sakhalin, M. Witte will strenuously oppose the surrender of the interned warships, the limitation upon Russia's naval power and the cession of the Chinese Eastern railroad to China.

#### Poser Still to Come.

The discussion on Sakhalin went far enough to demonstrate the determined opposition of Russia, and there had not been the slightest sign of yielding when the agreement was made to reserve a decision on the article until later. Competent Japanese authorities, however, insist that Japan will never abandon this point. They declare, however, that Baron Komura and Mr. Takahira will go to the extreme limit to secure the bases of the "treaty of Washington." They do not pretend to say that they are assured the treaty will be signed. They do not even say that they are hopeful.

#### TWELVE KILLED IN A WRECK.

##### Passenger Train on Nickel Plate Crashes Into Freight.

Cleveland, Aug. 14.—A fast east-bound passenger train on the Nickel Plate road collided with a westbound freight train at Kishmin, O., near Vermillion, resulting in the death of twelve persons, while at least twenty-five others were injured, eight of whom will probably die. The wreck was caused by a misunderstanding of orders or neglect to obey them on the part of the crew of the freight train.

The dead: Engineer Charles W. Poole, Joseph Alexander, Newark; Frank Weaver, Findlay, O.; Domenico Pomodoro, Antonio Grillo, Joseph Paraci, Frank Busceni, Francisco Scilla, Natale Dirmora, Antonio Achille, Gallagus Travola, Cologno Cagliant.

Aside from the engineer, the men killed on the passenger train were all riding in the smoking car at the head of the train and were mostly foreign laborers in the employ of the Standard Oil company on their way from Fort Seneca, O., to Brookfield, O., in charge of a foreman. Engineer C. W. Poole of the passenger train was killed at his post, while trying to reach for the air brake, after seeing the headlight of the freight train. His fireman, Haefner, saved himself by jumping.

The high speed of the passenger train threw its locomotive and first three coaches over the engine of the freight train, telescoping the car following. The forward cars of the freight train were splintered to fragments.

Of the passengers in the smoker, none escaped injury. Fortunately there was no fire, but the heavy timbers of the wrecked cars pinned down many and prevented them from getting out until assistance arrived.

When the trains came together almost everybody in the smoker was dozing. The sudden jar hurled them out of their seats into the aisle and threw several persons to the roof and sides of the car, which seemed at once to crush in like a paper bag, pinning down each passenger in the position in which he had been caught. The passengers in the second car escaped more easily, as there the violence of the impact was not so severe, although few got out without cuts, bruises or broken bones. The rear cars were sleepers, and they withstood the shock without suffering serious harm.

#### BIG INCREASE IN EXPORTS.

##### More Manufactured Products Sold Abroad Than Any Previous Year.

Washington, Aug. 14.—Statistics compiled by the bureau of statistics of the department of commerce and labor show that the exports of manufactures in the fiscal year just ended amounted to \$543,620,297, as against \$452,415,321 in the preceding year. The exports for the past fiscal year were not only the largest on record, but are in excess of the combined exports of all articles in the centennial year, 1876, and nearly \$140,000,000 more than the total imports and exports of the country at the close of the civil war. The growth in the exportation of manufactures is shown to have largely exceeded the growth in population. Out of thirty leading articles only seven show a falling off for the year, as compared with 1904. Iron and steel manufactures supply about one-fourth of the total exports. Cotton manufactures present one of the striking features of the year's export, having advanced from \$22,403,713 in 1904 to \$49,666,080 in the year just ended.

#### Fatal Wreck on the Santa Fe.

Kinsley, Kan., Aug. 14.—The second section of westbound Santa Fe passenger train No. 9 crashed into the rear end of a freight train at Lewis, eight miles east of Kinsley. The way-car and two freight cars were demolished and the engine and baggage car

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of the passenger train were wrecked. Henry Swartz of Newton, fireman of the passenger train, and a yardman named Steegle were killed and Engineer Ramsey of the passenger train was seriously injured. The passengers were shaken up, but none was seriously hurt. The train was an excursion, carrying members of the Order of Eagles, en route to Denver.

#### Appeal in Bennett Case.

New Haven, Conn., Aug. 14.—Notice of an appeal to be taken to the superior court from the acceptance of the account of William J. Bryn, an executor of the estate of the late Philo S. Bennett of this city was filed in probate court. Mrs. Grace Imogene Bennett, widow of the testator, and other residuary legatees bring the appeal. The reasons for the action are not stated in the notice, but before the account was accepted in the probate court the legatees protested because of certain fees paid by Mr. Bryn to the appraisers, to counsel and to himself as executor.

#### Landslide Wipes Out Indian Village.

Winnipeg, Man., Aug. 14.—A tremendous landslide came down about half a mile west of Spence's bridge, near Ashcroft, B. C., sweeping the waters of the Thompson river over the entire Indian village, leaving nothing but wreck in its path. The landslide caused a wave from ten to fifteen feet high up the river. Fifteen Indians are reported dead and twelve injured. Doctors have been sent from Kamloops and Ashcroft.

#### Death Penalty for Boycotters.

London, Aug. 14.—The Daily Telegraph's Shanghai correspondent says the governor of New Chwang has warned boycotters of American goods that their action is punishable by death.

#### Discuss Treatment of Jews in Russia.

Portsmouth, N. H., Aug. 15.—A free exchange of views on the subject of the condition and treatment of the Jews in Russia was had in a conference between M. Witte, Baron Rosen and Oscar Straus, Jacob H. Schiff, Isaac N. Seligman and Adolph Lewisohn of New York and Adolph Kraus of Chicago. The statement was made by the delegation calling on the Russian plenipotentiaries that nothing tangible resulted from the discussion, but future benefit was looked for. The financial condition of Russia was not mentioned in the discussion.

#### Typhoid Epidemic in Washington.

Washington, Aug. 15.—Twenty-nine new cases of typhoid fever and two deaths from the disease were reported to the health office. The outbreak has passed in severity that of 1903, when the greatest number of persons under treatment for the disease at any one time was 224, and has spread rapidly. Health officials are bending every effort to fight the disease, including a house to house inspection of back yards and cellars, with a view to remedying unsanitary conditions.

#### Real Estate Men Elect Officers.

Kansas City, Aug. 16.—At a meeting of the directors of the National Real Estate association it was decided to remove the headquarters of the organization from Des Moines to Kansas City. The directors also chose the following officers: J. M. Jackson, Kansas City, president; Ben F. Leonard, Bolivar, Mo., vice president; J. F. Snoke, Des Moines, treasurer; J. N. Richardson, Kansas City, secretary.

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