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We want to add 1,000 new subscribers to THE CHIEF'S list before the first of February, 1907, and to that end we make the offer below. There will be no disappointed contestants. This is a plain business proposition and every school district, every church society, every lodge and every individual can secure one of these splendid Regulators by sending in ten new yearly subscriptions. The retail price of this Clock is \$7.00.



Description of the Clock

Height 37 inches.
Width 15 1/4 inches.
Dial, diameter 12 inches.
Case Golden Oak.
Retail price \$7.00.

THE CHIEF has made arrangements for procuring 100 of the above handsome eight-day Regulators, and they will be given away absolutely free, upon the following plan:

Each person sending in 10 new yearly subscriptions to THE CHIEF will be entitled to one of the clocks.

Each person sending in 15 renewals to January 1, 1908, will be entitled to one of the clocks.

Nobody barred! School districts, churches, secret societies and individuals are entitled to enter the race.

Address all communications to

THE CHIEF PUBLISHING CO.,

Red Cloud, Nebraska.

NEWS OF NEBRASKA.

Nebraska Division Bill to President. Washington, Feb. 21.—The Nebraska judicial division bill will be signed by the president before the end of the week, having passed the senate in the exact form in which it went through the house. There was no objection and when called up in the senate by Burkett it passed at once.

BUSHNELL AGAIN PRESIDENT.

Other Officers of Nebraska Association of Commercial Clubs. Lincoln, Feb. 23.—H. M. Bushnell was re-elected president of the state association of commercial clubs which closed its session here. Other officers elected were: A. F. Buechler, Grand Secretary; C. T. Butterfield, Tekamah, treasurer; John Ward, Tecumseh; J. McMann, Omaha; B. F. Griffith, Tekamah; H. Gilkeson, Wahoo; G. F. Milbourn, Minden, and H. Lomax, Broken Bow, district vice presidents.

RAILROAD AMENDMENT VALID

Constitutional Provision for the Commission Held Legal.

Lincoln, Feb. 22.—The supreme court handed down a decision declaring the adoption of the railway commission constitutional amendment entirely proper and recognizing the election of the three commissioners. The opinion contains no reservations.

The opinion enables the commission to begin work immediately. The three members of the commission will have supervision over railway affairs in Nebraska. The validity of the amendment was attacked by the attorney general and made a test case. The fate of a number of bills pending in the legislature is contingent on the constitutionality of the railroad commission.

EDITORS ELECT OFFICERS

Resolution Adopted Opposing Increase in Mail Tariff.

Omaha, Feb. 21.—The proposed change of postal rates on second class mail matter from 1 to 4 cents per pound and other regulations affecting particularly newspaper publishers, together with the capabilities of Third Assistant Postmaster General Madden, was brought up in vigorous manner at the second day's meeting of the Nebraska Press association. After Secretary Maupin read a paper on "Maddenism Run Mad," written by Ed A. Fry of Niobrara, and Mrs. F. O. Edgecombe read her husband's paper on "Proposed Postal Law Changes," a resolution, offered by Ross L. Hammond of Fremont, opposing the proposed increase in the rate of second class matter, was adopted.

The following officers were elected: President, H. C. Richmond, Fremont, vice president, A. B. Wood, Gering,

secretary-treasurer, W. A. Maupin, Lincoln; corresponding secretary, C. C. John, Wood River.

HOUSE FOR TWO CENT FARE

Passenger Rate Bill is Passed With Emergency Clause.

Lincoln, Feb. 22.—The 2-cent passenger rate bill was passed in the house, with the emergency clause, by a vote of 90 to 0, ten members being absent.

A bill providing for the submission of a prohibitory amendment to the constitution was introduced in the house.

Dodge of Douglas introduced in the house a bill to establish at Omaha an orthopedic hospital. It carries an appropriation of \$50,000.

A bill was introduced in the house for a compulsory eight-hour day governing all railway train dispatchers, telegraphers, levermen at interlocking switches and other employees who assist in the operation of trains, aside from engineers, trainmen and switchmen. If a railroad company permits any such employees to work over the eight-hour limit, it will become subject to a fine of \$500 to \$1,000.

A. A. Welch of Wayne has been appointed by Governor Sheldon to succeed Judge Boyd, elected to congress.

SALT LAKE OFFICIALS TAKEN

Chief of Police and Chief of Detectives Accused of Fleecing Tourists.

Salt Lake, Feb. 27.—George Sheets, chief of the Salt Lake police department, and George Raleigh, chief of detectives, were arrested, charged with complicity in a conspiracy to fleece tourists and travelers passing through Salt Lake.

Floor Gives Way With Wedding Guests

Knoxville, Ia., Feb. 27.—Twenty persons were hurt, many seriously, when the floor in the home of C. K. Davis collapsed during the progress of the wedding of his daughter to H. O. Green. Eighty persons fell into the basement and only a few escaped without bruises.

TELEGRAMS TERSELY TOLD

The Minnesota senate passed a 2-cent fare and an anti-pass bill, making a flat 2-cent rate for passenger fares throughout the state.

A number of former members of the negro companies discharged at Brownsville testified before the senate investigating committee. No new facts were brought out.

The count of votes of the Butte miners' union shows that the proposition fixing the scale of wages at \$4 a day carried by a large majority, and will go into effect May 1.

The president has approved the sentence of the court-martial which tried Lieutenant John S. Hamilton, Twelfth Infantry, on charges of embezzlement and desertion, which found him guilty and sentenced him to eighteen months in the Fort Leavenworth penitentiary.

ALL ARE LOST BUT 15

ONLY HANDFUL SURVIVE FRIGHTFUL SEA TRAGEDY.

Ill-Fated Berlin is Resting on Remnant of Steamer Leeds, Which Was Lost on Same Spot in 1882—Prince Henry a Hero.

Hook of Holland, Feb. 23.—Largely as a result of the courage and determination of Prince Henry of The Netherlands, the prince consort, that which appeared to be an impossible task, has been achieved and the heroic and unflinching efforts of the Dutch lifeboat men have succeeded in rescuing alive eleven more of the survivors of the ill-fated steamer Berlin.

This makes the number of saved fifteen out of the 141 who were on board the vessel.

The gallant Dutch lifeboat men were rewarded after more than thirty hours of hard and dangerous work. Buffeted and driven back time after time, they refused to relax their attempts to rescue the handful of shipwrecked people, and finally at 3:30 the receding tide and some improvement in the weather having made the conditions easier, their long fight was crowned with success.

Although several of the persons rescued were in the last stages of exhaustion, they are on the road to recovery and some of them have been able to tell of their awful experiences.

The names of the saved passengers follow: Mr. Young, Mr. Broederson, Fraulein Buttler, Fraulein Gabier, Frau-Schraeder.

Under the reviving influence of food the survivors soon became comparatively cheerful. Fraulein Buttler and Frau Schraeder, although practically starving and with their hands and feet terribly frostbitten, showed remarkable cheerfulness.

Relating her experiences, Frau Schraeder said: "I never can forget the terrible hours of anguish and despair we passed through while watching the gallant efforts of the crews of the lifeboats and tugs to snatch us from the jaws of death. Mountainous death-cold billows broke over the ship every minute and the dense, blinding blizzard hid from us the comforting lights of the Hook. We watched the operations of our rescuers with breathless anxiety, but when we finally understood their actions and saw there was a chance of life, we could hardly believe our eyes. Exhaustion, exposure, hunger and fear had made us so miserable that even the joy of life brought no smile to our faces and no words to our lips."

It now appears certain that after the catastrophe there were many more than fifteen persons remaining on the wreck, and that most of them were washed off by the waves. One woman was carried away just before the rescue was effected. The survivors huddled together for warmth and the members of the crew who were still alive shared their food with the others. There was not enough to go around, however, and for twenty-four hours not a morsel of food passed the lips of these unfortunate people.

The survivors highly praise Prince Henry, who personally assisted the women and had gloves provided for them. The prince wrapped his fur overcoat about one woman.

It has been discovered that the Berlin is resting on the remains of the British steamer Leeds, which was lost on the same spot in 1882.

FAST TRAIN IN A RIVER

Sleepers Leave Track in Pennsylvania and Fifty Persons Are Injured.

Johnstown, Pa., Feb. 23.—Fifty persons were injured when Pennsylvania railroad train No. 29, the eighteen-hour special limited between New York and Chicago, westbound, left the track at a sharp curve near Mineral Point, eight miles west of here, early this morning. No one was killed outright, although several of the injured may die. The three rear sleeping cars went over an embankment into the Conemaugh river. The track is torn up for a distance of 500 feet. The curve is one of the worst on the line and is dreaded by trainmen. It is said the speed of the train was too great in rounding the curve.

The train was more than an hour behind schedule time and when the accident happened it was running at terrific speed. On leaving the rails the train tore down all telegraph and telephone poles for a distance of 500 feet and the Pennsylvania railroad itself, in order to get information, was obliged to send yardmen from Johnstown with a yard engine.

Nearly every one of the fifty-four passengers was injured. Thirty-seven of the injured were sent to this city and the others were taken to Altoona.

Extent of Accident in Mexico Grows

Eagle Pass, Tex., Feb. 23.—A dispatch from Las Esperanzas, Mexico, says that 100 dead bodies have been taken from the coal mine of the Mexican Coal and Coke company, in which an explosion occurred five days ago. There are known to be twenty-three men still entombed in the shaft and it is practically certain that all are dead.

Nearly one-half of the dead miners are Japanese. Several hundred men are at work clearing away the debris of the mine and opening a way to the imprisoned men.

Twenty-third Victim Succumbs.

New York, Feb. 23.—Mabel Smith, the school teacher at Natonah, who was injured in the New York Central wreck at Bedford Park last Saturday night, died in Fordham hospital. The number of fatalities following the accident is now twenty-three.

DEMURRAGE BILL INTRODUCED

Railroads Must Furnish Cars Within Six Days—Penalty Applies to Shipper.

Lincoln, Feb. 23.—A reciprocal demurrage bill was introduced in the state senate by Senator Sackett, author of the 2-cent fare bill. It provides that railroad companies shall furnish cars within six days of the time of application. Failure shall subject the company to a fine of \$3 per day for each car. The same penalty applies to the shipper who fails to load the car within forty-eight hours. Forty-eight hours is given a consignee in which to unload cars.

The senate passed the bill prohibiting railroad companies from making up or operating trains with a passenger car in front of baggage, mail, express or freight cars.

Maximum rates for shipments of wheat, corn or other grain and grain products are contemplated by Senator Sibley in a bill introduced in the senate. It provides a tariff for such shipments up to 500 miles and is in line with a number of measures fixing maximum rates on standard commodities already introduced, and to be introduced within the next few days. In its preparation the present maximum rate law is used as a basis and the maximum provided on the products named practically are 15 per cent reductions of the old tariffs.

The house adopted the anti-tipping bill.

A RARE BIRD.

Why an American Showman Could Not Get It For His Museum.

When the eminent French writer Ferdinand Brunetiere visited the United States some years ago, lecturing at Harvard and other leading universities, he had an amusing experience, which he described in the recollections of his American tour which he afterward published. The great litterateur devoted much attention to the life and works of Bossuet, who was often styled the "Eagle of Meaux," on account perhaps of his lofty flights of eloquence. This fact, with others pertaining to his literary career, was mentioned by some daily papers during his stay in this country. It caught the eyes of a shrewd American showman, who, however, got somewhat mixed over the meaning of the allusion. He wrote the following letter to the French author:

Sir—I have just heard that a certain Meaux eagle, very celebrated, it appears, in your country, has become your exclusive property. Now, I am the manager of a museum in one of the largest cities in the States. This Meaux eagle, whose reputation has been enhanced by your eloquence, would certainly not fail to excite the curiosity of my public. If you will let me have the rare bird and tell me how to feed it, you can quote your own figure.

Brunetiere politely explained that the "rare bird" had been dead for nearly 200 years.

For a Sluggish Liver.

When your liver is really sluggish, practice the following exercises at least twice a day: Stretch one arm up as high as you can, while with the other one try and reach down toward the floor. Then reverse the position of the arms. You will find that you will unconsciously bend the body toward the lower arm. By this exercise the side muscles are strengthened, and the liver, which is like a sponge, is squeezed, and is thus much assisted in its work.

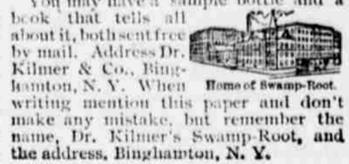
Thousands Have Kidney Trouble and Never Suspect It.

How To Find Out.

Fill a bottle or common glass with your water and let it stand twenty-four hours; a sediment or settling indicates an unhealthy condition of the kidneys; if it stains your linen it is evidence of kidney trouble; too frequent desire to pass it or pain in the back is also convincing proof that the kidneys and bladder are out of order.

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