# The home Grocery

## P. A. Wullbrandt, Prop.

### Everything in Eatables

I carry a complete line of strictly fresh Groceries, and my prices are such that it will pay you to do your buying in this line of us. Only the first-class brands of canned and package goods carried.

All staple Groceries in bulk at Bed-rock Prices.

**Cleanliness** In a Grocery store more than in anything else, buyers should demand Absolute Cleanliness. You cannot buy Groceries in a dirty, ill-kept place and be sure o pure goods Cleanliness and sanitation are our hobbies.


### Lodge and Church Directory

Charity Lodge No. 53, A. F. and A. M. meets at Masonic Hall every 1st and 3d Friday. R. E. Foe, W. M. A. R. Sellars, Secretary.

Red Cloud Chapter No 19. Royal Arch Masons meets every Second and Fourth Friday. D W. Turnure, H. P. H. A Letson, Secretary

Cyrene Commandery No. 14. Knights Templar meets every First Thursday. H A Letson, E. C. D. W. Turnure, Recorder.

I. O. O. F.

Meets every Monday Night. C. B. Hale, N. G. O. C. Teel, Clerk.

REBEKAH

Meets First and Third Thursday. In I. O. O. F. Hall. Mrs. Lottie Smith, N. G. Carrie Holsworth, Secretary.

BRETHREN CHURCH.
Corner of 5th Avenue and Chestnut Street.

10 a. m. ..... Sabbath School
11 a. m. ..... Preaching
7:15 p. m. ..... Christian Worker's Band
8:00 p. m. ..... Preaching

All are invited to attend.
J. E. Jarboe, Minister.

GRACE (EPISCOPAL) CHURCH
Rev. J. M. Bates, Pastor.
Service the first two Sundays in each month.
Holy Communion at morning services on the first Sunday.
Sunday school at 12 o'clock every Sunday
Mrs. L. B. Smith, Interim Supdent.

CHURCH OF CHRIST.
10 Christian Church Every Lord's Day

| | |
|---|---|
| Bible school | 10 a. m. |
| Sermon and Communion | 11 a. m. |
| Christian Endeavor | 6:30 p. m. |
| Preaching | 7:30 p. m. |
| Prayers and praise, Wednesdays | 7:30 p. m. |

Seats free. Good music. Come. Bring your Bibles, friends and good cheer.
L. Am. Hussong, Minister.

HOURS OF SERVICE AT M. E. CHURCH
SABBATH SERVICES.

| | |
|---|---|
| Sunday School | 10 A. M. |
| Preaching | 11 A. M. |
| Class meeting | 12 M. |
| EVENING | |
| Epworth league | 7 P. M. |
| Preaching | 8 P. M. |
| Prayer meeting Wednesday evening | 8 P. M |
| Ladies Aid Friday | 2 P. M. |

Your presence is requested and a cordial invitation is extended to all.
M. T. Stifflee Pastor.

HOURS OF SERVICE AT CONGREGATIONAL CHURCH.
SABBATH SERVICES.

| | |
|---|---|
| Bible School | 10 a. m. |
| Preaching | 11 a. m. |
| Preaching services | 8 p. m. |

Prayer and Conference meeting Wednesday at 8 p. m.
A cordial invitation is extended to all.
Rev. A. A. Cressman Pastor.


**Swift's Premium Hams or Bacons.**

Fresh and Salt Meats of All Kinds

**Wm. Koon**

**Red Cloud, Nebr.**

## DR. E. A. THOMAS

**DENTIST**

**Dr. T. A. Trumble, D. D. S.**

ASSISTANT

Over Cotting's Drug Store.

**The Well-Cared For Plot**

in the cemetery is always a source of comfort to the relatives of the sleepers therein. On the other hand there is always a feeling of neglected duty when one visits an unmarked grave.

**The Erection of a Monument**

will vanish such a feeling It need not be expensive to be artistic and appropriate. We shall be pleased to submit a variety of designs which we will execute at a decidedly moderate cost.

**Red Cloud Marble and Granite Works**

*E. McAlister, Proprietor*

Shops at Red Cloud and Alma, Nebr.

**Keep Kool.**

We have taken over the Ice business and are now giving the same our personal attention. Put out your Ice Card and we will do our best to please you.—A. E. Turner, The Ice Man.

**See The Chief for-up-date Job Work.**

## COL. H. J. ELLINGER

**Auctioneer.**

**Red Cloud, - Nebr**

Is ready to cry your sales. Get your dates early. He refers you to his many customers for recommendations. Telegraph, phone, write or see him for dates.

# CATARRH

CUARANTEE On each package. We, the undersigned, do hereby guarantee that the contents of this package is not adulterated or misbranded within the meaning of the Food and Drugs Act, June 30, '06.

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**ELY'S CREAM BALM**

Applied into the nostrils is quickly absorbed.

GIVES RELIEF AT ONCE.

It cleanses, soothes, heals and protects the diseased membrane resulting from Catarrh and drives away a Cold in the Head quickly. Restores the Senses of Taste and Smell. It is easy to use. Contains no injurious drugs. No mercury, no cocaine, no morphine. The household remedy.

Price, 50 cents at Druggists or by mail.

ELY BROTHERS, 56 Warren St., New York.


# FREIGHT BY WATER

COSTS ONLY ONE-SIXTH TO ONE-TENTH AS MUCH AS BY RAIL.

## TRANSPORTATION'S BIG TOLL.

**American People Annually Pay Out Three Times as Much for Transportation as They Pay for Support of the Government.**

Do you know

That the people of the United States pay out each year about three times as much in transportation taxes, that is, for the carriage of freight and passengers, as they pay in taxes for the support of government, national, state and local?

That transportation affects the price of everything that everybody buys, sells, eats, wears or uses in any way whatever—air, water and sunshine excepted?

That cheap transportation benefits both the producer and the consumer, making wheat and cotton higher and flour and cloth lower at one and the same time?

That the cheapest known transportation is water transportation, costing, on the average, from one-sixth to one-tenth as much as transportation by rail?

That the direct saving on the goods actually carried by water in the United States is over $550,000,000 a year?

That railways always make lower rates when subject to the competition of waterways than where such competition does not exist?

That the indirect saving, thus caused, is probably as large as the direct saving given above?

That both the direct and indirect saving would be largely increased by the further improvement of our waterways?

That waterways always increase the profits of the railways with which they come into competition? For the reason that waterways, by giving cheap transportation for raw materials, actually create both industry and commerce? As is indicated by the fact

That in 1900 there was only one city in the United States, with a population of 150,000 or over, which was not located on a navigable waterway? And further

**How Frankfort Benefited.**

That Frankfort, Germany, grew more in the twenty years after the River Main was canalized than it had grown in the two hundred years before? And again

That Germany, which is nearly 60,000 square miles smaller than Texas, but has one of the finest waterway systems in the world, had in 1908 a foreign commerce greater than that of the United States by over $500,000,000?

That throughout the civilized world the largest cities, the densest population, the busiest and most prosperous people are to be found along navigable waterways?

That the surest and speediest way to develop the resources of the nation and every state and section thereof, to increase the growth of every city and community in the country, to promote the prosperity of every interest, including the railroads, and of every citizen, east, west, north and south, is to improve all our waterways as fast and as far as we can?

That money used for the improvement of waterways, wisely planned and honestly constructed, is not an expenditure but an investment, which will pay a dividend of at least 100 per cent a year?

**Provision for Funds.**

That the benefits which would result from the comprehensive improvement of our waterways, and the losses which would follow our failure to make such improvement, are so enormous, that funds should be provided by the issuance of bonds—as has been done by railways—so that the work may be begun at once and finished as soon as possible?

That the national government claims exclusive jurisdiction and exercises supreme control over all navigable waterways? And therefore

**That it depends entirely on the congress of the United States whether the work of creating a great national system of waterways shall be done at all and how soon it shall be finished?**

That the vote of the member of congress from your district will help to decide the policy of the government with regard to waterways?

That the action of congressmen is influenced by the wishes of their constituents, when they know what those wishes are?

That you have the right to ask the candidates for congress in your district to state their position on this question now, before the election?

That you are blind to your own interests if you do not ask your candidates to pledge themselves to work and vote for waterways if elected, and then demand of the one who is elected that he shall keep his pledge?

The facts and figures given in this series of articles have been submitted in the hope that those who read them would see the importance of the policy of waterway improvement advocated by the National Rivers and Harbors congress, and would aid in securing the adoption of that policy. How well they have served the purpose for which they were written must be left for their readers to decide

Every obstruction to the free and open navigation of our waterways is a brake on the wheels of industry.

# CANALS FOR BENEFIT

LESSON FROM EUROPE SHOWS HOW WATERWAY IMPROVEMENT HELPS RAILROADS.

## HAS A CREATIVE EFFECT

**Construction of the Manchester Ship Canal Shown to Have Resuscitated Many Dying Towns—Many Give Similar Experiences.**

In previous articles it was shown that the waterways carry goods more cheaply than railways do or can and compel the railways to carry for less than they otherwise would, and then the claim was made that the improvement of waterways is a benefit to the railways with which they compete. Several instances were given to support this claim and many more might be given if space allowed, for the writer, who has studied the subject for 25 years, has found many instances of benefit, and not a single instance of harm, to railways from the improvement of waterways. It is now in order to see if we can find a reason for this rather surprising result.

Waterways, as has been said before, produce benefits in three principal ways—by direct saving in the cost of transportation of goods carried by water, indirect saving, by the lowering of railway rates through the competition of water routes, and by what may be called a creative effect. It is this last named effect which we are now to consider.

Manchester, England, before the construction of the ship canal, was a dying town. Hundreds of stores and thousands of dwellings were empty, factories were closed—some moved away—and population was decreasing. With the opening of the canal all this was changed. Factories reopened, new ones were built, the empty houses were refilled and thousands of new ones built to accommodate the population that came pouring in. And the benefits were not confined to Manchester alone, but were distributed over the whole great industrial region, containing over 8,000,000 people, of which Manchester is the center. It was not only natural, but inevitable, that the great increase in population and prosperity in Manchester and the surrounding region should be reflected in the business and the profits of the railways therein.

**Liverpool Also Aided.**

Liverpool fought desperately to prevent the building of the canal and the establishment of the new port of Manchester; but instead of being injured by the canal, the business of Liverpool has increased faster than before. During the 13 years before the canal was opened the increase in the harbor receipts at Liverpool was only $310,000; in the same length of time after it was opened the increase was $1,365,000. The 6,000,000 tons of traffic at Manchester have not been stolen from Liverpool, they have been created by the canal.

Frankfort, Germany, before the River Main was improved, was not a dying city but was decidedly stagnant. Mannheim and Mayence on the Rhine, which had been improved, were growing rapidly, while Frankfort was growing very little. As soon as the canalization of the river was finished, which was in 1886, the city began to grow and has kept on growing ever since. The population, which was 154,000 in 1885, has increased to 229,000 in 1895, to 335,000 in 1905, and is probably more than 400,000 now. Evidently the people of Frankfort expect their city to keep on growing, too. They spent over $1,500,000 on a harbor when the river was first improved and are hard at work right now building a new and much larger harbor at a cost of $17,600,000. Just as in the case of Manchester, the benefit was not confined to the city of Frankfort; the industrial and commercial life of the whole region was greatly stimulated. Mines long closed were reopened, new industries were started, and today there is an almost continuous succession of factories lining the banks of the river from Frankfort to the Rhine.

**Everybody Reaps Benefit.**

**Hunt the world around and always and everywhere we find that the improvement of waterways sets cities to growing, factory wheels to humming, and commerce to moving in a wider and swifter stream.** Railroads get more business in big cities than in small towns, in a densely populated manufacturing region than in one that is thinly settled. Waterways, therefore, benefit railways—and states and nations as well—by promoting an increase in population, in manufactures and in commerce. But for one who likes to get clear down to the bottom of things there still remains the question: "Why do waterways increase population and create commerce and industry?"

Consul General Mason, now in Paris, but for some years at Frankfort, says:

"German statesmanship was among the first to foresee that the time would come when, railways having reached their maximum extension and efficiency, there would remain a vast surplus of coarse, raw materials—coal, ores, timber, stone, and crude metals—which could be economically carried long distances only by water transportation, and that in a fully developed national system the proper role of railroads would be to carry passengers and the higher classes of merchandise manufactured from the raw staples that the waterways had brought to their doors."


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Manufacturers of Artistic

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and Memorials of Every Description

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### PROPOSED CONSTITUTIONAL AMENDMENT.

The following proposed amendment to the constitution of the State of Nebraska, as hereinafter set forth in full, is submitted to the electors of the State of Nebraska, to be voted upon at the general election to be held Tuesday, November 8th, A. D. 1910:

A JOINT RESOLUTION to amend Section one (1) of Article seven (7) of the Constitution of the State of Nebraska.

Be it enacted by the Legislature of the State of Nebraska:

Section 1. (Amendment constitution proposed.) That section one (1) of article seven (7) of the constitution of the state of Nebraska, the senate concurring, be so amended as to read as follows:

Section 1. (Who are electors.) Every male citizen of the United States, of the age of twenty-one years, who shall have been a resident of this state six months next preceding the election and of the county, precinct, or ward, for the term provided by law shall be an elector; provided, that persons of foreign birth who shall have declared their intention to become citizens conformably to the laws of the United States and are voting at the taking effect of this amendment, may continue to exercise the right of suffrage until such time as they may have resided in the United States five years, after which they shall take out full citizenship papers to be entitled to vote at any succeeding election.

Section 2. (Ballots.) That at the general election nineteen hundred and ten (1910) there shall be submitted to the electors of the state for their approval or rejection the foregoing proposed amendment to the constitution relating to the right of suffrage. At such election, on the ballot of each elector voting for or against said proposed amendment, shall be written or printed the words: "For proposed amendment to the constitution relating to the right of suffrage," and "Against said proposed amendment to the constitution relating to the right of suffrage."

Section 3. (Adoption) If such amendment shall be approved by a majority of all electors voting at such election, said amendment shall constitute section one (1) of article seven (7) of the constitution of the State of Nebraska.

Approved April 1, 1909.

I, Geo. C. Junkin, Secretary of State, of the state of Nebraska do hereby certify that the foregoing proposed amendment to the Constitution of the State of Nebraska is a true and correct copy of the original enrolled and engrossed bill, as passed by the thirty-first session of the legislature of the State of Nebraska, as appears from said original bill on file in this office, and that said proposed amendment is submitted to the qualified voters of the state of Nebraska for their adoption or rejection at the general election to be held on Tuesday, the 8th day of November, A. D., 1910.

In Testimony Whereof, I have hereunto set my hand and affixed the great seal of the State of Nebraska. Done at Lincoln, this 29th day of July, in the year of our Lord, One Thousand Nine Hundred and Ten, and of the Independence of the United States the One Hundred and Thirty-fifth, and of this State the Forty-fourth.

GEORGE C. JUNKIN,
(Seal.) Secretary of State.


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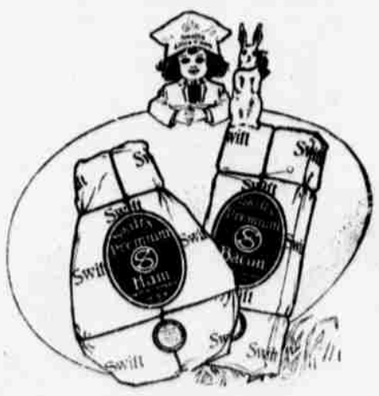


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Beware of Counterfeits. Refuse all Substitutes.

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