

Announcement

On account of ill health Mr. B. F. Perry will retire from the firm of Weesner, Perry & Co., on February 1st.

The new firm will be Roscoe P. Weesner & Co.

All parties owing us please call and settle on or before February 1st.

Weesner, Perry & Co.

Railroads of Nebraska Losing Thousands Pay Millions To People in Wages, Taxes And For Supplies Every Year

It is a strange fact, but nevertheless true, that in times past the people of the average state have not regarded their railroads as an "industry"—and yet, next to agriculture, there is not a single Central or Western state in which the railroads do not pay out more money for labor and supplies than does any other single enterprise, however large. We brag about our fertile farm lands and rejoice that our cities are filled with big factories with big pay rolls which create a market for farm products—but we forget that more workmen's families depend upon the railroads for a living than upon any other one industry in either the average state or the nation and that their welfare is therefore closely linked to that of the farmer and the merchant—not merely because they furnish him freight and passenger service, but because the millions they disburse in one way and another contribute tremendously to the prosperity of the state in which we live.

Thus, for instance, the railroads are the largest taxpayers in the state of Nebraska, their taxes for the calendar year of 1913 having amounted to over \$2,553,000—and this tidy sum contributed its full share toward the support of every public school, public highway and other revenue expense of the state.

In round figures, the railroads of Nebraska are valued at approximately \$75,000,000—money, which in years gone by, was invested in these great arteries of commerce by thousands of men and women who live all over the U. S. and in Europe and without whose financial aid the wonderful progress of our great commonwealth would have been impossible.

During the last year the railroads of Nebraska employed 30,634 men and women in this state, and paid to them over \$20,000,000 in salaries—and these millions did their full share to create a profitable market for Nebraska farm products and to uphold the volume of business of Nebraska grocers, clothiers, drygoodsmen and others who depend upon public patronage.

In other words, when the people of Nebraska look at their railroads in the light of an industry—when they look at the figures on the other side of the ledger—they will find that not only do the railroads return to them in one way and another practically every dollar they collect within the state for freight and passenger service, but that a number of lines are actually doing this business at a loss, while with others the margin of profit is so small that it doesn't begin to pay a fair return upon the capital invested.

In this connection we wish to digress for a moment to quote some statistics which should have had a place in a former article. It costs an average of 7 mills per mile to haul a ton of freight in the United States, whereas in England it costs 2.83 cents, in Germany 1.42 cents, and in France 1.41 cents. In the United States the average wages paid to railroad employees are \$2.23 per day, in England \$1.15 and in Germany and France not over \$1 per day. The English railroads are capitalized at \$265,000 per mile, in France at \$137,000 per mile, in Germany at \$114,185—while in the United States the stock and bond capitalization averages only \$63,000 per mile. In view of this remarkable comparison, do American railroads deserve the wholesale denunciation which has been heaped upon them?

Losses Under Present Rates.
As evidence of the justice of the plea of the Nebraska lines that three-cent passenger rates should be restored, during the fiscal year ending June 30, 1913, the Missouri Pacific lost \$153,580 on the total volume of its Nebraska business—both state and interstate included. The Missouri Pacific has 371 miles of railroad in the state and the above deficit means that it sustained an actual operating loss of \$166 per mile upon properties valued by the engineer of the State Railway Commission at \$32,633.60 per mile. During this time it paid \$1,207,260.64 in salaries to its Nebraska employees and over \$105,000 in taxes.

During the calendar year ending December 31, 1913, the St. Joseph and Grand Island Railway sustained an actual operating loss of \$86,494 or a deficit of \$768 per mile on properties valued by the engineer of the State Railway Commission at \$23,596.46 per mile. During the same period, the Rock Island, which has 246 miles of road within the state, showed net earnings of only \$194 per mile upon properties valued by the State Railway Commission at \$43,643.92 per mile. During the year 1914, the Rock Island earned only a little more than \$16,000 on all its Nebraska business, while in the meantime it paid out more than \$1,500,000 in salaries, taxes, for ties, fuel and other supplies and materials.

The Northwestern, which is one of the stronger lines of the state, has 1,065 miles of road in Nebraska upon which during the calendar year ending December 31, 1913, it earned \$1,130 per mile. The physical valuation placed upon the Northwestern is \$25,436.39 per mile, which means that on this basis it earned only a little better than 3 per cent on its investment. In a greater or less degree the same conditions prevail with reference to several other lines. Since the above figures were compiled—and they are taken from the report of the Nebraska Railway Commission and therefore should be entitled to the highest public confidence as to their conservatism—a reduction of 20 per cent in intrastate freight, known as Order No. 19, has gone into effect and this means, therefore, that from this time forward the showing of the various roads will be much lower than the figures cited above which were based upon railroad incomes before the 20 per cent freight reduction went into effect. While both freight and passenger rates have been inadequate for a number of years in Nebraska and adjoining states—yet in the passenger department they are nothing short of confiscatory and hence the plea of the railroads that the three-cent passenger rates be restored. In view of the facts and figures quoted above, is there a single fair-minded citizen in the state of Nebraska who will contend that the railroads are not entitled to help? Is not the present situation an impossible one and does it not mean inevitable wreck and ruin to several thousand miles of railroad which are intensely essential to the well being of hundreds of towns and farming communities throughout the state?

Losses Growing Continually.
From these figures, which are open to absolute proof, it can be seen that the Nebraska lines are not only sustaining a loss amounting to thousands of dollars annually on their traffic, but that with an ever increasing cost of operation these losses are constantly growing heavier—and if the service to the public is to remain efficient and adequate, and if the railroad investments of the state are not to be driven to the point of confiscation, the people of Nebraska must, through their rate-making authorities, consent to a return to the three-cent passenger fare which was abolished without a due regard for increasing labor and supply cost or an adequate interest return upon the millions invested in Nebraska railroad properties. What industry is there in the nation which could have tolerated a reduction of one third in its income on a large volume of its business during the last few years without coming to grief?

Four years ago as governor of New York, Justice Hughes of the United States Supreme Court, vetoed a two-cent passenger law enacted by the legislature on the ground that it was an arbitrary procedure which did not take into consideration a fair return upon the railroad properties of that state—and few men stand higher in the esteem of the American people than this great jurist, who did perhaps as much as any other man in the country to break up illegal and unfair practices on the part of large corporations.

So, too, the Supreme Court of Pennsylvania held that a two-cent passenger fare was unconstitutional in that state because it was essentially confiscatory. This high court took the position that capital invested in railroads, as well as in other lines of private property, is entitled to earn 6 per cent on a fair capitalization and that the arbitrary enactment of a two-cent fare rendered such a return upon the lines in Pennsylvania impossible. It also took the position that railroads not only have the right to insist upon a fair return upon both freight and passenger business, but that it is their duty to do so in order that one class of patrons may not be compelled to pay an inequitable rate to make up the losses sustained in another department.

If the arbitrary enactment of a two-cent passenger rate is unfair to the railroads of New York and Pennsylvania, where there are large centers of population and where the nation's greatest density of freight tonnage naturally exists, how much more unfair is such a rate in a purely agricultural state like Nebraska, which has a total population of only a million and a quarter with no large manufacturing centers?

The reader is familiar with the recent 5 per cent increase in freight rates granted by the Interstate Commerce Commission to Eastern lines—and again, as the commission wisely says, if the precarious financial condition created by the European war renders this increase necessary, how much more are the weaker Western lines, which are compelled to exist almost altogether upon an agricultural patronage, entitled

(Continued on page 5)

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LEGAL NOTICE.

In The District Court of Webster County, Nebraska.

Lucy M. Stonebreaker, Plaintiff,

vs.
Samuel C. Shuck,
Lizzie A. Sharshel,
J. W. Sharshel, her husband, first name unknown,
Ulysses G. Martin,
Nellie Martin, his wife,
Oscar C. Teel,
David P. McIninch,
Corah A. McIninch, his wife,
Oran M. Hedge, and
Florence B. Hedge, his wife,
William A. Kent and Addie Kent his wife, Defendants.

The above-named non-resident defendants, Lizzie A. Sharshel, J. W. Sharshel, her husband, whose first name is unknown, Ulysses G. Martin, and Nellie Martin, his wife, will take notice that on the 2nd day of January 1915, Lucy M. Stonebreaker, plaintiff herein, filed her petition in the District Court of Webster County, Nebraska, against said defendants, the object and prayer of which are to foreclose a certain mortgage executed by the defendant Samuel C. Shuck to the plaintiff upon the following described premises, to-wit:

Commencing 220 feet north of the south east corner of the south west quarter of the south east quarter of section 35, in town 2 north, of range 11, west, of the 6th P. M. in Webster County, Nebraska; thence north to the north east corner of the north west quarter of the south east quarter of section 35, town 2 north of range 11, west; running west 380 feet; thence south a distance equal to the east line of said land in question; thence east 380 feet to the point of departure; containing 3 1/2 acres more or less, all in the north west quarter of the south east quarter of section 35, town 2 north of range 11, west, of the 6th P. M. in Webster County, Nebraska, (now known as lots 1 to 39 in Shuck's Sub-Division of Annex 1 to Red Cloud) to secure the payment of a certain promissory note dated March 9, 1908 for the sum of \$1500.00 and due and payable March 9, 1910; that there is now due upon said note and mortgage the sum of \$1288.53 for which sum with interest from this date plaintiff prays for a decree; that defendants are required to pay the same or that said premises may be sold to satisfy the amount found due.

You are required to answer said petition on or before the 2nd day of February, 1915.
Dated January 2, 1915.
LUCY M. STONEBREAKER,
By Bernard McNeeny,
Her Attorney.

Order to Show Cause

State of Nebraska, } In The County Court,
Webster County. }
At a County Court held at the County Court room in and for said county December 30th A. D., 1914.

In the matter of the estate of Frederick Wittwer, Deceased.

On reading and filing the petition of John Wittwer and George Wittwer praying that administration of said estate may be granted to them as Executors.

ORDERED, that Saturday the 30th day of January, A. D. 1915, at ten o'clock a. m., is assigned for hearing said petition, when all persons interested in said matter may appear at a County Court to be held in and for said County and show cause why prayer of petitioner should not be granted; and that notice of the pendency of said petition and the hearing thereof be given to all persons interested in said matter, by publishing a copy of this order in the Red Cloud Chief, a weekly newspaper printed in said county, for three consecutive weeks prior to said day of hearing.

A. D. RANNEY,
County Judge.

Order To Show Cause.

State of Nebraska, } In The County Court
Webster County. }
At a County Court held at the County Court room in and for said county January 13th, A. D. 1915.

In the matter of the estate of Wessel Wessels Sr., Deceased.

On reading and filing the petition of Joseph L. Watson praying that administration of said estate may be granted to Joseph L. Watson, as Administrator.

ORDERED, That Friday the 23rd day of January, A. D. 1915, at 11 o'clock a. m., is assigned for hearing said petition, when all persons interested in said matter may appear at a County Court to be held in and for said County and show cause why prayer of petitioner should not be granted; and that notice of the pendency of said petition and the hearing thereof be given to all persons interested in said matter, by publishing a copy of this order in the Red Cloud Chief, a weekly newspaper printed in said county, for three consecutive weeks prior to said day of hearing.

A. D. RANNEY,
County Judge.

C. R. STASKENKA, Attorney.

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51 GOVERNMENT IRRIGATED FARMS Will You Be One Of The Fortunate Owners?

The Government has just finished a survey and scientific soil examination of the remaining irrigated lands in the Government Project at Powell, Wyo., Big Horn Basin. Of the small remaining area under that unit already irrigated the agricultural and irrigation experts report 51 farms ranging from 40 to 120 acres each, now available for homesteading very choice and desirable as to quality of soil, reliable water supply and successful drainage, in fact the Officials pronounce these fifty farms of the highest grade and equal to any so far settled in that Project. Twenty years with no interest to complete your water right payments. Land ready to prepare for seeding, no clearing, and your crop the first year. 430 prosperous farmers will be your neighbors and around you are excellent grain crops, a tremendous tonnage of alfalfa, schools, churches, fraternities, with Uncle Sam and his farm experts near you.

No commissions to anybody and I, acting for the Burlington Road, offer my services free to locate you; note the map of the Burlington's new mainline through Central Wyoming and guess for yourself the coming increase in the population and land values in the Big Horn Basin, traversed by this line. Write me today for folder and map.

**Burlington
Route**

S. B. Howard, Ass't. Immigration Agent
1004 Farnam St., Omaha, Nebraska