

JULY SPECIALS



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THREE RED WAGONS?

That's Father Flanagan's
Boys' Show

HEADED FOR THE
BESSE AUDITORIUM Red Cloud, Nebr.

Two hours of entertainment by World's Greatest Juvenile Entertainers.

A SIXTEEN PIECE BAND

A good, clean Minstrel Show and all for a worthy cause—Father Flanagan's Boys' Home.

Solos, Songs, Minstrels, Comedians—A dollar's worth of fun for half the price.

Where? Besse Auditorium, Red Cloud

When? Sunday, July 23, 8:15 P. M.
How Much? 50c and 25c.
No Tax No Reserved Seats.

Dr. W.H. McBride **Dr. R. V. Nicholson**

DENTIST

DENTIST

OVER STATE BANK

Red Cloud

Nebraska Red Cloud

Nebraska

SAYS U. S. MUST TAKE RIGHTFUL PLACE ON SEAS

SHIPPING BOARD CHAIRMAN REVIEWS RISE AND DECLINE OF AMERICAN MERCHANT MARINE AND TELLS WHY NATION MUST FACE ISSUE OF DISPOSITION OF GOVERNMENT OWNED FLEET.

Note: This is the first of a series of six articles on the American Merchant Marine by the Chairman of the Shipping Board.

ARTICLE 1.

Nations, like individuals, are seldom the masters of their own destinies. Whether America wills it or no, the time has come when we must perform our first place on the stage of world commerce—a place never occupied in history by any nation not strong in seapower.

The first act passed by the American Congress was designed to aid American shipping by making the tariffs lower on goods when shipped in American bottoms than when shipped under foreign flag.

From the time of the union of our original thirteen coastal states until the Civil War, one of the leading industries in America was shipping. Through our superior ability in the construction of ships and the proximity of our raw materials for wooden ships (which were the only ships of those days), America's sea annals of that period constitute a proud page in the history of the republic.

Treaties Forbid Discrimination. By 1828, through treaties, the policy of discrimination, preferential tariffs and similar legislation came to an end. Today the United States has something over one hundred commercial treaties forbidding such practices.

There were several major factors that contributed to our willingness to neglect our merchant marine after the close of the Civil War. Among these was the development of our rich central and far west. Not only was the adventurous youth lured west of the Alleghenies but capital found better opportunity for profit in the development of our rich inland empire. With the finding of gold in California the lure of adventure and profit attracted our young men from the eastern seaboard belt to the great undeveloped territory lying to the westward. The movement then inaugurated (a movement of vast importance to ourselves and indeed the whole world) marked the beginning of the rapid decline of the American Merchant Marine.

At about the same time the iron ship was perfected. In those days America was not in a position to build iron ships in competition with Great Britain whose coal and iron ore lay practically at seaboard where the ships were constructed. We had not then as yet developed our great iron industry nor our steel industry which followed later.

In addition to these very compelling reasons, America required all the borrowed capital she could get, particularly for the development of her railroads. These roads were built as a result of the encouragement given by Government subsidies of land grants and they formed the arteries through which the wealth of the central and western portions of our country poured.

Subsidy Like Tariff Protection. In order to insure the development of our infant industries, America adopted a system of high tariffs for the product of factory, mine and farm alike. Thus, American ships had to be built by the highest paid labor in the world and operated by crews receiving high wages.

None would have American standards of living lower than they are; but the insurmountable handicap caused thereby to American shipping built and operated by protected labor is obvious.

At the start of the World War in 1914, America's passenger fleet in the North Atlantic had dwindled to the shameful total of six vessels. The aid given them in the way of postal subsidy by our Government was undoubtedly the chief reason four of them were able to continue in service at that date. Our whole fleet of sea-going steel and iron ships at that time totaled only one million gross tons as compared with eighteen million tons for Great Britain exclusive of her colonies.

more than the Kaiser's recognition that America was verily arranging to span the Atlantic with a bridge of ships.

Cannot Depend On Foreigners. America emerged from the war a creditor nation, whereas before it had been a debtor nation. Prior to 1914 the maritime nations of the world, to whom we owed vast sums, could surely be counted upon to send their ships to our shores that we might pay in our products the debts we owed them. We must now compete with them if we are to dispose of our surplus products in the available markets of the world. It is not to be supposed they will give us those facilities which are essential to world commerce to enable us to compete with them.

Of the 1430 steel ships owned by the Government 983 are tied up; the other 447 the Government has been operating to make sure the American flag shall reach every needed port of the world. This operation is being conducted at a cash loss of \$50,000,000 a year and at the expense of the deterioration of the fleet.

President Harding and the present Shipping Board aver, because of reasons to be covered in subsequent articles, that Government operation of ships is impossible on the one hand, and that for America to turn back and depend on foreigners for its sea carriage is unthinkable on the other. The only alternative is to make it possible for private American initiative to maintain American-flag ships on the seas and to get the Government itself out of the business of ship operation.

In my next article I will discuss the composition of the Government fleet and in subsequent articles the problem of its disposition.

Joe Carr spent Wednesday in Hastings.

Lutheran Church

No services until further notice. Pastor will be absent for three or four weeks.

FARM BUREAU NOTES

(By County Agent, Henry R. Fausch)
PREMIUM FOR HOGS FREE FROM T. B.

Commencing July 1, 1922, the "Big Five" packers—Armour-Swift-Morris-Cudahy and Wilson, will pay a premium of ten cents per hundred weight for all hogs coming from counties certified to be free from Tuberculosis.

\$10,387.00 for Webster county, 1921. We have made a survey and obtained from shipping stations the number of cars of hogs shipped out of Webster county for the Calendar year 1921, which was a total of 611 cars of straight hogs, not figuring mixed cars of hogs and cattle. And taking the minimum weight per car of 17,000 lbs., making a total of 10,387,000 lbs., and figuring this at ten cents per hundred weight, Webster county hog raisers would have received ten thousand, three hundred and eighty-seven dollars more for their hogs.

These packers justify the payment of this premium on the grounds that they have been losing, approximately, ten per cent by reason of infected animals finding their way into the packing houses. Thus, the time has come when the testing of all herds of cattle for tuberculosis and the disposition of all infected animals, has become a direct investment. What more could the farmers of Webster county want?

Dr. E. D. Leiby is stationed here and does the testing free. If reactors are found, indemnity is paid and now a premium amounting to \$10,387.00 annually, is offered by the packers. And still there are farmers that refuse to have their cattle tested.

Notice of Probate

In the County Court of Webster County, Nebraska.

STATE OF NEBRASKA, } ss
Webster County, }

To all persons interested in the estate of Edward Heaton, Deceased; TAKE NOTICE, that a petition has been filed praying that the instrument filed in this court on the 5th day of July, 1922, purporting to be the last will and testament of said deceased, may be proved and allowed and recorded as the last will and testament of Edward Heaton, deceased; that said instrument be admitted to probate, and the administration of said estate may be granted to George R. McCrary, as Executor.

It is hereby ordered by the court, that all persons interested in said estate appear at the County Court to be held in and for said county on the 21st day of July, 1922, at ten o'clock, A. M., to show cause, if any there be, why the prayer of the 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 legal weekly newspaper printed in said county, for three consecutive weeks prior to said day of hearing. Witness my hand and the seal of said court this 5th day of July, 1922. (Seal) A. D. RANNEY
County Judge.

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Niggerhead Maitland
And
Routt County Lump

We sell for cash that's why we sell cheaper.

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