

A Rail Road Wreck.

ONE MAN IS INSTANTLY KILLED.
Several People Injured—Two Engines Wrecked, One Car Demolished and Several Coaches Damaged.

Last Sunday morning about 6 o'clock this city was the scene of a serious railroad wreck that resulted in the death of one man (colored), the injuring of several, the complete demolishment of one engine and another badly damaged. One stock car was a complete wreck and several passenger coaches damaged.

The collision was between passenger train No. 41 and freight No. 47. No. 47 was switching freight cars from the main track, the engine being attached to the rear of the cars. It only lacked a few rods of gaining the switch when No. 41 came dashing in from the east. The passenger engine ran into the tender of the freight engine badly damaging it and demolishing a stock car just in front containing two registered short horn cows, J. G. Brenizer had bought at the state fair last week. One of the cows lost one horn and half of one foot was cut off, while the other cow escaped uninjured. The passenger engine was a complete wreck.

A colored man, who occupied a position between the tender on 41 and the baggage coach had his skull crushed and one foot cut off, killing him instantly. In a book he had in his pocket, was written Preston H. Higgins, born October, 1860. From the clothes in his grip it is evident he was a cook. He was known by the name of Hank in Omaha where he worked and at Ravana as Abe. No one seems to know where his home was. Coroner Robinson impelled a jury consisting of E. F. McClure, E. D. McCormick, Jas. Wait, Dr. T. W. Bass, Jas. Largey and Amos Noble and viewed the remains, but postponed the examination of witnesses until the train crews could be

secured. The body was given a respectable burial next day by Undertaker Woods.

The most severely of the number injured was Chas. Tubbs, fireman on 47, formerly of Arnold. He was quite severely bruised and scalded. Will Powers a passenger of Seattle received a deep gash in the face and otherwise badly shaken up. Both were taken to the Broken Bow Hospital where medical treatment was provided. Mr. Powers resumed his journey west next day and Tubbs was able to return to Alliance yesterday morning. Mesdams J. W. and Julia Ramp, the former of Galesburg Ills. the latter of Warrensburg, Mo., sisters of C. C. Biggerstaff, who were on the train were slightly injured but not seriously. Mrs. J. W. received a severe knock on the head and side from which she was rendered unconscious. She was taken to the Commercial Hotel and in the course of a couple hours was able to ride out to her brother's two miles in the country. Miss Julia only sustained a slight injury of an ankle. F. H. Young, who was in readiness to get off the train had one lip slightly cut by coming in contact with the coach. The glass in the front coaches were broken and the vestibules of several cars were crushed together. In the course of three hours the side track had been cleared and the train was attached to a special engine provided, which enabled those that were able to continue their journey westward.

The wrecking crew was on the ground in a short time and by night the main track was clear. Just which crew is responsible for the wreck has not been settled. Each claims the other was trespassing on its time. The testimony in the coroner's inquest may determine it.

President Roosevelt in Omaha.
Low Rates Via Burlington Route.

President Roosevelt's visit to Omaha, September 27, during the Ak-Sar-Ben festivities, will be a gala occasion. A gorgeous electrical pageant Saturday evening, September 27, will be one of the features. This will be repeated October 2. The Ak-Sar-Ben festivities open this year on September 24 and continue until October 4.

Low Rates via the Burlington Route—Ask the agent.

RYNO.
H. G. Donnel has bought a corn cutter. A heavy frost last night nipping tender vegetables.

Nasby acknowledges a large melon from H. E. Phelps.
Miss Grace M. Griffith will ride to and from her school on her new bicycle.

Davis Headley has cut fourteen acres of corn for G. A. Griffith will cut more. Corn ripe and a good crop. Davis will cut for C. G. and M. P. Empfield latter part of the week.

The General manager of the Oconto, Kearney and Southern Telephone lines (didn't learn his name) accompanied by H. W. George stopped at Ryno last night.

Nasby acknowledges a pleasant visit from Mr. and Mrs. Liles last week. Mr. Liles has poor health has tumors on his cheek and throat and an eruption on his lips, fears are entertained that it is cancer.

NORTHWEST IN SEPTEMBER AND OCTOBER.
Low Rates Every Day Via the Burlington Route.

To points in the Big Horn Basin of Wyoming, in Montana, Idaho, Washington, Oregon and British Columbia the Burlington will sell one way tickets at uncommonly low rates every day in September and October.

Ask the nearest Burlington agent, or write, J. FRANCIS, General Passenger Agent, Omaha.

Notice to Delinquent Taxpayers.

As you ought to know, personal taxes are due October 1st of each year, and are delinquent and subject to distress warrant being issued Feb. 1st of each year following. Land tax is due Oct. 1st, delinquent May 1st, and advertised Oct. 1st, and sold to highest bidder, or at private sale Nov. 1st after date of becoming due, so govern yourselves accordingly. The law says you shall appear at the treasurer's office and pay your taxes, and if you do not, the county treasurer shall collect personal taxes by distress warrant after the above dates. I believe that nearly everybody wants to pay their taxes without costs, and I have concluded to take this means of notifying everyone through the press. Do not neglect this matter, but attend to it as soon as possible, as I do not want to make you any extra expense, but I must and will collect delinquent taxes according to law, as I believe that was what I was elected your treasurer for. W. A. GEORGE, 7th County Treasurer.

LOW RATES TO CALIFORNIA.

Every Day in September and October Via the Burlington Route.

To San Francisco, Sacramento, Los Angeles, San Diego and many other points in California the Burlington Route has made the extraordinarily low rate of \$27.40 from Broken Bow, Neb.

Tourist sleeper daily from Omaha, Lincoln, Hastings and other main line points.
Stoppers allowed at many California points.
Ask the Burlington agent, or write, J. FRANCIS, General Passenger Agent, Omaha, Neb.

Devoured By Worms.

Children often cry, not from pain, but from hunger, although fed abundantly. The entire trouble arises from inanition, their food is not assimilated, but devoured by worms. A few doses of White's Cream Vermifuge will cause them to cease crying and begin to thrive at once very much to the surprise of the mother. 25c at Ed. McComas' Broken Bow and Merna.

LOW RATES EAST.

Thru' Tourist Sleepers to Washington.

The Burlington Route has authorized the low rate of \$34.25 from Broken Bow, Nebraska to Washington, D. C., and return for the National Encampment, G. A. R.

Tickets on sale October 2 to 5, inclusive. Good returning until October 14, but extend to November 3, 1902, may be secured.
Thru' tourist sleepers Omaha to Washington, October 4. Double berth \$3.00. Ask the Burlington agent, or write J. FRANCIS, General Passenger Agent, Omaha, Neb.

\$5.00 Premium for Best Skimmed Milk Calf.

The Beatrice Creamery Company will give five dollars to the best skimmed milk calf exhibited at the Custer County Fair.

Raised From the Dead.

C. W. Landis, "Porter" for the Oriental Hotel, Chanute, Kan., says: "I know what it was to suffer with neuralgia, deed I did, and I got a bottle of Ballard's Snow Liniment and I was 'raised from the dead.' I tried to get some, but before I had 'deposed' of my bottle, I was cured entirely. I am tellin' de truth too." 25c, 50c and \$1.00 at Ed. McComas' Broken Bow and Merna.

Letter List.

The following is the dead letter list for the week ending September 9, 1902:
Harry Baker, Mrs. Rose Frazer, (2 cards) Miss Fannie Kalouse, Miss Mary Kennard, Nels Martin, T. B. Nichols, T. J. Parkust, T. B. Thompson, W. T. Wolf.

Harvest Home Picnic.

The eleventh annual picnic of the Douglas Grove and Lee Park Farmers Club will be held in the grove at Wescott, Thursday, August 28. The following is the program:
Address of Welcome, M. E. Vandenburg. Music, Ladies Quartette. Recitation, Dora Moon. Address, F. M. Currie. Music, Organ Solo. Recitation, Keo Currie. Paper, W. G. Eastman. Solo, A. Moore. Address, Prof. Burnett, Lincoln. Music, Duett.

21 Years A Dyspeptic.

R. H. Foster, 318 S. 2d St., Salt Lake City, writes: "I have been bothered with dyspepsia or indigestion for 21 years; tried many doctors without relief; recently I got a bottle of Herbine. One bottle cured me, I am now tapering off on the second. I have recommended it to my friends; it is curing them too." 50c at Ed. McComas' Broken Bow and Merna.

Will it Pay to Attempt "Freak Taxation?"

Reason for Comparison with Other States.

(Issued Under Authority of the Railroads of Nebraska.)

In the articles which have immediately preceded this, we have given the details of taxes paid by the railroads of Nebraska, and the amounts they have paid in the several counties of the state, and it will be noticed that in the foot-notes which accompany the figures given, there is a line of comparisons, showing what other states have done in regard to the taxation of railroads which run through their commonwealths. In the matter of taxation, as in any other business matter, the people of Nebraska desire to, and naturally should keep in line with what is done in other states. No greater disaster could occur to the state of Nebraska, than if, by ill-advised action, it should throw itself out of line regarding matters of taxation of corporate property or of any property.

It may be a taking proposition for a demagogue to advocate the over taxing of railroad companies and thereby work a hardship against them that would not accrue to other lines of property within the state, but it would be an advertisement that would pass through the whole United States, proclaiming that the people of Nebraska did not intend to be as fair with capital as other states of the Union. It would reproduce here in Nebraska that prejudice which took Kansas a term of at least ten years to dispel.

The comparisons which we have made in these foregoing statements include every state in the Union, with the exception of Massachusetts. In Massachusetts, New York and several other states, laws have been passed which work a hardship against railroad corporations. In New York, the onerous tax paid by the New York Central railroad is being tested in the courts; its ill-advised law is working a hardship against that road, while not injuring the others in the state to any extent. In Massachusetts, through a contract made in the early days between the corporations and the state, and their excise laws, the taxes are out of line with what is done in other states, and there is a general movement among the business people of that state looking to the correction of this abuse.

In Harper's Weekly of February 15, 1902, the following is an extract from an editorial in regard to this matter:

"There is a very strong movement in the state of Massachusetts for rational corporation laws. The commonwealth is waking up to the fact that, under its present laws, large modern corporations cannot be organized in the state, and Massachusetts capital is seeking investment elsewhere. Not only the corporation law is restrictive and narrow, but the tax laws are as unreasonable as those of New York. Both states tax all the property of a corporation wherever it is situated, and this is double taxation. * * * An effort is being made in New York and will be made in Massachusetts to put an end to this system of double taxation. There is a feeling abroad that New Jersey should not remain the refuge of all combina-

tions which want liberal treatment."

In Wisconsin it appears that they have an entirely different form of taxation for railroad corporations from other states, as the taxes are collected in the form of an excise tax, being collected on the gross earnings of the companies in such a way that while the tax is heavy on those roads which have a large earning capacity, it is very light on those which are operating at a loss. This form of taxation looks fair, but it would not be popular in Nebraska, because all of the taxes charged against railroad corporations in Wisconsin are turned into the state treasury and they are relieved from paying taxes locally along their lines. In the poorer counties of Nebraska, this would mean practically bankruptcy. In Wisconsin there is a general movement looking towards a change in the form of taxation. After having tried a law something of the same character as that of Wisconsin, Michigan has returned to the direct form of taxation.

This whole subject of the payment of taxes on the part of the railroad corporations resolves itself into a question as to how much of their revenue should be diverted to this purpose.

If the taxes were out of reason, it would place Nebraska in an unenviable light before all investors. For political reasons, a few men have made themselves prominent by advocating a system of double taxation of railroad property in the state, but when the people once understand what is done, and how it is done, we do not believe their efforts will avail.

The railroads of Nebraska, up to the present time, have not earned an undue amount on the investment made; for a series of years there was no profit derived from the investment as a whole on Nebraska railroads, and while during 1900 two of the railroads paid a fair dividend on the capital invested, very many of the railroads in the state failed to render any returns whatever to their owners.

Nebraska has not as yet got the population, nor the completed system of railroads which would warrant this state in imposing such obligations on the corporations which now exist, that would drive all future investors in such property from the state.

The figures which have been given are all from reliable data which can be investigated by any one so disposed; the averages per mile being from the report of the Inter-State Commerce Commission, and the details of the business of the different roads are taken from their official reports, while the figures here in Nebraska are taken from the auditors' offices of the different railroads.

We will now continue our comparisons with other property in the state, showing some remarkable facts concerning the changes in value in various counties, and how by these changes, the railroads have been obliged to carry more than their proportionate share of taxation.

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I believe The Draught's Black-Draught is the best medicine on earth. It is good for any and everything. I have a family of twelve children, and for four years I have kept them on foot and healthy with no doctor but Black-Draught. A. J. GREEN, Ilwaco, La.

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Old Settlers Annual Picnic.

Will be held in John Welsh's grove near Westerville on Saturday, September 13th, 1902. The several committees are making necessary arrangements and able speakers will be present, among which are Hon. F. M. Currie, H. M. Sullivan, C. W. Beal, and others. Those desiring to have a good time and enjoy a day of outing in a shady grove will not be disappointed. Everyone come both old and young. Ample shade for all, including your teams.

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