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Maitland Nut	8.00
Rex Lump	7.50
Sheridan Egg	7.50
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Pennsylvania Nut	13.00
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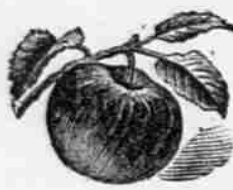
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### INDIANOLA.

Another fine rain visited this section, Monday, and gave the ground a good soaking.

Leonard Smith is having a private phone line put in.

Mrs. McFann returned to her home in McCook, Wednesday night, after a short visit with her daughter at this place.

Fred Thompson arrived home, middle of the week, from Geneva, where he has been for the past week on business.

Martin Akers is the new janitor at the school house.

Mrs. John Strunk and Miss Sarah Jenson were in McCook, Thursday, doing some shopping.

Mr. Voge and son Fred of South Dakota are guests in the home of Thomas Haley. Mr. Voge and son are father and brother of Mrs. Haley.

J. C. Puckett and little daughter left for their home in Ohio Wednesday night.

W. H. Smith made a business trip to McCook Tuesday.

Archibald Mann is very low with paralysis and kidney trouble. His recovery is very doubtful. His children have all been summoned.

Mrs. Hethcote has been quite sick with the grip the past week.

Mrs. L. Calvin who has been quite sick is much improved.

Tom Turpin is in town on business. His home is in Geneva.

John Harrison went to Hubbell Wednesday morning.

Mr. and Mrs. Sam McKinney arrived home, Wednesday morning, from their visit in Iowa.

Mrs. A. C. Teel and daughter Gertie returned from Kansas City Sunday morning.

Mr. Ellis, an old time friend of Mr. Plourd, is here on a visit to the family.

Mrs. Suttredge came in from the east, Monday evening, for a visit with her parents.

Mrs. James Boldman returned home, Monday, on 13, from her visit in Bloomington.

Conrad Miller and family will move to Funk, Neb., next Friday. Mr. Chessmore will be section boss at this place.

Mrs. Catherine J. Wilbur died Sunday after a lingering illness of paralysis at her home southwest of town. The funeral was held in the Methodist church Tuesday afternoon, Rev. Burrell officiating.

Mr. and Mrs. George Mick went to McCook Sunday for a short visit with friends.

Tom Minnick came up from Cambridge Sunday evening on 5, returning to his home on 14, same night.

Mrs. Lyman and daughter Pearl of Bartley were Indianola visitors Wednesday.

Mrs. Northrup and son of McCook were in town Saturday the guests of friends.

Miss Margaret Townly visited friends south of town Saturday night and Sunday.

Mrs. Clara Giles, who tried to commit suicide here a few days ago, has recovered and gone to her home in Herschel.

Grandpa Hethcote drove over from Danbury, Saturday, and spent the day with his son Leonard and family.

Mrs. Geist and son who have been living with Andy Lambert, shipped their household goods to Hinton, Okla., to which place they will follow in a few days.

Alonzo Mann came in this morning from Kansas in answer to a telegram announcing the illness of his father.

Joe McKeever has bought the Lakin property in block 32.

H. C. Whitmore shipped two cars of hogs, C. S. Quick two cars, and Keyes and Stevens two cars—all to Kansas City, Saturday night.

Pat Callen is now the owner of the Broomfield place, having made the purchase recently. Mr. Callen will move his family to their new home soon.

Miss Mamie Mann came home Sunday to be at her father's bedside during his illness. She will not resume her school for a while.

James Ryan traded some lots in the part of town known as "Zion hill" to Roy Kennedy for a span of ponies.

Harry Miller came down from Culbertson, Sunday night, to visit awhile with the folks before they leave for their new home.

### RED WILLOW.

Mrs. Smith's aunt, Miss Rozell, is making her a lengthy visit.

Mrs. Owens Longnecker's sick baby is improving.

Owens Longnecker and family and Lucy Miller visited at his brother Louis' on Sunday.

Bertha and Grace Hess are better, but Bessie is still very ill.

Mr. and Mrs. Rue Hauxwell and babies visited at John Longnecker's after church, Sunday.

### SPARED THE ENEMY.

A Spanish Governor's Generosity in the War of 1746.

In the year 1746, when England was engaged in war with Spain, Captain Edwards of the Elizabeth of London, coming through the gulf from Jamaica richly laden, met with a violent storm. The ship sprang a leak that obliged it to run into the port of Havana. The captain went on shore and waited on the governor and told him of the occasion of his putting in, adding that he surrendered the ship as a prize as well as himself and crew prisoners of war, only requesting good quarters.

"No, sir," replied the governor. "If we had taken you in fair sea or approaching our own coast with hostile intentions, your ship would then be a lawful prize and your people prisoners, but when, distressed by the hand of Providence, you come to our port for safety of your lives we, being men, though enemies, are bound by the laws of humanity to afford relief to the distressed who ask it of us. We cannot, even against our foes, take advantage of the act of God. You have leave therefore to unload your ship, if that be necessary to stop the leak. You may fit her here and traffic so far, besides, as shall be needful to pay the charges. When repaired you may depart. I will give you a pass to be in force till beyond Bermuda. If after that you are taken then you will be a lawful prize, whereas now, as you are only a stranger, you have a stranger's right to safety and protection."

Here was fairness. The ship departed and arrived without any further accident in the port of London.

### AN ANCIENT BANQUET.

Menu of a Christmas Dinner Served in Feudal Times.

"A Christmas dinner in feudal times," said an antiquary, "was served at 11 o'clock in the morning. It began with plum pudding, or plum porridge, as they called it in their old fashioned way; a suet pudding stuffed with raisins, currants, prunes, mace, cloves and ginger.

"Next came a boar's head on a silver platter decorated with holly. This dish was heralded with a flourish of trumpets and the lighting of the great Yule log. The head had a lemon in its mouth. A hot mustard sauce went with it.

"The third course was a peacock in full plumage. Its beak was gilded, and it was stuffed with spices and sweet herbs.

"Geese and capons followed drenched with amber grease, and then came frumenty, for which I'll give you the recipe."

The old man read here from his notebook:

"Frumenty.—Take clean wheat and brye it in a mortar till the hulls be all gone off and see the till it burst, and take it up and let it cool, and take clean fresh broth and sweet milk of almonds or sweet milk of kine and temper it all, and take the yolks of eggs. Boil it a little and wet it down and mess it forth with fat venison."

"There were other fixings," the antiquary ended, "such as haken sausage, brawn pudding and souse, cheese, apples and nuts. The drinks were beer, malvoisie and sherris sack."

Neighbor—No one ever hears you and your husband exchanging words. Do you get along so excellently together?  
Wife—Not at all; but we discovered that the maid listened at the door. Now we quarrel only on Sunday afternoons between 3 and 6, when she is out of the house.—Fliegende Blatter.

## CLOVER IN HIGHWAYS

Federal Authorities to Co-operate With Minnesota In Using It.

### PLAN TRIED IN AUSTRALIA.

Engineer Cooley Will Experiment on Road Building in Sandy Soil—Clover Will Be Planted, Cut and Mixed With Sand.

George W. Cooley, engineer and secretary of the state highway commission of Minnesota, has secured the co-operation of the public road office at Washington and the bureau of plant industry in his plans for experimenting in the construction of roads in sandy districts, says the St. Paul Pioneer Press. Experiments along this line were authorized at the last meeting of the highway commission and will be commenced next spring.

Mr. Cooley plans to make two or three experiments along this line. One road probably will be constructed near Breckenridge and the others in places where similar conditions exist. Local authorities have found it practically impossible to build roads in sandy soil where no clay, gravel or broken stone can be obtained except at an expense so great as to make it out of the question, and it is for the purpose of finding some means of building good roads under such conditions that the experiments will be made.

The federal public roads authorities have become interested in the plan and will assist to the extent of paying a part of the expense. The local authorities of the districts in which the roads are to be built will be asked to provide a superintendent for the work who will carry out the plans of the engineer.

Mr. Cooley's plan is to plant clover in the road and along the sides for some distance, and when the clover attains a good growth and before it begins to dry to cut it and mix it with the sand in the roadway. In this way it is expected that the nature of the soil will be so changed in a year or two as to make it excellent material for road building.

In a communication from the bureau of plant industries this question is discussed, and the opinion is given that it is entirely feasible. Yellow sweet clover is suggested as the kind best adapted for this work. On this subject the communication states:

"The last named plant has been credited with so completely changing the character of the sandy soil on King's Island, near Australia, as to make it exceedingly productive, and they are especially adapted to growing in sandy land."

The experiments will be started next spring where the proper conditions are found and the assistance of the local authorities can be secured and will be continued for one or two years as the progress of the experiment shows is necessary. If the first year's work does not bring the soil to a condition which is satisfactory for roadmaking purposes, the same treatment will be given the next year and even the third year if it proves necessary.

### ROAD MAINTENANCE.

Value of Patrolling Highways to Keep Them in Good Condition.

The utter wastefulness and lack of economy in building roads and making no provision for their repair and maintenance are becoming more and more apparent to taxpayers. The importance of the subject is appreciated in some states, and measures have been adopted. There are, however, many communities where the necessary steps have not yet been taken. The subject is treated pertinently by W. Pierrepont White in a recent article in *Outing Magazine*. In this article Mr. White says:

"Not one cent of money should be expended in the creation of these expensive highways unless at the same time a system of careful maintenance and repair is established.

"Steam roads when first built were permitted to run down, ties to rot, the ends of iron rails to flatten, bolts in the fish plates to become loose, until a general overhauling was ordered, and an excessively expensive amount of repairs was made owing to the neglect. Today well managed roads do not permit this. But each road is divided into sections under engineers, under assistant engineers, under section bosses, with men passing daily up and down the road, giving it constant repair and attention. This we are familiar with.

"In Europe highways are patrolled in the same way. Men, usually old, patrol the roads under their care, each in charge of a section, each responsible for its condition, and the slightest hole in the wearing surface is detected, repaired and filled in immediately after it commences. Ruts are detected and filled, sluices and ditches kept open and washing of the sides stopped, and only by this constant care are roads kept in good condition. This same system must come to this country and be inaugurated at the time that the general improvement is made; otherwise the people's money will be thrown away."

### Signs For Roads.

Signboards of blue enamel are to be placed by the state highway department of Pennsylvania on all state roads completed during the present year. The signs will be eighteen inches long by one foot wide and will contain the name of the road, the date and "State Highway." "Keep to the Right."

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