

A GUARANTEED ALL WOOL AND SHOWER PROOF SUIT

for only \$5.00



This is the celebrated "Hercules" suit for boys, made by Daube, Cohn & Co. of Chicago.

A Hercules will outwear two suits of any other make at the same price.

The coats have a double lining in the sleeve at the armpit and the pants are lined throughout and have all seams reinforced with tape to relieve the wool fabric from strain.

The styles are very attractive, made up in all the latest patterns and newest Spring shades.

Before you buy your boy his next suit, make it a point to see the Hercules. See how well they are made.

For sale by **C. L. DeGross & Co.**

Subscription Payable in Advance.

Terms of subscription to The McCook Tribune are payable in advance. Unless otherwise arranged for no papers will be sent out of Red Willow County longer than three months after the subscription becomes payable, and unless otherwise provided for no papers will be sent within the county to subscribers who are more than one year in arrears. Within these terms delinquent subscriptions will be discontinued as fast as the fact becomes known.

The Publisher.

CITY CHURCH ANNOUNCEMENTS.

CONGREGATIONAL—Preaching at 11 and 8 o'clock. Sunday-school at 10 a. m. Christian Endeavor 7 o'clock. Prayer meeting Wednesday evening at eight o'clock. The public is cordially invited to these services.
REV. R. T. BAYNE, Pastor.

EPISCOPAL—Preaching services at St. Alban's church at 11 a. m. and 7:30 p. m. Sunday-school at 10 a. m. Communion—1st Sundays 11 a. m., 3rd Sundays 7:45 a. m., each month. All are welcome to these services.
E. R. EARLE, Rector.

CATHOLIC—Order of services: Mass, 8:30 a. m. Mass and sermon, 10:30 a. m. Evening service at 8 o'clock. Sunday school, 2:30 p. m. Every Sunday.
WM. J. KIRWIN, O. M. I.

METHODIST—Sunday school at 10 a. m. Sermons by pastor at 11 and 8. Class at 12. Junior League at 3. Epworth League at 6:45. Prayer meeting, Wednesday night at 7:45.
BRYANT HOWE, Pastor.

BAPTIST—Sunday school at ten o'clock a. m. Preaching at 11 a. m., and 7:45 p. m. B. Y. P. U. 6:45 p. m. Prayer meeting and Bible study on Wednesday at 8 p. m. A most cordial invitation is extended to all to worship with us.
FRANCIS E. IAMS, Pastor.

EVANGELICAL LUTHERAN CONGREGATIONAL—Sunday School at 9:30 a. m. Preaching at 10:30 a. m. and 7:30 p. m. by pastor. Junior C. E. at 1:30 p. m. Senior C. E. at 7:00 p. m. Prayer meetings every Wednesday and Saturday evenings at 7:30. All Germans cordially invited to these services.
REV. GUSTAV HENKELMANN, 505 3rd street West.

CHRISTIAN SCIENCE—219 Main Avenue—Services, Sunday at 11 a. m., and Wednesday at 8 p. m. Reading Room open all the time. Science literature on sale.

EVANGELICAL LUTHERAN—Regular German preaching services in church, corner of E and 6th street east, every Sunday morning at 10:30. All Germans cordially invited.
REV. WM. BRUEGGEMAN, 607 5th St. East.

Pneumonia follows a cold, but never follows the use of Foley's Honey and Tar, which stops the cough, heals the lungs, and expels the cold from the system. A. McMillen.

How to Beat the Mail Order Folks.



There, Mr. Man, don't cry! They have broken your heart, I know, And the trade that you had, which made you glad, Is a thing of the Long Ago.

But still you can get it back— There is hope for the man who tries. To recover your trade you have got to wade Right in and ADVERTISE!

Bread in Politics. From the days of Joseph down the only well populated country which had enough grain to satisfy its own consumers was Egypt, rich beyond the record of any other soil this side of Paradise. Ferrero, in his history of Rome, shows the transcendent political importance of corn in all times. Feed your people, king or demagogue, else they will overthrow you. For the masses from furthest antiquity to most recent days, there has never been any torch of dissatisfaction, rebellion and anarchy like a shortage of bread.

BEGGS' CHERRY COUGH Cures coughs and colds.

MEANS HARD WORK

RAILROAD MEN HAVE THEIR OWN TROUBLES IN WINTER.

Many Difficulties in Keeping Trains to Schedule Time—Contingencies That It Is Impossible for Officials to Foresee.

Running a railroad at any season of the year is far from child's play. Even when skies are fair and tracks clear there is a deal of work about keeping the hundreds of engines and thousands of cars that go to make up the rolling stock of any line of consequence moving harmoniously. There are schedules that must be observed, into the working out of which enter countless details and upon the failure of any one of them hinges disarrangement of the entire order of things, delay, possible loss of property, and not infrequently sacrifice of human life.

When a severe winter comes upon the scene the troubles of summertime seem as nothing, and railroad men are confronted by problems whose solution requires the utmost vigilance and a high degree of executive ability. They have but one thing to do—keep the trains running, and run them just as close to the original schedule as possible. And it is in living up to this requirement that they encounter difficulties of which the public generally knows nothing, and apparently cares less.

Admittedly, nothing is more aggravating than having to wait for a train, unless possibly it might be rushing excitedly out to the station gate just in time to see the last coach disappear in the distance and learn that you were some 30 seconds late. But if travelers knew the labor involved in keeping things moving even in a seemingly erratic manner they would take a more charitable view of the matter, and marvel that the men entrusted with the task succeed in doing so well as they manage to.

Contingencies that cannot be anticipated or guarded against arise in a single moment, causing confusion from one end of a division to the other. A flange on a wheel to a heavily loaded freight car breaks and a half dozen cars are ditched, tying up all traffic in at least one direction and playing havoc with schedules until the wrecker has been hurried to the spot and the road cleared. A hot journal—and they occur even in zero weather—may necessitate stopping a train out in the open country, and one man hurrying forward and another back from the train, regardless of wind, or weather, to guard against the possibility of collision, while other members of the crew remedy the difficulty. Some part of the locomotive may go wrong, making temporary repairs imperative and blocking traffic until the engine is once more in shape to proceed. Trains from other roads may be late at connecting points—the chances for delay are practically unlimited, and each presents a problem that must be met and settled in its own peculiar way according to the needs of the occasion, never for an instant losing sight of the fact that the entire division is directly involved in the settlement.

Railroad Claims.

Representatives of the claim departments of some of the big railroads were before the house committee on interstate and foreign commerce recently. One of them testified that last year he settled claims amounting to more than a million dollars against his road.

"Isn't it a fact," asked Representative Townsend (Rep., Mich.) "that some roads never pay a claim until they have to?"

"Yes, it is," admitted R. L. Calkins, claim agent of the New York Central railroad. "But that sort is getting less all the time. The railroads are beginning to realize that the sooner a claim is paid the better it is for both the road and the claimant."

Mr. Calkins said that occasionally the roads were asked to pay damages on freight never received or improperly billed or invoiced.

"I remember one claim for 'valuable oil paintings,' that had been shipped over our road as 'rabbit skins,' he said.

Guatemalan Railroads.

There are over 400 miles of railroad now in operation in Guatemala, and various extensions are in prospect. One of these contemplates the building of a line from Zacapa on the Northern railroad, about one hundred miles from the sea, to Santa Ana, on the northwestern frontier of Salvador, where it will connect with the British railroad already built, and thereby with the capital of Salvador. Much of the coffee now grown in that republic will thus find an outlet to the Atlantic of which it has long been in need, and it is highly probable that the bulk of the import trade to Salvador will also be conducted along this route.—Scientific American.

All American Built.

Locomotives of the Chinese railroads are like the rest of the rolling stock, American built.

ON A BRAZILIAN RAILROAD

Excitement of Trying to Distinguish Birds from Orchids in Run Through Flowery Paradise.

Thirty-four miles in three hours as a run for an express train strikes one as queer, but that is the regular schedule between Sao Paulo, Brazil, and Santos. Incidentally the road descends 2,000 feet in those 34 miles.

The time would be better but for the fact that a part of the distance is traversed by a cable which is de- liberation itself. It was originally planned to make the road all steam, but according to the American consul at Santos the route map submitted by the engineers looked too much like the ice after a figure skating contest. The stockholders protested and got the cable section.

"But no one save a man late for his homebound steamer," says a writer in the Travel Magazine, "is justified in complaining of the slowness of the cable division. You skirt on viaducts, cliffs that would be bare and forbidding in other latitudes, but which here lift in mile long walls of verdant tapestries.

"You wind through gorges amid a reckless riot of tropical vegetation that casts a weird green light like that of an ice cavern and sets you planning to come back on foot the next day to explore at your leisure the leafy vistas opening to right and left and revealing tantalizing glimpses of their dewy depths."

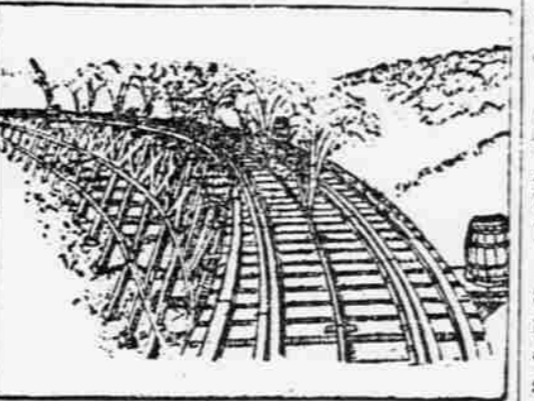
"You see a glint of color on a limb of a gaunt pala tree, in the identical spot where a cluster of bright polished parasitic looking leaves leads you to believe there should be an orchid, and while you still hold it with your eyes down it flutters with a wild scream.

"You pelt a pack of cards at a bird perched a few feet from the track on a rotten stump and discover an instant later that you have dealt to a dummy in the form of a flower more splendid than you ever dreamed flower could be. Then you become so absorbed in the classification of orchid birds and bird orchids that only the timely jerk your seat companion gives your catatons saves you from being guillotined by a half fallen bough that comes rat-a-tatting down along the car windows.

"This short bit of composite railroad running down from Sao Paulo to Santos through scenery lovely enough to warrant its acquisition by a fairy syndicate for subdivision into Titania's bowers is the artery through which flows nearly the whole coffee output of Brazil, more than half of the world's supply. This in the '90s often amounted to over 10,000,000 bags a year, in excess of 25,000 bags a day."

Sprinkler for Railroad Bridges.

As is well known, very often in the dry season a railroad bridge or trestle is destroyed by fire from the engine of a train or from some other source. In order to avoid this a railroad in Oregon has put a sprinkler on one of



Trestle Protected from Fire.

its trestles which keeps off the danger. It is in the form of a pipe which runs the full length of the structure between the tracks, having at short distances apart holes from which the water comes out in sprays, thus keeping the fire from gaining any headway.—The Pathfinder.

Grinding Tire Easy Matter.

If an engineer tries to stop too quickly his wheels are likely to slip and spin. That is likely to mean grinding a tire. These steel tires are expensive, and the possibility of grinding a tire flat is the bane of the life of the engineer and fireman. Grinding a wheel, even to the thickness of a needle, will start it to pounding.

The greatest danger to the wheels is in applying the air too quickly and trying to stop the train too suddenly. You watch and you will notice that lots of times an engineer will let his train run past the station and applying the emergency brake-stop to lock the brake-shoes instantly. A sudden application of the brakes usually means that the wheels will slip on the rails, and when a locked wheel slips it is almost certain to make the tire flat. Grinding a tire often means 30 days for the engineer.

Will Open Up Rich Country.

A new railroad company has been organized to build a line from Tezuitlan, state of Puebla, through the state of Vera Cruz, to the port of Nautia. The \$2,500,000 gold capital has all been subscribed. The line will develop a region rich in fruit, sugar, coffee, oil, etc., and the freight on the lemon trade alone will pay the expenses of the road. A branch line will also be operated between Papania and Misantla.

Oldest Wabash Engineer Dead.

James Clark, the oldest engineer on the Wabash, died recently at Moberly, Mo. He was born in Cambridge, England, January 17, 1829. He entered the service of the North Missouri (now the Wabash) road when he went to Moberly, and was made an engineer in 1861.

HAVE TO MEET COMPETITION

Waterway Traffic Materially Cuts Down the Income of the Dutch Railroads.

The railroads of Holland seem to have a pretty hardscrabble time of it. Water competition—that of the canals and of the Rhine—has always been their bugbear. Even now, after 50 years of struggle for business, the railroads carry only ten per cent. of Dutch freight.

From Amsterdam alone there are not less than 150 lines of local steamers that go regularly to every port of the country, providing a daily service—or rather a nightly service—which enables them to deliver freight from almost anywhere to anywhere in the country every morning. It is only when the canals and rivers freeze up in exceptionally cold winters, says Moody's Magazine, or when in summer there is unusually low water that the railroads get for a short time any considerable part of this traffic.

Although the country is almost everywhere on a dead level, construction has been rather costly, on account of the great number of bridges required. For example, between Amsterdam and Rotterdam there are no less than 80 bridges, of which eight are swing bridges.

Sometimes the bridges required to cross the numerous and intersecting canals are practically viaducts of a mile or two in length, and long stretches of bridgework like that across Lake Pontchartrain at New Orleans or the approach to Galveston are not infrequent.

All the lines in the country are now operated by two companies, the Company for the Exploitation of the State Railways and the Dutch Iron Railway Company. The total length of all the lines is less than 1,600 miles, of which the state operates about 900 and the Iron Railway Company about 660, made up of 205 miles belonging to the state, 290 owned by other companies and 165 miles of its own lines.

There is considerable competition between the two companies, which, taken in connection with the sharp competition of the rivers and canals, insures a very good service. Each company pays a rental to the state for the lines belonging thereto which it operates, and each must share with the state in its profits over five per cent., which in face of the competition, the extremely low rates and the exceptional handicap under which the lines are worked is highly creditable to the management. In 1908 dividends were only three per cent.

Laugh on the Brakeman.

There is a brakeman on a Chicago & Northwestern morning train running south from Milwaukee who is fat. "Corpulent, well padded with flesh," and similar temporizing terms do not explain his state of being—"fat" does.

Everyone was feeling rather grouchy the morning after the recent blizzard because the engine of their train had gone off with a snow plow, the train was delayed and the passengers were on the edge anyway because of bad service on the street car lines and snowbanks they had had to hop over on their way down, says the Milwaukee Wisconsin.

The "fat" brakeman came from the smoker into the next car and murmured to one of those passengers because of the reception he had in the smoker.

"They are all jumping on me, an' I ain't to blame that the train's delayed. Even Mr. C. (naming a well known pork packer who is a daily patron of the train) jumped on me fit to kill!"

A wit who sat nearby caused a laugh by remarking in a sepulchral tone: "You want to look out for him, he thinks you're a hog!"

Running on Time.

It is a common saying among railroad executives that they can make all sorts of rules about running trains, but that they have to put a man in the bushes beside the track to see that they are obeyed. Every railroad in America is striving after the thus far—unattainable; to have all its passenger trains always on time. "Among every other 100 men who become firemen, only 17 are ever made engineers," quotes the author. "Out of every 100 engineers only six get passenger runs. The next time you see a white-haired man on the cab of a big passenger locomotive don't wonder at all at his white hair, but make up your mind that he has the goods or he wouldn't be there. It is a case of the selection and the survival of the fittest. It takes nerve to run the fast trains these days, and if any one of a dozen people, down to the man who spiked the rail, has made a mistake, you ride to certain death."

Era of Steel Cars.

The Union Pacific is another railroad corporation which has decided that all future orders for passenger equipment will be for steel cars. This policy should be universally adopted. It is also announced that within two years practically the entire line of the Union Pacific will have been double-tracked and equipped with the block system.—Springfield Republican.

Japanese Line Completed.

By the opening of the last section of the Kyushu railroad, the Grand Trunk line of Japan has been completed from Sapporo on the north to Kagoshima on the south, a distance of 1,300 miles. The first part of this line to be thrown open was the Tokio-Yokohama section, which began to carry passengers and goods in 1872.

ANNOUNCEMENT OF GENERAL PLANS

For Work of the Nebraska Boys' and Girls' Clubs in the Home Experiment through County Organizations under the Direction of the County and State Superintendents.

The state superintendent has arranged to co-operate with the county superintendent in conducting some special work with the county boys' and girls' clubs in agriculture and domestic science. The work in agriculture will include an Acre Corn Contest, an "Ear to Row" Corn Contest, a Husking Contest, a Potato Acre Contest, a size of Seed-piece Potato Experiment and Experiment in Sweet Pea Culture.

In connection with the experiments and contests, bulletins will be furnished members. These will include pamphlets on selection and testing of seed-corn planting, cultivation and harvesting of corn, on weeds and methods of destroying them, on insects and potato culture.

The work in cookery will include some of the best methods of cooking and serving nutritious foods and the canning and preserving of some of the fruits and vegetables in season each month. An opportunity will also be given for work on butter making, and a bulletin will be provided on sanitation and care of milk and cream, churning and care of butter.

In sewing, the work will be the making of articles which are necessary and useful. During the year, instructions, material, and directions will be sent to each member of the club. Some special work will be provided for each month. A sewing book of instructions and materials for practice will be provided each member. The instructions and directions will be for practice such as will enable the members to make the various articles which will be included in the work during the season.

A meeting is called by the county superintendent, May 9, at the court house for boys and girls in the county under twenty-one years of age, WHETHER IN SCHOOL OR NOT. All who are interested in the work of agriculture and domestic science are invited to be present at the meeting, become members of the club and receive directions and supplies for carrying out the work.

Enrollment cards will be provided at the meeting and members may begin work at once. The work will be planned so as not to interfere with the regular school or home work of the members, but to give them some definite and profitable work to occupy a small portion of their time during the season.

Mr. A. E. Nelson, director of the University Short Courses in Agriculture and Domestic Science during the past season, will represent the State Department of Public Instructions at the meeting and will outline the plans for conducting the work.

The Sound Sleep of Good Health.

The restorative power of sound sleep can not be over estimated and any ailment that prevents it is a menace to health. J. L. Southerns, Eau Claire, Wis., says: "For a long time I have been unable to sleep soundly nights because of pains across my back and soreness of my kidneys. My appetite was very poor and my general condition was much run down. I have been taking Foley's Kidney Pills but a short time and now sleep as sound as a rock. I eat and enjoy my meals and my general condition is greatly improved. I can honestly recommend Foley's Kidney Pills as I know they have cured me."

A. McMillen.

DANBURY.

Joseph Dolph and John Wicks took Mrs. Dolph to Lincoln, Wednesday evening, to be doctored.

Prof. Morris has organized a piano class here and gives them lessons on Wednesday.

All was quiet around the M. M. Young home, Wednesday night, when all of a sudden there was a loud rap and when the door was open there was a large number of the loige people there with well filled baskets to remind her that it was her birthday. After a few hours of enjoyment there was a bountiful lunch served. At about 11:30 o'clock the band boys appeared and played a few selections. After they partook of the lunch they all departed, wishing Mrs. Young many more happy birthdays.

Mr. and Mrs. Rea Oman stayed all night at the M. Young home, Wednesday night.

J. L. Sims was an Indianola visitor, Wednesday.

Mrs. Albert Ashton took the train for home, Thursday noon.

Hal DeMay is working over in McCook for C. L. DeGross & Co.

John Wicks arrived, Monday last, for a few day's visit.

Tom Austin's mother arrived, Tuesday last, being called here by the serious illness of her son.

Devizes, Kas., home talent play will give an entertainment in the opera house, Saturday night.

The ladies aid society served lunch in the old Bastian building, Saturday.

There was a large crowd out to the hard time hop in the hall, Saturday.

Lebanon is thinking of organizing a band there soon.

A. B. Gibbs of Lebanon was up on business, Saturday.