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DO YOU READ

THE McCOOK TRIBUNE?

The Leading Weekly in West-
ern Nebraska.

\$1.50 A YEAR IN ADVANCE.

TO MY LADY'S SLEEVE.

"Oh, frigid fair! mark well my pain;
Behold me as I grieve.
Something hath come betwixt us twain;
It is my lady's sleeve."

There was a time her arm in mine
She was content to leave.
Far from her side I weeped pine,
Divided by her sleeve.

Once round her waist my hand I pressed,
A kiss I did achieve,
But now she spurns me coldly, lest
I crush my lady's sleeve.

Oh, fatal fullness, furs and frills,
That all my hopes deceive!
Oh, fertile source of lovers' ills!
Oh, nightmare of the sleeve!

Fain would I gage my lady's troth;
Full fain would I believe
That mine the heart she is so loath
To wear upon her sleeve.

There's Dick and Harry, Tom and Jack,
Who each her smiles receive.
I tremble, hating all the pack,
Lest some knave's up her sleeve.

Ye arbiters of fate! Ye gods
Who women's fashions weave!
Forbear to put us 'gainst such odds
As prove my lady's sleeve.

To Redfern, Fenwick, Worth, I call,
Grant us poor men relief!
To ladies' tailors, one and all,
Take in my lady's sleeve!

—London World.

FUTURE TRANSIT.

"Be careful," said my guide; "there
is only one more step."

Descending safely the step thus in-
dicated, I found myself in a vast hall
illuminated by the blinding radiance of
electric lights, our footsteps alone sound-
ing in the silence.

"Where was I? Why did I come
there? Who was my mysterious guide?"
There was no response to these inter-
rogations.

A long journey in the night, doors of
iron opened and closed noisily, the
descent of staircases deeply sunk in the
earth—that was all I could succeed in
remembering—indeed I had no leisure
to think.

"You are undoubtedly asking who
I am and where you are?" said my
guide. "I am Colonel Pierce, at your
service, and we are in America in the
city of Boston, in a station."

"A station?" said I.
"Yes, the terminus of the Boston and
Liverpool Pneumatic Tube company,"
and with a gesture of explanation Col-
onel Pierce pointed to two long iron cy-
linders about two meters in diameter
which were not far from us.

I gazed upon these two cylinders, set
in a mass of masonry, having enormous
metallic obturators, from whence sev-
eral iron funnels extended, passing
through the ceiling. And all at once I
understood.

I remembered to have read a short
time previously, in an American news-
paper, an article recounting an extraor-
dinary scheme for uniting Europe and
the new world by two gigantic tubes
under the ocean. An invention had
been made, and the inventor was the
very Colonel Pierce who was my pres-
ent guide. I again read, in thought, the
article in the newspaper.

The reporter went into all the de-
tails of the enterprise. He wrote
that it was constructed of iron, of a
length of 5,600,000 meters, weigh-
ing 13,000,000 tons; that 200 vessels
of 2,000 tons each were necessary to
transport the material, each vessel mak-
ing 33 voyages. He showed that this
scientific armada carried the steel to
two vessels at each end of the route, on
board of which the ends of the tubes
were held. He explained that the tubes
themselves were extended under the
waves without intermission in sections
of three meters screwed together and
powerfully bound by a triple band of
steel plate covered with a coat of rosin.
In regard to the matter of its work-
ing: The tubes, which resemble two gi-
gantic pea shooters, carried in their in-
teriors a series of passenger cars which
were impelled by powerful currents of
air in the same manner as the present
pneumatic process.

A comparison with the steam rail-
road system concluded the description,
and the author enthusiastically enu-
merated the advantages of the new and
audacious system. In the tubes there
are no disagreeable noises to cause nervous
trepidation, thanks to the internal
surface, which is of polished steel. The
temperature is even, the currents of
air being modified according to the sea-
sons, and the rates for passengers or
merchandise being extremely moderate
by reason of the economic construction
and the comparatively small running
expenses required for working the in-
vention.

And the writer went on to state, for-
getting that, despite the 1,666 kilome-
ters which the rotation of the earth
makes each hour, bodies situated at the
equator are still subject to the laws of
gravity, forgetting that it would be
necessary to be released from the opera-
tion of these laws to have a speed 17
times greater—he went so far as to as-
sert that trains in consequence of the
rapidity of their movement and the
curving of the earth would be subject
to so small an amount of friction that
they could be used indefinitely, perhaps
to all eternity.

All that came to my mind then and
there. Thus this Utopia had become
reality, and those two cylinders of iron
that were near me extended beyond the
Atlantic and welded together, as it
were, the two continents! Despite what
I saw I was not able to convince
myself. There were the tubes truly,
but that passengers could be taken by
that route I could not bring myself to
believe.

"Was it possible that a complete cur-
rent of air could be established of that
length?" I formulated this question
aloud.

"Very easily," answered Colonel
Pierce. "A large number of blasts,
similar to those emanating from a huge
furnace, are sufficient for the purpose.
The air is forced back with a power al-
most without limit, causing a frightful
whirlwind, which has a rapidity of
more than 800 kilometers an hour,

nearly that of a ball discharged from a
cannon. The speed attained is so rapid
that our cars, filled with passengers,
occupy but 2 hours and 14 minutes in
accomplishing the 3,000 miles between
Boston and Liverpool."

"That is over 1,300 miles an hour,"
I exclaimed.

"There is no doubt of it. And there
is a peculiar feature about it. The
time in Liverpool is 4 hours and 40
minutes faster than ours, therefore a
traveler who leaves Boston at 9 o'clock
in the morning will arrive at England
at 54 minutes past 3 o'clock in the af-
ternoon. Is not that a rapid journey?"
On the other hand, for example, as our
trains start from Liverpool at noon, the
voyager can disembark in this station at
9:34 in the forenoon—that is to say, al-
most three hours before he started from
the English side."

I knew not what to think. Was I
talking with an insane person? Should
I have faith in these fabulous theories?

"Well," said I, "it may be so. I
will assume it to be true that your in-
vention can attain incredible speed, but
when you come to stop, to suddenly ar-
rest this rapid motion, will not every-
thing be shattered?"

"By no means," responded the col-
onel, shrugging his shoulders. "Between
our tubes, one of which serves to go
and the other to return, and running
in opposite currents of air, a communi-
cation exists upon each side. When a
train approaches, we are made aware
of the fact by electric sparks, and by
means of electricity the force that pushes
the train is paralyzed. Left to itself,
the train continues on its way from the
momentum already acquired, and by
means of a valve which connects with a
current the speed becomes gradually
slower, until the train is finally check-
ed by coming in contact with a huge
bumper, the shock being scarcely felt.
But what good are all these explana-
tions? The only way to know the ac-
tual working is by experience."

And without waiting for me to re-
spond Colonel Pierce drew out sudden-
ly a handle of polished copper from the
side of one of the tubes. A panel run-
ning upon grooves was thrown open,
and through the aperture I saw a suc-
cession of narrow benches upon each of
which two persons were seated side by
side.

"The pneumatic carriage," explained
the colonel. "Let us depart. Come."

I followed him obediently, and the
panel was immediately closed. By
means of an Edison lamp which hung
from the center of the carriage I exam-
ined curiously the place in which I
found myself. Nothing could be more
simple. A long cylinder, comfortably
padded, across which were 50 armchairs
bound together in pairs, arranged in
parallel rows. At each end a valve
regulated the condition of the atmos-
phere, that in the rear permitting the
air to penetrate the cylinder, while that
in front gave egress to that which had
become impure.

Some little time passed while I was
making my examination, and becom-
ing somewhat impatient I said:

"Well, colonel, why do we not start?"
"Start? We started some time ago,"
replied my guide.

Was it possible? Could we be en-
route? Was it really true? I listened
attentively, trying to hear some noise
which would give evidence of motion.
If we had really started, if the colonel
had not deceived me in talking about
1,300 miles an hour, we ought to be far
from land under the billows of the
ocean. Above our heads the crested
waves may be beating against each
other with fury, or perhaps even at
this moment taking us for a monstrous
object of an unknown species. The
waves are striking their powerful tails
against our long iron prison house.

But I heard nothing, only a sort of
dull, scarcely perceptible buzzing, and
plunged in a state of unbounded aston-
ishment and not able to believe in the
reality of what was happening I be-
came silent as the time went by.

Nearly an hour passed thus, when I
suddenly felt a dampness upon my
forehead, which awoke me from the
torpor into which I was fast falling.
I carried my hand to my face. It was
wet. Wet! What had happened? Had
the tube burst under the immense pres-
sure of the water, a pressure which must
be formidable since we were at such
an immense depth. Should we be
swallowed up by the ocean?

A great fear took possession of me.
Bewildered and almost desperate, I en-
deavored to cry out in my agony.

And I found myself in my own gar-
den generously sprinkled by a pelting
rain, of which the large drops had in-
terrupted my sleep.

I had gone to sleep upon a rustic
bench while perusing an article written
by a Boston reporter, setting forth the
fantastic projects of Colonel Pierce,
who I fear will never meet with the
realization of his absurd hopes.—Jules
Verne.

Electric Light and Colors.

Storekeepers know that the electric
light is almost as good for matching
colors as daylight, but they generally
use the arc light. The light given by
an incandescent lamp is often little
less yellow than a gas flame, and this
leads some people into error. A daily
paper complains that yellow and pink
cannot be distinguished by electric
light; that heliotrope assumes a pinky
hue, and that many delicate gradations
of shade are quite lost under the light
of the modern illuminant. Pale blue
also loses some of its glory, but green
is vastly improved. Bright crimson
looks well if artistically and effectively
toned down, and some shades of prim-
rose are especially beautiful. Wrinkles,
it is said, are mercilessly shown up,
and the complexion that is not of na-
ture's making becomes flat and ghastly
in the truthful light. For this reason
the electric light is not popular with
many people, but the knowing hostess
secures all its beautiful effects and
makes everlasting friends of her lady
guests by covering every lamp with a
shade of yellow silk.—Chicago Record.

List of Patents

Received at the McCook United States
land office, December 11th, 1893.
Ackerman, John M. Allam, Robert T.
Boswell, Geo. M. Bennett, John R.
Brown, William W. Benedict, Hiram C.
Boswell, F. M. Blomstrom, Chas. G.
Blake, Thede P. Dimmell, Leonard.
Delaware, Frank A. Dauchy, Jerome H.
Dutcher, Ephraim S. Enders, Julian A.
Feucht, Goalt. Foster, Stephen G.
Foster, John R. Fitzgerald, Patrick.
Franch, Egid. Furrow, Geo. W.
Graham, H. A. Gosney, William M.
Gardner, Howard M. Hill, William A.
Harrison, W. J. Head, Augustus.
Handy, Jasper. Herrin, John W.
Jackson, Thomas V. Johnson, James P.
Kelsoy, Dennis T. Kneau, Peter.
Kinder, William. Heirs of D. B. Larned.
Lathow, Alpheus. Lewman, W. L.
Lemon, Albert S. Messersmith, T. J.
Mitchell, Allen R. Meeker, Charles H.
Munson, Andrew. Morrison, John.
Owens, Thomas. Palle, Anton.
Pearson, Thomas B. Palmer, John E.
Pate, Thomas J. Pierce, Swan.
Paddock, John D. Peterson, Sven M.
Pearson, George. Quingley, Emery F.
Rounds, Edwin T. Rosenfelt, John H.
Redfield, Charles E. Richards, John F.
Reynold, James. Rodman, James R.
Rodman, George R. Roach, Patrick.
Roberts, W. F. Scriven, John.
Stevens, Abraham. Swamer, T. E.
Schaffert, Gottfried. Schuit, William.
Seventer, Mary. Smith, Andrew E.
Sexton, Anetius. Sullivan, Patrick.
Smith, Isaac M. Schmidick, J. heirs of.
Tidman, William H. Vavak, Frank.
Vaught, Jacob. Wilcox, Justin A.
Wyrick, George W. Williamson, William.
Williams, James.

**KNIPPLE is official
headquarters for S.
Claus, this year.**

There's nothing finer than alfalfa fed
beef. They are selling a very choice
lot of it at the B. & M. Meat Market.
The flavor is fine and the meat very
tender and juicy. Try it and you can't
help being pleased.

**Use McConnell's Fragrant Lotion
for Chapped Hands and Face.**

Make Noble your family grocer and
many other blessings will fall to your
lot, besides having the best groceries on
your table that the market affords.

S. M. Cochran & Co. have an im-
mense stock of farm implements on
hand. See them before buying else-
where.

Log cabin maple syrup, finest in the
market, at Anderson's grocery.

**Alfalfa fed beef has
the finest flavor. Try
some at B. & M. Meat
market. It's great.**

Ink, pens, pencils school tablets, etc.,
at THE TRIBUNE stationery department.

Hecker's self-rising Buck-wheat at
Anderson's grocery. Try a package.

Club House cheese, nothing finer, for
sale at Anderson's grocery.

**Use McConnell's Fragrant Lotion
for Chapped Hands and Face.**

Remember that S. M. Cochran & Co.
now carry in stock a full and complete
stock of builders' hardware supplies.

J. H. Ludwick is buying and selling
second-hand goods at the old stand on
west Dennison street. Give him a call
or drop a postal card.

**Nothing in market
like Wilcox's alfalfa
fed beef. Do not eat
poor meat any longer.**

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"If you don't stop curing chaps and
frosted hands with your old Australian
Salve, I'll make it hot, or rather cold,
for you, when I come down." For sale
by McConnell & Co.

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address. Watch the date and you will
know if you are in arrears. If you are
please come and see us.

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Shiloh's Vitalizer is what you need
for Dyspepsia, Torpid Liver, Yellow
Skin or Kidney Trouble. It is guar-
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Karl's Clover Root, the new Blood
Purifier, gives freshness and clearness
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Captain Sweeney, U. S. A., San Di-
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found that would do me any good." Price
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**Try how far a dol-
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(LATE OF DENVER, COLO.)

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Day or night calls, any place in the val-
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sent us in the sale of our
well known hardy and
choice Nursery Stock for
the North and West. Local or traveling. Work
every day in the year. Special inducements to
beginners. Stock guaranteed. Good pay week-
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B. & M. Flour and Feed Store.

PRICE LIST:

Pillsbury's Best,\$1.50 per sack.
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Charm " " 1.15 per sack.
91 " " 1.15 per sack.
Jack Frost, winter, 1.00 per sack.
Faultless " " .90 per sack.
Favorite " " .90 per sack.
Pride of McCook, " .80 per sack.

Rye Flour, Graham, Buckwheat,
Flour and Corn Meal, Bran, Shorts,
Chop Feed, Grain and Hay. All goods
delivered free. J. J. GARRARD,
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**They have just received three cars
of fancy alfalfa fed heifers at the B.
& M. Meat Market from Colorado.
It is the finest meat ever placed on
the butcher's block in this city, and
it costs no more than poor, tough
grass fed meat. Try it and see.**

Put your \$ \$ \$ where they will do
the most good, where they will secure
the best and the most groceries for in-
stance. You will make no mistake if
Noble's is the place of deposit. He
gives the limit in quantity, quality and
value, and his stock cannot be duplicat-
ed in Western Nebraska.

The burning question with house-
wives of all lands, all creeds, and all
ages is: "Which is the best Cooking
Stove?" S. M. Cochran & Co. answer
this question today by proclaiming the
"CHARTER OAK STOVES" to be the
best in every conceivable shape.

**Lots of nice toys at
Knipple's. You can't
afford to disappoint
the little ones, even
though the times are
close, while presents
can be had for so lit-
tle money.**

S. M. Cochran & Co. carry a large
line of buggies in stock. See them if
you want a good vehicle cheap.

Noble carries a large and complete
stock of the best brands of canned
goods of all kinds.

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the installment plan
at PADE & SON'S.**

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If you want a well put down in fine
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tees his work. Leave orders at S. M.
Cochran & Co's.

IN QUEENSWARE Noble carries
the largest assortment and the richest
designs of the season. His prices are
reasonable.

**Use McConnell's Fragrant Lotion
for Chapped Hands and Face.**

How's Your Horse?

Morris' English Stable Liniment will
positively cure his lameness, sprains,
bunches, swellings, galls, puffs, evil
scratches, callouses, barbed-wire cuts,
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No other preparation equals it for
promptness, safety and economy. Price
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Park's Sure Cure is the only guaran-
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positive. Will stop that back-ache and
sick head-ache. A positive specific for
all diseases of women. Why suffer
when it will cure you? Sold by McMil-
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Of the Seventh Daughter is said to be
lucky, but her luck does not compare
with the "Lucky Number Seven" of
Humphreys' Specifics, an infallible
cure for coughs and colds. Try it.

Sixteen pounds of Granulated
Sugar for One (\$1) Dollar at Knipple's.