

TO DISPOSE OF THE GRASSHOPPERS.

BY PROF. LAWRENCE BRUNER,
Professor of Entomology, University of Nebraska.

During the past few years more or less injury by locusts or grasshoppers, as they are usually called in this country, has been reported from various localities in interior North America. Even within the present month quite a number of such reports have reached us from different localities within our own state. When the natural checks upon locust increase seem to fail, and these insects multiply abnormally, it is necessary to use artificial means to reduce their numbers. It is chiefly to suggest what can be done in this direction that the present article is written.

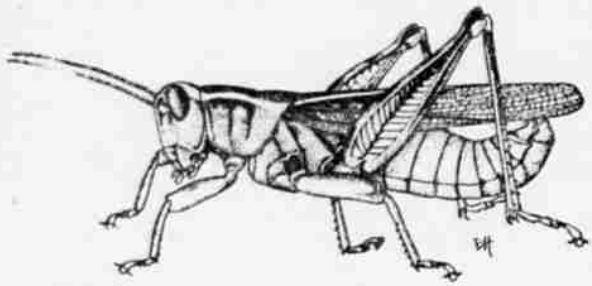
Aside from the birds, reptiles, and some of the smaller mammals that habitually feed upon locusts, these insects are attacked by numerous species of other insects. These latter, of course, increase and decrease accordingly as their food increases or decreases, but they are also affected by climatic conditions. Conditions that are unfavorable to the increase of these enemies do not seem to appreciably affect the 'hoppers; hence, the frequency with which the latter become destructive does not seem to be materially regulated by parasitic insects.

When we have removed about the only natural check to increase in destructive numbers of the locusts, we must, therefore, naturally seek relief artificially.

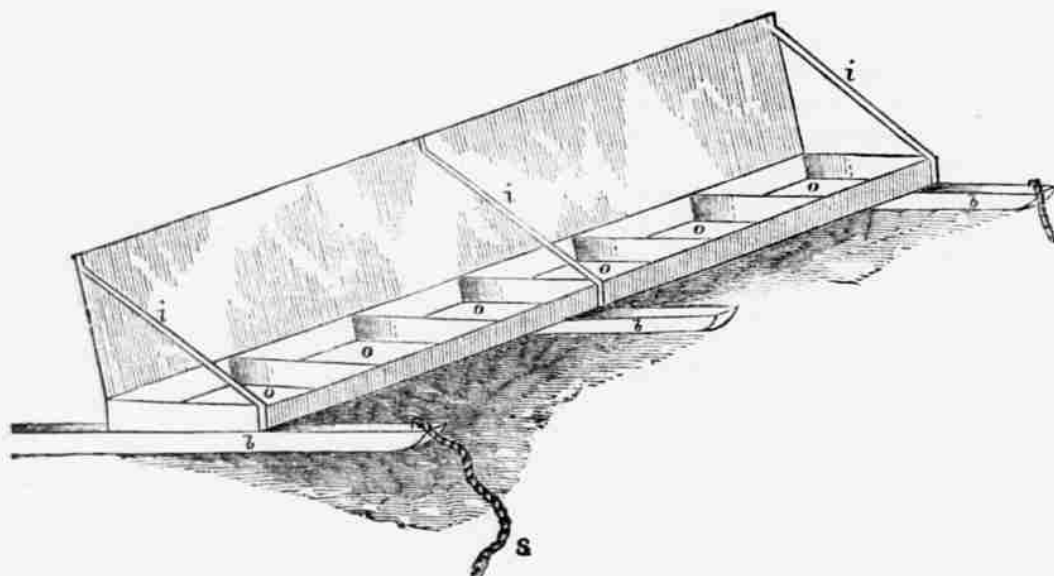
Thus far we have been only partially successful in our attempts to destroy these insects by the use of fungus diseases. Unlike the chinch-bug fungus, the one that attacks grasshoppers is comparatively slow in its action, and only appears to take hold of the insects after they are about half-grown. This being true, we must look elsewhere for means of warfare.

If we carefully watch where eggs are deposited in rather large numbers, we can destroy these by harrowing the ground and exposing them to the drying influence of the sun or the keen eyes of birds. Deep plowing during fall and early spring will bury locust eggs so deeply that the young 'hoppers are unable to reach the surface.

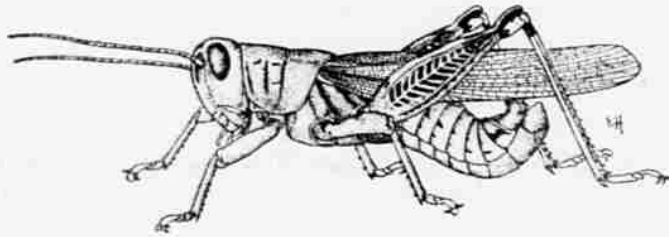
By all odds the best method of destroying these insects is the use of the "hopper dozer," or kerosene pan, which is shown herewith. This is made of



THE DIFFERENTIAL LOCUST (MALE.)



stove-pipe iron by turning up the sides and ends about four inches, so as to make a long, flat pan about four inches in depth. This is then mounted on runners varying in height according to requirements. On the frame back of the pan is stretched a piece of cloth to prevent the insects from jumping over the pan. When ready to begin work the pan is partially filled with water and then some coal oil is added. If the ground is level, no cross-pieces are necessary, but if the pan is to be used on sloping ground it should be made as indicated in the illustration to prevent the oil and water from running to one end. The height of the runners will necessary vary from two to eight or ten inches according to the crop to be protected and the age of the insects to be captured. The machine may be of any length desired up to sixteen or eighteen feet. If small it can be drawn by hand, but when larger a horse or two is preferable. When full the insects may be removed, a little more oil added, and the machine started. In this way a number of bushels of 'hoppers can be destroyed in a single day. The cost is trifling, and the remedy very effectual.



THE TWO-LINED LOCUST (MALE.)

TIME TABLE.

McCOOK, NEBRASKA.	
Burlington Route	Burlington Route
LINCOLN, OMAHA, CHICAGO, ST. JOSEPH, KANSAS CITY, ST. LOUIS AND ALL POINTS EAST AND SOUTH.	DENVER, HELENA, BUTTE, PORTLAND, SALT LAKE CITY, SAN FRANCISCO, AND ALL POINTS WEST.

TRAINS LEAVE AS FOLLOWS:

CENTRAL TIME.	
No. 2. Vestibuled Express, daily, Lincoln, Omaha, St. Joe, Kansas City, St. Louis, Chicago, and all points south and east.	6:15 A. M.
No. 4. Local Express, daily, Hastings.	11:00 P. M.
No. 6. Chicago Flyer, daily, ex. Sunday, Hastings and intermediate stations.	4:40 P. M.
No. 148. Freight, daily, ex. Sunday, Hastings and intermediate stations.	5:00 A. M.
No. 76. Freight, daily, Oxford, Holdrege, Hastings.	6:30 A. M.
No. 80. Freight, daily, Hastings and intermediate stations.	7:27 A. M.
No. 64. Freight, daily, Oxford, Red Cloud, St. Joe, Kansas City.	4:00 A. M.
No. 5. Local Express, daily, arrives at.	8:05 P. M.
MOUNTAIN TIME.	
No. 1. Denver Flyer.	6:20 A. M.
No. 3. Vestibuled Express, daily, Denver and all points in Colo., Utah and California.	11:40 P. M.
No. 149. Freight, daily, ex. Sunday, Akron and intermediate stations.	6:45 A. M.
No. 77. Freight, daily, Stratton, Benkelman, Haigler, Wray and Akron.	1:50 P. M.
No. 63. Freight, daily, Stratton, Benkelman, Haigler, Wray and Akron.	4:30 P. M.
No. 175. Accommodation, Mondays, Wednesdays and Fridays, Imperial and intermediate stations.	6:38 A. M.

Sleeping, dining and reclining chair cars (seats free) on through trains. Tickets sold and baggage checked to any point in the United States or Canada.

RAILROAD NEWS ITEMS.

Will McManigal is night operator at Cambridge.

Mrs. Ellis Ford is entertaining her mother, Mrs. Kaster.

Will Sayers is here on a visit to his sister, Mrs. Frank Clary.

Brakeman H. C. Kiser made Oxford, this week, between trains.

Switchman Charles Erway of Holdrege is east on a visit to relatives and friends.

Mrs. J. W. Line went up to Denver, Monday morning, on a two weeks' visit to friends.

Engineer G. R. Johnson "pitch-forked" a six-pound carp, this week. Shades of Ike Walton!

Brakeman George Leach returned, Monday, from seeing the sights of the Trans-Mississippi.

Miss Crowe, a sister of Brakeman Crowe, is over from Oberlin, the guest of Miss Irene Putman.

Special Santa Fe car 219 passed through on 3, Tuesday night, containing Mr. Walker and party.

Brakeman E. Benjamin returned to work, today, after a lay-off of about a month, from injuries received.

Miss Hattie Yarger is visiting her brother Oscar, the company's agent at Hartwell, Nebraska, this week.

Miss Edna Dixon returned home, last Saturday morning, from her visit in Chicago and other eastern points.

Supt. Campbell went up to Denver, Monday night on 3. Master George and Stuart McLean accompanied him.

Traveling Auditor W. P. Foreman spent Wednesday and Thursday here on business of the auditing department.

Jack McNeff came down from Sheridan, Wyoming, first of the week, on a short visit to his children and friends.

Trainmaster J. D. McFarland of Holyoke, Colorado, had business at Western division headquarters, Tuesday evening.

Miss Della Mowbray went down to Oxford, Tuesday, to visit relatives, and will proceed to Lincoln, Saturday, for a similar purpose.

The Imperial train ran off the track, Monday morning, about a mile and a half west of Beverly, but no special damage was caused. Only two cars got off the track. The wrecker went up and pulled them on in a short time, delaying them about four hours on the return trip.

Mr. and Mrs. A. D. Miller went down to Omaha, Tuesday night, with their little daughter, who was so severely injured in a runaway, some months ago. The little one's condition took a sudden change for the worse, this week, making it necessary to go to Omaha at once for treatment.

The passenger department of the Burlington has issued the following bulletin to conductors: "Passengers are allowed to carry with them in passenger cars only ordinary hand baggage or parcels of small bulk that can be held in the hands or placed in the racks in each car provided for that purpose, no more space to be occupied than that to which each passenger is reasonably entitled. Passengers will not be permitted to take with them into the coaches bulky packages or bundles consisting of miscellaneous articles, or merchandise. Such articles must be shipped by freight or express. Every passenger violating the above rule or who upon request shall refuse to comply therewith should be removed from the coach with the bundles thus prohibited."

Supt. Nebraska Educational Exhibit.

ADDITIONAL RAILROAD NEWS.

John Thomson returned, Sunday, from his visit to Omaha.

W. C. Cox enjoyed a short lay-off in Denver, close of last week.

S. S. Frederick succeeds Roadmaster Stromberg of the west end.

Switchman J. H. Patterson indulged in a business visit to Wauweta, this week.

Mrs. Emerson Hanson accompanied her sister home to Denver, Wednesday night.

There are all sorts of rumors regarding prospective changes to be made in the running of trains.

Conductor P. F. McKenna attended the bell consecration services in the Catholic church at Arapahoe, Wednesday.

The wreck on the Imperial, this week, was caused by a rail "buckling" on account of the extreme heat. The engine and two cars were not built to follow the curve made by the "buckle" and ran off the track.

Conductor Joe Hegenberger left on 6, Wednesday, for Pacific Junction, Iowa, on a visit. He will also see the exposition briefly during his absence. Conductor George Beck will have his run meanwhile.

Exhibit of Live Stock.

The exhibition of live stock at the Trans-Mississippi Exposition will be held from September 19th to October 20th, and everything points to a large display. J. B. Dinsmore, commissioner of live stock, states that the correspondence received from intending exhibitors is far larger in advance of the date for the closing of entries than it was at the Columbian Exposition in Chicago. If Mr. Dinsmore's expectations are fulfilled the exhibition of live stock at Omaha will be one of the finest ever given in the country.

A sum of \$35,000 was set aside by the directors of the Exposition to be awarded as cash prizes to livestock exhibitors. The Union Stock Yards Company of South Omaha and a number of the breeders' associations and other live stock organizations offer additional prizes; the total amount offered as premiums to livestock exhibitors being not far short of \$50,000.

The live stock exhibit is divided into six classes. Of these the poultry exhibit will be given first—from September 19th to September 30th. On Monday, October 3d, the exhibits of cattle, horses (in which class are included jacks, jennets and mules), sheep and swine, will open to continue until October 20th; and the fat stock will be shown from October 13th to 20th, inclusive. Entries close for fat stock on August 15th, and in all other classes on August 10th.

Probably all of the northern states will be represented in the poultry exhibit. Correspondence has been received from prominent fanciers all over the country, and the indications are that there will be a fine collection of birds.

Commissioner Dinsmore is especially pleased with the prospects for exhibits in cattle, sheep and hogs. He says there will undoubtedly be not less than 1,000 cattle, the same number of sheep, and twice as many hogs.

The \$35,000 prize money offered by the Exposition will be distributed as follows: Cattle, \$7,000; horses and mules, \$5,000; hogs, \$7,000; sheep, \$6,000; fat stock, \$5,000; poultry, \$2,000. Money from other sources will mostly be devoted to special premiums.

Educational Exhibit.

Lincoln, Nebraska, July 20, 2898. To Nebraska School People: Many have experienced difficulty in locating the Nebraska Educational Exhibit at the Trans-Mississippi Exposition; hence this circular.

This exhibit is to be found in the Gallery of the Manufactures building. Some visit our Educational Headquarters in the Nebraska building and fail to find the exhibit, not knowing that it is put up in another building.

The exhibit occupies some fifteen thousand square feet of floor space, and comprises all grades of school work from the kindergarten up through the State University, and is pronounced by leading educators of other states as one of the finest educational exhibits they have ever seen. The New England Journal of Education, published at Boston and Chicago, in its issue of July 14, makes the following comment: "The educational exhibit of Nebraska at the Trans-Mississippi Exposition, Omaha, is one of the best, if not literally the best, ever made in the United States." Great credit is due to the thousands of educators and pupils of the Nebraska schools who so faithfully co-operated with us in making the exhibit a success.

While we all are proud that Nebraska has the lowest per cent of illiteracy, we feel that this exhibit is right in keeping with the high standing our state has attained.

The work is neatly arranged and tastefully decorated. Visitors can find seats where they can rest and examine the work. You can "Stand up for Nebraska" perhaps in no better way than by taking your friends with you to see this exhibit, which no doubt is as fine an educational exhibit as was ever put up by any state.

W. R. JACKSON,

Supt. Nebraska Educational Exhibit.

SPECIAL SALE

OF

Warm Weather Goods.

Notice Lot No. 1 in Wash Fabrics reduced to 5c per yard; former price of this Lot 8c, 10c to 12 1-2c.

Lot No. 2 now 8c; former price 12 1-2c to 15c.

Lot No. 3 now 11c; former price 15c, 18c to 20c.

Mulhouse Organdies now 19c.

Other Organdies, good quality, now 15c.

THESE WILL NOT LAST LONG AT ABOVE PRICES.
CALL WHILE THE ASSORTMENT IS GOOD.

We have Linen Suitings. Just the thing for Warm Weather Dresses.

Men's Ready Made Duck Suits. Call and see them. Special Bargains in Men's Straw Hats.

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WE ARE BETTER PREPARED TO SUPPLY YOUR WANTS IN THIS LINE THAN EVER BEFORE.

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THE OLD RELIABLE

SHOE DEALER,

Carries the Largest and Finest stock of seasonable goods in the Boot and Shoe line to be found in Southwestern Nebraska.

J. F. GANSCHOW,

McCOOK, NEBRASKA.

"I think DeWitt's Witch Hazel Salve is the finest preparation on the market for piles." So writes John C. Dunn, of Wheeling, W. Va. Try it and you will think the same. It also cures eczema and all skin diseases. A. McMillen.

Machine Oils at McConnell's.

THE TRIBUNE and The Toledo Blade for \$1.25 a year, strictly in advance.

Guaranteed Mixed Paint at McMillen's Drug Store.

THE TRIBUNE and The Chicago Inter-Ocean for \$1.35 a year, strictly in advance.

"UNCLE SAM'S NAVY."

This coupon and ten cents get a copy of the peerless "Uncle Sam's Navy" Portfolios, at THE TRIBUNE office. The supply is limited, so call early before the assortment is broken.

UNCLE SAM'S NAVY COUPON
NUMBER 10.