

The McCook Tribune.
By F. M. KIMMELL
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CHARLES MANDERSON, the Burlington's post-prandial artist, should follow the advice of that wise man "Oh, that mine enemy would write a letter, "and stay out of the letter-writing business himself. Or write a better one than his recent effusion, which was a remainder of sophomore days and college society essays.

A Studied Slight.
She—"How that woman we just passed does hate me!"
He—"She looked pleasant enough."
She—"That's all done for effect, but if you noticed she never turned to take in my new suit and hat."—Detroit Free Press.

Dust at Sea.
Great quantities of dust collect on the decks of vessels at sea, no matter if they are swept twice or thrice a day. Most of it too is found on sailing vessels. The inference is that the sails act as dust collectors, arresting the particles which drift in the air.

Be Sure to Use Only Cream of Tartar Baking Powder

Food made with alum baking powder carries alum to the stomach unchanged. Scientists have positively demonstrated this and that such food is partly indigestible and unhealthful.



FEED ON THE BRAIN

Yes, we don't blame him. Been buying the kind that's "no good" and now that he has found our place, he's overjoyed.

Our Feed "Band Wagon"

is where everybody who wants feed is getting it. Now is the time to get in as we're going to do like others and have a "grand clearance sale." Better feed at lower prices you never saw.

MCCOOK MILLING CO.



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are experienced by circumstances. The man with a comfortable bank account looks better than the man without one. He has no lines of worry or anxiety. He knows his money is safe.

First National Bank

offers many advantages, besides freedom from all worry. It is a good place to have an account. How easy it is to start one. You can learn by calling.

The Ben Franklin Bicentenary

JAN. 17, 1706, was a red letter day in the history of the United States, for that day witnessed the birth of Benjamin Franklin, printer, scientist, philosopher and statesman. The bicentenary of Franklin's birth will be celebrated in many parts of the world. In Paris, where he represented the colonies during the Revolutionary struggle, the day will be fittingly observed, and in connection with the exercises a statue of Franklin by the American sculptor, John J. Boyle, will be unveiled near the house in Passy where he lived when the minister of the young republic to France. In Boston, where he was born; in New York, where he failed to find employment, and in Philadelphia, with which his career is chiefly identified, there will also be ceremonies in recognition of the significance of the day. In the famous city whose name signifies that in which Franklin firmly believed—brotherly love—the most elaborate of these exercises will be held. They will be under the direction of the American Philosophical society, which Franklin himself founded in 1744, and both the state and the federal government will take part in them.

Franklin was one of seventeen children, and his father, a Boston tallow maker, was not blessed with wealth, so that he did not have any special advantages of birth. He had few opportunities as a boy to excel in scholarship, for he had only two years' schooling, and then went to work to help his parent in molding candles. It was an eventful day for the printing trade and journalism when the young Franklin was released from making candles and set to printing as an apprentice to his brother James. This brother owned a newspaper, and the boy Ben got some experience in helping him run it, but he and James did not get along very well, and the boy started out to seek his fortune. Landing in New York, he



STATUE OF FRANKLIN IN NEW YORK.

sought for employment, but without success, and, journeying on, reached Philadelphia with but a dollar in his pocket. But success crowned his career in Philadelphia ere many years had fled. One of his most successful as well as famous enterprises was the "Poor Richard's Almanac," the first number of which he published when he was twenty-six and which at once became popular. He continued publishing this almanac for twenty-five years. It was translated into all the languages of Europe, and its quaint sayings have become household words. For many years he published the Philadelphia Gazette. He organized the first public library in Philadelphia and established the academy which has developed into the University of Pennsylvania. The art of printing is in his debt to an immeasurable degree.

In 1748 Franklin sold his paper, his almanac and his printing plant. He was then only forty-two, but he had accumulated what in those days was considered a fortune, and as the affairs of his countrymen demanded his attention he determined to have no impediments in the way of his rendering zealous public service. For a period of over forty years thereafter he was almost continuously occupied in the cause of his country. Prior to the Revolution he represented the interests of his own colony of Pennsylvania and sometimes other colonies at the British court; he participated in the drawing up of the Declaration of Independence, of which he was one of the signers, and he spent some of the most important years of his life pleading the cause of the colonies at the court of France. With what success he pleaded is known to all. His inventions and discoveries gave him a high place in the world of science and learning, and he is recognized today as the father of electrical science. He might have made a great deal of wealth out of his inventions, but he did not worship the almighty dollar and valued money only as it contributed to the enjoyment of comforts and refinements. Though so versatile and accomplished, he was content to be known simply as a printer, and when he died in 1790 the following epitaph, which he wrote himself, was placed upon his tombstone:

The body of Benjamin Franklin, printer, torn out and stripped of its lettering and gilding, lies here, food for worms. But the work shall not be lost, for it will, as he believed, appear once more in a new and more elegant edition, revised and corrected by the Author.

The Carrier's Address FOR 1906
By EARLE HOOKER EATON

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THREE hundred days plus sixty-four Of every year we get The editor corrals the floor And keeps it, too, you bet! But once a year he yields to me To tell some things I know. And now I've warned you all, you see, I think I'll let her go:

One day a carrier, Slim McDade, Got funny from the heat. Said he: "The paper carrying trade Has wore out both my feet. If I just had a honk machine To rest my feet awhile, I'd tank up well with gasoline And spread the news in style."

The corner turned, there came to view A sight that did Slim good, For near the curb, and vacant, too, A puffing auto stood. "It's mine! I saw it first!" he cried. A smile chased off his frown, And then he nimbly hopped inside And threw his papers down.

He cried: "What chump blew out the gas? This smell is far from funny; It's like some one in Gladden's class Was burnin' tainted money." With clumsy hands he fumbled round. Said he, "What makes her trek?" The auto gave a sudden bound That nearly snapped his neck.

Then like a lubber far from land And new to Neptune's gear He seized the wheel with unskilled hand And did his best to steer. Along the road he honking flew, His course quite like a Z, He came within an inch or two Of climbing up a tree.

A Thomas cat that dodged about In vain was yeowling hurled End over end and flattened out Against a hard old world. A poodle dog as black as tar And yearning to be fed Came rushing out to bite the car, But bit the dust instead.

A pensive cow that tempted fate And turned to watch the pup Was quickly made to demonstrate That beef was going up. A Chinese laundry cart flew high And busted as it rose, And every tree that stood near by Put on some underclothes!

The Chinaman a flipflap turned, Forgot the Golden Rule And jabbered things he never learned In 'Mel'can Sunday school. Said Slim: "She goes a bit too swift And don't steer none too straight, But you can bet, with such a lift, The papers won't be late.

"No town on earth can sport her mate. Just hear her puff and buzz! I didn't know before how great These choochoo wagons wuz. No wonder rich folks wears a smile As they plows through the streets. There's somethin' doin' all the while, And how it rests the feet!"

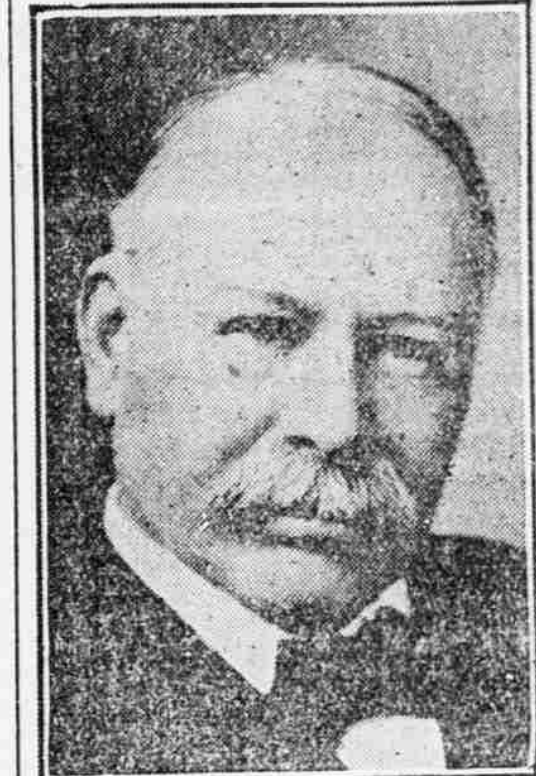
A circus band came round the curve, And Slim felt quite dismayed. Said he, "If I don't keep my nerve, I'll 'pi' the hull parade!" He bumped against a sacred calf And then upset a clown; He barked the shins of one giraffe And knocked another down.

Though followed by the wild west Sioux, Eight bulldogs and a "cop," Slim shook them off and onward flew— He simply couldn't stop! And that was why he saw with pain That others might do tossing, For he was racing with a train Straight toward a railroad crossing.

"It's quite the rage to try to butt An engine off the rails." He said, "and yet I'd rather cut That out—it sometimes fails." He threw his papers off and jumped, To limbs above held fast. The auto rushed ahead and bumped, And that bump was its last!

Slim dropped, with perspiration wet And quite as white as chalk. "It rests the feet," he said, "and yet I think I'd ruther walk!" * * * * * Now, wasn't Slim McDade a peach? That's all I've got to say, Except just this—I hope you'll each Remember ME today!

HENRY M. WHITNEY.
His Advocacy of Reciprocity and Controversy With President.
Henry M. Whitney of Boston, who has become involved in a controversy with President Roosevelt in connection with the question of reciprocity, is a brother of the late William C. Whitney, secretary of the navy under President Cleveland. He was the Democratic candidate for lieutenant governor of Massachusetts in the recent campaign and ran ahead of his ticket. Mr. Whitney has for years been conspicuous in his advocacy of the policy of reciprocity, especially reciprocity with Canada. This issue cut quite a figure in the recent campaign in the old Bay State, and while Curtis Guild, Jr., the Republican candidate for governor, who favors conservative revision of the tariff, was elected by about 23,000 plurality, his running mate on the tick-



HENRY M. WHITNEY.

et, Eben S. Draper, received less than 2,000 plurality on the face of the returns. The Democrats decided to contest his election and endeavor to have their candidate, Mr. Whitney, seated. About a year and a half ago Mr. Whitney was empowered by a mass meeting in Faneuil hall to appoint a committee of 100 to lead a fight for reciprocity with Canada. Thirty thousand business men of Massachusetts signed resolutions in favor of the reciprocity propaganda. Later Mr. Whitney headed a delegation which appeared before President Roosevelt at Washington. In the recent campaign he referred to Mr. Roosevelt's remarks on this occasion and the president has said that Mr. Whitney's statements misrepresented him.

Mr. Whitney was born in Conway, Mass., in 1841. He was educated in the public schools of Conway and at the Williston academy at Easthampton. He began his business career in a bank, engaged afterward in the shipping business and in 1889 went into rapid transit operations in Boston. He introduced electric traction and was instrumental in the consolidation of Boston's traction lines into one system. He is now identified with numerous large corporate interests in New England. Mr. Whitney is married and has several children. Thomas W. Lawson in speaking of the Massachusetts legislature in Everybody's Magazine said in a recent article that Mr. Whitney "had the reputation of carrying that body in his waistcoat pocket."

AN AIR DRILL AT WORK.

An Interesting and Significant Sight In a Shipyard.

The use of compressed air in connection with mechanical operations has served to minimize labor in many hitherto tedious processes. Shipbuilding is one of the occupations in which



DRILLING A BATTLESHIP PLATE.

the compressed air method of applying force has worked wonders. In the old days most of the work in building a ship, whether for merchant use or for warfare, was done by hand. Hatchets and adzes were in constant employment where now steam and compressed air do the trick, with a minimum of expenditure of human strength. It is interesting to watch a workman take a compressed air drill and make a hole in a thick steel plate that would withstand the attack of a heavy shell. An air compressor produces air under a pressure from one pound to the square inch up to 3,000 pounds or more. The usual working pressure ranges from 50 to 100 pounds per square inch. Saws, riveters and other tools are also operated by compressed air.

The Struggle to CONTROL Railway Rates

THE contest over the question of railroad rates overtops in interest everything else up for discussion in the present congress, and bids fair to be the most exciting of any struggle witnessed in some time in the national halls of legislation. The battle may be said to have begun last winter, to have been continued during the recess of congress in the newspapers and on the rostrum, and now to be joined again where the contest must be fought out, at the national capital itself. The administration plan for a body vested with powers to make fair rates won a victory last winter in the house of representatives, where the bill bearing the names of Congressman Esch of Wisconsin and Congressman Townsend of Michigan passed by a large majority, Democrats uniting with Republicans in its support and only a few scattering votes being cast against it. When it went to the senate it encountered obstacles too great to be overcome at that time, and the Fifty-eighth congress went out of existence without enacting into law this most important measure. During the summer the friends of railway rate reform rallied their forces, and the railroads and the interests allied with them did the same. During the interval between the expiration of the Fifty-eighth congress and the assembling of the Fifty-ninth the senate committee on interstate commerce held sessions and took testimony, the interstate commerce commission made investigations with a view of aiding in the solution of the problem and the subject was discussed in the press, on the platform of Chautauqua assemblies and at other public gatherings.

As the Esch-Townsend measure did not become law the matter must be taken up anew from the beginning, and the assembling of the Fifty-ninth congress found the friends of railway rate reform eager to proceed with the enactment of the new bill. Messrs. Esch and Townsend are again the president's field marshals in the lower branch of congress.

In the senate the course of railway rate reform is beset with greater obsta-



SENATOR NELSON W. ALDRICH.

cles now, as it was in the previous session, owing to the strength of the railway element in that body. A bill has been prepared, with the aid of the interstate commerce commission, which is said to represent the ideas of the administration as to the kind of a law which would prove effective. Senator Foraker, who has all along opposed the president's idea of giving rate-making powers to the interstate commerce commission, has prepared a bill expressing his own ideas of a conservative measure on this subject. He is one of the members of the senate interstate commerce committee, which has charge of bills on the subject of railway rates. The other members are Stephen B. Elkins of West Virginia, Shelby M. Cullom of Illinois, Nelson W. Aldrich of Rhode Island, John Kean of New Jersey, Jonathan P. Dolliver of Iowa, Moses E. Clapp of Minnesota, Joseph H. Millard of Nebraska, Benjamin R. Tillman of South Carolina, Anselm J. McLaurin of Mississippi, Edward W. Carmack of Tennessee, Murphy J. Foster of Louisiana and Francis G. Newlands of Nevada. Senator Elkins is chairman, and he made his fortune largely through railroads and is counted as in sympathy with their side of the question. The foremost antagonist of railway rate legislation in the senate, however, is Senator Aldrich of Rhode Island, who for years has been the mainstay of corporation influence in the upper branch of congress. Lincoln Steffens, the magazine writer, whose investigations of the "system" have been carried on in many states, has devoted much attention to the operations of Senator Aldrich, who, he says, owns Rhode Island. The senator is the father-in-law of John D. Rockefeller, Jr., he stands close to H. H. Rogers, vice president of the Standard Oil company, and is an all powerful factor in the circles of high finance. Senator Aldrich is sixty-four years old, he has been in politics for thirty-five years and has risen from alderman to senator. He entered the house of representatives in 1879 and was promoted to the senate in 1881. He is an expert in all matters relating to finance and has for years been chairman of the senate finance committee. Though past three-score, the senator is well preserved and athletic and devotes much time to golf. He has a private course on his Providence estate, and it has sometimes been claimed that he is the champion golf player of congress.