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TYPICAL SCENE AFTER THE EARTHQUAKE.



PREJUDICE AGAINST GLASSES.

Ordinarily there is a great indisposition to wear glasses, a prejudice born and fostered by pride and ignorance. Few prejudices are more foolish, for the proper adjustment of glasses to improperly focused eyes is one of the greatest boons to humanity. When glasses are needed they should be worn, and a failure to do so means deterioration of ocular health and functions, and usually produces much unnecessary suffering and inconvenience to the individual.

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BEN MOREAU 41161



Dark bay; 16 hands, weight, 1150; four years old in July, 1906.

This superb trotting stallion is a son of Domain P., trial in 2:20; he by Domino P.; he by Patron, 2:14 1/4. Dam, Louisa, by Borden, 2:24 1/4. Granddam, Alcayeta, by Alcyonum, 2:24 1/4, sire of four below 2:14 and ten others better than 2:30.

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Mares will be kept in pasture on farm at 50c per month, 12 miles south and 3 miles west of McCook. Best of care will be taken, but not responsible for escapes or accidents.

Changes From a Fish to a Bird.

The story of the early life, transformation and final death of the Chinese quail is the most remarkable that is found in the ornithological literature of the world. The narrative in all its unreasonableness is found in the story of om chung, which is the name the Chinese quail is known by when at home in the Flowery Kingdom. Celestial authorities on bird lore declare that no specimen of om chung was ever known to live a year; that they do not lay eggs, as all other known species of birds do, and, finally, that their progenitor is a slimy, four jointed worm, which has a red head and a sting on the end of its tail. This queer sea-coast worm, according to the curious legend of om chung, lays 100 eggs annually. Fifty of these become fish and the other fifty are worms of the same species as the parent. The fish that has come into existence in this curious manner also lays 100 eggs a year. Fifty of these become water denizens after the image of their parent, and the others become birds of the famed om chung family. These om chungs, or Chinese quails, never breed, and are only brought into existence as above related. We give the above not as a literal fact, but as a specimen of the Chinese idea of evolution.

Biographies as a Stimulus.

We cannot help living in some degree the lives of heroes who are constantly in our minds. Our characters are constantly being modified, shaped and molded by the suggestions which are thus held. The most helpful life stories for the average youth are not the meteoric ones, the unaccountable ones, the astonishing ones, like those of Napoleon, Oliver Cromwell and Julius Caesar. The great stars of the race dazzle most boys. They admire, but they do not feel that they can imitate them. They like to read their lives, but they do not get the helpfulness and the encouragement from them that they do from reading the lives of those who have not started the world so much. It is the triumph of the ordinary ability which is most helpful as an inspiration and encouragement. The life of Lincoln has been an infinitely greater inspiration to the world than the life of Napoleon or that of Julius Caesar.—O. S. Marden in Success Magazine.

Bulldogs a Menace to Health.

The bulldog is a menace to health. We have this on the authority of a noted French physician, who says that because of his large mouth the bulldog is a great purveyor of disease, especially of consumption, diphtheria and the like, as the dribbling from the heavy, loose jaws is incessant. Those who fondle bulldogs do so at a great risk. He traces many cases of infectious disease, especially among young children, to households in which bulldogs are kept as pets. When we add to this the invariable ferocity of the beast, the danger to which children and other innocent and defenseless people are exposed whenever he roams the streets or highways, we have an argument in favor of his disposal that cannot be gainsaid. Away with bulldogs!

If City Noises Jar You.

Get some spermaceti, roll a wad large enough to fill the ear orifices, put it in a piece of fine cotton cloth tied with thread and insert into ears on retiring, pressing it quite firmly therein so that the ball of spermaceti will closely fill up all the air space in the ears. You will find it quite effective for barring noises, and hence inducing "nature's sweet restorer, balmy sleep," to get in its good work. This ear plug is harmless and cheap. It helped me out greatly years ago amid the city's din, my sense of hearing being intensely keen and temperament neurotic. It is worth a trial, and I have no patent on it.—New York Herald.

The Soft Answer.

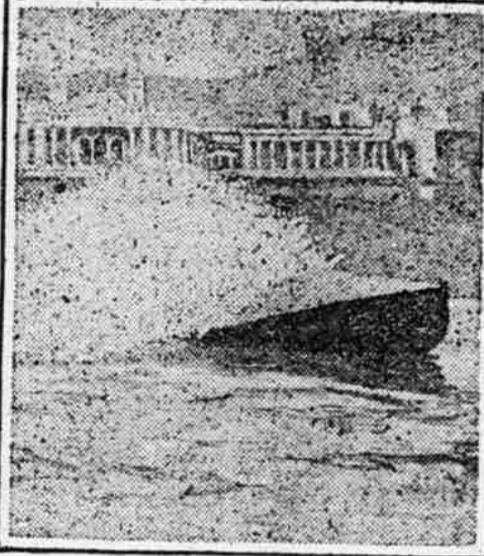
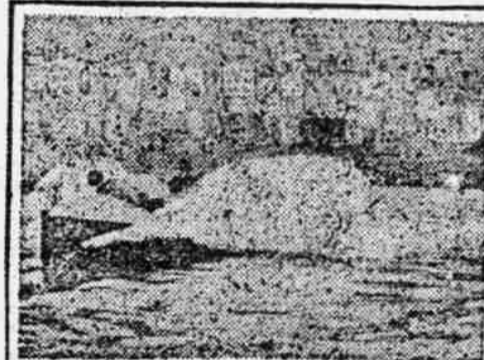
"If nature had made me an ostrich," said old Grouch, "I suppose I could eat your cooking."

"Wouldn't that be nice?" answered his imperturbable spouse. "Then I could get some plumes for my hat."—Boston Transcript.

Auto Boats as Racing Craft

THE auto boat is pushing the automobile close in the race for popularity. Builders are rushing the present season in turning out power boats for cruising and for racing. Across the ocean an auto boat exhibition has just been held in Monaco, France, where the latest achievements in the form of racing and pleasure motor boats were displayed and tested. In general the French have led in the building of motor boats as they have in the construction of motor vehicles. One of the sensations of the last season among the European sportsmen was the auto boat Antoinette III. At Lake Garda, Italy, she covered ninety-three miles in 3 hours 2 minutes 42 seconds, or at the rate of thirty-one miles an hour. Antoinette III. is only a little over twenty-six feet long, but possesses a motor capable of developing 200 horsepower. This season the Antoinette IV. was on exhibition at Monaco, and she is expected to be an improvement even over the speedy Antoinette III. The Seaside and Rapiet II. also showed much speed.

Motor boats are of two classes, pleasure craft and racing machines. The pleasure craft may be speedy, but in their case speed has to be sacrificed to comfort and safety. The racers are built on different lines. They are constructed so as to be very light and at the same time carry internal combustion motors of high power. Some very fast motor boats have been built in America in the past few years or purchased by American millionaires or foreigners. Alexander Stein's 200 horsepower Veritas made thirty miles in 1 hour, 23 minutes and 24 seconds on the Hudson last summer. The same season the Tilicum and Union raced from Tacoma to Seattle, twenty-eight miles, the Tilicum winning. She made the twenty-eight miles in 1 hour 20 1/2 minutes. Perhaps the most sensational motor boat yet constructed in America is the freakish craft invented and built by Charles F. Herreshoff and called the Den. Her inventor states that she has traveled for short distances at the rate of forty miles an hour, and a



THE SEASIDE AND RAPIET II. AT HIGH SPEED.

speed of fifty miles an hour is predicted for the craft when sufficient skill in her management is attained.

The mile a minute boat has not yet put in its appearance, though Paris has a count who has invented a gliding boat called a hydroplane, with which he hopes to be able to reach a mile a minute gait, or sixty miles an hour. The boat has planes or fins upon the bottom. Exceptional claims as to speed are made for a type of power boat invented by Thaddeus Davids of New York and recently patented at Washington. It has a tube running through the hull, thus allowing the water to pass through the vessel from bow to stern, where it is delivered to the propeller in a solid mass. This prevents in great measure the churning up of the water and the eddies caused by the water coming in around the sides of the stern to the screw. It also lessens the combs of spray formed by a boat making high speed and which sometimes are so heavy as almost to hide the craft from view. As resistance is offered to the water at the bow, it is claimed, in consequence of the tube passing through the hull. The invention takes advantage of the principle that the movement of a fluid through a pipe or tube is somewhat analogous to the movement of a rope through the same—that is, it can be drawn through with less friction than it can be pushed through. The inventor expects that by using this type of construction power boats may increase their speed from 33 1/3 to 50 per cent. In other words, boats which are approximating a speed of forty miles an hour, as is claimed for the Den, might be able to hit up a pace of sixty to seventy miles in the near future.

It is about three years since William K. Vanderbilt, Jr., brought his turbine yacht Taranula, with its record of 26.75 knots, to this country. Mr. Vanderbilt has a large estate at Great Neck, on Long Island sound, just outside New York, and with either automobile or auto boat can beat the train from the city's business center. Other rich men who do business in New York and live in the suburbs on the sound or up the Hudson are adopting motor boats for getting to and from their homes, and their craft have been named the "Wall street fleet."

The Rise in the River.

It is little short of astonishing to see how little water is required to float the southern river steamers, a boat loaded with perhaps a thousand bales of cotton slipping along contentedly where a boy could wade across the stream. Once, however, the Chattahoochee got too low for even her light draft commerce, and at Gunboat shoals a steamer grounded. As the drinking water on board needed replenishing, a deck hand was sent ashore with a couple of water buckets. Just at this moment a northern traveler approached the captain of the boat, and asked him how long he thought they would have to stay there.

"Oh, only until that man gets back with a bucket of water to pour into the river," the captain replied. Presently the deck hand returned, and the stale water from the cooler was emptied overboard. Instantly, to the amazement of the traveler, the boat began to move.

"Well, if that doesn't beat thunder!" he gasped.

The fact was that the boat, touching the bottom, had acted as a dam, and there was soon backed up behind her enough water to lift her over the shoal and send her on down the stream.—Harper's Weekly.

A Remarkable Career.

General Sam Houston was not only a great Texan, but probably the most striking and commanding figure which has yet appeared in the public life of the far southwest—born in Virginia, taken to Tennessee at an early age, whence, while yet in his teens, he went to war with Andrew Jackson against the Creek Indians; desperately wounded in the battle of the Horseshoe Bend; adjutant general of Tennessee and a representative in congress from that state; governor of Tennessee in his youth; married, separated from his wife in two months, resigning immediately as governor, self exiled for years among the Cherokee Indians, emigrating to Texas in 1832; member of the convention of 1836, which declared Texas to be an independent republic; general and commander in chief of the army which achieved independence at San Jacinto; twice president of the republic, United States senator and governor of the state.—C. A. Culbertson in Scribner's.

John Doe Proceedings.

"John Doe" proceedings were abolished by law in Great Britain in 1852. Previous to that time John Doe had figured in the old fashioned ejectment action for the recovery of the possession of land, together with damages for the wrongful withholding thereof. For various reasons of convenience and history dating from the reign of Edward III. A did not proceed against B directly in such a case. Instead A delivered to B an entirely false statement from the fictitious "John Doe" that A had devised the land to "John" for a term of years, and "John" had been ousted from it by the equally fictitious "Richard Roe." Then Richard informed B that he was not going to defend the action himself, but B must do it, and so on. Occasionally, by way of variety, "John Doe" gave place to one "Goodtitle."

Columbia River Thrice Named.

The Columbia river has had three names. It was first called the Oregon. Afterward it was called the St. Roque, but when it was discovered by Robert Gray in 1792 it was given the name of his vessel, the Columbia, in place of the two floating appellations, Oregon and St. Roque. According to Whitney, the original name of the river was the Oregon, "big ear" or "one that has big ears," the allusion being to the custom of the Indians who were found in its region of stretching their ears by boring them and crowding them with ornaments.

Why Is It?

Here is a question in naval science which is to the average sailor man a riddle unsolved. Take a vessel of, say, 2,500 tons; place on it a cargo of 3,500 tons. This gives you a total of 6,000 tons. Hitel a little tug to this vessel, and she will yank the big craft along at the rate of six or eight knots an hour. Now put the tug's machinery in the big vessel. It won't move her half a knot an hour. Why is this?

When You Take a Bath.

When drying off after a bath stand in the bathtub in water up to the ankles. When rubbed with coarse towels until the body is all aglow, step out and wipe the feet. This prevents that uncomfortable chilly feeling experienced if one steps immediately out of a bathtub full of water on to the bath mat.

Love.

We never can say why we love, but only that we love. The heart is ready enough at feigning excuses for all that it does or imagines of wrong, but ask it to give a reason for any of its beautiful and divine motives, and it can only look upward and be dumb.—Lowell.

A Kindly Provision of Nature.

"The codfish," said the professor, "lays considerably more than 1,000,000 eggs."

"It is mighty lucky for the codfish that she doesn't have to cackle over every egg," said the student who came from a farm.

Not Guilty.

Lawyer—You say you left home on the 20th. Witness—Yes, sir. Lawyer—And came back on the 25th? Witness—Yes, sir. Lawyer (severely)—What were you doing in the interim? Witness—Never was in such a place.

We are all wise. The difference between persons is not in wisdom, but in art.—Emerson.



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