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**Rates:** Daily during September and October to the Pacific coast and far west points at about half rates.

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See the west with its 1907 crops. Western farm lands, including irrigated lands, are constantly advancing in value, better locate now.

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**BUSHNELL'S TURTLE.**

Career of the First American Submarine Vessel.

IT WAS A MOST UNIQUE CRAFT

Launched in 1775, it Made Several Frantic Efforts to Blow Up British Warships and Nearly Succeeded—Its Untimely Fate.

The first submarine craft which really navigated under serious conditions was the invention of an American, Daniel Bushnell of Saybrook, Conn. Bushnell was graduated from Yale in 1775 and in that same year completed the submarine vessel on which he had been at work since 1771. He does not seem to have named the boat himself, but it has come to be known as the Turtle because of its shape.

The entrance to the vessel corresponded to the opening made by the swells of a turtle shell at its head. The boat was about seven and a half feet long and six feet deep, large enough to contain the operator and sufficient air to last him half an hour. It was ballasted chiefly with permanent lead ballast. In addition to this, a mass of lead 200 pounds in weight could be let down forty or fifty feet below the vessel, enabling the operator to anchor or to rise quickly to the surface in case of accident.

A water gauge illuminated by means of a cork with phosphorus on it, which floated on the water within the gauge, registered the depth of the Turtle. By means of a compass, also illuminated with phosphorus, the operator was able to direct the course of his vessel. An oar formed on the principle of an old fashioned screw was fixed in the forward part of the Turtle. The operator by turning it in one direction could propel the vessel forward or in the other could propel it backward.

Another oar, placed near the top of the Turtle, worked on the same principle. By means of the latter the operator, after having established the equilibrium of the vessel, could move it either upward or downward. A rudder in the after part of the Turtle could be used for sculling.

The entrance to the boat was elliptical and so small as to barely admit one person. It was surrounded by a broad elliptical iron band, the lower edge of which was let into the wood. Above the upper edge of this iron band was a crown resembling a hat. It shut water tight upon the iron band, to which it was hung with hinges, turning over sideways when opened.

In the crown were three round doors, one directly in front and one on each side, and large enough to put the hand through. These, when opened, admitted fresh air. Their shutters were ground perfectly tight and were hung with hinges. There were several glass windows in the crown for the admission of light and two air pipes. A ventilator drew fresh air through one of the pipes and discharged it at the bottom of the vessel. The impure air escaped through the other pipe. These, of course, were used only when the Turtle was floating on the surface of the water. The valves opened automatically when they came out of the water and closed as soon as they entered it.

When the operator wished to descend he placed his foot on the lever of the valve, by which means he opened a large aperture in the bottom of the vessel, thereby allowing the water to enter the tank. When a sufficient quantity had been obtained to cause the vessel to descend very gradually he closed the valve. The aperture under this valve was covered by a perforated plate.

The water could be discharged from the tank by the brass force pump. When the vessel leaked the bilge could be pumped out by a similar pump. Everything in the Turtle was brought so near the operator that he could find in the dark what he wished and without turning either to the right or to the left. A firm piece of wood was framed parallel to the short diameter of the vessel to prevent the sides from yielding. This also served as a seat for the operator.

In the fore part of the brim of the brass crown was a socket with an iron tube passing through it. At the top of the tube was a wood screw fixed by means of a rod which passed through the tube. When the wood screw had been made fast to some object it could be cast off by unscrewing the rod. Behind the vessel and above the rudder was attached a magazine composed of two blocks of oak wood, hollowed out so as to hold 150 pounds of powder. This was fired by a percussion device, timed by means of clockwork. A rope extended from the magazine to the wood screw.

To destroy a ship the operator was to submerge the Turtle, navigate it until it was underneath the ship that was to be destroyed, screw the wood screw into her bottom, cast off the magazine and move away. The magazine, being buoyant, would immediately rise against the bottom of the ship. The clockwork which fired it was started by the casting off of the magazine and gave the operator time to retire to a safe distance.

Bushnell made many trials of the Turtle before sending it against a British vessel. He found it very difficult to obtain a skillful operator. In respect to this part of his work he wrote as follows:

"In the first essay with the submarine vessel I took care to prove its strength to sustain the great pressure of the incumbent water when sunk deep before I trusted any person to descend much below the surface, and I never suffered any person to go under

water without having a strong piece of rigging made fast to it until I found him well acquainted with the operations necessary for his safety.

"After that I made him descend and continue at particular depths without rising or sinking, row by the compass, approach a vessel, go under her and fix the wood screw into her bottom until I thought him sufficiently expert to put my design into operation.

"I found, agreeable to my expectations, that it required many trials to make a person of common ingenuity a skillful operator. The first I employed was very ingenious, but was taken sick in the campaign of 1776 at New York before he had an opportunity to make use of his skill and never recovered his health sufficiently afterward."

In the summer of 1776, when Admiral Howe lay with a formidable British fleet in New York bay, a little below the Narrows, Bushnell attempted to destroy one of his ships, the Eagle, of sixty-four guns. The operator whom the inventor selected to make the experiment was Sergeant Ezra Lee.

He had had little experience with the Turtle and was therefore inexpert. Lee, however, successfully navigated the Turtle under the Eagle. He attempted to fix the wooden screw into her bottom, but struck, as he supposed, a bar of iron which passed from the rudder hinge and was spiked under the ship's quarter.

Bushnell said that had Lee "moved a few inches, which he might have done without rowing, I have no doubt but he would have found wood where he might have fixed the screw, or if the ship were sheathed with copper he might easily have pierced it; but, not being well skilled in the management of the vessel, in attempting to move to another place he lost the ship. After seeking for some time he rowed some distance and rose to the surface of the water, but found daylight had advanced so far that he durst not renew the attempt."

On his return from the Eagle, Lee passed near Governors island, which was then occupied by the British. Being in haste and thinking he was discovered by the enemy, he cast off the magazine, supposing that it retarded his movement. After an hour, the time the mechanism was set to run, the magazine exploded with great violence, to the consternation of the enemy.

Two subsequent attempts were made with the Turtle against the British shipping. In one of these the operator succeeded in getting his vessel underneath a British ship, but the tide ran so strong the Turtle was swept away. Finally the British sunk an American boat which had the Turtle on board.

The inventor afterward recovered his vessel, but did nothing further with it. His health was poor, and he was unable to obtain money and assistance with which to prosecute his experiments.—Navy.

**He Wanted Company.**

Shortly after 2 o'clock one bitter winter morning a physician drove four miles in answer to a telephone call. On his arrival the man who had summoned him said:

"Doctor, I ain't in any particular pain, but somehow or other I've got a feeling that death is nigh."

The doctor felt the man's pulse and listened to his heart.

"Have you made your will?" he asked finally.

The man turned pale.

"Why, no, doctor. At my age—oh, doc, it ain't true, is it? It can't be true!"

"Who's your lawyer?"

"Higginbotham, but—"

"Then you'd better send for him at once."

The patient, white and trembling, went to the phone.

"Who's your pastor?" continued the doctor.

"The Rev. Kellogg M. Brown," mumbled the patient. "But, doctor, do you think—"

"Send for him immediately. Your father, too, should be summoned; also your—"

"Say, doctor, do you really think I'm going to die?" The man began to blubber softly.

The doctor looked at him hard.

"No, I don't," he replied grimly.

"There's nothing at all the matter with you, but I'd hate to be the only man you've made a fool of on a night like this."—Everybody's.

**The College Girl's Rescue.**

"I believe in a college education for girls," said a professor, "but the girl who comes out of college thinking that she knows a great deal has not profited by her four years' course, for, after all, it is but a smattering that a college education gives us."

"Most girls know this. Many do not. The latter sort carry themselves superciliously, use big words, correct ignorant persons' grammar and fail to make a good marriage. In fact, they create a bad impression everywhere."

"Thus there was a girl—a Vassar girl—who got caught by the incoming tide out on a rock. The tide rose higher and higher, and the girl shrieked and screamed madly for help."

"Help came at last in the shape of a grizzled old shellback in a flat bottomed boat. The girl, as soon as she saw the shellback, recovered her poise and said in her most affected manner: 'Ah, I knew some succor would come if I but continued calling indefinitely.'"

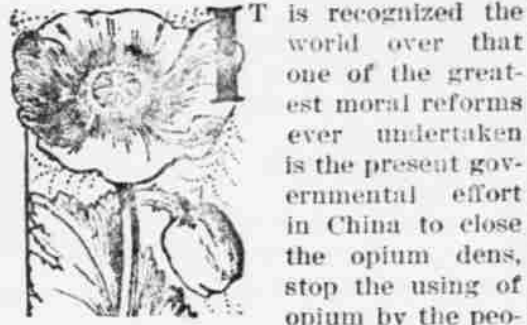
"The shellback scowled.

"'Waal, miss,' he said, 'if that's how ye express yer gratitude the sucker'll be durned if he don't row back without ye.'"—Cincinnati Enquirer.

**Bad Judgment.**

William—Did the baby come from heaven, mamma? Mamma—Yes, dear. William—Huh! That kid didn't know when he was well off, did he?—Chicago News.

**China's Boycott of Opium.**



THE POPPY.

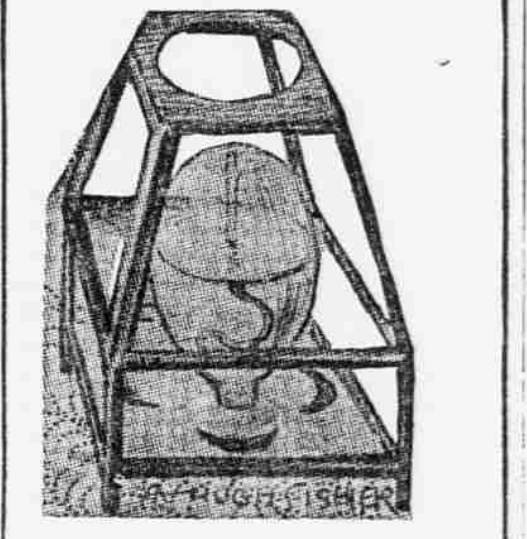
It is recognized the world over that one of the greatest moral reforms ever undertaken is the present governmental effort in China to close the opium dens, stop the using of opium by the people and put an end to its importation and to the growing of the poppy plant, from which the injurious drug is taken.

By imperial decree the opium dens throughout China must be closed. Already in several of the larger cities the decree has resulted in the practical extinction of the dens, but under the provisions of the edict nine years' time will be allowed for the gradual extinction of the traffic and the habit in the empire.

The Chinese government recognizes the impossibility of abruptly cutting off the entire supply of opium for smoking purposes. Confirmed smokers, who probably would drop dead if they could not procure the drug, are to be permitted to use it under restrictions, gradually tapering off until within a few years they must cease altogether.

This is not merely a moral reform. It means, according to competent observers, the regeneration of China. The vast empire, with nearly half a billion of inhabitants, has lain sluggish under the opium curse for more than a century. It is recognized by all students of the empire that opium smoking is the chief agency which prevents the awakening of China.

While the habit is most common among the lowest classes of the in-



THE OPIUM LAMP—PREPARING FOR A SMOKE.

habitants, millions of whom smoke the dope daily, some of the highest officials of the Chinese government are said to be in the clutches of the curse. From the officials down to the humblest coolies, through all grades and conditions of people, opium smoking is the besetting sin of the Chinese.

The government of Great Britain is chiefly responsible for the introduction of opium and the opium smoking habit into China. British India cultivates very extensively the poppy flower which supplies the poison. In order to make a market for opium, Great Britain looked over into the immense Chinese empire, with its teeming millions of humanity, and began a systematic campaign of importation. The trade was forced upon the Chinese. In 1839 and 1842 Great Britain waged war upon China because that government sought to prevent British merchants from smuggling opium into Chinese ports. A recent observer, writing from Shanghai, says:

"Opium has eaten into the morals of China's governing and literary class, and the result has been a corrupt government of the first order, and the thinking Chinese lay the blame at the feet of Great Britain. Japan, on the other hand, has long prohibited opium smoking, which is a crime punishable by ten years' penal servitude, and this is probably one of the causes for Japan's advancement during the past half century. Now that China at last realizes the evil effects of the drug she feels a bit unkindly toward British India, that country desiring to postpone the prohibition of the export of the drug as long as possible. China feels, however, that the home government in England will bring such pressure to bear that the Indian supply will soon be cut off."

China now produces a very large part of the opium used by her own victims. The planting of the poppy is to be gradually restricted until poppy plantations in China become things of the past.

Many thousands of persons will be deprived of their means of livelihood by the closing of the dens and the restriction of poppy growing. The government is to provide for many of these people by teaching them trades. Societies have been formed with the purpose of assisting the unfortunates toward other means of livelihood.

**ADVERTISED LIST.**

Advertisements in this column will be published at the rate of 10 cents per line for the first week, and 5 cents for each succeeding week. All advertisements must be paid for in advance.

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When calling for these, please say they were advertised.

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**Past Salaries of Actors.**

A number of autograph letters of Edmund Kean supply some interesting information about the salaries of actors early in the nineteenth century. One relates to an offer by Mr. Ellison offering Kean £3 a week as acting manager of "the new theater in Wych street." Later this rose to £25 a month. In 1826 Kean was offered \$12,000 a year to go to America. In the prime of his popularity he received £200 for a week in Edinburgh and apparently reached the highest point when Mr. Brien wrote from the Theater Royal, Dublin, on Feb. 8, 1829, and offered him £50 a night to play in Dublin and Cork.—Liverpool Mercury.

**Home Influences.**

Each one of us is bound to make the little circle in which he lives better and happier; each one of us is bound to see that out of that small circle the widest good may flow; each of us may have fixed in his mind the thought that out of a single household may flow influences which shall stimulate the whole commonwealth and the whole civilized world.—Dean Stanley.

**Got Too Important.**

"What has become of the maid you thought such a prize?"

"Oh, I had to let her go!" replied the second fashionable woman. "After her operation for appendicitis she thought she was one of us."—Philadelphia Ledger.

**Right On.**

Wisejey—It must be a great pleasure to tell a joke to an acrobat. Soft-boy—Why? Wisejey—Because he tumbles so easily. —Morristown (Pa.) Times.

**FENNEY & WALKER**

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**The TRIBUNE Office**

**CITY LODGE DIRECTORY**

A. F. A. M.  
McCook Lodge No. 135, A. F. A. M., meets every first and third Tuesday of the month, at 8:30 p. m., in Masonic hall.  
CHARLES L. FAIRBANKS, W. M.  
LON CONE, Sec.

**DEGREE OF HONOR**  
McCook Lodge No. 3, D. of H., meets every second and fourth Fridays of each month, at 8:30 p. m., in Gauschow's hall.  
MRS. LAURA OSBURN, C. of H.  
MRS. MATTIE G. WELLES, Rec.

**EAGLES**  
McCook Lodge No. 154, F. O. E., meets the second and fourth Wednesdays of each month, at 8:30 p. m., in Gauschow's hall. Social meetings on the first and third Wednesdays.  
W. H. CUMMIS, W. Pres.  
H. P. PETERSON, W. Sec.

**EASTERN STAR**  
Eureka Chapter No. 86, O. E. S., meets the second and fourth Fridays of each month, at 8:30 p. m., in Masonic hall.  
MRS. SARAH E. KAY, W. M.  
SYLVESTER CORDEAL, Sec.

**G. A. R.**  
J. K. Barnes Post No. 207, G. A. R., meets on the first Saturday of each month at 2:30 p. m., in Gauschow's hall.  
J. M. HENDERSON, Comdr.  
J. H. YARGER, Adj.

**KNIGHTS OF COLUMBUS**  
McCook Council No. 1136, K. of C., meets the first and third Tuesdays of each month, at 8:30 p. m., in Masonic hall.  
C. J. RYAN, G. K.  
E. G. LECHLEITER, F. Sec.

**KNIGHTS OF PYTHIAS**  
McCook Lodge No. 42, K. of P., meets every Wednesday, at 8:30 p. m., in Masonic hall.  
C. W. BARNES, K. R. S.

**KNIGHTS TEMPLAR**  
St. John Commandery No. 16, K. T., meets on the second Thursday of each month, at 8:30 p. m., in Masonic hall.  
EMERSON HANSON, E. C.  
SYLVESTER CORDEAL, Rec.

**LOCOMOTIVE ENGINEERS**  
McCook Division No. 623, L. E., meets every first and third Saturday of each month, at 8:00 in Berry's hall.  
W. D. BURNETT, F. A. E.  
W. C. SCHERER, C. E.

**LOCOMOTIVE FIREMEN**  
McCook Lodge No. 569, B. of L. F. & E., meets every Saturday, at 8:00 p. m., in Gauschow's hall.  
W. R. PENNINGTON, M.  
W. S. BIXLER, Sec.

**MODERN WOODMEN**  
Noble Camp No. 663, M. W. A., meets every second and fourth Thursday of each month, at 8:30 p. m., in Gauschow's hall.  
JOHN HUNT, V. C.  
BARNEY HOFFER, Clerk.

**ODD FELLOWS**  
McCook Lodge No. 157, I. O. O. F., meets every Monday, at 8:30 p. m., in Gauschow's hall.  
E. H. DOAN, N. G.  
SCOTT DOAN, Sec.

**P. E. O.**  
Chapter X, P. E. O., meets the second and fourth Saturdays of each month, at 2:30 p. m., at the homes of the various members.  
MRS. C. W. BRITT, Pres.  
MRS. J. G. SCHOBEL, Cor. Sec.

**RAILWAY CONDUCTORS**  
Harvey Division No. 95, O. R. C., meets the second and fourth Sundays of each month, at 3:00 p. m., in Diamond's hall.  
JOE HEGENBERGER, C. Con.  
M. O. McCLEURE, Sec.

**RAILWAY TRAINSMEN**  
C. W. Bronson Lodge No. 487, B. of R. T., meets every Friday at 8:00 p. m., in Berry's hall.  
H. W. CONOVER, M.  
F. J. HUSTON, Sec.

**R. A. M.**  
King Cyths Chapter No. 35, R. A. M., meets every first and third Thursday of each month, at 8:00 p. m., in Masonic hall.  
CLARENCE B. GRAY, H. P.  
CLINTON B. SAWYER, Sec.

**ROYAL WRIGHTSMEN**  
Noble Camp No. 882, R. N. A., meets every second and fourth Thursday of each month, at 2:30 p. m., in Gauschow's hall.  
MRS. MARY WALKER, Oracle.  
MRS. AEGESTA ANTON, Rec.

**R. S. M.**  
Ore-on-ox-on Council No. 16, R. S. M., meets on the last Saturday of each month, at 8:00 p. m., in Masonic hall.  
RALPH A. HAGBERG, T. I. M.  
SYLVESTER CORDEAL, Sec.

**WORKMEN**  
McCook Lodge No. 61, A. O. U. W., meets every Monday, at 8:00 p. m., in Diamond's hall.  
WEBB STEPHENS, M. W.  
C. B. GRAY, Rec.

**W. O. W.**  
Meets alternate Thursdays at 8 o'clock, in Diamond's hall.  
CHAS. F. MARKWAD, C. C.  
W. C. MOYER, Clerk.

**The McCook Tribune**

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