

TEMPERANCE COLUMN

Conducted by the McCook W. C. T. U.

WHO IS RESPONSIBLE?

The saloon is the chief and most audacious law-breaker of the age. It is the arch destroyer of all that is dear to man.

It is sleepless, relentless, insatiable, mighty.

There is but one power in the land that is stronger, and that is the church. If the saloon is to be overthrown the church must do it.

Will she? The question is one of purpose, not of ability.

She can do whatever she will in this all-important work.

The service which the church has already rendered in antagonism to the saloon is not, by any means, to be disparaged.

On the contrary, it is to be acknowledged as well-nigh invaluable.

More than all agents she has rescued perishing inebriates and softened the hearts of those who are forcing their brothers down to drunkard's graves.

She, more than anything or more than anybody else, has created the sentiment which rules dram sellers out of respectable society and places drunkard-making in the list of crimes.

Nearly all of her denominations have cried aloud against the drink traffic, and have denounced it in unmeasured terms; and some of these denominations have so legislated that none of their members can lawfully buy, sell, or use as a beverage the deadly liquid.

All honor to the church for her warfare against the saloon!

We give to her great credit and thankful praise.

Unquestionably she has been and still is in the van.

Nevertheless, we are persuaded that before she can fully accomplish the great mission to which we believe God has called her, she must take a much longer step in advance and strike far heavier blows.

Her forces must be thoroughly and permanently organized, and, combined with kindred forces, must constitute the opposition.

The foes of the saloon must unite against its friends.

The saloon has long carried the black flag.

Henceforth the church and her allies in this particular warfare must carry it too.

The battle must be desperately fought, and the field of battle must be the field of politics.

BISHOP J. N. FITZGERALD.

We are sorry that the temperance lecture, by Miss Belle Kearney, was not better attended. She is a pleasing and entertaining speaker having traveled extensively, is cultured and refined, and was enjoyed very much by those who heard her.

CITY CHURCH ANNOUNCEMENTS.

CHRISTIAN—Bible-school at 10 a. m. Preaching at 11 a. m. and 8 p. m. C. E. at 7 p. m. All are welcome.

R. M. AINSWORTH, Pastor.

EPISCOPAL—Preaching services at St. Alban's church at 11 a. m. and 7:30 p. m. Sunday school at 10 a. m. All are welcome to these services.

E. R. EARLE, Rector.

CATHOLIC—Order of services: Mass, 8 a. m. Mass and sermon, 10:00 a. m. Evening service at 8 o'clock. Sunday school, 2:30 p. m. Every Sunday.

WM. J. KIRWIN, O. M. I.

BAPTIST—Sunday school at 10 a. m. Preaching service at 11:00 a. m. Evening service at 8:00. B. Y. P. U. at 7 p. m. A most cordial invitation is extended to all to worship with us.

E. BURTON, Pastor.

CHRISTIAN SCIENCE—Services, Sunday at 11 a. m., and Wednesday at 8 p. m. Meetings held in the Morris block. Room open all the time. Science literature on sale. Subject for next Sunday, "Substance."

METHODIST—Sunday school at 10 a. m. Preaching by the pastor at 11; subject, "The Hot and Cold Disciple." Class at 12. Union rally of young people's societies at the Christian church at 7. Union temperance rally at 8.

M. B. CARMAN, Pastor.

EVANGELICAL LUTHERAN—Regular German preaching services in the court room of the McCook court house every Sunday morning at 10:30. All Germans and Russians cordially invited.

REV. WM. BRUEGGEMAN.

607 5th st. East.

CONGREGATIONAL—Sunday school at 10 a. m. Preaching at 11 a. m. by pastor. Junior C. E. at 3 p. m. Prayer meeting Wednesday evening at eight o'clock. The public is cordially invited to these services.

G. B. HAWKES, Pastor.

EVANGELICAL LUTHERAN CONGREGATIONAL—Sunday School at 9:30 a. m. Preaching at 10:30 a. m. and 7:30 p. m. by pastor. Junior C. E. at 1:30 p. m. Senior C. E. at 4:00 p. m. Prayer meetings every Wednesday and Saturday evenings at 7:30. All Germans cordially invited to these services.

REV. GUSTAV HENKELMANN, 505 3rd street West.

PUBLIC LIBRARY NOTES.

The librarian has been asked, "What do you do with the money paid in for fines?" This is a legitimate question, and perhaps many people would like to know something of the items that enter into the expense account. Over thirteen dollars have been paid from the cent-a-day over-due fines, during the past three months, for freight, express and drayage. Then there are such expenses as P. O. box rent, safety deposit box, postage and paste.

Paste! This is the item that should most interest the patrons of the library; for it is only by the use of paste, paste, and more paste, that the books can be made to serve as long as they do. The public would be more amazed to know how short is the life of a popular book upon the shelves, and in the matter of paste, our patrons could be a great help in reducing the expense.

We have patrons who are kindly thoughtful and careful of the borrowed book, even though it is public property. And we have others!

Yes, there are others, to whom we have been obliged to say, "If all our readers treated the books as unkindly as you, we would soon have no library."

Why can we not put more conscience into the care of public property? Why should not parents teach the children to respect the rights of a good book? (And children are not the only transgressors. We have the books returned by adults in such a condition of dirt and general stickiness that one could hardly refrain from making a wry face when obliged to handle them.)

There is a natural wear for all books that go from the shelves; but it is a most unnatural wear when a book is returned with its back entirely split away, with loose leaves, the charging slips showing they have been folded and creased with deliberate intention, the corners turned down, and in a generally unsanitary condition.

By united effort on the parts of the readers for better care of the books the library might be carried on in a much more economical manner than with the present carelessness and disregard.

LIBRARIAN.

Employers and Employees Unite.

A meeting of prominent railway officials and labor organization officials was held in Chicago, Monday, at which time was formed an organization of railway employers and employees to be styled the "American Employes' and Investors' association."

The following statement of the meeting was made public by P. H. Morrissey, grandmaster of the brotherhood of railway trainmen:

"The purposes of the American railroad employes and investors' association shall be by all lawful methods to cultivate and maintain between its members such a spirit of mutual interest and such concert on the part of all of them for the welfare and prosperity of American railroads as will best promote their successful and profitable operation for the benefit alike of their employes, investors and the public; to encourage by every proper method cordial and friendly feelings on the part of the public toward American railroads and their business; to publicly provide means and methods for obtaining consideration and hearing from all legislative bodies and commissions empowered to enact laws, rules and regulations affecting the conduct and operation of railroads; to do whatever lawful things may be necessary in order to secure a fair return alike to capital and to labor interested in American railroads, with due regard at all times to efficient service, fair treatment and safety to the public.

"This association shall at no time be used for partisan political purpose, nor shall it take part in any controversy if any, which may arise between railway employes and railway officials."

There were present in person or by representative officials from many of the leading railroads in America and of the railroad labor organizations.

Rate on Shoes to be Advanced.

The railroads have given notice of a 50 percent advance in the freight rate on boots and shoes. The rate will apply west of the Mississippi river and will go into effect January 1. The shippers have protested formally to the railroads and informally to the interstate commerce commission.

The advance is to apply on packages not protected with cement coated nails. These nails make it necessary to tear the box up in opening it, and they are used principally as a protection against pilfering, for which the railroads are liable.

As applying west of the Mississippi river, this rate, the shippers assert, is a discrimination against Missouri river jobbers and unreasonably high. The rate is now 60 cents from St. Louis to the Missouri river.—Lincoln Star.

A Guaranteed Cure For Piles.

Itching, Blind, Bleeding, or Protruding Piles. Druggists refund money if Pazo Ointment fails to cure any case, no matter of how long standing, in 6 to 14 days. First application gives ease and rest. 50c. If your druggist hasn't it send 50c in stamps and it will be forwarded postpaid by Paris Medicine Co. St. Louis, Mo.

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ATTAINED HIS AMBITION.

Senator Isaac Stephenson and His Unusual Career.

The Republican primary elections in Wisconsin were unusually exciting this year, and the issues were much complicated. Honors were somewhat divided between the followers of Senator La Follette and his opponents. Representative John J. Jenkins of the Eleventh congressional district was defeated for a renomination by Irvine L. Lenroot, formerly speaker of the state assembly and an ardent La Follette man. On the other hand, United States Senator Isaac Stephenson carried the primary over S. A. Cook. Senator Stephenson was originally a strong supporter of Senator La Follette, but during the last session of congress



SENATOR ISAAC STEPHENSON.

they differed on several occasions as to the proper policy to be pursued on legislative questions.

The senator was chosen to the senate in 1907 to fill the unexpired term of John C. Spooner, who resigned, and at that time he had Senator La Follette's support. He will be eighty next year, and it was long his ambition to round out his career in the chamber where Webster and Clay and Calhoun and Sumner made their fame as orators and statesmen. He attained the fulfillment of his long cherished wish at an age when most men are ready to lay down the cares of active life.

His brother Samuel, who died last year, had similar aspirations. In fact, years ago both looked forward to sitting together first in the house of representatives and afterward in the senate. Samuel got as far as the house, but did not reach the higher chamber. The other brother, the present senator, first entered the house of representatives in 1883, and he served three terms. Samuel went in as Isaac went out, the brothers living in adjoining congressional districts. Toward the end of his third term Isaac was dozing in his seat in the house on an uncommonly hot day in September when a messenger brought him a telegram. When he opened it he jumped to his feet in astonishment. The telegram was from Ishpeming, where the Republican congressional convention was being held. It was very laconic, but it looked good. It ran, "Nominated on second ballot for congress.—Sam." When at last the Wisconsin representative was convinced that the dispatch was genuine he is said to have replied, "Better late than never; now 'get there'—like."

Senator Stephenson has very extensive lumber interests and is reputed to be several times a millionaire, but he started as a poor boy.

NEW G. A. R. CHIEF.

Colonel Henry M. Nevius and His Grand Army Honors.

The honor of being at the head of the Grand Army of the Republic is one which is being enhanced as the years go by in consequence of the way in which death is thinning the ranks of the veterans of the civil war. Colonel



COLONEL HENRY M. NEVIUS.

Henry M. Nevius of Red Bank, N. J., who was chosen commander in chief of the G. A. R. at the recent national encampment in Topeka, was the honor away from former Governor Van Sant of Minnesota. He is a native of New Jersey and when the civil war broke out was studying law in Michigan in the office of Russell A. Alger. He enlisted from Michigan in the Lincoln cavalry. In front of Fort Stevens, when the Union army was engaged with General Early, he lost an arm. During his service in the field he held commissions in the Seventh Michigan and Twenty-fifth New York cavalry regiments. Colonel Nevius has twice been department commander of the G. A. R. in the state of New Jersey. He has served as a member of the New Jersey legislature and on the bench.

TRAPS FOR MARINERS

Some Points of Peril That Are Dreaded by Seamen.

MERCILESS KENTISH KNOCK.

This Real Davy Jones' Locker Is a Vast Cemetery For All Ships That Are Gripped by Its Relentless Sands. Sable Island's Fingers of Death.

The exact location of Davy Jones' locker is not shown on any ocean chart extant, principally because it is a state and not a place, but if any one ocean death trap deserves the title it is the Thames estuary. The British naval department has a chart upon which it marks the position of wrecks with a black dot. On this chart the Thames mouth tract is a solid black spot. So numerous have been the wrecks that the dots run together. The point where the black dots actually pile one on top of another is the Kentish Knock, and this is the place among all of the ocean's danger spots that deserves the title of Davy Jones' locker.

At the Kentish Knock it is not keel shattering rocks of piercing points of coral that wreck the ocean travelers. It is sand, treacherous, clinging sand, that grasps the doomed ship with a grip of steel and holds it firmly while the angry sea beats it to fragments. Many a vessel posted at Lloyd's as missing would be daily accounted for if the Knock sand would give up its booty. There is no hope for ship or man when Father Neptune asks toll at the Kentish Knock, for the nearest land is twenty miles away and the nearest life-boat at Margate, thirty miles away.

The sands of the ocean are far more dangerous than the rocks. The sand banks extend over more space, therefore offer more points of contact than the rocks, which usually rise in one slender pinnacle. The waters flow over them in smooth waves, and there are no warning breakers.

Next to the Thames mouth tract in point of danger is the Hugel, the salt water river on which Calcutta stands. The most trying part of a large vessel's voyage from New York to Calcutta is the last few miles of this calm river. In this strange river in windless weather and flat, calm water vessels have been lost, dashed to pieces on the ever shifting sand banks by the force of the tides. The sands grasp the keel of the marked vessel, and she stops, but the tide moves on with relentless force, and the helpless ship is carried over on her beam ends. She careens over them in smooth waves, and there are no warning breakers.

Another danger point dreaded by the master mariner is neither sand nor rocks, but a great submarine waterfall. In the English channel there is a point just beyond the Shambles banks where there is a sudden drop in the sea bottom. The channel tides sweep over the banks and down this sudden drop, creating rapids equal in fury to those of Niagara. The American ship Georgian foundered in Portland race, the name by which this danger point is known, and all hands went down with her.

Ships bound to New York from Europe pass quite near a deadly hidden shoal which runs out from Sable island, lying off Sable cape, in Nova Scotia. The shoal runs out for miles in five directions like the fingers of a great hand reaching out for what it can destroy. When the gales blow, heavy seas boom upon the shoals with sufficient force to shatter the stanchest vessel afloat, and when the wind ceases the beaches are strewn with wreckage and the bodies of those who have perished. The distance from the shore is too great and the surf too heavy for the life savers to reach a struggling vessel, and few lives are saved at this point. Ten vessels have been wrecked in this trap in a single day.

The rocky danger points in the ocean have nearly all been tagged, and light-houses have been erected on the most dangerous—all except one. There is no light-house on the Virgin rock, and there never will be. Out in the mid-Atlantic a giant pinnacle rears its head up from the ocean floor and endeavors vainly to reach the surface of the sea. It is too short by about eighteen feet. There it stands with its sharp point hidden by the ocean waves, waiting to pierce the bottom of some unsuspecting vessel and send it down to join the pile of ships' ribs and dead men's bones that litter the floor around its base. The waves seem to be in league with the rock, for if a vessel of light draft tries to pass over its head the waves shoot it down into a trough at the bottom of which the point of the rock is waiting to rip out her keel.

These danger spots, however, are but annexes to the real Davy Jones' locker, the Kentish Knock, that cemetery of ships and men where dripping ghosts of master mariners and their men flit over the ruins of their vessels.—B. R. Winslow in Los Angeles Times.

Bridge Builders.

We read of the heroes of the battlefield, the ocean and various other callings, but there is another class of men whose work is also heroic, but who are seldom heard of—men who face death high in the air. They are what the engineer calls "riggers" and are the creators of the world's big bridges and the huge skyscrapers of American cities. Without their bravery and skill the towering structures which span the world's great rivers and gorges could not be put together.—Wide World Magazine.

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