

**Was Educational Premiums At State Fair.**

For the first time in several years Red Willow county made an exhibit of educational work this fall at the state fair. The exhibit was divided into three divisions. The rural school, a collective city school exhibit by McCook and a collective town school exhibit by Indianola. In all classes the work was very creditable and of a high order of merit. The state fair exhibit was the best in the history of the association and competition was very strong in all classes. Education hall was filled to overflowing and many towns and cities did not get to exhibit at all on account of the lack of space.

McCook city schools won the following awards:

- First premium on the best collection of cartoons in ink by Jay Browne.
- Second premium for the best collection of cartoons in ink by Jay Browne.
- Second premium for the best exhibit of school buildings and grounds.
- Fourth premium for the best land scape in pencil by Leslie Kiser.
- Fourth premium on the best pencil drawings from objects by the eighth B class.

Second premium for the best display of drawings in physiology by the eighth grade.

Second and third premiums for the display of penmanship by any city school in the state.

Indianola won as follows:

- Fourth premium for the best display of pen drawing in physics.
- Third for the best display of pen drawing in botany.

The rural schools:

- Fifth for the best general exhibit of drawing by any country.
- Second for the best drawing of vegetable by pupil under twelve, Florence McCarthy, Lebanon.
- Second for best map of Nebraska, name missing.
- Fourth for best map of Nebraska, name missing.

Sixth for best map of Nebraska by Delma Carter, district No. 72.

First for best reproduction stories, district No. 4, Ethel Redfern, teacher.

Second for best display of arithmetic work by class by district No. 63, Dora Oyster, teacher.

Third for best display of penmanship by a country school by district No. 7, Laura Glendon, teacher.

Sixth for best display of penmanship by country school by district No. 44, Ella Steenback, teacher.

Seventh for best display of penmanship by any country school by district No. 63, Hazel Beach, teacher.

Third for best display of school buildings and grounds by any county by McCook city schools.

**Joke on Taft and Railroads.**

President William H. Taft is soon to visit the State and by accident the railroads find they have made an excursion rate of one and a half fares from points all over Nebraska to Omaha and return where the President is to be entertained and visit the schools.

It was not intentional that the railroads made the rate. They announced the reduction so merchants could go to Omaha to buy goods. Then the President announced his intention of visiting the State being in Omaha September 20. The rates are already published—fare and a half to Omaha good returning after the President's visit.

Business men of Omaha are to make it possible for everyone who visits the city to see the President. He will arrive from Des Moines at 4 o'clock in the afternoon and be taken in an automobile to a score or more of school houses to see and be seen by the school children. The President will also go to the Mc-Sar-Ben Den after a dinner at the Omaha Club and will leave Omaha at 11:30 the night of September 20.

**Three Million Acres of Government Land to be opened for settlement** about Oct. 1st, in South Dakota. Uncle Sam's greatest land drawing. These lands to be opened under the United States Homestead laws. For reliable information about these lands, send 25 cents (silver) for our interesting booklet, "The Cheyenne and Standing Rock Reservations." Tells about the history, topography and soil, climate, rainfall, who may take homesteads, etc., compiled by state historian. Includes also up-to-date map of South Dakota, showing lands to be opened.

If you are interested in securing 160 acres of this rich land, wrap up a quarter and send for this booklet and map at once.

Address Homestead Information Bureau, Pierre, S. D.

**The Open Season.**

The open season for prairie chickens, grouse and sage hens, is during the months of October and November only. Jack snipe, Wilson snipe and Yellow Legs, from September 15 to April 31. Quail, doves, swan and white crane, song and insectivorous birds, no open season at all. Squirrels, October and November. Deer, antelope and beaver, no open season. Bass not less than eight inches in length, from June 1 to November 25. Trout not less than eight inches in length, April 1 to September 30 inclusive. All other fish, April 1 to October 15 inclusive. The penalties for the infraction of the game laws are severe.

**SAND-CLAY ROADWAY**

**Methods of an Expert in Constructing It.**

**NEEDS LITTLE MACHINERY.**

**Only Tools Necessary Are a Scraper, Wheelers, Carts and Road Plow. Sand is the Important Thing—Should Be Clear of Soil.**

The father of the sand-clay road in America is the present county supervisor of Richland county, S. C., and he has a reputation for building lasting roadways that is almost national. By his example all the counties of South Carolina have been enabled to undertake the building of good roads. This man is S. B. Owens, and he recently completed one long stretch of thirty foot wide sand-clay speedway over which I have ridden in a heavy motorcar at a speed exceeding fifty miles per hour with scarcely a jar of the machine—indeed, with more satisfaction than over many of the very best roads in England and in France over which I have motored.

Convicts are worked in gangs of twenty-five, and they are housed in comfortable tents. The food bill is 12 1/2 cents per day per man. This gives a substantial bill of fare—corn bread, flour bread, bacon, always vegetables in season and beef twice a week. This is accomplished by strict economy in management, and the men do not suffer for lack of sufficient food. The striped suits cost \$2 per suit, and each suit lasts from three to four months. The shoes cost \$1.50 per pair and the underwear 75 cents per suit, each lasting about three months. Each gang of twenty-five convicts has one overseer, four guards and ten head of mules, which are usually fine animals. The real cost is in the feeding of the



MAKING A SAND-CLAY ROAD. (From Good Roads Magazine, New York.)

mules, this amounting to about \$16 per month per mule. The squad operates one road scraper, costing \$250; one dump wagon to each pair of mules, five "wheelers" (two wheel scrapers) and a supply of shovels. No roller or harrow is used, such implement having been found unnecessary. The mixing of the sand and the clay is accomplished by the passage of traffic over the surface. The total cost of construction of one mile of the best thirty foot wide sand-clay road, taking all the above items into consideration, is not over \$400 per mile as an average. The cost of maintenance does not average over \$10 per mile annually if the repair work is done constantly. If the season is a rainy one the repair work should be done once a month. A floating gang of two or three men, all that is necessary, is maintained for this purpose. With the two or three men four or five miles a day can be put in perfect condition.

In a personal letter to the writer Mr. Owens presents the following facts regarding his methods of constructing sand-clay roads:

"As requested, I will give you a short sketch of the sand and clay roads of Richland county. In January, 1889, I took charge of the roads of Richland county, which were then in deep sand in two-thirds of the county, the balance being through sticky clay hills, with the exception of about two miles of macadam road which had proved too expensive for our county to continue to build.

"I commenced covering the sand on the old Camden road with clay to about ten inches in depth. At first the people were displeased. It had rained a great deal, and they were not accustomed to seeing muddy roads. I continued to throw sand on the clay until it quit bogging and sticking to the wheels, keeping it crowned with an ordinary road scraper. After I had built a few miles of the road and it became smooth and hard the people were delighted.

"As to the method of building, the first thing to do is to grade the road and give it a very slight crown, not over two inches to every ten feet from center to ditch. Then the clay should be put on six inches deep, then sand on the clay as clear of vegetable matter as possible. This keeps down the dust. It depends entirely on the quality of clay as to the necessary amount of sand. If it is pipe clay or chalky kaolin it requires a great deal more sand, which has to be applied after each rain until the clay stops cutting or bogging. The ruts should be kept closed and the proper crown kept on the road with a road machine until it becomes hard. The important thing is the sand. It should be as clear of soil as possible. If the sand is fine and badly water worn the result is not as good.

"As to the cost, that depends entirely

ly on the haul of the clay. In real, genuine sand hills, like portions of Richland county and Lexington, where clay can be found by digging pits on the hill-sides or in the bottoms, it costs about \$400 per mile for a thirty foot road. Where the clay can be found near the roadside and often in the ditches by digging two or three feet it is very much less.

"Gravel roads are often mistaken for sand and clay roads. They are as old as macadam, and it does not require the skill and care to build gravel roads that it does those of sand and clay, especially where the clay changes from half sand and half clay and from that to a red, sticky clay and sometimes a white chalk or still pipe clay. It requires close attention in the application of the sand where this is the case. I have had as good results putting sand on clay roads as I have clay on sand.

"As to the durability of the sand and clay roads, they will last as long as macadam. There are stretches of sand and clay roads in Richland county where they are level that are in good condition that were built ten years ago, while the macadam road built to Hyatt's park twelve years ago was entirely rebuilt last year. I would say my experience is that automobiles improve sand and clay roads. I think the opinion of all road experts is that they damage macadam very much. Since the automobiles are here and more are coming every day it is absolutely necessary to widen our roads to at least thirty feet.

"One thing I would like to mention—that is, in building sand and clay roads very little machinery is needed. I have never used a roller. All the tools that are necessary are a road scraper, wheelers, dump wagons or carts and the road plow. There are no drains. The crown extends to a "jaw" at the roadside which carries all the surface water better than a cut drain. Through swampy places the road is raised and underdrained."—E. J. Watson, Commissioner of Agriculture, Commerce and Industries, in Good Roads Magazine.

**GOOD ROADS AND ECONOMY.**

**Impassable Highways Cost American Farmers Untold Millions.**

There is no difference among well-informed people as to the cost of bad roads, nor is there any longer a question as to where the burden of the cost is most severely felt. There are hauled over the country roads of the United States every year 265,000,000 tons of produce, equal to 30 per cent of the railway tonnage of the country. The average haul from farm to railway is 9.4 miles, and the cost per ton per mile is between 23 and 25 cents. In Germany over better roads the cost is 10 cents per ton per mile at the maximum and 7 cents per ton per mile at the minimum. The loss suffered by the American farmer and consumer, figured on the basis of the German wagon road toll, is immense. If it were saved from year to year it would soon constitute a fund sufficient to improve all of the common highways of the country.

L. W. Page, who has collected a great deal of valuable information on this subject and who talks about road improvement intelligently and reasonably, is not among those who clamor for the federalization of the highways. On the contrary, he deprecates the all too prevalent idea that nothing can be done in this country until the federal government puts its hand to the wheel or its hand into its pocket. The states, in his opinion, should take the initiative or at least prove their sincerity by setting an example for the national government.

**NEEDLESS WEARING OF POADS**

**If Automobile Traffic Would Spread, Highways Would Last Longer.**

A country surveyor protests against the habit which many motorists have of doing the majority of their driving on the crown or center of the road. This method of driving means that one portion of the road takes all the wear and naturally, of course, gets worn into ruts and ridges.

If the traffic would spread itself and make all that portion of the road from gutter to the top of the crown take a share of the wear, road surfaces would last much longer and would require less frequent repair. In these days, when roads are made almost flat, there is no excuse for this habit of clinging to the crown, but where roads are made with a great deal of camber it is perhaps excusable, as driving on a continuous slope is the reverse of pleasant.

**Let Good Roads Come Quickly.**

It is planned by the good roads association of Spokane county, Wash., with the co-operation of the state good roads association, county and township organizations and property owners along the route, to build a modern highway, bordered with a continuous line of shade trees, between Spokane and Coeur d'Alene. Such a road would be of direct benefit to thousands of people, urban and rural residents alike, and would also be a valuable object lesson for the people of the surrounding country, who as time passes are becoming more deeply interested in the vital subject of good and permanent highways. It is hoped the proposed road will materialize and prove the wisdom of its construction in such a way as to cause the idea to spread.

**Good Roads Mean Money.**

The people used to be educated to the fact that money spent for good roads is not money thrown away, whereas money spent for makeshift improvements is worse than thrown away.

**County Commissioners' Proceedings.**

McCook, Nebraska, September 14, 1909. The board of county commissioners met pursuant to adjournment. Present: S. Premer, C. B. Gray and F. S. Lofton, county commissioners, and Chas. Skalla, county clerk.

The minutes of the meetings held August 13, 14, 16 and 23, were read and on motion approved.

The following claims were audited and allowed, and the clerk was instructed to draw warrants on the road funds of the respective commissioner districts as follows:

Bradley Deveney, road work, Commissioner Dist. No. 3	48 00
W. T. Clark, same	2 00
Frank Cain, same	8 00
R. C. Bowman, same	2 00
Wm. Adams, same	11 00
Joe Tuttle, same	12 00
Lon Harris, same	12 00
Ed Fitzgerald, same	18 00
Jackson, same	5 40
Hobo Harris, same	2 00
Tom Harris, same	6 00
W. C. Downs, same	6 00
E. F. Couse, same	78 98
James Witt, road work, Commissioner Dist. No. 2	3 00
Lee Arnett, one 24-ft. by 60-in. culvert, Commissioner Dist. No. 1	120 00

On motion the county treasurer was instructed to refund to J. W. Hoppe the sum of \$5.13, being the amount of 1908 taxes on the lot 6, 4-25, paid by him under protest, for the reason that an error of \$142.90 was made on valuation of said lot.

On motion the county treasurer was instructed to refund to Peterson Sisters the sum of \$2.00, being the amount of 1907 taxes paid by them under protest, for the reason that their furniture was assessed double in that year.

On motion the county treasurer was instructed to refund to W. S. Bizler the sum of \$1.60, being the amount paid by him under protest, for the reason that lot 18, block 20, original McCook, was assessed at \$100.00 too high in 1908.

On motion the county treasurer was instructed to refund to S. R. Smith the sum of \$1.97, being the amount of taxes paid by him under protest, for the reason that lot 7, block 2, Goodrich Park addition was assessed in 1902, 1904, 1905, 1906 and 1907, and was also included in the tract of 38 acres assessed to S. R. Smith.

On motion the resignation of Chas. W. Kelley as deputy clerk of the district court was accepted.

The appointment of Elmer Kay as deputy clerk of the district court was on motion approved.

The official bond of Elmer Kay as deputy clerk of the district court was examined and on motion approved.

The following claims were audited and allowed and the clerk was instructed to draw warrants on the general fund, levy of 1909, as follows:

C. T. Caswell, electric light supplies	3 27
McCook Electric Co., light for August	4 70
E. B. Odell, meals to jurors, November, 1908	9 75
C. A. Rodgers, stamps, drayage and freight	6 50
E. F. Osborn, jailor fees, November, 1908	45 00
E. F. Osborn, same, February, 1909	18 00
E. F. Osborn, same, March, 1909	12 00
E. F. Osborn, same, May, 1909	27 00
E. F. Osborn, same, June, 1909	1 50
E. F. Osborn, salary as deputy sheriff, July	25 00
E. F. Osborn, same, August	25 00
George Fowler, janitor, August, 1909	30 00
H. I. Peterson, salary for July	100 00
H. I. Peterson, salary for August	100 00
P. Lehn, material and labor, for culvert	10 56
Barnett Lumber Co., coal, Mrs. Gundermann	8 25
E. G. Caine & Co., coal, Mrs. Vandervoort	4 25
Barnett Lumber Co., lumber	8 60
E. G. Caine & Co., same	156 55
H. P. Waite & Co., nails and supplies	54 16
Kelley Bros., nails	1 20
C. A. Gentry, blacksmithing	11 60
J. E. Kelley, premium on insurance policies	30 00
Pade Furniture & Carpet Co., typewriter desk	6 50
McCook Laundry Co., laundry for prisoners	5 32
C. Naden, freight advanced	1 70
Andy Barber, surveying Road No. 416 1/2	35 00
McCook Hardware Co., nails and supplies	4 43
State Journal Co., primary election supplies	224 00
Klopp & Bartlett Co., supplies and records in August	88 10
G. W. Todd & Co., check protector	30 00
F. M. Kimmell, commissioners' proceedings	51 12
F. M. Kimmell, treasurer's statements	23 00
F. M. Kimmell, primary election ballots	126 00
F. M. Kimmell, blanks, printing and stationery	35 10
Nebraska Telephone Co., phone rent and toll, September	24 20
H. H. Berry, fees, State vs. King, fees in justice court	7 75
H. I. Peterson, fees, State vs. King	7 79
Clyde Coleman, same	3 50
W. H. Short, same	3 50
John Welborn, same	2 50
John Dunning, same	3 50
Austin Gamsby, same	3 50
W. H. Powell, same	3 50
Harry Whitmore, same	3 50
George Cramer, same	3 50
Mart Akers, same	3 50
George Burt, same	3 50
Leonard Smith, same	2 50
W. A. DeMay, medicines and professional services for Claus Tjarks, claimed at \$70.70, allowed at	29 70

for the medicine, rejected as to the services, as the county has a contract with a physician for such services at a yearly salary.

C. A. Rodgers, fees, Clouse insanity case 6 25 |

Dr. Z. L. Kay, same 8 00 |

H. I. Peterson, same 16 52 |

G. W. Billings, same 4 20 |

Millie Billings, same 4 20 |

Jacob A. Clouse, same 4 20 |

C. A. Rodgers, fees, Collicott insanity case 6 75 |

Dr. Z. L. Kay, same 8 00 |

B. C. Orr, same 3 00 |

Mrs. Katherine Houlihan, same 2 40 |

Fred Schlager, same 2 10 |

James Woolard, same 2 10 |

John Houlihan, same 2 40 |

H. I. Peterson, same 19 13 |

Fred Schlager, same 3 70 |

On motion the board adjourned to meet September 15, 1909.

S. PREMER, Chairman.

Attest: CHAS. SKALLA, County Clerk.

**WARNING.**

Do not be persuaded into taking anything but Foley's Honey and Tar for chronic coughs, bronchitis, hay fever, asthma and lung trouble, as it stops the cough and heals the lungs.

A. McMillen.

**Silence!**

The instinct of modesty natural to every woman is often a great hindrance to the cure of womanly diseases. Women shrink from the personal questions of the local physician which seem indelicate. The thought of examination is abhorrent to them, and so they endure in silence a condition of disease which surely progresses from bad to worse.

It has been Dr. Pierce's privilege to cure a great many women who have found a refuge for modesty in his offer of FREE consultation by letter. All correspondence is held as sacredly confidential. Address Dr. R. V. Pierce, Buffalo, N. Y.

Dr. Pierce's Favorite Prescription restores and regulates the womanly functions, abolishes pain and builds up and puts the finishing touch of health on every weak woman who gives it a fair trial.

**It Makes Weak Women Strong, Sick Women Well.**

You can't afford to accept a secret nostrum as a substitute for this non-alcoholic medicine of KNOWN COMPOSITION.



**Real Estate Filings**

The following real estate filings have been made in the county clerk's office since last report:

Jennie M Kimmell wd to John E Kelley, wd to 14 in 5, McCook	1 00
Franklin E Richards unmd to George W Hartman, wd to 11, 12, in 2, 1st So McCook	600 00
A A Fish et ux to Jacob Wiggins, wd to 5, 6 in 21, 2nd McCook	1200 00
John D Hare et ux to Frank Real, wd to 12 in 12, 1st McCook	1000 00
J E Kelley to Carrie M Merck, agree to lot D in 8th McCook	1000 00
I. J. Bringar et ux to Harvey H Harmon et al, wd to s hf, 27, s hf sw qr 26, e hf nw qr 25-1-30	8880 00
James Rooney to Mrs Johanna Kendlen, lease to pt 1, 2, 3, in 30, McCook	1500 00
Olive A Greene et cons to John F Miller, wd to 17, 18, Hatfield park	1 00
F J Schumacher et ux to Chas Baldwin, wd to qr 3 3 30	200 00
Fred J Mason et ux to Mary Porter, wd to 3 in 1, 6th McCook	1100 00
Affin C Seesley et al to Thomas J Ruggles, wd to s hf sw qr 12 3 29	

**NATURE TELLS YOU.**

As Many a McCook Reader Knows Too Well.

When the kidneys are sick, Nature tells you all about it. The urine is nature's calendar.

Infrequent or too frequent action; Any urinary trouble tells of kidney ills.

Doan's Kidney Pills cure all kidney ills.

Mrs. T. L. Haworth, living in the northwestern part of Arapahoe, Neb., says: "I used Doan's Kidney Pills and have every reason to believe highly of them. For several years I suffered from kidney trouble, the secretion from my kidneys being irregular in action and quite unnatural in color. I had pains across my loins and at times when I made a sudden movement, I finally experienced a crick in my back. Finally being advised to try Doan's Kidney Pills, I procured a box and in two weeks this remedy restored me to good health."

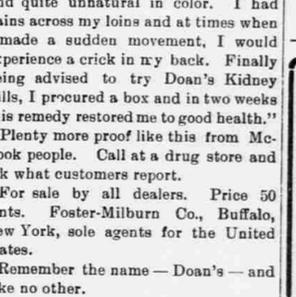
Plenty more proof like this from McCook people. Call at a drug store and ask what customers report.

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States.

Remember the name—Doan's—and take no other.

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ATTORNEY AT LAW and BONDED ABSTRACTOR  
McCOOK, NEBRASKA.

Agent of Lincoln Land Co. and of M. Co. Water Works. Office in Postoffice building.

C. H. BOYLE C. E. EDWARDS

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ATTORNEYS AT LAW

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