

# We Startled a Good Many People With Our Heater Offer Did You Read It?

We put some statements about heating stoves down in black and white that stove users never heard before. We want to repeat them!

Remember, we are backed up by one of the grandest stove manufacturing concerns in the world—yes, by a concern that makes and sells more soft coal heaters each year by three times than any other maker anywhere!

So there are millions of dollars behind what we have to say about heaters, this year!

To us alone is given the right to make the most unusual guarantee ever made on a heating stove.

## Cole's Cold Blast Guarantee.

Here is our authority from the President of the Cole Manufacturing Co.—the strongest guarantee ever made on a heater.

"You are authorized to sell the Original Cole's Hot Blast Heater, this year, on the **most rigid guarantee** ever made by any stove manufacturer. Our guarantee to every customer of yours is—

- "1—A saving of one-third in fuel over any lower draft stove of the same size, with soft coal, slack or lignite.
- "2—That Cole's Hot Blast will use less hard coal for heating a given space than any base burner made with same size fire pot.
- "3—That the rooms can be heated from one to two hours each morning with the soft coal or hard coal put in the stove the evening before.
- "4—That the stove will hold fire with soft coal from Saturday night until Monday morning.
- "5—A uniform heat day and night, with soft coal, hard coal or lignite.
- "6—That every stove will remain absolutely air-tight as long as used.
- "7—That the feed-door is and will remain smoke and dust-proof.
- "All we ask is that the stove shall be operated according to directions and set up with a good flue.

(Signed) COLE MANUFACTURING CO.,  
(Makers of the Original Patented Hot Blast Stove.)

Phone 31 **McCook Hardware Co.**

# Dr. Cook's North Pole Trip

**D**R. FREDERICK A. COOK, the courageous explorer who has gained undying fame by his discovery of the north pole, is a resident of Brooklyn. For years he has given his attention to arctic explorations and in 1891-2 was surgeon of the Peary arctic expedition and in 1897-9 surgeon of the Belgian arctic expedition. He has received numerous decorations from the geographical societies of Europe for his research and writings in the polar field.

Dr. Cook started on his present expedition in the summer of 1907, sailing from North Sydney, N. B., on board the schooner John R. Bradley, built by John R. Bradley of New York, who financed the expedition.

The party was re-enforced with sledges, dogs and arctic equipment at Etah, Greenland, whence it sailed March 3, 1908. Dr. Cook's plan was to set aside all tradition by making the dash to the pole during the winter months, when the elements are considered least advantageous for an advance northward.

Without a big ship, without the company of a single white man, Dr. Cook's dash for the north pole was made under incredible hardships, and he had not been heard from in more than a year and had been practically given up



DR. FREDERICK A. COOK.

for lost. But his indomitable courage carried him through where whole ship's companies have come to grief.

The one man who started with him, Rudolph Francke, was left to guard the supplies at Annotok, twenty miles north of Etah, west Greenland. This man remained alone for several months and then seized the first opportunity to leave, when Commander Robert E. Peary arrived with his expedition on board the ship Erik. Cook had sent one letter to Francke by Eskimo messenger before Peary arrived, but if he sent any more or returned for supplies after Francke left it is not known. According to Francke, Peary insisted on obtaining a large number of valuable blue fox skins and narwhal horns which had been left at the supply station by Dr. Cook and which were expected to defray the cost of his return from the arctic.

There was some mystery about this affair when the news of it came out on Francke's arrival in New York, and charges and countercharges flew back and forth with increasing bitterness between the Cook adherents and the friends of Peary. As month after month passed without further sign from Cook there was talk of a relief expedition. Admiral Winfield S. Schley, the hero of the Greely relief rescue, was named as one of the leading figures in raising the money necessary for the movement to find Dr. Cook, and a short time ago an expedition started to seek the missing explorer.

Until recently no word was received from Dr. Cook since March 17, 1908. He was then on the polar ice north of Cape Thomas Hubbard, about 560 miles from the pole. He was the only white man, with several Eskimos and a big equipment of dogs, sleds and supplies. He was then on the eve of making a desperate dash for the pole over the ice. He was making a straight course for the pole and said that if he were lucky he might reach his supply station at Annotok by the end of May.

Dr. Cook's dash was hastily conceived. He started on a hunting trip in the spring of 1907 with John R. Bradley, a wealthy New Yorker who had hunted game in all corners of the world except the polar regions. Mr. Bradley bought a Gloucester fishing schooner with an auxiliary gasoline engine and in this vessel went north. Dr. Cook being in command.

The hunting trip ended in the latter part of August, 1907, and on Aug. 26 the schooner stopped at Annotok, on the northwest coast of Greenland. Almost up to the last it was thought that Dr. Cook would return to New York, but he decided to remain and make a one man attempt to reach the pole. One of the crew of the schooner, Rudolph Francke, a young German American, volunteered to stay at Annotok and guard the supplies.

The first week the two men began building a house for the long winter's habitation. Then they hunted for a month, laying in a stock of meat. The thermometer went down steadily with the approach of the long arctic night, and while they were hunting it was constantly between 30 or 40 degrees below zero.

They spent the winter preparing the sledges and the supplies for Dr. Cook's

# Career of Famous Explorer

trip and discovered a way of preparing dog food which gave Dr. Cook a great advantage in weight over all previous explorers. During January the thermometer registered 73 degrees below zero, but Dr. Cook and his man went out to look for some people who were supposed to have been shipwrecked in Flager bay, but found nobody.

The last two weeks were spent in testing out the sledges, the dogs and the supplies, and on Feb. 23 Dr. Cook started for the farthest north. Francke went with him as far as Flager bay, and then Dr. Cook sent him back to Annotok on March 3, 1908, to guard the winter quarters. It was nearly a year later that Peary reached the neighborhood of Annotok, when Francke was keeping his lone vigil and who claims that Dr. Cook had ordered him to go back by one of the whaler ships at the end of the preceding June.

It is no new thing for Dr. Cook to attempt difficult and extremely hazardous feats of exploration. In every case in which he has set out to discover new paths in the wilderness of uncharted seas or mountains he has displayed a dash and resourcefulness which marked him as extraordinary even among explorers. It was this valiant courage and resourcefulness, added to a very vigorous physique which his many friends in Brooklyn had in mind when they assured anxious inquirers that Dr. Cook would appear somewhere in Norway or Greenland alive and well.

Dr. Cook is a married man and has a home in Brooklyn, where his wife and two children live. He is not often home, having been engaged in exploration work on and off for the past eighteen years. Dr. Cook was born at Callicoon Depot, a very quiet little hamlet in Sullivan county, N. Y., on June 10, 1865. He received his early education in Brooklyn and graduated with the degree of doctor of medicine from New York university in 1890. He was married in 1902 to Mary Fiddell Hunt in Brooklyn.

Exploration at both ends of the earth and near the top of its highest mountains has attracted Dr. Cook for years. In 1891 and 1892, just after his graduation from the medical college, he served as surgeon of the Peary expedition to Greenland. In 1897-9 he was surgeon of the Belgian expedition to the antarctic. He tried to ascend Mount McKinley, in Alaska, the highest peak on the North American continent, in 1903 and failed. In 1906 he tackled Mount McKinley again and won.

He is the author of several books descriptive of his travels and discoveries, and he has lectured extensively. In an interview about six months before he left on the fishing trip to Labrador Dr. Cook said:

"Some day I am going to find the north pole."

Dr. Cook once had a scheme for sailing to the south pole, and he worked on this for some time, trying to figure out exactly how to do it. His trip with Amundsen gave him the inspiration for this. He finally, in his efforts to arrive at some method of reaching the south pole, hit upon the idea of an automobile with some arrangement for traveling over ice fields. He worked upon this machine for some time at Callicoon. The automobile was kept in a barn, and Dr. Cook would allow none excepting the workmen and himself to see it.

In speaking of the automobile at that time Dr. Cook said:

"The device I have invented for my automobile would not help at all in



DR. COOK ON MOUNT MCKINLEY.

getting to the north pole. Up there the pole is surrounded by a shifting sea of constantly moving ice. An automobile would be lost.

"At the south pole one can approach by ship no nearer than 750 miles. It then becomes necessary to travel over the fields of ice. The snow there has no crust and the ice is rough. I observed that in my trip to the antarctic zone. With the automobile I will be able to get over these fields. When I have the first one completed and have tested it I shall build others and then dash for the south pole."

Dr. Cook's dream of getting to the south pole never has been realized. He abandoned the idea some time later for the dash for the north pole which has been so successful.

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is the time to buy

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We have the MAN-  
TAILORED kind, which  
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what we have before you  
buy.

Our prices are very reasonable.



\$5.00 to \$35.00

# C. L. DeGross & Co.

Robert Lofton has gone to braking on freight.

D. T. Spencer went to work as brakeman, last week.

Will Spencer, who has been very ill, is now improving.

Jay Wood has become a passenger brakeman, this week.

Don Walters is a new fireman, and he is at work on the switch engine.

Andrew Christianson is a new switch man in the local yards, this week.

Ed. Hall is a new member of the carpenter's gang—and they could use another to handle the business just now.

J. M. Smith is visiting at Theford, Thomas county, also up in Chery county. Sam Franklin is in charge of his work.

The company is now handling a fine stock business from the west—one of the advantages derived from acquiring the C. & S.

## ADVERTISED LIST.

The following letters, cards and packages remain uncalled for at the McCook postoffice, October 8, 1909:

### LETTERS.

Sampson, Mr. Andrew Wood, Alice  
Humphrey, H. H. Estep, H. H.  
Fahrenbruch, Deane Cook, Mrs. G. H.  
Crawley, Bertha Cappel, Mr. and Mrs. Carl  
Amend, Andr. Rogers, Mrs. Ed

### CARDS.

Bailey, Wm. Ross, Mr. Scott  
Glidden, Ralph Fullin, Frank  
Condens, J. M. School, R. J.  
Schwartz, M. Whalen, Wm.  
Farr, Mr. Husman Donohoe, Mr. Jack  
Donhoe, Jack Cox, Miss May  
Karns, Mr. Bert Benjamin, Amos  
Beebe, E. Anderson, Mr. H. E.  
Austin, Charley Buffington, Miss Fannie  
Coppin, Mrs. Ora.

When calling for these, please say they were advertised.

LON CONE, P. M.

Typewriter ribbons for sale at THE TRIBUNE office.

Time Card	
McCook, Neb.	
MAIN LINE EAST—DEPART:	
No. 8 (Central Time) .....	11:40 P. M.
16 .....	5:00 A. M.
2 .....	5:35 A. M.
12 arr. 6:15 p.m. ....	6:40 A. M.
14 .....	9:42 P. M.
10 .....	6:00 P. M.
MAIN LINE WEST—DEPART:	
No. 3 .....	1:20 P. M.
11 .....	11:42 P. M.
5 arr. 8:50 p.m. ....	9:30 A. M.
13 .....	9:05 A. M.
15 .....	12:30 A. M.
9 arr. 9:10 a.m. ....	8:20 A. M.
IMPERIAL LINE	
No. 176 arrives (Mountain Time) .....	4:20 P. M.
No. 175 departs .....	7:10 A. M.

Fred Schlect was let out of the service, last week.

Engine 1312 is down on her wheels and will be out in a few days.

Engine 1963 is over the drop-pit, this week, for usual repairs.

Repairs to the steam chest, cylinders etc., of No. 322 were made this week.

One of the grey hounds—No. 2702—had her driving-brasses smoothed up, this week.

Several small fires in the shops, lately, —nothing of note: A smoke jack over over No. 17, etc.

The carpenter shop adjoining the blacksmith shop has been considerably improved in appearance lately.

Milton Frost, who served his time here, years ago, has returned to his old love, and is at present on the road ben.

W. F. Pate was called into Lincoln, midweek, on business of a coming new time card. He returned home, last night.

Conductor Ira E. Converse has been entertaining his brother George A. of Hendley, who returned home, close of last week.

Engineer and Mrs. M. H. Griggs and the children, who have been absent on a visit in Kansas, returned home, last Sunday night.

C. O. Moore of the master mechanic's office has been transferred to Sup't Koller's car as stenographer, vice Fred Walsh, resigned.

Engineer and Mrs. I. L. Rodstrom left, Sunday, for Fremont on a visit. They will also take in the sights of Ak-Sar-Ben, while away.

W. C. Allison arrived home, Tuesday on No. 15, from his trip to Atlanta, Georgia, attending the national convention of car repairers.

There were only six fine Waverly electrics in that car of autos which burned on 77, near Stratton, this week. They were consigned to San Francisco.

Roy Kleven has been appointed to the new position is the dispatcher's office—checker of train sheets and train orders. He will also go over the road instructing operators.

Conductor and Mrs. J. W. Line are enjoying a visit in Vermont, the old home state, departing on an absence of three or four week at Franklin and other points, Monday.

It's several weeks old, but that doesn't change the fact that they have a fine little daughter at the home of Mr. and Mrs. Walter French, now of near Holdrege, but formerly residents of our city.

Engines 2998 and 1050 have been helping make steam for the shops, this week, while work has been progressing on the ash-pit improvements and enlargements to the steam plant, this week.

Mrs. J. G. Inglis and the children returned, last week, from spending a couple of months visiting relatives in Saskatchewan, Canada. They came by way of St. Paul, Minn., and were present at the funeral of the late lamented Governor Johnson of that state. Mrs. Inglis is greatly improved by her visit, having had a very enjoyable vacation.

### RAILROAD NEWS ITEMS.

Dispatcher D. N. Cobb is ill and at Funk recuperating.

Conductor Line was off, first of the week, and Herman Hegeberger had his run.

The structural iron for the viaduct over the east end of the yards arrived, Tuesday.

One car of automobiles was "lighted" and totally destroyed up west on No. 77, Sunday morning.

Conductor Wyman returned from his vacation, close of last week, and his way car 14387 the last one put into service.

Conductor E. O. Scott has purchased a lot on 4th street west and is preparing to build thereon a modern cottage to cost about \$2,000.

The company has material distributed and work enough in sight to keep the bridge gang busy all winter replacing the frame bridges with concrete structures.

The immense supply of ice stored here by the company last winter has been exhausted by the big run of fruit, this season, and ice is now being shipped in from Wymore and other points to protect the business until another crop is available.

There is a night agent in the office at Bartley and the depot will be opened from 7 o'clock in the morning to 4 in the afternoon and from 5 in the evening until 2 in the morning. Tickets can be purchased only during the above mentioned hours.

The burning of a big bridge two miles east of Stratton, Sunday afternoon, occasioned the company serious inconvenience and delayed both freight and passenger traffic. No. 6 was detoured via Alliance to Lincoln, No. 14 via Sterling and Holdrege to Oxford and No. 10 arrived here ten hours late.

Conductor Joe Marshall of Lincoln has been assigned to the McCook division and has the run on Nos. 2 and 3. This owing to the mileage traversed between Kenesaw and Hastings on the Lincoln division by McCook division crews. On the same account another McCook division conductor has been assigned to the run between Denver and Alliance, the mileage giving this division two crews and the Sterling division three. Conductor Pope and Fay are on the run.