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

12 arr. 6:15 p.m."

McCook Hardware Co.

Time Card Fred Schlect was let out of the se. ice, last week. Engine 1312 is down on her wheels McCook, Neb. MAIN LINE EAST-DEPART: and will be out in a few days.

11:40 P. M

Engine 1963 is over the drop - pit, 5:35 4. 4 this week, for usual repairs. 6:40 A. M 9:42 р. м. Repairs to the steam chest, cylinders 6:00 P. M.

tc., of No. 322 were made this week

Career of Dr. Cook's North Famous Explorer Pole Trip

courageous explorer who has gained undying fame by Lis

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 samer of 1907, sailing from North Synce, C. B. on board the schooner John R. Ernany, will by John R. Bradley of New York, will 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 plas was to set aside all tradition by making the dash to the pole during the winter months, when the elements are coasidered 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 ships' companies have come to grief. The one man who started with hi Rudolph Francke, was left to guard the supplies at Annootok, twenty miles north of Etah, west Greenland. This man remained alone for several months and then seized the first $op_{[0]}$. He is the author of several books de portunity 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 nar- on this for some time, trying to figure whal 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 Callicoon. The automobile was kept 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 rasing 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 Annootok 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. an 1 on Aug. 26 the schooner stopped at Annootok, on the northwest coast of Greenland. Al- getting to the north pole. Up there most up to the last it was thought the pole is surrounded by a shifting 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 schoon- by ship no nearer than 750 miles. It er, Rudolph Francke, a young German American, volunteered to stay at An- the fields of ice. The snow there has

R. FREDERICK A. COOK, the trip and discovered a way of preparing dog food which gave Dr. Cook a great advantage in weight over all revious explorers. During January the thermometer registered 73 degrees below zero, but Dr. Cook and his man went out to lock for some people who were supposed to have been shipwrecked in Flagter bay, but found nobedy.

The last two weeks were spent it testing out the siedges, the dogs and the supplies, and on Feb Ud Dr. Cook started for the farthest north. Franchwent with him as far as Figler bay and then Dr. Cook sent and back to Annootok on March 3, 1508, to guard the winfer quarters. It was nearly corclater that Peary reached the negalistic of Annootok, where Francke was keeping his lone vigil and who claims that Dr. Cook had ordered him to go back by one of the whaters ships at the end of the precediu: June

It is no new thing for Dr. Cook 11 attempt difficult and extremely haz ardous feats of exploration. In every ease in which he has set out to dis cover new paths in the wilderness o. uncharted seas or mountains he ha displayed a dash and resourcefulnes which marked him as extraordinary even among explorers. It was this valiant courage and resourcefulnes. added to a very vigorous physique which his many friends in Brooklyn had in mind when they assured aux ious 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 explora tion work on and off for the past eighteen years. Dr. Cook was born an 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 Fideli

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

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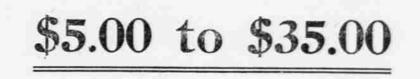
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MAIN LINE WEST-DEPART: (Mountain Time) 1:20 P. M.

..... (Central Time)

117, I					
3	66	44	11:42	Р.	M
5 arr. 8:50 p.m.	41	15	9:30	A.	M
13	. 63		9:05	A.	M
15	188	45	12:30	Δ.	M
9 arr. 9:10 a.m.	- 44	3.6	8:20	Α.	M
	COTAT T	TNP			

IMPERIAL LINE Sleeping, dining and reclining chair cars (seats free) on through trains. Tickets sold and baggage checked to any point in the United States or Canada.

For information, time tables, maps and tick- improved in appearence lately. ets, call on or write D. F. Hostetter. Agent. McCook, Nebraska, or L. W. Wakeley, General Passenger Agent, Omaha, Nebraska.

RAILROAD NEWS ITEMS.

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

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

over the east end of the yards arrived, last week. Tuesday.

One car of automobiles was "lignited" and totally destroyed up west on No. 77, visit in Kansas, returned home, last 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 | Walsh, resigned. a lot on 4th street west and is preparing cost about \$2,000.

The company has material distribut- Sar-Ben, while away. ed and work enough in sight to keep structures.

The immense supply of ice stored here by the company last winter has been from Wymore and other points to protect the business until another crop is available.

Bartley and the depot will be opened ing operators. from 7 o'clock in the morning to 4 in the afternoon and from 5 in the evening tioned hours.

The burning of a big bridge two miles east of Stratton, Sunday afternoon, ocvia 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

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

Several small fires in the shops, lately, -nothing of note: A smoke jack over7:10 A. M. over No. 17, etc.

> The carpenter shop adjoining the blacksmith shop has been considerably

Milton Frost, who served his time here, years ago, has returned to his old love, and is at present on the rod bench. W. F. Pate was called into Lincoln,

midweek, on business of a coming new time card. He returned home, last

Conductor Ira E. Converse has been entertaining his brother George A. of The structural iron for the viaduct Hendley, who returned home, close of

> Engineer and Mrs. M. H. Griggs and the children, who have been absent on a Sunday night.

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

Engineer and Mrs. I. L. Rodstrom to build thereon a modern cottage to left, Sunday, for Fremont on a visit. They will also take in the sights of Ak-

W. C. Allison arrived home, Tuesday the bridge gang busy all winter re- on No. 15, from his trip to Atlanta, placing the frame bridges with concrete Georgia, attending the national convention of car repairers.

There were only six fine Waverly electrics in that car of autos which exhausted by the big run of fruit, this burned on 77, near Stratton, this week. season, and ice is now being shipped in 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. There is a night agent in the office at He will also go over the road instruct-

Conductor and Mrs. J. W. Line are enjoying a visit in Vermont, the old until 2 in the morning. Tickets can be home state, departing on an absence of purchased only during the above men- 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 casioned the company serious incon- little daughter at the home of Mr. and venience and delayed both freight and Mrs. Walter French, now of near Holdpassenger traffic. No. 6 was detoured rege, 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 re-Lincoln division by McCook division turned, last week, from spending a crews. On the same account another couple of months visiting relatives in McCook division conductor has been Saskatchewan, Canada. They came by

nootok and guard the supplies. The first week the two men began the approach of the long arctic night, dash for the south pole."

constantly between 30 or 40 degrees south pole never has been realized. He two crews and the Sterling division Governor Johnson of that state. Mrs. below zero. abandoned the idea some time later three. Conductor Pope and Fay are on Inglis is greatly improved by her visit, They spent the winter preparing the for the dash for the north pole which having had a very enjoyable vacation. sledges and the supplies for Dr. Cook's has been so successful, the run.

Mount McKinley, in Alaska, the high est peak on the North American conti nent, in 1903 and failed. In 1906 he tackled Mount McKinley again and won

scriptive 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 sail ing to the south pole, and he worked out exactly how to do it. His trip with Amundsen gave him the inspira tion 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 none excepting the workmen and him-

self 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

Robert Lofton has gone to braking on reight.

D. T. Spencer went to work as brake- ages remain uncalled for at the McCook man, last week.

Will Spencer, who has been very ill, now inproving.

Jay Wood has become a passenger brakeman, this week.

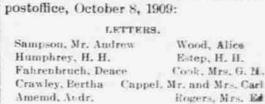
Don Walters is a new fireman, and he s at work on the switch engine.

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

Ed. Hall is a new member of the car penter's gang-and they could use an other to handle the business just now J. M. Smith is visiting at Thedford, between the Cook adherents and the in a barn, and Dr. Cook would allow Thomas county, also up in Cherry 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 pack-

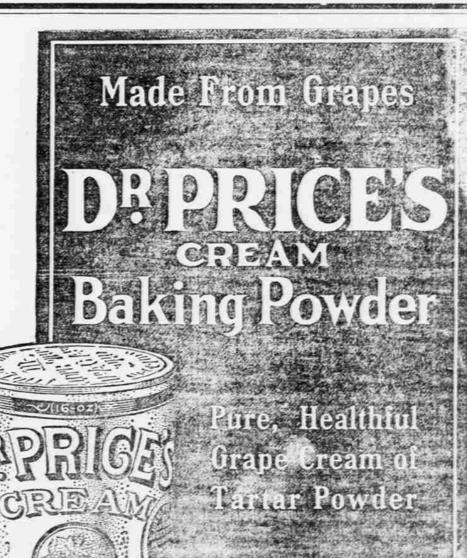
CARDS.

Bailey, Wm.	Reess, Mr. Scott
Glidden, Ralph	Fallin,Frank
Coademe, J. M.	Schrool, R. J.
Sohwartz, M.	Whalen, Wm.
Farr, Mr. Husman.	Donohoe, Mr. Jack.
Donboe, Jack.	Cox, Miss May.
Karns, Mr. Bert.	Benjamin, Agnes,
Beebe, E.	Anderson, Mr. H. E.
Austin, Charley.	Buffington, Miss Fannie.
Coppin, Mrs. Gra.	

When calling for these, please say they were advertised.

LON CONE, P. M.

Typewriter ribbons for sale at THE TRIBUNE office.



No Alum No Lime Phosphates

DR. COOK ON MOUNT MCKINLEY.

sea of constant'; moving ice. An automobile would be lost.

"At the south pole one can approach then becomes necessary to travel over no crust and the ice is rough. I observed that in my trip to the antarctic building a house for the long winter's zone. With the automobile 1 will be habitation. Then they hunted for a able to get over these fields. When I month, laying in a stock of meat. The have the first one completed and have thermometer went down steadily with tested it I shall build others and then

assigned to the run between Denver and way of St. Paul, Minn., and were preand while they were hunting it was Dr. Cook's dream of getting to the Alliance, the mileage giving this division sent at the funeral of the late lamented

