

## Special Cash Sale

For the rest of this month we will sell hats at the following prices for **CASH ONLY**

ANY LADIES' HATS in stock at	<b>\$5.00</b>
MISSES' HATS - - -	<b>\$3.00</b>
CHILDREN'S HATS - - -	<b>\$1.00</b>

Can you resist such prices for up-to-the-minute millinery?

Only for cash and during the remainder of October.

HURRY

Miss Allie J. Peck

115 West B Street

### BURLINGTON TIME TABLE.

East—Depart—(Central Time):	
No. 6	11:30 P. M.
16	5:00 A. M.
2	5:50 A. M.
12	6:35 A. M.
11	9:20 P. M.
10	9:05 P. M.
West—Depart—(Mountain Time):	
No. 1	12:20 P. M.
3	11:42 P. M.
5	arrive 8:30 p.m.
13	9:30 A. M.
15	12:30 A. M.
9	6:25 A. M.
Imperial Line—(Mountain Time):	
No. 176 arrives	3:30 P. M.
No. 175 departs	6:45 A. M.
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 tickets, call on or write D. F. Hostetter, Agent, McCook, Nebraska, or L. W. Wakely, General Passenger Agent, Omaha, Nebraska.

### RAILROAD NEWS NOTES.

—Some new flues are being placed in the 1963.

—Way car No. 14133 is on the track being overhauled.

—Driving brass work is being given engine 1124, this week.

—Mrs. C. E. Greininger went down to Hastings Wednesday on No. 2.

—Mrs. Earl Newkirk went up to Cuberton yesterday, on a visit to her parents.

—Mrs. H. M. Tyler was a passenger from Orleans, Wednesday morning on 13, on business.

—Engineers Connor, Hawks worth and Sharkey have been transferred from Lincoln to Denver.

—Conductor John Morris left Thursday morning on No. 2, for Dixon, Ill., on a visit of ten days or so.

—Conductor Worth Humphrey left on 10, Tuesday evening, for Kearney, on a visit to his son in school there.

—Master Mechanic H. E. Culbertson held No. 217 in the prize winnings at the Rosebud drawing, this week.

—Engineer Fred Bosworth has been transferred from Denver to McCook. He went out on No. 3 last night, on the 2901, and will be regularly on 3 and 10 hereafter. The family will be down from Denver in due time.

—General Foreman Murphy is experimenting with an automatic coal unloader, this week, by which coal for the steam and heating plant is unloaded from flat cars into the coal bins in the round house. The boys expect to bring the machine to a successful stage.

—Mrs. D. C. Hanners has gone to Kansas City on a visit.

—Mrs. J. L. Roberts went up to Trenton today on a visit.

—Mrs. R. E. French came up on 13, yesterday, to spend the day here.

—Mrs. E. L. Traubert and child have gone to Nelson, Nebraska, on a visit.

—J. W. Chase arrived home, early in the week, from the Rosebud land drawing.

—Engineer French and Fireman Patterson were in McCook, between runs, Wednesday.

—Engineer Goldanski is one of those transferred from Denver to McCook, under the recent order.

—Engine 322 is having work done on her driving brasses, and repairs made to cylinder head.

—W. M. Gardner's little baby was operated on Monday to relieve a growth on one of its arms.

—The new drop holds the 2833 on which usual repairs are progressing, together with receiving new flues.

—Mr. and Mrs. F. M. Dutt who have been visiting in Michigan for some time, arrived home Monday.

—Road Foreman and Councilman Woods is still absent at the Rosebud drawing, being expected home, close of this week.

—C. Benjamin of the blacksmith force is off duty putting in some wheat and B. L. Wileox is "subbing" for him meanwhile.

—Tom O'Connell is in Kansas spending a short vacation at Marysville, with members of the family, who are attending school in that place.

—Mrs. Ralph Simmons departed on 10, last evening, for Giltner, Hamilton county, on a visit to Mr. Simmons' grand parents Mr. and Mrs. Washburn.

—Mrs. Emerson Hanson arrived home, last evening on 10, from Colorado, where she has been at the bedside of Warren, a sufferer with typhoid fever.

—Jack Davis is the new assistant chief clerk in the master mechanic's office in the new line up. Jack has been time keeper in the superintendent's office.

—Engineer Louie Yost went up to Denver Tuesday night, to see Fireman H. J. Hoffman, who was severely injured last week, but is doing nicely at this printing.

—Engineer M. H. Hammond went up to Denver on 3, Tuesday night, to see Fireman Hoffman, in a hospital in that city from injuries received last week at Otis by being struck by a mail crane. Hoffman is reported improving satisfactorily.

### Coast to Coast Run.

Chicago, Oct. 25.—Stories of marvelous flights in the air in which birdmen beat the fast mail are daily flashed over the wire. But there will have to be a tremendous evolution in sky-flights before the aeroplane will endanger the marvelous coast-to-coast record just made by rail.

Eighty-two and a quarter hours from Seattle to New York City, 3,178 miles, is the new world's mark just established by a train laden with two million dollars' worth of silk via the Great Northern, the Burlington and the New York Central System.

This means that the train traveled at average speed, counting stops, including a delay of more than two hours in switching at Chicago, of more than  $3\frac{1}{2}$  miles per hour all the way across the continent. When one reflects that two great mountain ranges were crossed and that frequent changes of engine and train crew were made necessary, the time made is nothing short of marvelous.

The special left Seattle on Friday, October 13, at 4:45 a. m. The run to St. Paul elapsed two hours off of the best previous record. The flyer reached St. Paul at 4 a. m. Sunday. Twenty minutes later it was speeding to Chicago over the tracks of the Burlington, arriving there at 2:05 p. m., having traversed the intervening 431 miles in 9 hours and 45 minutes.

Leaving Chicago at 4:30 p. m. Sunday, via the Lake Shore & Michigan Southern, the special arrived at the delivery station in New York city at 6 p. m. Monday.

Deducting three hours for the difference in time between New York City and Seattle, the actual running time of the train was  $8\frac{1}{4}$  hours. The best previous record by rail between the Atlantic and Pacific coasts was 97 hours and forty minutes. The new record of  $8\frac{1}{2}$  hours is 8 hours and 25 minutes faster than the fastest regular passenger time that it is possible to make at this time between New York and San Francisco.

—Mr. and Mrs. J. W. Linn went up to Denver Thursday on No. 13.

—Mrs. C. F. Ralston and son of Elwood, Neb., came in on No. 13 on Thursday morning to be the guests of her sister Mrs. A. H. Bagley.

—John Kane, formerly a night switchman at Wymore, the supreme court says, is entitled to a judgment for \$1,112 against the relief department. He was discharged for color blindness. The court affirms the decision of the court below in the following language:

"A railway night switchman becoming color blind during his employment is thereby disabled by sickness within meaning of his employer's contract that it will pay him sick benefits for a limited period while he is disabled by sickness or accidental injury, provided the fact be established by proof of acute or constitutional disease."

### INDIANOLA.

The Degree of Honor Lodge gave Mr. and Mrs. J. C. Phillips a surprise Friday night. Mr. and Mrs. Phillips expect to leave for Franklin soon to make their home there.

F. F. Gordon attended a teachers' meeting in McCook Saturday. Susie Collings was a delegate from the Rebekah Lodge to a convention in Lincoln last week.

Mrs. Lulu Phillips arrived the latter part of last week from her visit at Denver.

Charlie Fritsch's team became frightened at the explosion at the blacksmith shop Saturday and took quite a spin, tearing a wheel off of Jesse Hadley's buggy and cutting one horse a little.

Mr. and Mrs. Doe Neel of Idaho, and Mrs. Frank Marsh of Bloomfield, Neb., are visiting I. R. Andrews and wife this week.

Quite an explosion occurred on Saturday in Wm. Fritsch's blacksmith shop. A well machine tank burst, blowing out eight of the twelve windows. No one was hurt although Wm. Fritsch, Mr. Sargent and Charles Fritsch were all in the shop at the time.

Observe the date after your name on The Tribune. Notch it up.

### Engraved Cards.

Orders for engraved cards will receive prompt and satisfactory attention at The Tribune office. Cards and invitations also printed tastefully. Call and see samples and we will quote you prices. Satisfaction guaranteed.

McConnell fills prescriptions.

## GRAIN RATION FOR HOGS ON PASTURE

Considerable Saving is Effected  
of Costly Concentrates.

### RESULTS OF EXPERIMENTS.

By Professor Charles B. Lee, Department of Animal Husbandry, University of Nebraska.

Feeders and breeders are coming more and more to realize the advantages derived from feeding a grain ration to hogs running on pasture. By such a practice a considerable saving is effected of the costly concentrates, a saving which the present high price of grain makes of considerable importance. From experiments carried on at the Nebraska station, comparing one lot of mature hogs fattened on alfalfa pasture and corn, with another lot fattened on corn alone, it was found that the alfalfa and corn ration effected a saving of about two and one-third bushels of corn on every one hundred pounds gain in weight. Or, after deducting 15 cents a head for pasture, at the present price of corn, this would mean a saving of something like \$1.55 on every one hundred pounds of pork produced. Certainly such a saving demands consideration at the hands of the economic swine producer.

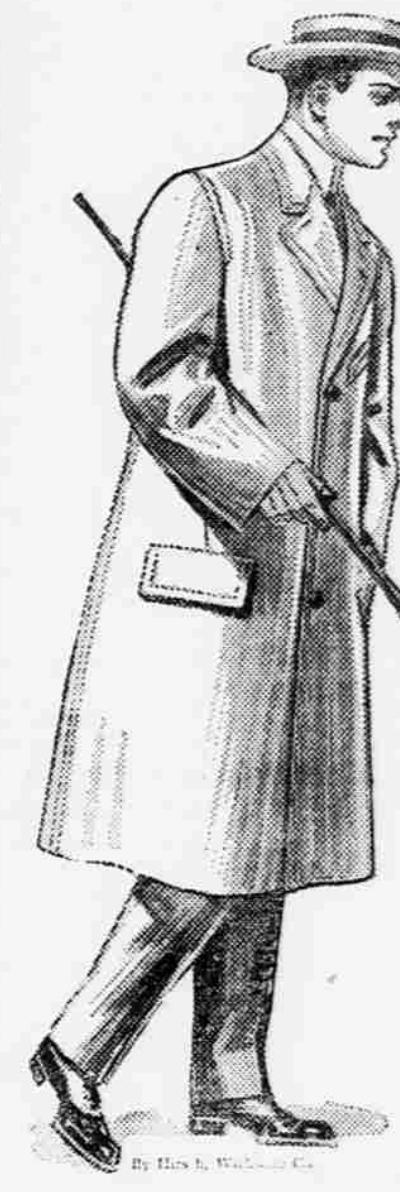
In the experiment mentioned it will be noticed that mature hogs were used. In such a case fattening can be carried on very satisfactorily on alfalfa, using corn alone for the grain ration. In the case of younger pigs it is necessary for best results to make the grain ration consist partly of some protein food, such as skim milk, wheat shorts, oil meal, blood meal, or tankage. Such an addition is necessary owing to the inability of the pig to get sufficient protein from the alfalfa to supply his body requirements. The stomach of the pig is small and consequently cannot take care of a large amount of roughage. Where skim milk is plentiful, no better ration for growing pigs can be had than a slop made up of cornmeal and skim milk. The slop should be thin enough to pour readily, using enough corn to equal about 3 per cent of the pig's live weight. That is, if the pig weighed one hundred pounds, he should have about three pounds of corn per day in addition to the skim milk. In a great many cases, however, skim milk is not available and in these instances it becomes necessary to supply protein in some other form. Here is where our commercial feeds become useful.

Perhaps the most universally used one of these is wheat shorts. This feed comes to us as a by-product from the manufacturer of our patent flours and makes one of the best all-around protein feeds which we have. A mixture of about one pound of shorts to two and one-half pounds of corn makes a very desirable feed for pigs. This may be fed by either feeding the shorts alone, in the form of slop, and the corn in a dry state, or by grinding the corn and mixing the two together and feeding both as a slop. The two feeds just discussed are both to some extent home produced. We have another plant food also which is very good under many conditions, namely, oil meal or oil cake, which, aside from the shape in which it comes, is the same thing. This substance makes a very excellent protein food for all branches of live stock, except for very young stuff. It is not so good for young pigs, on account of its oil content, constituent which is very hard for the young stomach to handle. It should be fed in the proportion of one part oil meal to nine parts corn. In tankage and blood meal, we have two packing house products very popular as protein concentrates. The latter of these, on account of its low fat content, is the better for young pigs, although the former is preferred for older swine. Tankage should be used in the proportion of one part tankage to nine parts corn, while blood meal, the highest protein concentrate we have, should be fed one part blood meal to nineteen parts corn.

So far in the discussion of rations, corn has been taken for the basis of the grain ration. In some localities, however, other feeds are more available, such as barley, speltz, wheat, millet and kafir corn. Should any one of these feeds be used instead of corn, the same general directions may be used for combining with the protein concentrate. Better results can be obtained by grinding these smaller grains before feeding. Should other pasture than alfalfa be furnished, a little variation in the grain rations mentioned may be advisable, although it is probable that with any good pasture they will give excellent results. For older hogs the grain ration can be lessened considerably, as has been mentioned above. Breeding stock can be carried over the summer very nicely on a 2 per cent grain ration when on good pasture. In the latter end of the feeding period fattening hogs on alfalfa or clover probably make most economical gains on a pure corn ration.

Greater economy along agricultural lines is demanded by an increased consumption of foodstuffs and a higher cost of living, and it is doubtful if the farmer can make any department of his business more remunerative than the production of pork when the proper methods are used.

## The Mission of This Store



IT'S the mission of this store to supply the best of everything that men and young men require in the way of clothes and furnishings.

As to style quality, and price we are in position to make your purchases more satisfactory than they have ever been before.

We particularly want you to see our suits and overcoats at

**\$15.00**

**C. L. DeGroff & Co.**

### A Gift With a Thought In It.

What other Christmas present costs so little and means so much as a subscription to The Youth's Companion—52 weeks for \$1.75? It is a gift which benefits not only the one who receives it, but every member of the same household.

With many Christmas presents the sense of novelty wears off by the week's end, but The Youth's Companion is as new and sought after after the fifty-second week of the year as the first. It is elastic in its adaptability, too; for it does not matter whether the present is for a boy or a girl, young married people, sedate couples, grandparents—there never was one yet who did not set store by The Youth's Companion. You cannot make a mistake if you give The Companion—and it is only

\$1.75 a year now. On January 1, 1912, the price will be advanced to \$2.00.

The one to whom you give the subscription will receive free The Companion's calendar for 1912, lithographed in ten colors and gold, and you, too, as giver of the subscription, will receive a copy of the calendar. The Youth's Companion, 144 Berkeley St., Boston, Mass. New subscriptions received at this office.

Thoroughbred Shorthorn bull for service. One dollar.

**McCook Hardware Co.**

A specialty of typewriter supplies at The Tribune Shop. Papers of all weights, sizes and qualities. Ribbons for every machine, carbon papers, manuscript covers, etc. All kept in stock.

## Great Stove Sale AT McCook Hardware Co.

Just when you need them, but we want to cut down our stock and in order to do it quick we offer the

### Highest Grade Oak Heaters

at the following reductions:

Riverside Oak regular \$26 at \$21.50  
Garland Oak regular \$23.50 at \$19.50  
Acorn Gas Burners regular \$26 at \$21.50  
Howard Overdraft regular \$21 at \$15  
Howard Overdraft regular \$14 at \$11  
Cole's Hot Blast regular \$18.50 at \$16.50  
Cole's Hot Blast regular \$14.50 at \$12.50  
Cole's Hot Blast regular \$13.50 at \$11  
Cremo Oak regular \$15 at \$13  
Daisy Oak regular \$10 at \$7.50

Also, this week only, 10% off on Base Burners

COMMENCING OCTOBER 27th

### Sale Lasts One Week

and no