

ROYAL BAKING POWDER

Absolutely Pure
The only Baking Powder made from Royal Grape Cream of Tartar
NO ALUM, NO LIME PHOSPHATE

RAILROAD NEWS NOTES.

—The pay car made its regular monthly trip Wednesday.

—Engineer Lou Bartlett continues favorably toward recovery.

—Mrs. Frank Allen is visiting her daughter Mrs. Roy Cadman, this week.

—Miss Lorene Calhoun accompanied Mrs. A. F. Buck to Wray this morning.

—D. V. Snapp, lineman at Holdrege, visited with his brother, Tom, here Wednesday.

—Conductor C. B. Dalton went down to Holdrege, last evening on No. 10, to relieve H. R. Childers.

—Steve P. Dwyer and son arrived from Denver, on 10 last evening, and are guests of McCook relatives.

—Sup't E. Flynn left on 16, this morning, for Excelsior Springs, Mo., on a short absence for recuperation.

—The Burlington and Union Pacific have reached an agreement as to depot and track arrangements in Denver—and possibly in Lincoln.

—Paul Benjamin came down from Sterling, Colorado, Tuesday morning on No. 16, to participate in a social event, returning west on No. 15, Tuesday night.

—William Johnson, yard foreman, who was so severely injured at the new ice house a few weeks since, is now able to be out and about some.

—The Burlington has just completed at 5th and K streets Lincoln, the largest single interlocking semaphore system west of the Mississippi river.

—Mrs. Albert F. Buck went up on No. 13 to Wray, Colorado, where she will in concert with Miss Alice Rodieux in a recital to be given there this evening.

—O. L. Jackson, brother of Mrs. J. W. Shirley, who has been visiting here since the funeral of his father, J. R. Jackson, left for Montana, Tuesday on No. 3, to take a position there.

—Conductor and Mrs. W. A. Cassell, departed this morning, on a trip thru the west, southwest and northwest of several weeks. Their itinerary covers many points of interest in the big country to the west of us.

—Operator W. T. Lyon made a hurried trip to Trenton today. He will join Operator Kilgore on the St. Francis branch where they have a contract to kill prairie dogs on several farms by means of a chemical concoction invented by W. T.'s father.

—Engineer and Mrs. Walter Stokes and Engineer and Mrs. F. W. Bosworth arrived home yesterday from their "trip to Mexico." On account of the revolutionary uprising they were halted at El Paso, Texas, as Juarez, its sister city across the river, is a favorite battle ground.

—No 70 and the Hastings local had a little mix-up just out of Minden, Tuesday evening, about 6:30. The local nearly got in the clear, and No. 70 had slowed down to 5 miles an hour, so that the net result was two demolished pilots, several swiped cars and one car off the track, delaying traffic only a half hour or so.

Carnival Ball

Under Auspices of Ladies' Guild Catholic Church.

February 19th

in the Armory

You are cordially invited

K. P. Orchestra Tickets \$1

THE SPLIT-LOG ROAD DRAG

Taken from Government Bulletin.

Introduction.

The earth road is by far the most common type of highway in this country. Its cheapness in comparison with other types of construction and the absence in many sections of the country of rock, gravel, or other hard natural materials for road building will render its use necessary for many years to come.

There are at present in this country about 2,000,000 miles of such roads, most of which must be maintained by some means more or less inexpensive. The split-log drag is of great service on roads of this class, and an increasing mileage of the rural highways of this country is being kept in repair economically and well by the use of this simple implement. It is now in use in many states of the union and in foreign countries also, and its adoption in most localities where there are earth roads will doubtless increase.

The aim in writing this bulletin has been to give a concise description of the construction of the split-log drag and the method of using it which will give the best results.

The Construction of a Split-Log Drag.

The author has experimented with a great variety of devices for road dragging, but has found the two-slab log or plank drag with liberal "set back" the most satisfactory. Double drags working both sides of the roadway simultaneously have been tried with only limited success. The reason for this lies in the fact that both sides of an earth road are never exactly alike. This causes the two parts of the drag to work unevenly and to interfere with each other. It is also impossible for one man to operate both parts successfully, as will be shown later on.

Two mistakes are commonly made in constructing a drag. The first lies in making it too heavy. It should be so light that one man can easily lift it. Besides a light drag responds more readily to various methods of hitching, and to the shifting of the position and weight of the operator, both of which are essential considerations and are discussed more fully under the head "How to use a drag." A drag can be made heavier at any time by proper weighting.

The other mistake is in the use of squared timbers, instead of those with sharp edges, where by the cutting effect of sharp edges is lost and the drag is permitted to glide over instead of to equalize the irregularities of the surface of the road. These mistakes are due partly to badly drawn illustrations and plans of drags which have occasionally appeared in newspapers and partly to the erroneous idea that it is necessary that a large amount of earth shall be moved at one time.

A dry red cedar log is the best material for a drag. Red elm and walnut when thoroughly dried are excellent and box elder soft maple, or even willow are preferable to oak, hickory, or ash.

The log should be 7 or 8 feet long and from 10 to 12 inches in diameter, and carefully split down the middle. The heaviest and best slab should be selected for the front. At a point on their front slab 4 inches from the end that is to be at the middle of the road locate the center of the hole to receive a cross stake and 22 inches from the other end of the front slab locate the center for another cross stake. The hole for the middle stake will lie on a line connecting and halfway between the other two. The back slab should now be placed in position behind the other. From the end which is to be at the middle of the road measure 20 inches for the center of the cross stake, and 6 inches from the other end locate the center of the outside stake. Find the center of the middle hole as before. When these holes are brought opposite each other, one end of the back slab will lie 16 inches nearer the center of the roadway than the front one, giving what is known as "set back." The holes should be 2 inches in diameter. Care must be taken to hold the auger plumb in boring these holes in order that the stakes shall fit properly. The hole to receive the forward end the chain should be bored at the same time.

The two slabs should be held 30 inches apart by the stakes. Straight-grained timber should be selected for the stakes, so that

each stake shall fit snugly into the 2-inch hole when the two slabs are in the proper position. The stakes should taper gradually toward the ends. There should be no shoulder at the point where the stakes enter the slab. The stakes should be fastened in place by wedges only.

When the stakes have been placed in position and tightly wedged, a brace 2 inches thick and 4 inches wide should be placed diagonally to them at the ditch end. The brace should be dropped on the front slab, so that its lower edge shall lie with in an inch of the ground, while the other end should rest in the angle between the slab and the end stake.

A strip of iron about 3/4 feet long, 3 or 4 inches wide and 1/4 of an inch thick may be used for the blade. This should be attached to the front slab, so that it will be one-half inch below the lower edge of the slab at the ditch end, while the end of the iron toward the middle of the road should be flush with the edge of the slab. The bolts holding the blade in place should have flat heads and the holes to receive them should be countersunk.

If the face of the log stands plumb it is well to wedge out the lower edge of the blade with a three-cornered strip of wood to give it a set like the bit of a plane.

A platform of inch boards held together by three cleats should be placed on the stakes between the slabs. These boards should be spaced at least an inch apart to allow any earth that may heap up and fall over the front slab to sift through upon the road again. The end cleats should be placed so that they will not rest upon the cross stakes, but drop inside them, while the middle cleat can be shifted to either side of the middle stake. These cleats should extend about an inch beyond the finished width of the platform.

An ordinary trace chain is strong enough to draw the implement, provided the clevis is not fastened through a link. The chain should be wrapped around the rear stake, then passed over the front slab. Raising the chain at this end of the slab allows the earth to drift past the face of the drag. The other end of the chain should be passed through the hole in the end of the slab and is held by a pin passed thru a link. One and one-half trace chains are sufficient.

In many logs the grain runs around the tree in such a way that when split the slabs will be in a "wind." If this wind is not more than 4 inches in 8 feet, the timber can be used to good advantage by setting it so that the blade end of the log shall slant forward when the other end is perpendicular. The construction of the drag in this case is the same as given above, but care must be taken that the holes bored to receive the stakes are plumb. No wedging under the lower edge of the blade is necessary in using such a log.

Drags are often constructed of planks instead of logs. There is nothing in the construction of a plank drag that calls for particular mention except the strengthening of the planks along their middle line by a 2 by 6 inch strip. A triangular strip may be used under the lower edge of the blade to give it the proper cutting slope.

How to Use a Drag.

The successful operation of a drag involves two principles, which when thoroughly understood and intelligently applied, make road working with this implement very simple. The first concerns the length and position of the hitch, while the second deals with the position of the driver on the drag. Each influences the other to a large extent, and successful manipulation of the drag is dependent upon an understanding of both of them.

For ordinary purposes the snatch link or clevis should be fastened far enough toward the blade end of the chain to force the unloaded drag to follow the team at an angle of 45 degrees. This will cause the earth to move along the face of the drag smoothly and will give comparatively light draft to the team, provided the driver rides in the line of draft. Sometimes, however, conditions are met which require special treatment, and in a rolling country such conditions are not infrequent. Often a flat

(Continued on page four.)

Many Charming Fashion

Changes in apparel for the spring season

New Skirts

In the "One Side Effect" Whipcords, Bedford Cords, Novelty Cloths and Serges.

Waists

Beautiful tailored waists in the most charming new styles and materials.

New Suits and Coats arriving each day.

To mention these fascinating styles only shows the necessity of your calling to see them to fully appreciate their beauty.

C. L. DeGROFF & CO.

CHURCH NOTES AND TOPICS.

Christian Science — The morning subject for next Sunday is: "Soul."

Christian — Sunday school at 10 a. m.; preaching at 11 a. m., and 8 p. m. H. M. Mitchell, minister.

Divine Science — Unity health meeting on Tuesday and Friday evenings. New Thought Sunday school three o'clock on Sunday afternoon. 123 W. D street.

Methodist—Regular services as follows: Preaching at 11 a. m. and 8 p. m. Epworth League at 7 p. m. Sunday school at 10 a. m. Prayer meeting on Wednesday evenings.

Baptist—Sermons at 11 a. m., and 8 p. m. Bible school at 10. Christian Endeavor at 7 p. m. A hearty welcome to all who wish to worship with us. D. L. McBride, minister.

Catholic—St. Patrick's Church. 8:30 a. m., low mass and sermon. 10:30 a. m., high mass and sermon. 2:30 p. m., Sunday school. 8:00, evening services. Rev. Wm. Patton, O. M. I, pastor.

German Evan. Lutheran—East 6th street. Morning service at 10:30; evening service at 7:30. All German speaking people are cordially invited to attend. Rev. G. Wockenfuss. Rev. O. Richert.

Episcopal—Holy Communion at 8 a. m. Sunday school at 10. Litany and sermon at 11. Service and sermon at 4 p. m. There will be special services on Ash Wednesday.

"It is right that every man should eat his bread by the sweat of his face; but it is not right that that sweat should be made to be the sweat of death."—Beveridge at Lincoln.

GRANT.

The Wesch brothers hailed here from the Thomas J. Relph place, last week, John A. Hoffman helping.

Roy Albrecht and family were visitors of Abe Peters and family last Sunday.

John A. Hoffman and Charles A. Wesch were in McCook on business Monday.

Miss Dora Greenway was a McCook visitor, Tuesday.

August Wesch and family drove over to Traer, Kansas, on business, Saturday.

J. H. Wesch was a business visitor in McCook, Tuesday.

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.

Osborn & Burton

DRAY LINE

All kinds of Hauling and Transfer Work promptly attended to. Your patronage solicited.

Office First Door South of DeGross's. Phone No. 13.

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Is made of Oak, Malleable Iron and Steel with endless apron running on three sets of rollers which make it the easiest running and longest lived spreader made. Notice the strong construction and practical lines followed in its building. Sold with either wood or steel wheels.

Come in and look them over. Every farmer should own a Great Western Spreader. Sold by

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