

95c Post Card Photos 95c

Having perfected a new electric Photo Printing Machine whereby I can print approximately 400 Postal Photos to the hour, I desire to give it a practical business test in order to determine both its capacity as well as its factor in reduction of cost in the finished photographs,

Hence the 95c Per Dozen Postals,

I want you all to come. I want the limit of my electric printer crowded to its fullest capacity for a period of 15 day averages. My attempt will be to deliver every photo the second day following your sittings.

Remember While I primarily make these 95c per dozen postals FOR SPEED it is not at the SACRIFICE OF QUALITY. Every postal is guaranteed to be the regular standard quality postal photo.

The Ellingson Studio Co.

Telephone Black 428

Commercial Hotel Bldg.

(Continued from page 3.)

place several rods in length or a steep spot needs special attention.

The distance from the drag at which the team is hitched affects the depth of the cutting. Shortening chain tends to lift the front slab from the ground; a longer hitch causes the blade to cut more deeply. The length of hitch may be regulated by lengthening and shortening the chain at the end which runs through the hole in the blade end of the drag.

If small weeds are to be cut or a furrow of earth is to be moved the doubletree should be attached rather close to the ditch end of drag. The drag will now move nearly ditch end foremost, and the driver should stand with one foot on the extreme forward end of the front slab. This will swing the drag back to proper angle and will cause the blade to plow. This hitch requires slow and careful driving in order to prevent the drag from tipping forward. If the blade should plow too deeply, as it may do in a wet spot, the driver should shift his weight toward the back slab.

If straw and weeds clog the blade, they can usually be removed if the driver shifts his weight to a point as far as possible from the ditch or blade end. Similarly, if he steps quickly away from the end, the load of earth may be dropped into a low place or mudhole.

Some attention should be given to the edge of the blade. In the beginning, the average earth road requires no steel plate on the drag, though the drag will be better preserved if the steel is applied at first. At the end of a year's work, if the dragging has been faithfully done, a steel plate will be needed. If the tip of the log is properly used, or the three-cornered strip of wood is placed under the blade as described, a flat piece of steel will answer. In case the blade stands perpendicularly it should be slightly cupped when sharpened.

Usually two horses are enough to pull a drag over an ordinary earth road. When four horses are used, they should be hitched to the drag by means of a four-horse evener. The team should be driven with one horse on either side of the right-hand wheel track or rut the full length of the portion to be dragged, and the return made over the other half of the roadway.

The object of such treatment is to move earth toward the center of the roadway and to gradually above the surrounding level. While this is being accomplished, all mudholes and ruts will be filled, into which traffic will pack the fresh earth.

When To Use a Drag.

The drag does the best work when the soil is moist, but not sticky. The earth then moves freely along the faces of the slabs. If the roadway is very badly rutted and full of holes, it may be well to use the drag once when the ground is slushy. This treatment is particularly applicable before a cold spell in winter when it is possible to have a roadway freeze smooth.

A smooth road surface is secured by this method. Clay, when mixed with water and thoroughly worked, becomes remarkably tough and impervious to water. If compacted in this condition it becomes extremely hard.

Another valuable result of dragging is the reduction of dust for the particles of clay cohere so tenaciously that there is but little wear when the surface is smooth. Dust on an earth road is due to the breaking up under traffic of the frayed and upturned edges of ruts and hoof prints. If the surface is smoothed after each rain and the road dries hard and even, no edges are exposed to crushing and the only dust which forms is that due to actual wear of the road surface.

There are so many influences at work and conditions are so varied in different localities that it is quite impossible to lay down a general rule for the number of treatments needed to keep a road in good condition. A tough clay or a stiff sandy soil will resist the action of wheels and hoofs for a longer period than a loam, other things being equal. Certain sections of a roadway will require more attention than others because of steep grades, seepage, exposure to hillside wash etc. The best guide in meeting these conditions is the knowledge and experience gained while dragging the roadway.

There is one condition, however, in which special treatment should be given a road. Clay hills under persistent dragging frequently become too high in the center. To correct this it is best to drag the earth toward the center of the road twice and away from it once.

Use Of a Drag On Rocky Or On Gravelly Roads.

In soils full of loose stones or even small bowlders the drag has done good service. The loose stones are drawn into a windrow down the center of the road while the earth is deposited around the bowlders in such way that the surface is leveled. The loose stones in the center of the road should of course be removed. Where there is a large proportion of small stones or gravel the drag will keep down the inequalities in the surface.

Cost Data.

There is little available data on the cost of maintenance of earth roads by dragging. However, there is no doubt as to the economy of the drag, either in first cost or in its operation. The most elaborate form will cost but a few dollars for material and labor, while one man and team can operate it successfully under all usual conditions. As a consequence, the statements given below are well within reason and indicate what may be accomplished with a very small outlay.

Following figures show the cost of maintaining ordinary country roads per mile per year without a drag, and may be taken as a basis of the cost of such maintenance. They were obtained in Kansas by Prof. W. C. Hord, of the University of Kansas, in 1906, and were taken from the official records of the counties:

Crawford county\$52
Douglas county 38
Franklin county 34
Johnson county 48
Necanicum county 40
Saline county 43

The average cost is \$42.50 per mile per year, and it may safely be said that the cost of dragging would be trifling in comparison.

Mr. F. P. Sanborn states in report of Highway Commissioner of Maine, 1906, p. 112: "The least expense per mile (for dragging) was about \$1.50; the greatest a little over \$6; the average expense per mile for 5 1/2 miles a little less than \$3." Commenting further, Mr. Sanborn declares: "The writer has lived by this piece of road all his life, and although we have had the extremes of weather this season, both wet and dry, not for forty years has the road in question been so free from mud and dust. Parties who have known the road all their lives are agreed that it never was in so good condition a season through."

When Mr. R. H. Aishton, general manager of the Chicago and Northwestern Railroad, investigated the work of the split-log drag at Sac City, Iowa, preliminary to the campaign inaugurated by that company in 1905, he learned that one township had experimented with the drag on 28 miles of highway, for a year. He found that the township paid for the making of the drags and hired men to use them, including the original cost of the drags when figuring the expense of the year's work. The total expense for the twelve months averaged \$2.40 per mile, and the roads were reported to have been like "a race track" the larger portion of the year.

A neighborhood of farmers in Ray County, Mo., employed one of their number to drag a 5-mile stretch. He received compensation at the rate of \$3 per day. When the end of the year came and a settlement was made, the cost for the year was found to be \$1.66 per mile. The road is a tough clay and my informant declares it was always much better than the other roads in the neighborhood.

Prof. William Robertson, of the Minnesota Agricultural Station, after a year's experience in dragging a "main road made entirely of gumbo without any sand or gravel, and which during the past year has shown no defects either by rutting or development of soft places" fixes the cost of the work at not to exceed \$5 per mile.

Conclusion.

The advantages to be gained from the persistent use of a road drag may be summarized as follows:

1. The maintenance of a smooth, serviceable earth road free from ruts and mudholes.
2. Obtaining such a road surface with the expenditure of very little money and labor in comparison with the money and labor required for other methods.
3. The reduction of mud in wet weather, and of dust in dry weather.

MARVEL OF SUCCESS

Christian Endeavor Society Gir- dies the World.

Greatest Religious Organization in History, With Over 3,500,000 Members—Rev. Francis E. Clark its Founder.

Portland, Me.—Founded in 1881, by Rev. Francis Edward Clark in Williston Congregational church, Portland, the Young People's Society of Christian Endeavor has increased from one society to over 72,000 societies that thrive in every corner of the earth. Its roll of membership has grown from a list of 57 to an enrollment of over 3,500,000. Twenty-nine years ago it was known as an innovation in a parish of Portland.

Mr. Clark for years had faced the demand of the age for religious youth. He had studied the problem from every side and had sought information from all known sources concerning the various plans that had matured from time to time in Christian history for developing the religious life and activity of young people. He grew dependent of ever producing anything new and effective; but yet in all humble simplicity he made an attempt and it proved to be the most successful in the history of Christendom. Its success is due to the sincerity and ableness of its founder, and the definiteness of its purpose. Mr. Clark, although unconscious of it at the time, is a man chosen by Providence for a life career, an apostle in a movement which is essentially progressive and destined to pass on through history an active and far reaching force in the affairs of the Christian world.

In Dr. Clark are brought face to face with a man who is a revelation as far as executive ability and versatility are concerned. He has been many things to many men. He has been a pastor and leader, an organizer and a diplomat, an advocate and leader of young people, a gentleman and a Christian. His gentleness has made him great and his humility has



Rev. Francis Clark.

saved him from the dangers to which pride and honor are ever exposed. As an editor and author he has been voluminous and he has made copy not only for his own official paper and publishers, but for numerous editors and magazines. He has written for his readers wherever he has traveled in this and other lands. In his connection with Christian Endeavor he believes that Providence has opened a way before him and bidden him to walk in divinely-chosen paths. This has given him courage and zeal.

Remarkable as has been his success, twice so has been his spirit of generosity and self-sacrifice. Quitting a Portland pastorate, he has never received compensation in any form from the United Society which he founded and of which he is head and to which he has given more than a quarter century of service. He has supported himself by his literary work and even when traveling over the world, which he has done as have few other men, he has paid his own expenses by writing for the magazine and other similar work.

Largely because of Dr. Clark's personal efforts, made during tours in the various parts of the world, the Christian Endeavor movement has become world wide. Dr. Clark is a quiet, self-contained man. He is not a great speaker, and his leadership of young people depends upon personality rather than upon voice and manner. He has administrative ability to a marked degree, and has been able because of it to surround himself in his work with other men who became prime favorites with the young people, although Dr. Clark has always been their ideal. Dr. Clark is a native of Aylmer, Quebec, is 59 years old and has traveled around the world four times in the interest of the Christian Endeavor movement.

The society has taken its place among the permanent organizations and institutions of religion. It has taken hold of the problem of training the youth as no society in the history of Christendom has ever done before. It has tolled through a few years and now has reached a stage in its history where it has nothing to do but grow and expand unhindered and free. Dr. Clark is still at its head and the great work which he is accomplishing is remarkable.

Public Sale

Having sold my place and going to move away I will sell at public auction to the highest bidder without reserve on my place, 5 miles southeast of McCook, beginning at 10 o'clock sharp on

Wednesday, Feb. 21

11 Head of Horses; 10 Head of Cattle; Farm Machinery (in good repair) Etc.

A FREE FEED AT NOON

TERMS Sums of \$10 and under, cash. On sums over \$10 a credit of 8 months will be given on notes having approved security at 10 per cent interest. No articles to be removed until satisfactorily settled for. 5 per cent off for cash.

A. D. Johnston, Owner

Col. C. M. Matson, Auct.

V. Franklin, Clerk

SEE BIG SALE BILLS

12 5 2

CHIEF EVENT OF THE DAY

Passing of the Milk Train, Not Charge of Bull, Caused Young Farmer's Haste.

In rural New England the passing of a railway train is still a matter of public interest quite astonishing to visitors from the city. Last summer three ladies from Boston hired an abandoned farmhouse in northern New England, in a region devoted to dairying. One warm August day they walked through the rocky pastures to a farmhouse three miles distant, in quest of a two weeks' supply of butter.

On learning that they had come through the fields, the farmer's wife exclaimed: "Why, you can't go back that way alone! Our bull's out there in the back lot, and only day 'fore yist'day he tread my son-in-law on a stum for two hours. I'll have him go home with you."

With some misgivings on the part of the women, the little procession started back under the guidance of the young man, the ladies carrying the butter. All went well till they had gone about a quarter of a mile, when the escort suddenly called, excitedly: "Come on!" and started on a run toward higher ground.

Thinking that they understood the occasion of his activity, they needed no urging to follow him. On and on they sped, throwing away their butter as an impediment to their speed. Finally, bathed in perspiration and gasping for breath, they sank exhausted on a rocky ledge whither their guide had led them.

Standing just above, he waved his arm in a dramatic gesture toward the valley below, where a freight train could be seen crawling slowly out from between a cleft in the hills, and shouted: "There she goes—the milk train!"—Youth's Companion.

DIDN'T TRUST HIS LAWYER

Shrewd Client Paid Fee in Advance to Learn If He Had Reasonable Chance of Winning.

It was told at luncheon at the Lawyers' club the day before the Equitable building burned down. A group of legal luminaries were gathered about a table discussing the apparent impossibility of insuring the honesty of any man, and it was contended that there was no remedy for it save to pick out your man and trust him absolutely. No matter what safeguards you might hedge him about with, if he was dishonest he would contrive to cheat somehow. One of the lawyers told this story to emphasize his point:

A client went into a lawyer's office in Fulton street and said that he had a grievance with his neighbor and wanted to go to law. He stated all the circumstances of the case and counsel listened attentively. The case fully stated, the client asked:—"Well, those are the facts. Do you think I'm in the right safe enough to win if I go to law with him?"

"If the facts are as stated you certainly have got a case. If I were in your case I should begin suit," answered the lawyer.

"And how much would your fee be for taking the case and pushing it clear through?"

"Oh, I'll see it through for you for a hundred dollars."

The shrewd client produced from an inside pocket a well worn wallet, from which he extracted a roll of bills and peeled off one hundred dollars.

"There," said he, "that's yours. It's your fee. That's all you'd get if you tried the case. Now, without doing any work on it at all, just tell me, honestly, whether I've any chance of winning the case."

Kindly Scribe.

"The editor of the Weekly Plain Dealer is a charitable sort of fellow," commented Farmer Hornbeck, in the midst of his perusal of the village newspaper, wherein he had encountered an example of the lilywhite's peculiar perversity, says Puck. "In his article on the death of Lafe Dab-sack, who, betwixt me and you, hadn't much to recommend him except that he wasn't quite as bad sometime as he was others, he says that 'the deceased was generally regarded as hijjytcmfwypvbgkbgkbgkzhrhrtdyshrdu!'"

"And I guess that's about as near as anybody could get to making an estimate of the departed without hurting his relatives' feelings."

Estimate of Expenses.

At the regular meeting of the county board of Red Willow county, Nebraska, held on the 9th day of January, 1912, the matter of the estimate of the necessary expenses for the year 1912 was considered and the estimate made as follows:

County general fund	..\$30000 00
County bridge fund	.. 15000 00
County road fund	.. 10000 00
County Soldiers' Relief fund	.. 1000 00
McCook City bond	.. 1500 00
McCook City water bond	.. 10000 00
School district bonds	.. 12000 00
Dated at McCook this 9th day of January, 1912.	

CHAS. K. DUTCHER,

County Clerk.

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Advertisement for Bids.

Notice is hereby given that sealed proposals will be received at the office of the County Clerk of Red Willow county, Nebraska, at McCook, Nebraska, for the construction and erection of the super-structure, the sub-structure and approaches, and for the furnishing of materials in connection with the same, for all steel and wooden bridges to be built in said Red Willow county, Nebraska, within one year from the 5th day of March 1912 A. D., said bids to be for the super-structure of all said bridges per lineal foot, for the super-structure of all approaches per lineal foot, for all pilings used in the sub-structure of all such bridges and approaches and for all caps, sway braces and other wood material used in the sub-structure of such bridges and approaches per foot (board measure) according to the plans and specifications in the County Clerk's office of said county.

Each bid must be accompanied by \$500.00 in cash or certified check for said amount, payable to Chas. K. Dutcher, county clerk, to be forfeited to the county in case bidder refuses to enter into contract with the county, with proper bond, if same is awarded to him, must be filed on or before noon, central time, on the 5th day of March, 1912. Said bids will be opened at 2 o'clock p. m., central standard time, March 5th, 1912.

The Board of County Commissioners reserve the right to reject any or all bids.

CHAS. K. DUTCHER,

County Clerk.

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DISINTERESTED TESTIMONY

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Meybest Flour

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CARL MARSH, Local Dealer