

PATRONS OF HUSBANDRY.

Webster, Neb., Oct. 25, '90.
To the Patrons of Neb.:

You are hereby notified that the next Annual Meeting of our State Grange P. of H. is hereby called to convene at Pawnee City on Tuesday, Dec. 9th, 1890, at 1 P. M.

It is desired that we have a full delegation from each Pomona and Subordinate Grange in our State, and Masters and Secretaries will see to it that this matter is brought before their respective Granges. We also desire a written report of all business relations had by each Grange for the benefit of their members, and especially the amount of binding twine used and whether the same was bought through the agency of the Grange or not. Have these reports ready to hand to the executive committee on the opening of our meeting.

Railroad rates have not been fully secured, but we expect the same rates as were granted us at former meetings. Delegates will take receipts for tickets purchased at starting and all transfer points that will entitle them to reduced rate home.

Now, Patrons, there has been no time in the history of our State when the welfare of the agricultural interests of the State were so much in your hands as at the present time, and we trust that we shall be greeted with your presence at this meeting.

In the short time intervening before our State meeting we urge upon all our Deputies to make a special effort in perfecting new organizations at the reduced fees as promulgated from our State Master's office. Fraternally,

J. R. CATLIN,
Chairman Executive Com.
State Grange P. of H.

New Secret Society for Both Sexes.

The Guild of Royal Americans is the name of a new order recently organized in the east, which it is proposed to spread over the country if possible. Its object is to unite fraternally all American citizens, whether native or foreign born. It has life insurance and weekly benefits to the sick or disabled, introducing some new features. It encourages citizenship and reverence for the flag of our country, upholds the free public school system and advocates industrial education, temperance and sociability. THE TRIBUNE would like to see the new order effect an organization in this city.

The Prodding Pessimist.

When medical science shall have isolated all the germs and found out how to prevent or cure all the diseases, so that every human being shall be free to live out his natural life in health, then will arise some pestilent pessimist to spoil it all by prodding us perpetually with the nagging question "Is life worth living?"

Owing to Circumstances.

A man "stops" at a hotel when he lodges for one night; he "stays" when he is well fixed; he "puts up" when he is given a sky parlor; he is a "guest of the landlord" when he does not pay.

The demand for corn remedies has dwindled to almost nothing with the spread of sensible shoes.

Irrigation is doing wonders for the farmers of Pecos Valley, Texas, the alleged alkali country.

One hundred per cent. advance in the price of sealskins is reported from London.

JUDGING SHEEP.

Some Tricks of Sharp Exhibitors Exposed.

It was our good fortune last fall to be a preferred spectator at one of the largest and most wide-awake fairs in the West. The show-rings were well filled with the best specimens of animals in each class. The sheep-pens were of more than ordinary interest, both in numbers and excellence. The awards were made by expert judges. No one had a doubt of the perfect fairness of each decision, although it was evident at times that the contest was close. Often a ring would have fifteen or twenty sheep, and none but an expert could have given justice.

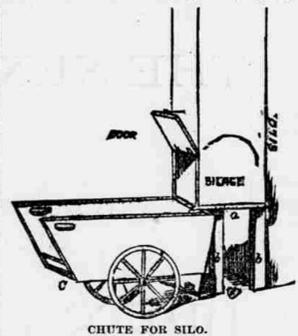
The animals were in splendid show condition. Nothing could be done that was not done to have the very best possible display of points that characterize perfect animals of their breeds and ages. Even the shears had been resorted to in the hands of men who knew how and where to shape a model sheep. Why was this done? Was the question that came up continually, and was never fully answered. The sheep were good enough to please any one, but they were trimmed to deceive somebody.

In places the wool was three inches long, and again it was only an inch and a half, so that the flat places might be full enough and the outlines be made to represent the model sheep. It was evident the judge had to depend on his hands to determine what his eyes could not see. The onlookers could tell nothing about it. If they found the ribbon on the sheep that their eyes decided was the wrong one they were liable to reflect upon the judge as making a mistake. They, of course, could not handle the sheep, and if they could would very likely not understand the "trick."

Just how far the judges were governed by this deception is not known, nor whether any notice was taken of it or not. Suppose the judge did not use his hands at all—as one not an expert might not—there would be an injustice done, as was hoped by the exhibitor. Then the trick was done to get money by unfair means. Is it not time for good sheep to win prizes by fair exhibitions? Is it not time for fair associations to insist upon the strictest fairness. —Breeder's Gazette.

Chute for a Silo.

The sketch shown is intended to show how to handle the silage in feeding. The chute is 2 1/2 feet square and at the bottom is fixed as shown in the engraving. A floor (a) is built about three feet above the stable floor and supported by legs made of fence boards (b b). The cart is left under the chute in the position shown while the silage is being thrown down. Enough for two feedings for all the cattle is thrown down at once. About half runs over into the cart which is backed along the gangway



CHUTE FOR SILO.

and the silage is shoveled out with a scoop-shovel into the mangers on either side. At the other end of the gangway is the feed-bin where the cart can be filled and the feeding finished on the return trip. After again placing the cart under the chute the remaining silage is raked into it with a common garden rake. The main end of the cart is left open (with the exception of the small board c) for convenience in shoveling. —Rural New Yorker.

Early Tomatoes for Family Use.

Nearly every family can have a few extra early plants for tomatoes before the general crop is ripe. Select a dozen or so of small flower pots, fill them with rich earth mixed with a small quantity of sand. Make a box that will hold those pots snugly, and project slightly above them. Fill the crevices between the pots with sand and keep this moist. Plant a few seeds in each pot and place the box in a warm window. When there are bright, warm days set the box with a pane of glass over it in a sunny position.

It will be necessary to watch that it does not become too warm under the glass, and the heat can be regulated by raising one end of the glass. The plants will make substantial growth, and should be thinned to one in each pot. This method will be satisfactory when but few plants are needed. As the plants become of considerable size, larger pots may be necessary. When the ground becomes warm the hills should be prepared with rich earth into which the contents of the pots are placed. The seed should be sown in February. —Popular Gardening.

The Good Cow.

"Can a naturally good cow be made a very poor one by bad management? I see it stated that a good cow has certain marks by which she can be distinguished. Now, I desire to know if bad management can utterly discount these natural indications." Well, no; not utterly. Of course the value of a cow may be greatly decreased by bad management. The calf may be stunted and the milk organs contracted so that they will never reach their normal development. Bad habits may be encouraged, and, comparing the animal with what she might have been, we might say she was ruined. But a naturally good cow, however badly treated at any period of her life, will quickly respond to generous care and feeding. It is pretty difficult to utterly turn the tendencies of nature. The way to make a good cow, however—supposing that nature has laid a good foundation—is to give the animal the best of care and best of food all through its life.

What is

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Castoria is Dr. Samuel Pitcher's prescription for Infants and Children. It contains neither Opium, Morphine nor other Narcotic substance. It is a harmless substitute for Paregoric, Drops, Soothing Syrups, and Castor Oil. It is Pleasant. Its guarantee is thirty years' use by Millions of Mothers. Castoria destroys Worms and allays feverishness. Castoria prevents vomiting Sour Curd, cures Diarrhoea and Wind Colic. Castoria relieves teething troubles, cures constipation and flatulency. Castoria assimilates the food, regulates the stomach and bowels, giving healthy and natural sleep. Castoria is the Children's Panacea—the Mother's Friend.

Castoria.

"Castoria is an excellent medicine for children. Mothers have repeatedly told me of its good effect upon their children."

Dr. G. C. OSOON,
Lowell, Mass.

"Castoria is the best remedy for children of which I am acquainted. I hope the day is not far distant when mothers will consider the real interest of their children, and use Castoria instead of the various quack nostrums which are destroying their loved ones, by forcing opium, morphine, soothing syrup and other hurtful agents down their throats, thereby sending them to premature graves."

Dr. J. F. KINCHELOE,
Conway, Ark.

Castoria.

"Castoria is so well adapted to children that I recommend it as superior to any prescription known to me."

H. A. ARCHER, M. D.,
111 So. Oxford St., Brooklyn, N. Y.

"Our physicians in the children's department have spoken highly of their experience in their outside practice with Castoria, and although we only have among our medical supplies what is known as regular products, yet we are free to confess that the merits of Castoria has won us to look with favor upon it."

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FALL GOODS.

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Announces the arrival of his fall stock, comprising the LATEST and MOST FASHIONABLE GOODS of the season. His prices are lower than any other tailor's in McCook. DONT FAIL TO SEE HIS LINE.

CHICAGO'S FIRST RAILROAD.

It Was Known as the Galena and Chicago Union.

Difficulties Under Which the Line Was Built—The First Western Locomotive and Its Engineer—Starting Changes.

[Special Chicago Correspondence.]

The railroad center of America. Chicago has frequently been called many flattering names, but none does she deserve with more justice than this one—the railroad center of America. At present writing there are located in this city, according to the latest official tables, the offices of one hundred railway corporations whose tracks reach from the Atlantic to the Pacific, from Lake Superior to New Orleans, from Portland, Ore., or Seattle, Wash., to the southernmost extremity of Florida. It is true that many of the companies alluded to do not operate their own lines, but have leased them to more powerful corporations; still they are compelled by law to maintain their independent existence, and this they do by electing annually a board of directors with a president and secretary.

Their profits, however, are derived not from operating their roads but by parceling out their privileges among companies able and willing to pay handsomely for rights of way and depot privileges. Out of the hundred companies having a legal existence perhaps sixty-five have thus disposed of their operating privileges to thirty others whose business covers, as already indicated, the whole of the United States as well as portions of Canada and Mexico.



FIRST DEPOT IN CHICAGO.

The amount of money invested in these enterprises is beyond ordinary calculation and so is the volume of traffic carried by them over their innumerable branches. The passenger branch of the service alone requires seven depots of extensive proportions, among which the new station of the Wisconsin Central line, the most complete structure of its kind, erected at a cost of \$1,000,000, deserves especial mention.

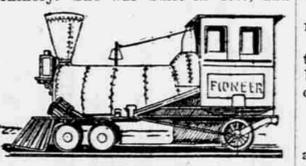
This immense system of railway tracks and depot buildings and freight yards and car and locomotive equipment—unparalleled by any city in the world—had, like every thing else in this wonderful city, an humble beginning, and while we view with astonishment the things we see to-day, it might be well to look back for a moment at the year 1845, when some enterprising citizens of Chicago—then a thriving village of a few thousand inhabitants and a commercial feeder for the booming city of Galena, Ill., met at Rockford, Ill., with delegates from other parts of the State for the purpose of organizing the Galena & Chicago Union Railroad Company.

William B. Ogden, at that time one of the prominent citizens of Illinois, was elected president of the meeting, and succeeded in forming a company two years later, or to be more exact, on August 10, 1847. A line of railroad was at once to be built from Chicago to Galena, but before operations could be commenced money had to be secured. Emissaries were sent to New York to raise \$2,500,000, but returned without having accomplished their purpose. Chicago enterprise, even then proverbial in the West, took hold of the undertaking. The directors of the company levied an assessment on the stock already sold in Illinois, and completed a strip of road running from Chicago to the Desplaines river, a distance of eight or nine miles. At the same time Mr. Ogden, seconded by another officer of the road, bought the Pioneer, a small second-hand locomotive, from the Utica & Schenectady Railroad Company, for which they pledged their personal security. The locomotive, a good picture of which will be found elsewhere, weighed but ten tons, had but two driving-wheels, and was altogether a primitive piece of machinery. She was built in 1836, and



WILLIAM B. OGDEN.

What a change has occurred in railway equipment, since the consumptive Pioneer pulled its first load of passengers from Chicago to the Desplaines river! Mogul engines capable of drawing thirty heavy freight cars at a rapid rate and beautiful passenger locomotives running at the rate of sixty miles an hour! Pullman sleeping coaches and Mann boudoir cars have taken the place of the simple Galena & Chicago Union passenger cart which no self-respecting street-car company would dare offer to its patrons in our day.



THE PIONEER.

What a transformation in less than half a century! Chicago in 1847 the commercial satellite of Galena! Chicago in 1890 the second city in the Union in point of population, the first in point of enterprise! Galena forgotten, known only as the place in which General Grant lived a few years in obscurity!

the city the road was completed to Elgin, a distance of forty-two miles from Chicago. By May, 1852, it extended to a point twelve miles west of Elgin; another twelve miles was opened in October of the same year. In 1854 the road had been completed to Freeport, one hundred and twenty-one miles, and a branch had been built to Beloit, Wis., twenty miles. Another road, projected by the same company, the Chicago, Iowa & Fulton line, had been constructed from Freeport to Fulton in 1855, and other switch and branch lines had been added to the system, which in 1864 was consolidated with the Chicago & Northwestern railway and is at present known as the Galena division of the latter company.

The Pioneer, the first locomotive of the first Western railroad, was used until 1853. Like all machinery at that time, it had to be brought from the East by way of the lakes. After it arrived in Chicago it proved an elephant in the hands of the railroad directors.



JOHN...

Before reaching Chicago, the Pioneer had begun its career on the Pacific river several years before its parent company was organized, while Chicago was still the commercial center of the West, and Galena, the objective point of all transportation enterprises of the early days, had lost its importance. Eastern roads seeking a Western terminus centered in Chicago and Southern lines headed in the same direction. The West grew in population, her resources were developed by progressive settlers, and soon railroad companies, instead of receiving subsidies from the city, were glad to pay handsomely for the privilege of laying their tracks within the city limits.

The early railroads enjoyed franchises and rights which made their owners rich and which even to this day make their old stock a gold mine. Several companies secured rights of way for the sole purpose of leasing them to other companies, as, for instance, the Chicago & Western Indiana railway, whose corporate property consists of a right of way and a handsome station building which are rented at an exorbitant figure to seven or eight Eastern, Western and Southern trunk lines.

And what a change has occurred in railway equipment, since the consumptive Pioneer pulled its first load of passengers from Chicago to the Desplaines river! Mogul engines capable of drawing thirty heavy freight cars at a rapid rate and beautiful passenger locomotives running at the rate of sixty miles an hour! Pullman sleeping coaches and Mann boudoir cars have taken the place of the simple Galena & Chicago Union passenger cart which no self-respecting street-car company would dare offer to its patrons in our day.

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A Journalistic Slip.

Exchange Editor—Well, well! I see the man who wrote so many funny things for the Hayseed Chronicle is dead.

Obituary Editor—Dead? I should say so; he's been dead ten years.

Exchange Editor—Well, by gum! And here I've been quoting local news from the Chronicle all this time thinking they were jokes.—Puck.

Wouldn't Let Him Start In.

Jones—I suppose you take lots of comfort with your new baby, Brown?

Brown—Well, I should say so. Let me tell you how cunning he is.

Jones—I'd very much like to hear, but to tell the truth I'm due in the next block in four hours from now. Some other time, Brown.—Judge.

The Professor's Business.

"I never did see such a forgetful man as Prof. Tingle," exclaimed Mrs. Small to one of her boarders. "I believe he'd forget his head if it wasn't fastened on. I wonder what he does for a living?"

"Why, he teaches his celebrated system of cultivating the memory."—Munsey's Weekly.

At the Cafe.

Smith—Where did you sleep last night?

Brown—In a buggy.

Smith—Why didn't you go to a hotel? Brown—I did, but it was buggy. Smith—Oh, I see. That's the reason you are sulky.—Arcola Record.

Why Appreciation Failed.

Merchant (after refusing an applicant for work)—I'd like to employ you, but you see how it is. I hope you appreciate the situation.

Applicant—I could appreciate it better if I had it.—Munsey's Weekly.