

NOTHING  
BUT  
SHOES

# OUR SIDE PARTNER IS SUCCESS

We have made money for ourselves by turning our stock quickly, and have saved our customers more by giving them bargains in extra quality goods at low prices—as low as any mail order house asks and gets for a very much inferior shoe. We have dozens of regular customers, now buying all their footwear of us, who formerly bought their goods from mail order houses. They know now they are saving \$\$ every year. Cash will buy goods anywhere, but no better or cheaper than you can get the same quality from us.

The Model Shoe Store, A. E. PETTY, Proprietor  
McCook, NEBRASKA

NOTHING  
BUT  
SHOES

## Time Card

Burlington Route		McCook, Neb.		Burlington Route	
MAIN LINE EAST—DEPART:					
No. 6	(Central Time)	11:50 P. M.			
2		4:20 A. M.			
12		8:30 A. M.			
14		9:50 P. M.			
MAIN LINE WEST—DEPART:					
No. 1	(Mountain Time)	12:06 P. M.			
3		11:25 P. M.			
13		9:25 A. M.			
IMPERIAL LINE					
No. 176 arrives	(Mountain Time)	5:40 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 at any point in the United States or Canada.  
For information, time tables, maps and tickets, call on or write George Scott, Agent, McCook, Nebraska, or J. Francis, General Passenger Agent, Omaha, Nebraska.

## RAILROAD NEWS ITEMS.

Engineer Steve Finn is visiting the homefolks in Virginia, Ill.  
Brakeman George D. LeHew retired from the train service, this week.  
It is said there were 27 resignations in train and engine service, last pay day.  
Tom O'Connell returned to his duties as caller in the motive department, this week.  
The Galesburg contingent had on its skates and ring clothes, last Friday evening.  
Leo Crane was added to the night callers, Wednesday night, to assist Claude Ward.  
Engineer C. E. Benedict and family will make their home in Curtis, where he has been stationed.  
L. C. Foster, late of Charlie Ward's carpenter gang, left, Thursday, for Cheyenne, Wyoming, where he enters the Union Pacific service.  
Conductor and Mrs. J. J. Curran departed, Tuesday evening, for Eldon, Iowa, to the funeral of her father, who died on that date in Missouri.  
It is now announced that the Hill roads are earning a half million dollars a day, twenty per cent better than these lines did in the corresponding period of last year. This indicates a total earning of \$60,000,000 for the twelve months.

Conductor King of the west end is Conductor McKenna's successor to a regular passenger run on the main line. Conductor Ed. Callen is filling Conductor Burns' shoes. Conductor L. C. Wolff gets the Lyons-Denver run and will move to Lyons. He came up from Republican City, Wednesday.

Engineer Will H. Dungan of this city had a narrow escape from death at Lodi, Colorado, Sunday night. He was looking out of his engine from the gang-way noticing the operation of a hot-box on his locomotive, when a switch target struck him on the head hurling him from the engine. Fortunately the only severe injury is a large and ugly scalp wound. He was brought to his home in this city the same night on No. 14. His wound was stitched up and he is doing well now.

A party of seven Burlington engineers, transferred from the Galesburg division of the road to the Wyoming districts, passed through Lincoln, Saturday, on the way to the northwest. They are going to Alliance. They have been transferred to the Alliance district to assist in moving the great blockade of freight that has piled up on the company in that section. A number of Lincoln division engineers have been working on the northwest lines for some time past.—Lincoln Journal.

## An Ideal breakfast.



Porridge with cream and toast. Economical, healthful and sustaining for all work—mental or manual.

In two pound packages. Sealed to protect its purity and flavor. All good groceries.

G. W. Godfrey is day engine inspector now.

November pay roll will not reach October's total.

M. E. Emberling has resigned from the shop helper force.

The boilermakers are giving the 1941, an R4, a set of new flues.

Will L. Egbert has been promoted to the right side of the cab.

Machinist Abram went up to Akron, Wednesday, to work. John Mullen has resigned.

It is rumored that H. E. Culbertson is to be traveling engineer between McCook and Akron, and that Traveling Engineer Bailey gets the Akron-Denver end.

The drawbar on the engine pulling No. 2, Tuesday night, pulled out near Brush, delaying the trains arrival here about 45 minutes. The engine was chained to the train and they came into port in good shape.

West McCook claims that two of her citizens, last payday, drew the largest checks ever received by an engine or shopman: Engineer William Woods received some \$280 and Boilermaker James \$130.

No. 1 was five hours late, Wednesday, caused by a freight wreck at Sutton. A Burlington extra ran into a K. C. & O. yard train. Both lines were blocked. No. 1, already two hours late at Lincoln, was sent around by way of Aurora.

No. 706, a K4, has just been given a new set of flues, driver springs, etc., and took out an extra west last night. After a trial run she will go on 13 and 14. Engine 325, an A2, has been given some valve and cylinder work, this week.

Guy Oldham has gone from the blacksmith shop to firing. Charles Morland has resigned from the force and is working in the Puritan. W. W. Jenkins and C. M. Scheele are new helpers in the shop. L. P. Forsman is visiting in Kearney.

## Burlington Signs B. of L. E. Contract.

CHICAGO, Nov. 16.—The management of the Burlington railroad, after seventeen years' of opposition, has recognized the Brotherhood of Locomotive Engineers and has signed the first wage schedule of the organization since the strike of 1888. Heretofore all wage schedules for the engineers of the Burlington have been promulgated over the signatures of the railroad's managers, the brotherhood having no option in the matter of acceptance. This time the schedule was signed by the officers and by the members of the general committee of the brotherhood after a three weeks' conference.

The hostility of the Burlington road to the brotherhood was the result of the engineers' strike of 1888, when 1,400 men deserted their engines. Paul Morton, then in the Burlington's service, had charge of the strike for the railroad, and won the most stubborn battle in the history of the brotherhood.

## Burlington Brakeman Injured.

WILSONVILLE, Neb., Nov. 18.—M. A. Moore, a Burlington brakeman on train 177, fell between two cars while switching in the yards at this place today, two wheels of one car passing over his right arm just above the elbow badly crushing the bones besides bruising one foot and leg. Amputation of the arm may become necessary. The injured man was taken to a hospital in Denver for treatment. His home is in Red Cloud.

## Hauled a House Through Them.

Manager Heber and a lineman were summoned to Stratton, last Thursday afternoon, to make extensive wire repairs. A housemover deliberately hauled a house across the railroad track and telegraph line breaking every wire on the line, which was out of service entirely all of Thursday afternoon, entailing much loss and inconvenience. Repairs were completed late Thursday afternoon.

## Thanksgiving Services.

Thanksgiving services will be held, next Thursday morning at 10:30 o'clock in the Congregational church, Rev. M. B. Carman of the Methodist church preaching the sermon. The offering lifted will be for the needy of the city.

## Fifty Years the Standard

DR. PRICE'S CREAM BAKING POWDER  
A Cream of Tartar Powder Made From Grapes No Alum

## CITY CHURCH ANNOUNCEMENTS.

CATHOLIC—Order of services: Mass, 8 a. m. Mass and sermon, 10:00 a. m. Evening service at 8 o'clock. Sunday school, 2:30 p. m. Every Sunday.  
J. J. LOUGHRAN, Pastor.

CONGREGATIONAL—Sunday school at 10. Preaching at 11 a. m. and 7:30 p. m. C. E. at 6:30 p. m. Prayer meeting, Wednesday evening at 8 p. m. To all of these services you are most cordially invited.  
Geo. B. HAWKES, Pastor.

EPISCOPAL—Services in St. Alban's church as follows: Every Sunday in the month, Sunday-school at 10 o'clock a. m. Morning-prayer at 11 a. m. and evening prayer and sermon at 8. The third Sunday in the month, Holy Communion at 7:30 a. m. All are welcome.  
E. R. EARLE, Rector.

METHODIST—Sunday-school at 10 a. m. Sermons 11 and 7:30. Class at 12. Junior League at 3. Epworth League at 6:30. Praise and prayer service at 7:30. The Presiding Elder Rev. C. C. Wilson will preach in the morning, Lord's Supper following. Evening sermon by pastor. Reception of members.  
M. B. CARMAN, Pastor.

## Successful Surgical Operation.

William Huber was successfully operated upon, Tuesday afternoon, and given relief from what proved to be a tubercular abscess, originating in the lower part of the spine on the left side. Drainage tube was inserted through the leg. Mr. Huber's condition is favorable and his recovery is expected. He has long been thought a victim of rheumatism. Dr. Beach had the case and was assisted by Drs. Kay and Fahnstock.

## Notice.

Because of the teachers' meeting in Indianola on Saturday, November 25, I shall not be in my office in McCook on that day. Persons wishing supplies or blanks from my office may call on County Judge Moore for them.  
FLORA B. QUICK, Co. Sup't.

## A Wooden Actor.

When Morris had the Haymarket theater Jerrold had occasion one day to find fault with the strength, or rather, the want of strength, of the company. Morris expostulated and said: "Why, there is V. He was bred on these boards!" "He looks as though he had been cut out of them," replied Jerrold.

## Preparing for the Wedding.

"I suppose," said the facetious stranger, watching a workman spread a carpet from the church door to the curb, "that's the highroad to heaven you're fixing there."  
"No," replied the man; "this is merely a bridal path."—Philadelphia Press.

## A Real English Joke.

Leopards, it is stated, are becoming unpleasantly numerous in the neighborhood of Simla. Two of them recently lay in wait for the mail cart, but fortunately they were spotted.—London Punch.

## A Studied Slight.

She—"How that woman we just passed does hate me!"  
He—"She looked pleasant enough."  
She—"That's all done for effect, but if you noticed she never turned to take in my new suit and hat."—Detroit Free Press.

## Promoted to Trainmaster.

Conductor J. H. Burns has been promoted to the trainmastership at Sterling, Colorado, for which place he departed on Friday night last. Jimmie Burns is an exceptionally well posted, all-around railroad man, an experienced trainman of many years' service, being one of the oldest conductors on the McCook division in point of service. His is a deserved promotion and is gratifying to many in McCook as well as to himself. THE TRIBUNE understands that during the temporary illness and absence of Sup't McFarland, Mr. Burns is serving as acting superintendent of the Sterling division. Mr. Burns' family will likely remain here during the winter.

## PUBLIC LIBRARY NOTES.

This is what a citizen of McCook says about James Fenimore Cooper, and Sir Walter Scott whose books may be found on the shelves of the McCook public library:

Cooper, James Fenimore, was born at Burlington, New Jersey, September 15, 1789 (D. 1851), in a wild and unsettled part of the country near lake Osego. His father, judge and member of congress, sent him to Yale College at thirteen years. At sixteen he joined the navy, later entered merchantman service as a lieutenant. At 22 years of age, he resigned from the service and married and settled at Westchester, New York.

In 1819 he published his first book, "Precaution (of the Fashionable School)." He met favor from the first, and is a favorite today.

Cooper is the great American novelist. He has been styled the "Scott of America." His 33 volumes are all good, but some very good. "The Last of the Mohicans," "The Pilot," "The Red Rover," "The Sea Lions," "The Ways of the Hour," are pleasing, thrilling, enchanting. His works are translated in to all the languages of Europe and are read by all classes of people.

Most of his novels are founded on some fact. He traveled much, saw much, and observed well. In his stories he tells us all he saw, and more. His dialect, when used, is fascinating. His description, especially in the sea fight in "The Pilot," is thrilling. Cooper is a New York yankee, and American in every fibre. Read him, laugh with him, weep with him, hurrah with him.

Scott, Sir Walter, was born at Edinburgh, Scotland, August 15, 1771, and died September 21, 1832. His father was an attorney, and his mother was a lady of culture. Both were descended from the Border Lairds, of whom he sings so beautifully. On account of poor health, he was perhaps ten years old when he entered school, but at six years of age he was a voracious reader of story and romance. He learned, privately, French, Spanish, Italian and German, that he might read their stories and enjoy their pleasures. In his works he has given us the honey of their romances. His father would make a lawyer of him. To this end the boy studied hard, but he would read history and stories, listen to stories, and tell the best of stories himself. He learned Italian simply to read Dante. At about thirty years of age, he began to write his stories for publication. In 1805 his first great work appeared, "The Lay of the Last Minstrel." It took the reading world by surprise; a new star had arisen in letters. Everybody read "The Lay," as everybody reads it today. In 1808 Marmion appeared. The people simply went Scott mad. They had never heard anything like it. For the following twenty years he told the stories in poetry, novel and romance, that have made millions of hearts glad. His characters are all alive and real, so live and real that we actually see them, live with them and speak with them. His descriptions and dialogue all carry you away to blithe and bonny Scotland. Scott has written more, I believe, of any English writer, at least more good that will never die while the English language lives. Read especially his Waverley, Red Gauntlet, Ivanhoe, Count Robert of Paris, and The Tales of a Grandfather, and you will never die young.

Library hours: Mornings from 10:30 to 12 o'clock, afternoons from 1:30 to 6 o'clock, evenings from 7 to 9 o'clock, Sunday afternoon, 2 to 5 o'clock.

IDA McCARL, Librarian.

Whether it is  
Clothing  
Cloaks  
Dress Goods  
Underwear  
Shoes  
OR  
Groceries  
it will pay you to look at  
DeGROFF'S

## Burlington Bulletin Rates.

Special Homeseekers' Rates.—Greatly reduced round trip rates to the North Platte Valley and the Big Horn Basin. November 21st, December 5th and 19. This is an unusually good chance for you to look at lands in these new regions, which offer a big profit to those who secure them early.

Home Visitors' Excursion.—Visit the old home when you have cleared up the season's work. Cheap excursion rates to various sections of the East. The only excursion, November 27th, limit twenty-one days.

Winter Sunshine in the Mountains.—Daily low excursion rates to Colorado. To the Sunny South.—Winter tourist rates daily until April 30th. Return limit June 1st, 1906.

Cheap Homeseekers' Rates to the West, Southwest and South, the first and third Tuesdays of each month.

Write me just what trip you have in mind and let me advise you the least cost and the best way to make it.  
Geo. S. Scott, Agent C. B. & Q. Ry.  
W. W. Wakeley, G. P. A., Omaha, 11-17-3

Good reading cheap may be secured from THE TRIBUNE clubbing list.

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## McCook Market Quotations.

(Corrected Friday morning.)

Corn	5 25
Wheat	63
Oats	25
Rye	45
Barley	22
Hogs	4 10
Eggs	25
Good Butter	30



## A Sound Argument

The one that blows without anything to blow about wastes time and energy. The excellence of our goods and delivery service warrant us for blowing. Always the best—always the greatest variety—always the highest quality.

DAVID MAGNER  
Phone 14. Fresh and Salt Meats.