

IN wishing all our friends and patrons a Merry Christmas and a Happy New Year, we wish to thank you for your liberal patronage during the year about to close.

During the coming year shall try harder than ever to keep a stock of goods suitable to your needs of the best lines manufactured and give you such service and accommodations as will merit your continued favors.

McCook Hardware Co.

W. B. Mills. R. B. Simmons.

BIG HORN BASIN OPENED TO USE

Rich Territory in Wyoming Made Available for Farming.

U. S. SPENDS \$3,750,000

While the Burlington Road has Already Spent Half of a \$10,000,000 Appropriation for a Road Through a Valley Notable for Fertility and Beauty.

Did it ever occur to you that money spent largely for mercenary reasons frequently results in greater good in the uplifting of mankind than the same amount of money expended for purely charitable purposes? asks O. L. Dickson in the National Irrigation Journal. Here are two great powers, the government and a huge railroad system contributing for one great purpose. The government's investment of nearly \$7,000,000 is made ten years in advance of the time they expect the principal to be returned, and without the consideration of interest on the investment; one-half of the railroad's investment of \$10,000,000 has been spent several years in advance without any return, even of interest, and the other half—\$5,000,000—will soon have been spent with advance knowledge that no returns from the investment will accrue for years to come. Yet the people in whose behalf the two investments are made may take advantage of the condition thus created and immediately realize independence and profitable returns as a result of the vast sums expended by these two great powers.

Out in Wyoming, along the line of railroad running south from Toluca, Mont., skirted on the west by the Absaroka range of the Rockies, on the east by the Big Horn mountains and thick with arteries of rapid rivers, notably the Shoshone, Grey Bull and Big Horn, lie 1,413,000 acres of as fertile soil as there is to be found in the United States to-day. This wonderful valley, called the Big Horn basin, located near the main north-west line of the Burlington railroad, and traversed by a branch line of the same system, has, up to a few short years ago been practically unknown to the outside world save for the casual tourist making a side trip to Cody, the home of "Buffalo Bill," or to the town the Thermopiles, seeking the highly curative waters of the Big Horn hot springs.

A New Awakening.
The Big Horn basin, however, has taken a new lease of life and bids fair to become one of the most productive sections of the United States within a remarkably short period. This sudden enterprise in the basin country is awakening to the fact that this vast area of supposedly arid land can be successfully and profitably farmed by means of irrigation. Several years ago, with the buffalo hunter, the Indian and the cowboy as the chief inhabitants, the Burlington road's confidence in the future of the country caused the building of a branch line into the basin, which has invested in round numbers over \$5,000,000, which has not, because of the sparsely settled communities, paid interest on the investment. The farmer living there has always been able to find a local market for all of his products at profitable prices.

Now, however, comes a new era of development, which bids fair, in a few years, to mark progress in farming, mining and commercial enterprise, surpassing the most sanguine hopes of the early settlers. Coal in abundance of high quality underlies the whole region; copper, sulphur, oil and natural gas have been found, and the industry incident to the discovery of these minerals is fast taking on a high state of development. The government has, by an act of congress, appropriated \$50,000,000 in the United States for irrigation, \$6,750,000 of which, or 13.5 per cent. of the total appropriation, has been allotted to one enterprise up the Shoshone river for supplying water to 150,000 acres, at one time thought to be arid land in a valley forming part of the basin country.

Nine miles west of Cody at the end of the government wagon road, in the narrows of the Shoshone river, whose waters have, year after year, flowed swiftly yet idly by land worth millions of dollars, there is now nearing completion the highest dam in the world. Yes, 48 feet higher than the Flatiron building in New York city. Lying 85 feet below the river surface the dam runs to a height of 328 feet. It is 108 feet in thickness at the base with a maximum width of 205 feet, and made of solid concrete, 80,000 barrels of cement and 90,000 tons of granite having been used in its construction. The work has been under way more than two years.

Making a Monster Lake.
The temporary intake tunnel diverting the flow of the river so that the dam could be built, will be closed, and the flood waters of the Shoshone will then be backed up one branch of the river 5½ miles and another branch about seven miles, to be dealt out at will into the farmer's irrigating ditches by means of a tunnel, bored 3½ miles through the mountain. The importance of the project can scarcely be appreciated without a trip to the dam across the country it is to irrigate. When completed it will store 456,000 acre-feet of water or enough wa-

ter to cover 456,000 acres of 1000 feet deep. The artificial lake it will form will be ten miles square, with an average depth of 70 feet. Imagine, if you please, storing enough water by means of a dam to more than cover the state of Rhode Island one foot deep and you have it. Uncle Sam's faith in the basin country is such that he has put up \$6,750,000 in advance, and proclaimed to the settlers through the medium of the reclamation act to take this land, and he will allow them ten years in which to pay for it with perpetual water rights without interest. The amount required for payment of the land is \$5.50 per acre the first year of settlement. While the government has done much, private enterprise is not found wanting. The government has so carefully safeguarded the settlers' water rights that investment in private lands may be made with the assurance of safety of supply, and the price and terms on which the land may be secured are not dissimilar throughout the whole region. Already private capital has manifested itself in similar irrigating as well as dry-farming projects, and all through the section towns have sprung up as if by magic, with homes of bungalow architecture, churches and schools everywhere dotting the country, proclaiming in silent but unmistakable terms the enterprise of the inhabitants.

THE RAILWAY WAGE QUESTION

VICE-PRESIDENT OF THE BURLINGTON DISCUSSES SUBJECT.

In the End the Public Must Pay—Must Be Settled by Managers and Employes.

"If the increase asked by the engineers and trainmen on all railroads west as well as east of Chicago is granted the people will pay for it."

The foregoing statement is said to have been made by Daniel Willard, second vice-president of the Chicago, Burlington & Quincy railroad in an interview with a representative of a Quincy newspaper recently.

Mr. Willard was asked regarding the present and future outlook of the railroad situation. His reply was that business was increasing right along, and the future seemed good. After expressing himself concerning the revival in business, Mr. Willard added that this question of an increase in wages of the engineers and trainmen on the railroads must be met soon, as it has been announced that conferences will be held in the near future to consider the general request that has been made by engineers and trainmen's organizations west, as well as east, of Chicago. These men say that what they are required to buy costs more, and for that reason they must have more for their work. Of course there has got to be a limit to such demands from railroads, as well as from other corporations, for railroads are required to pay more for what they buy than they have been doing.

Present Railway Expenditures Unusually High.

Continuing, Mr. Willard stated that "in 1907 when the country reached a high mark in business prosperity the railroad employes were granted an increase that seemed to be the limit even for those prosperous days. Then came the 18 months of depression when the railroads were hit about as hard as any line of business, but in spite of this depression wages were not reduced, and now when the railroads seem to be recovering a little of their lost ground, they are requested to advance the compensation of a large number of their employes above even the scale of prosperous days of 1907. This last request comes at a time when the earnings are not nearly sufficient to take care of the large sums needed for improvements and betterments and to buy material we must pay more than we have done for some time. Our road recently purchased 50 new engines, which cost \$2,000 apiece more than former purchases."

An element which causes the railroad management to exercise more care is the legislation which has been enacted, which necessitates the railroads spending more money in the operation of trains and the conduct of general railroading. These things must all be figured into the final cost and with any big increase must come higher rates of freight and this means the people pay for such increases.

MEDIATION ON EASTERN ROAD

Illinois Central Telegraphers and the Road to Settle Differences Amicably.

Mediation has been called for by the joint action of the officers of the Illinois Central railroad and the Order of Railroad Telegraphers. By the time this is printed Chairman Knapp of the interstate commerce commission and Commissioner of Labor Neill will be in Chicago to listen to the arguments of both sides. The telegraphers asked for an increase in wages and the right to make schedules for telephone operators who are said to be rapidly taking the places of telegraphers.

This is one step toward the ultimate submission of wage disputes to mediation as prescribed by the Erdman Act. It is not a small step. The Order of Railroad Telegraphers has for example 60,000 members. They are naturally, because of their occupation, men of standing and of influence and their action will in all probability insure like methods of peaceful settlement of labor troubles to nearly 350,000 men in allied callings. The hearing before Commissioners Knapp and Neill will be watched with great interest by all who are interested in the possible settlement of labor difficulties.



Come and see us for

Christmas Gifts

Practical, Handsome, Useful, Lasting and Economical.

Ladies' Suits, Coats and Furs

Sweater Coats

for Ladies, Men and Boys

Mufflers

for Everybody

The list of suitable items we carry is too long to enumerate. Visit our store and select your gifts.

Complete Line of Clothing and Furnishings

C. L. DeGROFF & CO.

Time Card

McCook, Neb.

MAIN LINE EAST—DEPART:
No. 4.....(Central Time).....11:40 P. M.
16.....".....5:30 A. M.
2.....".....5:50 A. M.
12 arr. 6:15 p.m.".....7:30 A. M.
14.....".....9:42 P. M.
10.....".....6:30 P. M.

MAIN LINE WEST—DEPART:
No. 1.....(Mountain Time).....12:20 P. M.
3.....".....11:42 P. M.
5 arr. 8:50 p.m.".....9:30 A. M.
13.....".....9:35 A. M.
15.....".....12:30 A. M.
9 arr. 7:50 a.m.".....7:00 A. M.

IMPERIAL LINE
No. 176 arrives..(Mountain Time).....4:20 P. M.
No. 175 departs..".....7:20 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. Wakeley, General Passenger Agent, Omaha, Nebraska.

RAILROAD NEWS ITEMS.

Charles Nelms is night caller for the company now in the engine service.

Dispatcher John Dugan of Wymore has resigned and goes to the Southern Pacific at Frisco.

Conductor Ira Converse and family are spending the holidays at Hendley with his home folks.

Engineer M. R. Gates is up from Republican City today. He has been ailing for a few weeks, but is better.

Albert Berry arrived at home, Saturday night, to visit the parents and family and friends over Christmas holidays.

Machinist George Enoch returned home, last week, from a visit to the folks in Appleton, Wis., reporting severe winter weather as prevailing there also.

All the coal yards of the city will be closed, next Saturday, on account of Christmas, and those in need of coal before Monday morning should govern themselves accordingly.

This office is under due obligation to the Burlington passenger department for a copy of their new edition wall map, known as the "Map of the West." As to dimensions it is 60x40 inches and in its scope covers the entire country west of Chicago and from Canada almost to the Gulf of Mexico.

The old dispatchers' office at the head-quarter's building has been thrown into the telegraph room, giving that department much larger and needed accommodations in which to install the increased equipment. This office is now one of the most important in the state, and is doing an increasingly large volume of business.

O. R. T. Meeting Sunday.

An important O. R. T. meeting was held in the Car Distributor's office, Sunday last, the meeting being well attended by the local telegraphers and by the boys from different points on the McCook division.

C. L. Lamb, general chairman of the O. R. T., delivered an earnest address to operators.

In addition to the local operators there were present from out-of-town: C. M. Osborne, local chairman of the order at Wray, Colo., T. P. Haines of Arapahoe, L. H. Flint of Arapahoe, J. O. Premer of Holbrook, J. T. Bauer of Woodruff, Kansas, W. C. Hansen of Benkelman, W. J. Mallory of Fort Morgan, Colo., H. C. Byers of Wray, Colo., E. P. Sweeney of Lyons, Colo., J. A. Nieman of Ft. Morgan, Colo., A. B. Sprall of Burns Junction, Colorado.

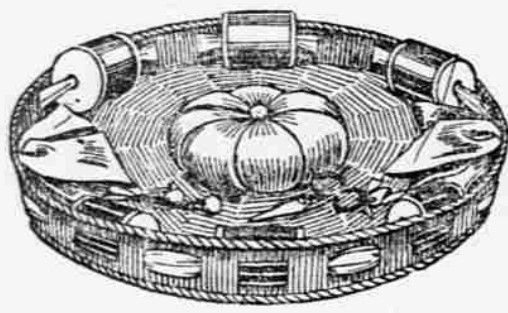
A noteworthy incident of the meeting was the presentation to Chief Dispatcher W. F. Pate of a handsome and valuable "Howard" watch and gold-headed umbrella, by the operators, dispatchers and members of his own office force. C. M. Osborne of Wray cleverly made the presentation speech.

Christmas Presents



FOR GRANDMA AND AUNTIE

Grandmother will appreciate a sewing basket of the straw variety, which will save her the trouble of hunting about in the depths of a bag for her sewing materials. This convenient model is carried out with a straw basket somewhat on the order of a matting tray, which is to be purchased in the shops for fitting with utensils. The basket has an openwork rim of straw, through which ribbon an inch and a half is threaded. On the inside at intervals the ribbon is passed through spools of silk and then threaded in and out of the straw beading until the next position is reached. About six spools of silk or cotton are supplied, and a paper of needles is attached in the same fashion. The ribbon threading ends at the sides of the basket in prettily tied bows. The bottom of the basket is fitted with a sachet pad of silk, and in the center is a tomato-like pincushion of the same silk. To the



THE NEWEST SEWING BASKET.

inside rim is attached with baby ribbon an emery, and a small pair of scissors have their handles decorated with a rosette of baby ribbon, and on the underside is a white dress hook which is secured to a loop of silk made in the ribbon. The scissors when needed are merely unhooked and replaced at will.

When Grandma Goes Visiting.

Grandmother will appreciate a sewing bag as a Christmas gift perhaps more than anything else you can give her. This bag is especially suited for a sewing bag, as it is easily folded and can be carried in a small hand bag when she goes visiting. One yard and a quarter each of plain pink taffeta and Dresden silks are required. Both silks are cut on the bias and divided into three pieces, then sewed together alternately, thus—first pink, then Dresden, then pink, and so on. The foundation of the bag is a circle of soft cardboard five inches in circumference. This is covered neatly with pink taffeta silk on both sides, for which a quarter yard of pink taffeta silk is required. After base is covered gather silk and sew on to base. This forms the bottom of bag. To make top, turn in silk about two inches from the top and stitch down neatly, then make another row of stitching one-half inch above this row. This forms a place through which the running string is run. One yard of narrow soft taffeta ribbon is used for a running string.

Killing Time.

She—I heard you singing in your room this morning.
He—Oh, I sing a little to kill time.
She—You have a good weapon.—Boston Transcript.

The Flowing Fountain.

A splendid poem flows from wisdom's fountain now and then. But most of those in print, like this, flow from a fountain pen.
—Kansas City Times.

Painful Progress.

"You don't seem to be getting along well," groaned the victim in the chair.
"No," rejoined the dentist. "I have evidently struck a snag."—Browning's Magazine.