

The McCook Tribune.

ELEVENTH YEAR.

McCOOK, RED WILLOW COUNTY, NEBRASKA, FRIDAY EVENING, MARCH 17, 1893.

NUMBER 48.

...GRAND...
Spring Opening
 ...OF...
**DRY GOODS,
 MILLINERY,
 & CARPETS.**

ON
Wednesday, March 22.

The Ladies of McCook and vicinity are most cordially invited to call and inspect our unequalled display.....

J. ALBERT WELLS.

CLOTHING!
 CLOTHING!
 CLOTHING!

SUITS FOR

Men, Youths, Boys and Children.

WE CAN FIT YOU AND SUIT
 ...YOUR PRICE...

Children's Suits, \$1.50 to \$6.

BE SURE TO SEE OUR STOCK
 BEFORE YOU BUY.

NEW LINE OF HATS
 —Just Received.—

C. L. DeGROFF & CO.
 SUCCESSORS TO J. C. ALLEN.



TIME TABLE.

GOING EAST—CENTRAL TIME—LEAVES.

| | |
|--------------------------|------------|
| No. 2, through passenger | 5:50 A. M. |
| No. 4, local passenger | 3:40 P. M. |
| No. 6, through passenger | 4:30 P. M. |

GOING WEST—MOUNTAIN TIME—LEAVES.

| | |
|--------------------------|-------------|
| No. 1, through passenger | 10:50 A. M. |
| No. 3, through passenger | 11:35 P. M. |
| No. 5, local passenger | 11:00 P. M. |

Engineer Sharkey is the proud papa of a 14 pound boy.

A slight accident to the gravel train, first of the week, but no one hurt.

D. F. McFarland had business at headquarters, yesterday afternoon.

We understand that engineer Frank S. Reid, expects soon to remove to Chicago.

Frank Harris arrived home, yesterday, from a visit to his old Illinois home, Galva.

J. R. Roller, the Adams express auditor, was here, Wednesday, checking up the local office.

Dr. Odell closed the deal for the Hollister house, Saturday, and will occupy the same shortly.

Chief Dispatcher Forbes indulged in a short trip down the road on 6, Saturday evening.

E. M. Reid of the general freight office, Omaha, has been out this week on a visit to his son Frank.

Why is an engine always spoken of in the feminine gender? Because it wears a petticoat and an apron.

Conductor Phil Churchfield has purchased Fred Bosworth's residence on north Manchester street, this week.

Engineer B. H. Douglass has ordered about two hundred dollars worth of trees for the "Douglass Gardens."

George Laverty returns from the Arkansas Hot Springs considerably improved in health, his friends are pleased to note.

Some time in April is announced as the time for the Burlington to put on her limited trains between Denver and Chicago.

DON'T RENT—When you can secure a home of your own for about the same expense by purchasing it of S. H. Colvin on the installment plan.

O. B. Woods, switchman, came up from Holdrege, Wednesday, to receive treatment for an injured thumb, received in making an unruly coupling.

Roadmasters Josselyn of Orleans and McFarland of Red Cloud were at western division headquarters, Saturday, on business of their respective stations.

The doctor had to take six stitches in C. M. Van Fleet's lower lip and chin, Wednesday morning, to correct the painful impression made by the section laborer falling on a steel rail.

The B. & M. engineer who was recently killed in the wreck near Friend, was to have been married the 22d of this month to Miss Jennie Curtis of Grafton, Nebraska.—Lincoln Journal.

The industrious and steady habits of Jack O'Connor, B. & M. pump man at this place, has won him a promotion. He will soon go on the road as repairer at an increased salary.—Benkelman Pioneer.

The B. & M. railroad company has a long string of passenger coaches lying in the Lincoln yards waiting for the World's Fair to open. A crew of hands are at work putting on some finishing touches with paint, varnish and brush.—Hastings Democrat.

It is a settled fact that no eating house will be erected at the B. & M. station where one burned down about a year ago. It is the desire of the company to rid their right of way of eating houses and save a great amount of annoyance that these institutions continually bring.—Hastings Democrat.

The new immigration department of the B. & M. for the great Frenchman valley will be under the management of general land agent E. H. Andrus, so well known in Lincoln, and of late located at Holdrege. C. B. Andrus will be assistant land agent, and the headquarters will be Holyoke, Colorado. During the year ending March 1, 1893, Mr. Andrus has located over 700 families in Nebraska. C. H. Bottum of this city has been appointed secretary of the immigration department of the B. & M. at Holdrege. Mr. Bottum has been for many years with the flax and oil houses of John B. Wright & Co. and is a straightforward young man.—Lincoln Journal.

It is understood that the Baltimore & Ohio is preparing to run during the World's Fair a through train between Baltimore and Chicago that will be a paralyzer. The train will be painted a bright crimson from the nose of the cowcatcher clear way back to the last buffers of the rear coach. Then a red-headed fireman will shovel coal for a red-headed engineer, who is to receive orders from a red-headed conductor, the brakemen are to be red-headed, and were it possible the coal itself would be painted red. But perhaps the most curious feature will be a red-headed Pullman porter, and even the Irish baggage-man is to be red-headed, and special privileges are to be extended to red-headed passengers. It is stated that a white horse will be placed in the baggage car in order not to disappoint drummers should a red-headed woman get aboard.

Fred W. Bosworth of Cheyenne was at division headquarters, Wednesday.

Fireman J. G. Ingles is building over in east McCook; dimensions 16x20 feet.

C. M. Case, formerly operator here, is now with the Western Union in Kansas City.

Auditor W. P. Foreman came down from Denver on business of his office, Wednesday.

Conductor J. H. Burns is talking of building a fine house on his sitely corner, coming fall.

Oscar Yarger was up from Holdrege over Sunday to visit the home folk and other dear friends.

Assistant Superintendent Harman was down from Holyoke, Wednesday, on business of the rail.

Mrs. A. Williams and Mrs. J. Brake arrived home on 6, Monday, from a short shopping trip to Denver.

Fred Sampson, boiler maker, crushed the third finger of his left hand severely, last Friday, in the shops.

Engineer Holliday was in Lincoln, close of last week, on real estate business, arriving home on Sunday night.

The B. & M. bridges at Columbus and between Kearney and Sparwell were taken out, last week, by ice gorges.

E. A. Crawford, machinist helper, met with an accident to his left hand, Tuesday, which will lay him off a few days.

Switchman Charles Sterner lost the index and middle fingers of his left hand, Saturday, while at work in the yard here.

Mrs. N. L. Cronkrite returned to the city, Sunday, after quite a protracted absence on the Wyoming line and elsewhere.

Sam Hornbeck, car repairer, had the misfortune to get a small piece of iron in his left eye, Monday, while repairing a car.

A. J. Jackson will leave for Lincoln, about the 20th, to take a position in the supply department of the Burlington. F. A. Thompson will succeed to his place here.

Santford Lewis was in town, the first of the week, looking after his landed interests north of town. He is now in the B. & M. machine shops at Denver, and is said to be one of the best.—Hayes Centre Republican.

A new time card went into effect, last Sunday, by which Nos. 153 and 144, freights heretofore operating as specials west of Oxford, are made regulars between Oxford and this point, and are to do general local work.

Superintendent Campbell and President Hocknell drove dull care away, fore part of the week, by a visit to Denver on pleasure and business combined, going up on No. 1, Tuesday, and returning on 6, to-day.

The B. & M. is taking the slag from the Denver smelters and using it for ballasting the roadbed. Several miles between Hudson and Barr have been thus treated. It makes the best kind of ballast and will outlast the age of steam.

Theodore Berkheimer, express messenger on the Imperial line since its opening, died in Oxford, Sunday evening, from an attack of typhoid fever. He was a clever fellow, popular with his fellow-railroadmen, and his death is universally deplored.

The Q, which will be one of the prominent western feeders of the world's fair, intends that all its agents shall be fully informed as to routes to the World's Fair from their large depot on Canal street, hotels and other information concerning the city and this festival occasion. For their better information the agents are being taken to Chicago in companies and there shown over the whole ground.

This country can now claim to having broken the record in railway speed. A mile has been made in thirty-seven seconds, while drawing a regular train of four cars on a descending grade of thirty-two feet to the mile. This corresponds to a speed of about ninety seven miles an hour and leaves a very small margin beyond which to attain the 100 miles an hour speed, which has heretofore been regarded an impossibility on a steam railroad. In the reports of this wonderful performance it is stated that there was no preparation made for the test, and that "a more unfavorable time could not have been chosen, as the rain poured in torrents during the day and only ceased half an hour before the time scheduled to leave Philadelphia." This statement is now questioned and one writer holds that instead of being an unfavorable time for such a test of speed it was a most propitious opportunity. The rain wet the rails and the lubricating qualities of the water acted to reduce the friction of the wheels upon them. The reduction of this friction was the same as an addition of power in the locomotive, and the phenomenal speed obtained under these conditions suggests to the Courier-Journal some thoughts concerning this form of friction and its action in increasing the resistance of trains. It is difficult to foretell how soon the average speed of steam travel will be permanently increased. The cost of such increase must be considered as vital to the question at issue, and in this calculation the rapid rate at which the train resistance increases with increased speed will play an important part. Recent experiments seem to show that resistance at high speed is not so great as has been generally supposed. The figures hitherto quoted are on a level track at forty miles an hour, the resistance is about double that at twenty-five miles an hour and at sixty miles an hour it has again doubled, being respectively seven, thirteen and twenty-five pounds per ton. It is at all events certain, that any experiments, having in view the adoption of a higher average speed on railroads, must be accompanied by a proportionate advance in system and safety appliances.

OUR ANNUAL

Spring and Summer

OPENING

Will take place on
Wednesday Afternoon and Evening,
 MARCH 29th, 1893.

Everybody Cordially Invited.

L. Lowman & Son, ...

Dry Goods, Millinery,
 Carpets, Dressmaking.

Agents' STANDARD PATTERNS
 CATALOGUE FREE ON REQUEST.

GREAT SENSATION!

C. W. KNIGHTS,
Pants Down for Thirty Days!

Yes, it's a fact. I am over-stocked with pants, and as I need more room for my new spring stock, I have marked the price down to such astonishingly low figures that ANYBODY can now afford to wear pants. In fact my ENTIRE STOCK OF WINTER GOODS, such as

**Overcoats, Heavy Clothing,
 Underwear, Gents' Furnishings**
 (and many other things too numerous to mention,

Must Go and Regardless of Cost

THIS IS A

General Slaughter Sale!
 and will continue for 30 days only. Come and see me. I can save you money.

The Eagle Clothing House,
 C. W. KNIGHTS, PROP.

THE COLUMBIAN SEASON

...Has been inaugurated by...
 —KALSTEDT—
 with an immense new stock of
 SPRING AND SUMMER GOODS.

Call and see this fine line before the selection is broken.

KALSTEDT, THE LEADING TAILOR,