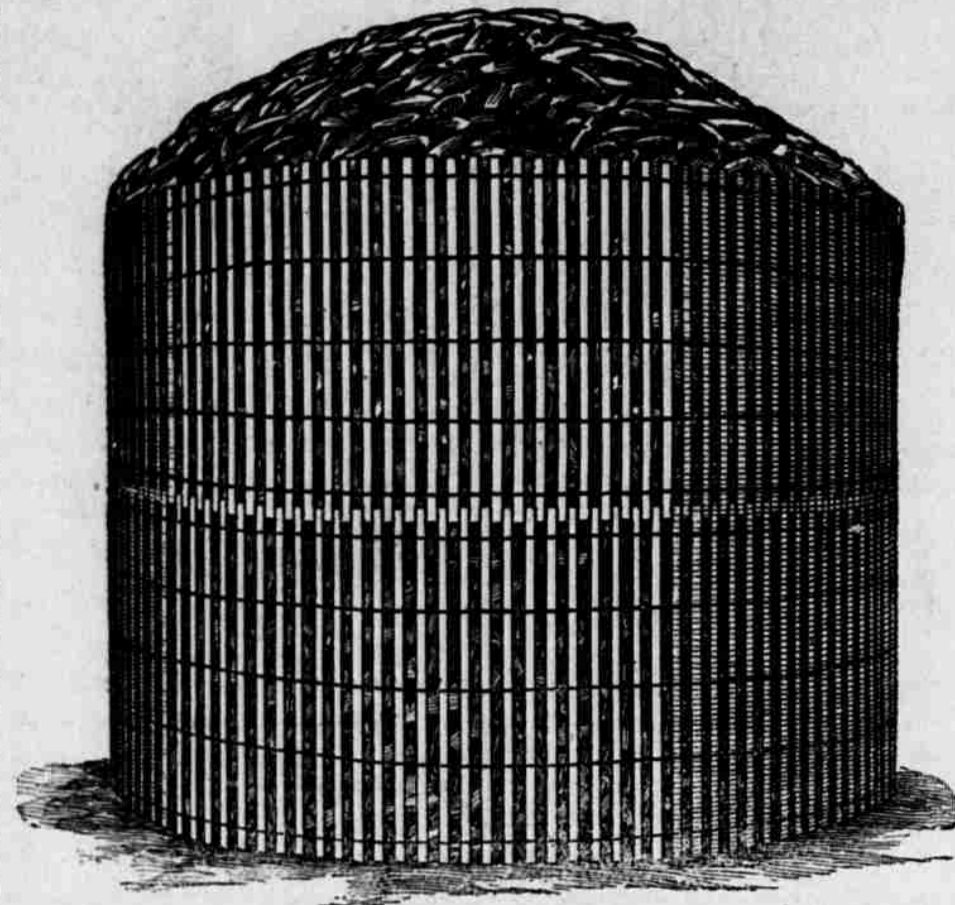


PORTABLE CORN CRIB

HOLDS 400 BUSHELS



Just the thing for temporary crib. Every farmer needs one, some need three or four. Can be set up in 30 minutes, and when empty can be used for a stock fence, and set up for corn again when needed. Call and examine.

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ARE YOU A COWARD?



At first sight this may seem to be an impudent question. We are told however, by the famous author, Disraeli, that any man is a coward, even in spite of himself, if his garments are ill-fitting or in a shabby condition. If you wish to enjoy the bravery of elegant attire you should order your **Suits and Overcoats** of

M. BORN & CO.,

THE GREAT CHICAGO MERCHANT TAILORS. Who for 20 years have led all rivalry in Custom Tailoring and never failed to please in Material, Style or Workmanship. A "BORN" suit will cost you less than the kind of tailoring that makes men cowardly. **Every Feature Guaranteed.** 300 Patterns to Choose from.

CALL ON **C. L. DeGROFF & CO., McCook, Neb.**

KLONDYKE ALASKA GOLD - FIELDS

RELIABLE GUIDE BOOK.

Tells you where to go, how to get there, what to take along, (either by land or water), describes the Route, the Mines, the Ravines, tells where every Strike was made, and tells where others can be made.

This Book is the only Reliable and Authentic book published.

Written by a man who spent three years obtaining all the facts. The Chicago Record is the publisher, and Hon. Eli Gage, son of the Secretary of the Treasury of the United States, is one of the contributors, which ought to be sufficient guarantee as to its authenticity.

Those who desire making this trip, that will study this book and follow its advice, will save several hundred dollars.

This book contains nearly 600 pages, nearly 100 illustrations, 12 maps, and complete index, handsomely bound.

We will furnish this book on receipt of \$1.50 and prepay all charges. Agents wanted in every town. Send 10 cents for outfit.

UNIVERSAL SUPPLY COMPANY, 225 Dearborn St., Chicago.

Chase Co. Land and Live Stock Co.



Horses branded on left hip or left shoulder: P. O. address Imperial Chase county, and Beat river, Nebraska. Range, Stinking Water and the Frenchman creeks, in Chase county, Nebraska. Brand as cut on side of some animals, on hip and sides of some, or any where on the animal.

ANDREW CARSON,

Proprietor of the . . .

SUNNY SIDE DAIRY.

We respectfully solicit your business, and guarantee pure milk, full measure, and prompt, courteous service.

DeWitt's Little Early Risers, The famous little pills.

Guaranteed Cure for Piles.

We have a NEVER FAILING cure for Piles of every description. Tried thousands of times and never known to FAIL. So confident are we of the merits of the great Indian Pile Remedy, that we will send free to any reader of THE TRIBUNE a liberal sized trial package, only asking the small remittance of ten cents to cover cost of postage and packing. Don't suffer longer but send at once for a trial of this great remedy. Inclose ten cents. Write name and postoffice address plainly, and mention reading this article in THE TRIBUNE. Address all letters to the Indian Pile Remedy Co., Spring Valley, Minn. 9-24-52.

J. S. McBRAYER,

PROPRIETOR OF THE

McCook Transfer Line

BUS, BAGGAGE AND EXPRESS.

Only furniture van in the city. Also have a first class house moving outfit. Leave orders for bus calls at Commercial hotel or at office opposite the depot.

F. D. BURGESS,

Plumber and Steam Fitter

McCOOK, NEBR.

Iron, Lead, and Sewer Pipe, Brass Goods, Pumps, and Boiler Trimmings. Agent for Halliday, Waupun, Eclipse Windmills. Basement of the Meeker-Phillips building.

FREE! FREE! FREE!

CATARRH CAN BE CURED!

And to PROVE that our CATARRH CURE will positively CURE catarrh in its worst forms, we will send a

Two Weeks' Treatment Free

to all who send us ten cents (10c.) in stamps to pay cost of postage and packing. Address **JOHNS & DIXON, Rochester, N. Y.**

TIME TABLE.

Burlington Route **McCook, NEBRASKA.**

LINCOLN, OMAHA, CHICAGO, ST. JOSEPH, KANSAS CITY, ST. LOUIS AND ALL POINTS EAST AND SOUTH.	DENVER, HELENA, BUTTE, PORTLAND, SALT LAKE CITY, SAN FRANCISCO, AND ALL POINTS WEST.
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TRAINS LEAVE AS FOLLOWS:

CENTRAL TIME.
No. 2. Vestibuled Express, daily, Lincoln, Omaha, St. Joe, Kansas City, St. Louis, Chicago, and all points south and east. 5:55 A. M.
No. 4. Local Express, daily, Lincoln, Omaha, Chicago, and all points east. 9:00 P. M.
No. 148. Freight, daily, ex. Sunday, Hastings and intermediate stations. 5:00 A. M.
No. 76. Freight, daily, Oxford, Holdrege, Hastings. 6:45 A. M.
No. 80. Freight, daily, Hastings and intermediate stations. 7:00 A. M.
No. 64. Freight, daily, Oxford, Red Cloud, St. Joe, Kansas City 4:30 A. M.
MOUNTAIN TIME.
No. 5. Local Express, daily, Denver and intermediate stations. 8:15 P. M.
No. 3. Vestibuled Express, daily, Denver and all points in Colo., Utah and California. 11:40 P. M.
No. 149. Freight, daily, ex. Sunday, Akron and intermediate stations. 6:00 A. M.
No. 77. Freight, daily, Stratton, Benkelman, Haigler, Wray and Akron. 1:30 P. M.
No. 63. Freight, daily, Stratton, Benkelman, Haigler, Wray and Akron. 4:10 P. M.
No. 175. Accommodation, Mondays, Wednesdays and Fridays, Imperial and intermediate stations. 7:00 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 C. E. Magner, Agent, McCook, Nebraska, or J. Francis, General Passenger Agent, Omaha, Nebraska.

RAILROAD NEWS ITEMS.

John Mullen returned home, Tuesday evening.

T. H. Hampsen is a new brakeman, this week.

Will Brown is on the night force at the depot now.

A daughter was born to Engineer and Mrs. J. H. Moore, Sunday night.

Train-master Web Josselyn was at headquarters, Saturday, on business of his office.

Engineer G. R. Johnson entertained his father, close of last and fore part of this week.

Agent and Mrs. J. E. Robison returned from Lincoln, Sunday night, going up to Wauweta, Monday morning.

Herb Stone has been promoted and transferred to Denver, where he is employed in the freight house.

Engineer and Mrs. Traver and the younger members of the family are visiting over in Iowa, this week.

C. T. Watson was a Lincoln visitor, Sunday, going down on Saturday evening and returning Sunday night.

Fireman W. H. Bennett of the Western Division arrived from McCook, yesterday morning, and will work out of Alliance. —Alliance Grip.

The snowplows were needed on the west end after Tuesday's snow storm, which considerably delayed traffic on that part of the Western division. No. 5 had a plow on its engine, Tuesday night.

Thursday a new way car—No. 34—was placed in commission with Senator Beck as conductor and F. E. Kidder and John Hoelzel as brakemen. This makes 20 crews on the main line, the largest number ever on the road, except for a while in 1893, when there were 23.

T. W. Benjamin is reported to be running a freight train on D. & R. G. out of Salt Lake, Utah. He was given a 30-day lay-off at the time of the Blue Hill wreck and he went west to spend the time. It is possible he will sever his connection with the B. & M., although there seems to be no definite information to this effect. —Republican City Democrat.

Protection to railroad employees is not keeping step with the remarkable increase in the safety of travel. Nearly 1,900 employees were killed during the year ending June 30th, 1896, and almost 30,000 were injured, while only 181 passengers were killed and about 3,000 injured. One trainman was killed out of every 152 employed, and for each 10 employed one was injured. Only one passenger was killed in 2,827,474 carried, and only one was injured in each 178,132 carried.

Beginning with next Monday, Holdrege will become a relay office for the Western Union telegraph company, this business having been transferred to this place from McCook. The change is necessitated by an increase in the volume of business. From this time on all telegraphic messages from the Highline and Edgar branches will be transferred from Holdrege instead of McCook as heretofore. The change necessitates some rearrangements of the instruments at the depot and the employment of one extra telegrapher at this point. The adjustment of the wires and instruments is now being made and everything will be in perfect working order next week. Another employe will also be added to the depot force in the capacity of helper which will be filled by Clyde Kocker. —Holdrege Progress.

ADDITIONAL RAILROAD NEWS.

Mrs. J. J. Curren spent Monday in Hastings.

Mrs. H. H. Miller was a Hastings visitor, Monday.

Conductor L. E. Gilcrest spent Saturday and Sunday in Akron.

Brakeman Al. Sharp went to Hastings, Tuesday, to visit a brother.

Mrs. H. C. Brown went down to Holdrege, Sunday, on a visit.

Extra Brakeman W. R. Gregg has been transferred to Denver.

The Burlington ran the first train into Denver after Tuesday's storm.

Brakeman William Shinsel is laying off—scarlet fever in the family.

Switchman J. R. VanHorn has gone to Kansas City for medical treatment.

Switchman John Colgin resigned without objection from the company.

Miss Bertha Cullen, sister of Mrs. E. M. Cox, returned to Republican City, Wednesday.

Extra Brakeman F. L. Hayes of the Hastings-Oberlin run has been transferred to McCook.

Mrs. W. O. Simons left on 2, this morning, for Hannibal, Mo., on account of illness of her father.

General Supt. T. E. Calvert of Lincoln went through to Denver, Tuesday night on 5, returning eastward on 2, yesterday morning.

The western end of the St. Francis line, from Atwood west, has been snow-bound since Tuesday, the first train getting through today.

One of Engineer J. H. Moore's children was taken down with the scarlet fever, close of last week. Like the other cases, it is a mild one.

The Imperial line was badly blocked by snow. Wednesday's train did not reach Imperial until Thursday afternoon. One drift was 800 feet long and averaged about 6 feet high.

The Union Pacific announces a remarkable run recently made between Evanson, Wyoming, and Omaha, Nebraska. The entire distance of 955.2 miles was run in 23 hours and 55 minutes, at an average speed of 39.93 miles an hour; deducting lost time the speed was 47.44 miles per hour. For 13 miles a speed of 78 miles an hour was attained. A distance of 438.9 miles was covered at an average schedule speed of 45.51 miles an hour. The average schedule time for 516.3 miles was 55.51 miles an hour. The average running speed for 137.5 miles was 61.1 miles an hour, and for 153.4 miles was 57.52 miles an hour, while the average speed for 290.9 miles was 59.17 miles an hour. The special consisted of the engine, one baggage and two special cars. The cars weighed 264,775 pounds. The engine and tender in working order weighed 226,833 pounds; total 491,608 pounds. Neither the engine nor train crew was changed for the entire distance.

County Judge Smith is in Indianola, today on a mission political.

John and Jesse Welborn of Indianola were hearers of the Bryan speech, Saturday.

R. O. Phillips of Lincoln is in the city, today, on business of the Lincoln Land Co. interests.

Last night was, politically, the liveliest of the campaign, locally speaking. And there are others.

The authorities are fumigating the infested homes and the scarlet fever scare and incident seems to be about over.

The gun club indulged in a successful shoot, last Friday, which was participated in by many local sportsmen and by quite a number from neighboring towns.

The Republicans of the Second commissioner district are making a heroic fight for Henry Crabtree and are greatly encouraged over the prospect of overcoming the usually large Populist majority in that district.

Before you subscribe for any farm paper, this year, be sure to send for a specimen copy of that great weekly paper, The Prairie Farmer of Chicago. It is the best weekly farm paper published. It is now in its 57th year. Special clubbing price will be made to all of our readers.

That great farm paper, The Prairie Farmer of Chicago, will make special low clubbing prices to our readers. They offer to send The Prairie Farmer and Kansas City Twice-a-Week Times, both papers one year for only \$1—just one-half rate—or they will send The Prairie Farmer and Weekly Inter-Ocean, both papers one year for \$1.25; or in clubs of two, both papers for \$1. Send for special clubbing terms on clubs of five—yourself and four neighbors. It will pay you big. Try the Prairie Farmer next year and you will always read it.

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FALL GOODS

NOW READY FOR INSPECTION.

NEW DRESS GOODS

JUST RECEIVED.

Come and be convinced that it is the largest and best selection we have ever shown. Prices are lower than they ever were before.

CLOTHING, UNDERWEAR, CAPES, JACKETS

We bought them all before prices went up. Come, buy early and get the benefit of low prices.

Get our prices on Groceries.

AT THE . . .

Cash Bargain Store . . .

C. L. DeGROFF & CO.

FIRST

NATIONAL

BANK

Authorized Capital, \$100,000.
Capital and Surplus, \$60,000

GEO. HOCKNELL, President. B. M. FREES, V. Pres.
W. F. LAWSON, Cashier. F. A. PENNELL, Ass't Cash.
A. CAMPBELL, Director. FRANK HARRIS, Director.

V. FRANKLIN, PRESIDENT. A. C. EBERT, CASHIER.

THE

CITIZENS BANK

OF McCOOK, NEB.

Paid Up Capital, \$50,000. Surplus, \$10,000

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