

BURLINGTON TIME TABLE.

Table with 2 columns: Train No. and Time. Includes sections for East-Depart (Central Time), West-Depart (Mountain Time), and Imperial Line (Mountain Time).

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 NOTES.

Mrs. J. J. Laughlin went to Hastings, Tuesday. Drop pit repairs are being placed on the 1124, this week. Yard Clerk Brooks has resigned to enter high school here. S. H. McCarl has been transferred from Republican to McCook. Engineer I. L. Rodstrom was off yesterday, on water works park business. J. J. Hill says it is not the high cost of living, but the cost of high living. Engine 2529 took the vice president's special from McCook to Denver, last night. H. H. Miller and wife returned on No. 9, Wednesday, from their visit in Wat-rioo, Ia. Road Foreman Dungan was down from Denver and went west with the special, last night. Mrs. A. R. McHaffey went up to Denver, last night on 3, to spend a few days as guest of her cousin. Mrs. C. M. Bailey of Wymore came up to attend the funeral of Marshall Trammell, Sunday afternoon. The 2535 was tested in the back shop, this week, and is now ready to go into service after considerable repairs. Night Ticket Agent E. J. Berge is away on vacation and Lindsay Kilbourne is night ticket agent meanwhile. Engineer and Mrs. Louis Yost are taking great pride in a fine 12-lb. baby boy who recently came to their home. A long stock extra came in from the west, Tuesday morning, pulling into McCook yard just before No. 13 left for the west. Freight business is good now. Grass stock is moving freely, and with coal, sugar beets and so forth the freight service is lively. Paul Smith, who has been acting as agent here during the absence of Agent Dave Hostetter, returned Tuesday, to Benkelman, his regular agency. Mrs. Gary Dole and baby came in from Denver on 10, Tuesday night and is visiting Mrs. A. C. Wiehe. She will also spend some time with the home folks near Red Willow. Mrs. Emerson Hanson is in Colorado at the bedside of Warren, who is a typhoid fever patient. Mr. Hanson accompanied Mrs. Hanson there, but finding Warren progressing favorably returned to his work on the McCook division. Sup't Ed. Flynn in private car 83 and with a special engine went down to Red Cloud, Monday night, to meet Vice President Byram's special coming from Chicago via St. Louis over the Burlington lines on a trip of inspection. Conductor and Mrs. W. H. Brown, Clifford and Bud Browne left Wednesday night for Yellow Pine, Ala., via Mobile. Mr and Mrs. Browne will be gone about thirty days. The boys intend to take up fruit farming there. The foundation is being laid for the new big ice house to be erected south of the depot. This house will exceed anything ever built here in this line as to size and equipment, and will store several thousand more tons than the largest house here. Vice President Byram's special arrived at Red Cloud this division, Tuesday evening at six o'clock and was taken over the Republican City-Oberlin branch that night, Engineer Milligan and Fireman Mitchell pulling the train. Wednesday, the special went over the Orleans-St. Francis line, Bowen and Hanners at the front. The special arrived in McCook, about midnight last night, and went west in the block with 15. Engineer Milligan and Fireman Mitchell had them on thru to Denver.

RAILROAD NEWS NOTES.

J. R. Pence is the new night round house foreman. Brakeman C. J. Strauser was up from Republican Tuesday. Mrs. Harry Tramois was an Oxford visitor early in the week. The Erie railroad requires its employees to wear black neckties. Engineer Steve Finn has been off duty a few days, resting up. Dispatcher R. G. Knowles is at the Rosebud land drawing, this week. W. D. Burnett and wife went up to Stratton Tuesday morning on No. 13. Fireman Donald Snoko has gone to the land drawing at Rapid City, S. D. Conductor F. A. Fagan has changed his headquarters from Hastings to McCook. Conductor J. F. Utter has charge of Nos. 1 and 6 while P. McKenna is on the special. Engine 322 is receiving machinery repairs and work on cylinders and driving brasses, etc. The heavy freight business during the past week has necessitated two additional way cars. Brakeman L. E. Jager left Tuesday night on No. 3, for the land drawing at the Rosebud agency. The Holdrege switch engine was taken off today, doing away with the position of yard master and helper. C. Turnbull, W. Baker, Geo. P. Hayward, O. K. DeLong, R. P. Disbrow and P. M. Plato are new bakeman. A wasted postage stamp means buying one ton of freight. 1/2 mile; a lost spike one ton of freight two miles. The interstate commerce commission places the amount of stock and debts of American railroads at 18 billions. W. H. Enlow, employed in the Burlington depot at Orleans, was married Sunday evening to Miss Georgia A. Hull of Orleans. Conductor McKenna and Brakeman Kenyon were in charge of Vice President Byram's special from McCook to Denver. Powder River Pate, the soda ash expert, was in to see General Foreman Murphy yesterday. Hollbrook and Polly speak the same language. Grading is progressing for another track in the local yard. The new ice house will necessitate some slight change in one of the yard tracks. Conductor Brooks and Brake man Dryden were in charge of the vice president's special on the Red Cloud and St. Francis branch and on to McCook. Engine 2858 went into Havelock, yesterday. She has been out of shop for about two years and has mileage of 203,000 miles to her credit since last in shop. John Walsh of Norfolk, Neb., and Edward Young of Dubuque, Ia., have been appointed inspectors of locomotive boilers in connection with the Interstate Commerce commission. The Atchison, Topeka and Santa Fe railroad will spend \$30,000,000 a year in improvements in the next two or three years according to the testimony of President Ripley before the interstate commerce commission. H. C. Shriner has purchased the pool hall and smoke house of Fred Meek. Mr. Shriner was an engineer on the Wymore division of Burlington for ten years preceding 1905 when he left here to work on the McCook division of the Burlington.—Wymore special.

TOOK HIM AT HIS WORD.

He Was Willing to Stand For a Dollar, and He Did. It was 8:30, and the theater was crowded. "What have you left?" a prospective purchaser inquired of the treasurer. "How many, sir?" the treasurer asked. "Two." "I have two left in the twelfth row," the treasurer said, taking the tickets from the rack. "They're the last two seats I have in the house." "How much?" the other asked cautiously. "Two dollars," was the reply. "Two dollars!" the patron repeated. "I can't stand for that." "Well, will you stand for a dollar?" the ticket dispenser inquired. "Gladly," the other cried, scenting a bargain and laying a dollar on the ledge. The treasurer replaced the two tickets in his rack and handed out two others after placing the bill in his cash drawer. "There they are, sir," he said. "First door to your right." The man and his friend hurried inside and "stood" for a dollar. The wily treasurer, taking him at his word, had sold him two admission tickets.—Lippincott's. Did you plant your wheat? McConnell fills prescriptions.

U. S. MAIL HELD UP BY BEAR

Mother With Two Cubs Stopped at Rural Delivery Man and Gave Him a Lively Fight. A mother bear with a Bat Nelson battle gleam in her eye and an Ad Wolgast fighting crouch and her two little cubs held up Uncle Sam's mail in the road between Sandy and Marmot and gave C. M. Bailey, rural mail carrier on the route, the time of his life when he accepted her challenge Saturday afternoon. Bailey was driving leisurely along toward Sandy in his mail wagon behind his two sturdy horses when the bear popped into sight as he rounded a curve. She was standing on her haunches in the middle of the road in a distinctly belligerent attitude, her cubs frisking about her. Bailey was so surprised that he pulled up his horses and waited for developments. He didn't have to wait very long. With a growl and a flourish of her forepaws the bear made for the mail carrier, the cubs waddling along after her on all fours. Bailey's horses snorted in terror at this unexpected move by Mother Bruin and whirled about in the road so sharply that the wagon was upset and mail and mail carrier spilled out in the dust. As Bailey picked himself up he pulled his automatic revolver out of his pocket and fired at the bear, which was almost on him. The bullet went true, and she rolled over in the road, snarling and clawing. She seemed to have enough of battle, for the next minute she picked herself up and scampered off into the woods with the cubs, leaving a trail of blood behind her. As soon as the shaken Bailey could collect himself he caught his horses, which had stopped after running a short distance down the road, and with the aid of a party of autoists that came along soon after he righted the wagon and hitched up.—Morning Freeman.

WAY TRESPASSER IN ENGLAND

If You Do No F. You It Is Easy to Wander Through Private Property. At this season it is pleasant to leave the busy highway and take to the fields. Many timid pedestrians are frightened away by the notice "Trespassers Will Be Prosecuted." They need have no fear. As the law stands, any trespasser who does the smallest damage—injure a fence, breaks a small branch, etc.—can be summoned before a magistrate and fined. But if he does no damage, the landlord must bring an action at law and get an injunction. This costs a lot of money, and unless the trespasser is a man of means the landlord won't bring his action at law. All he can do otherwise is to ask you to get out. If you go peaceably you can return an hour later, and repeat the visit as often as you wish. Nothing can be done beyond asking you to leave again. But if you resist, then sufficient force can be used; and if you show fight you may be legally knocked down, your legs tied, and yourself hauled on to the road. The landlord may, however, play some tricks on you. He can saw a bridge crossing a stream, so that you will get a ducking, he can dig a pit for you to fall into, and he can so fix the stile you are likely to cross that you will break it, and then he can have you up before the magistrate. If you don't commit any damage, however, you can trespass to your heart's content.—Answers.

How Carnegie Got Library Idea.

Dr. Andrew Carnegie told an audience at Liverpool the other day that he had "taken to library forming because his father did it before him." William Carnegie's efforts at library founding were, an Edinburgh contemporary points out, extremely modest as compared with the work of his distinguished son. In 1893, Mr. Carnegie's father was a journeyman weaver in Dunfermline. He and two other drivers of the shuttle met, and agreed to convey the books they had in their respective homes to one house. The combined libraries only figured out 29 volumes. The pioneers were joined by other weavers, and they agreed to tax themselves to the extent of a few pence per month, and from this fund purchase new books. The little institution ultimately blossomed into the Dunfermline Tradesmen's Library.

Tennyson's Bird Sounds.

Perhaps the best word for the cry of the cricket is that of Tennyson. "Not a cricket chir'd," he writes in "In Memoriam." But Tennyson was always curiously exact in his vocal rendering of the songs of birds. What could be truer to sound than "the moan of doves in immemorial elms"? Then, too, the linnet, the robin and the thrush "pipe," the woodpecker "laughs" and "mocks," the lark and the plover "whistle," the jay "scratches," the parrot "screams," the peacock "squalls," the blackbird "warbles," while the ocean fowl "shriek" and the eagle "yelps."

Corroboration.

Chicago is certainly dead slow in just discovering the dwarf mosquito, which is so small that it can fly through the ordinary window screen without even scraping its wings. They have been around these corners at least two years. We speak from an authoritative standpoint, because we have personally fattened no less than 3,000,000 of them.—Philadelphia Telegraph.

AS TO TEMPORARY FILLINGS

Certain Conditions May Render Them Advisable, but Usually Permanent Work is Preferable. There are often times when it is not advisable to fill the teeth with the durable, permanent fillings, and in these cases the plastics, cement and gutta-percha, are generally used as temporary fillings. Sometimes the operator will use a durable filling in a tooth knowing that for some reason the filling cannot last, and this also is called a temporary filling. One of the great fields for temporary filling is in the teeth of children, for it is a common thing for the parent to bring the child to the dentist with its teeth in bad shape. The dentist is supposed to take the child in this condition, insert temporary fillings, and thus relieve the pain and restore the teeth to usefulness. Although this is a common occurrence, it is a hardship to both the child and to the dentist, and it is a wonder that there is as much success as there is in this direction. If the parents only knew that the proper time to take the child to the dentist was at the age of two, that at this age little metallic fillings could be inserted without pain, and the fillings would last, usually until the teeth were lost, that the expense and trouble that this early visit to the dentist would be as nothing to the expense and trouble coming from its neglect, then certainly there would come a time when very few temporary fillings would be inserted in children's teeth. People in ill health often have temporary work done until such time as they are able to have permanent fillings inserted. At such times, indeed, it often happens that the plastic temporary fillings preserve the teeth better than the durable metallic permanent ones. This is due to the abnormal condition of health. When possible, permanent work is to be preferred, as the dentist will trim the margins of the cavity a little larger each time he replaces the filling, until he has so enlarged the cavity that it cannot longer be filled. In sensitive teeth it is often advisable to insert a temporary filling for a short period in order to discover whether the tooth will stand filling without disturbance, as in case of trouble the temporary filling is easily removed. When through lack of time, as in case of a sudden journey, it is necessary for one to have temporary relief a plastic filling is also advisable. The great difficulty in temporary work is that the patient soon forgets that it is only intended for a short time, and neglects to return as soon as he should. By such neglect the teeth are often ruined, and therefore it is a safe rule to go by "to never resort to temporary work unless conditions oblige us to." (Copyright, Western Newspaper Union.)

FILLING TEETH WITH CEMENT

Plastic Mass Cannot Be Classed As Permanent, but It Has Many Advantages. Nearly every one, at some time in his life, has had a cement filling placed in a tooth, and yet to most people the subject of cement fillings is a hazy one. Many confuse this filling with amalgam, porcelain and gutta-percha, and while it may have characteristics akin to these three, yet it is of an entirely different order. Those who wish their teeth attended to intelligently can do no better than to investigate the merits of the different kinds of filling, for although it is the usual thing to leave this matter to the dentist, there is a great deal of truth in the proverb about two heads being better than one. Cements usually consist of a powder and a liquid, which, when well mixed together with a spatula, will produce a plastic mass that in time will become hard. Those who have ever watched workmen laying a concrete curbing will see this process on a large scale. If cements were only durable they would make the ideal filling, for they present many desirable characteristics. Among these may be mentioned the ease of matching the color of the tooth, the sticky quality, which adds strength to the tooth, the low cost, the ease and quickness of insertion, and the fact that the tooth filled with cement needs less cutting than when other materials are used. Even if cement cannot be classed as permanent, it still ranks as a very valuable filling material. In children's teeth, in frail teeth, in discolored teeth, and in teeth where temporary work is required, it has a useful field. As a medium for attaching crowns, bridges, posts, inlays and bands it is unexcelled. It is largely used for sealing medicines in the treatment of teeth, and some cements have certain antiseptics incorporated in them to serve as treatments. The poor have often blessed the cement filling for preserving their teeth until they were able to bear the expense of more permanent work. Cement, like any other temporary filling, is good in its place, but too much must not be expected of it, and it will bear close watching. (Copyright, Western Newspaper Union.)

Gossip in Olden Time.

"I hear," says Methuselah's niece, "that Tilzah, the daughter of Shama-seth, is to wed Bilale, the son of Kooth." "Yes," replies Asapa, the daughter of Megog. "The ideal Why, he is young enough to be her great-grandfather!"—Judge.

The Best--And Why



Mentor Unions for Men, Women and Children best because they are made of the best selected yarns, are full sizes, good fitting, durable, economical and comfortable to wear.

Men's Unions \$1 to \$5

Ladies' Unions \$1 to \$3

Children's Unions 50c to \$1.50

UNIONS "THAT'S THE UNDERWEAR"

A full line of other makes and two piece suits. Good underwear is the best for prevention of colds. Protect yourself and children. Buy now while the lines are complete.

C. L. DeGroff & Co.

Advertised List.

The following letters and cards remain uncalled for at the post office.

Letters.

Arnold Mr. Bert, Green H. E., Korb Mrs. Sarah H., Mohatt Miss Cair, Ulmer Mr. Wm., Snapp Mr. T. J., Taylor D. M.

Cards.

Arnold Mrs. W. A., Beard Mr. H. V., Beattie Geo., Croft Mr. Morgan, Graves Mrs. T., Hills Lee W., Henkins Mrs. Minnie, Johnson Jack, Montgomery Mr. Bud, Proll, Miss Maggie, Taylor, M. Dan.

When calling for these please say they were advertised.

LON CONE, Postmaster.

Increase Nearly \$4,000,000.

Chicago, Oct. 17.—An increase of nearly \$4,000,000 over 1910 is shown in the net total revenue of the Chicago, Burlington & Quincy Railroad company for the year ending June 30, 1911, according to the annual report of its directors made public here today. The total net revenue for 1911 was \$28,623,193.48 against \$24,694,270.21 for the previous year. The total operating revenue for 1911 was \$88,272,208.27, while in 1910 it was \$87,869,517.24. The operating expenses for 1911 amounted to \$59,541,925.66, while in 1910 their total was \$63,010,648.88. The report of the Colorado & Southern lines showed a decrease in gross income from \$6,041,958.82 for 1910, \$5,623,565.87 for 1911. The operating income of this road for 1911 was \$4,978,344.92 and for 1910, \$5,414,332.52. The report of the Quincy, Omaha & Kansas City railroad showed in its operating income a deficit of \$104,865.33 for 1911 against a deficit of \$85,401.89 in 1910.

Forbidden to Cancel Contracts.

Washington, Oct. 17.—All railroads are forbidden by the Interstate Commerce commission today to cancel rate contracts with other roads when such action will result in a raise of freight rates. The decision followed investigation of the Northern Pacific's increase of east bound lumber rates points on the Tacoma Eastern points on the Tacoma Eastern railroad.

Quality and price, courtesy and promptness in delivery are making for success at the McCook Flour and Feed Store.

FIRST NUMBER

Citizens

Entertainment Course

"TYROLEAN ALPINE SINGERS"

TEMPLE THEATRE

Monday, October 30th

SEASON TICKETS \$2.00. SINGLE ADMISSION 75c (Five Numbers) At McConnell's