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REXALL and NYAL DRUG STORES

**Local and Personal**

Wanted—A second girl. Phone Cody ranch.

Will Owens left this morning for Decatur, Ill., where he has accepted a position.

Miss Esther Barber, of Cedar Rapids, Iowa, is a guest at the Healey and Barker homes.

Mr. and Mrs. J. T. Stuart returned the first of the week from a fishing trip in Wyoming.

Miss Tyron Winkelman went to Fremont yesterday to spend several days with friends.

Siberian and early Whitney crab-apples for \$1.25 per bushel at Tramp's.

Will Norris and brother Francis came home Thursday from a week's sight-seeing in Denver.

James Minsball returned the early part of the week from a two weeks' visit at points in Colorado.

Mrs. Arthur Salisbury left yesterday for a visit in Iowa. Enroute she will visit friends in Plattsmouth.

Charlie Pass will return tomorrow from Chicago where he attended the florist's convention in that city.

Hand Painted, Initial Salt and Peppers. \$1.25 a pair. See them in the window.

CLINTON, Jeweler & Optician.

C. M. Newton and son Donald left yesterday for Rochester, N. Y., to visit Mr. Newton's mother, expecting to be absent several weeks.

Hans Sommer, aged eighty years, died at his home in Maxwell Monday night. Prior to moving to Maxwell the deceased had resided on a farm south of that village.

J. B. Cross, of Hargate, Vt., is visiting his son Fred Cross. The former is past eighty years of age, but this does not deter him from coming west to visit his son each year.

Miss Jessie Dikeman, who had been visiting friends in this city and in Sutherland for several months, returned the early part of the week to her home in Colorado Springs.

Rush Dean and family returned Tuesday night from Ogden, where they visited friends for ten days. Rush says that the peach crop around Ogden is very heavy. Shipments are just beginning to be made.

Among those making proof at the U. S. land office Wednesday was Mary A. Holtstader, who is past eighty years of age. She is a well preserved woman for her age, and life on a Kinkaid homestead has not apparently proven a hardship.

Elder Miller of the Seventh Day Adventists, is in Lincoln attending the annual camp meeting of that denomination. One thousand members, representing churches in all parts of the state, are expected to be present and remain throughout the meeting.

Phone 77 and our auto will call for your laundry.

Dickey's Sanitary Laundry.

Chas. Hendy, Jr., who had been in town for a few days, returned to Denver, having been called there by wire to assist in selecting a site for an assembling plant for the Ford Co. Mr. Hendy, who is general agent for the Ford, has sold thirteen hundred and fifty cars so far this year. His territory is Colorado, New Mexico, Wyoming, and a small part of western Nebraska.

**RAILROAD NOTES AND PERSONALS**

**Ware Succeeds Scott,**  
Effective September 1st, Charles Ware succeeds W. B. Scott as general manager of the Union Pacific, this appointment having been made public by President Mohler Tuesday. Mr. Scott resigns to become president of the Texas and Louisiana lines of the Harriman system.

The Tribune is mightily pleased to note the promotion of Charley Ware, and this pleasure is shared by every employe of the operating department of the Union Pacific in North Platte, and no doubt by employes at all division terminals. With the engine and train men the Union Pacific has never had a more popular official; he is a practical railroad man, and knowing what should reasonably be expected of an employe, he does not demand the things that are unreasonable. This is more than can be said of the man he succeeds.

Mr. Ware began his railroad career in 1882 as a telegraph operator for the Northwestern. He later became a train dispatcher on the road, and in 1890 came to the Union Pacific as a dispatcher, and as such was located for a time at North Platte. Later he was promoted to chief dispatcher, then trainmaster and then assistant superintendent with headquarters in this city. He was then made superintendent of the Nebraska division and removed to Omaha. Two years ago he was promoted to general superintendent, and now becomes general manager. Each of these promotions has been well earned, and in his new position we predict that he will make "good," both to the satisfaction of the men higher up and to the employes of the system.

Ned Stuart has been transferred from the passenger to the freight service.

Tom Muchlinski, who arrived from Omaha a few days ago, has accepted a position as boilermaker in the local shops.

Elmer Helgeson, late with the Landgraf & Carson, has entered the freight service as brakeman on the Third district.

Steel on the double track has been laid as far west as Chappell. The gravel train is working four miles east of that town.

Passenger Brakeman Ed. Barraclough has returned from a thirty-day vacation spent at Denver, Manitou, Kansas City and points in Kansas.

Passenger Brakeman Joe Williams has returned from a visit in Chicago and at Crown Point, Ind., attending the races at the latter place.

Yardmaster Bialock returned the early part of the week from Omaha, where he attended a meeting of the heads of the operating department of the Union Pacific. He was accompanied on the trip by Mrs. Bialock.

Yesterday afternoon a fourteen year old boy, whose name was not learned, attempted to ride his wheel over a crossing ahead of a slow moving freight when his wheel skidded and he fell. A brakeman standing on the crossing grabbed the youngster and got him in the clear just in time to avert an accident.

Last Wednesday was the seven tenth anniversary of the "hold up" east of Brady when Engineer Austin won the title of "Hero of Buttermilk Hill," and had his name printed in papers from the Atlantic to Pacific—and in a few over in Ireland. It was a thriller that comes only once in the life of but few railroad men.

The appointment of Charles Ware as general manager of the Union Pacific, does away with the office of general superintendent for the present at least. The office will not be filled now, but probably will be later on. In the meantime, however, it will remain vacant, Mr. Ware consolidating the office forces and taking over the duties of both departments.—Omaha Bee.

Engineers Hartman and Norton, who were temporarily taken out of service for failure to make running time on train No. 13, were put back on the run Wednesday. Other engineers placed on the run fared no better than Hartman and Norton, and it is now conceded by the company that the schedule is too swift for a twelve-car train making eleven stops in a distance of 138 miles.

A representative of the Union Pacific land department was in town Wednesday and purchased three quarters of an acre of the Dolson land west of town. It was the intention of the company to buy the entire tract owned by Mr. Dolson, but later concluded to purchase but a small part. The representative of the company intimated that the round house would be built near this tract.

**For Quick Sale.**  
1 hard coal burner, 1 ideal range, 1 parlor cook stove, 1 cherry bed room suite, 1 iron bed, 1 mattress, 2 bed springs, 1 sanitary couch, 2 book cases, 2 library chairs, 1 writing desk, 1 brass magazine rack, 1 mantel clock, 2 sets portieres, 1 rug 12x15, glassware, 1 set china dishes, 1 first class incubator, 1 mahogany card table, 1 library table, 1 Regina music box and other articles too numerous to mention. Apply at once to Mrs. O. Y. Ross, 318 South Sycamore.

**My Career**

By ESTHER VANDEVEER

My name is Arietta Hope. I consist of 400 pages, with a good deal on a page. I am of two kinds, printed matter and girl. The girl part is heroine and the paper part is book. But since the heroine part is the living half I consider myself Arietta Hope.

My maker is a woman of thirty-five, an age at which one may be expected to have attained to a correct knowledge of her sex. Yet since she did not issue me under her own name, but the assumed name of a man, Edgar Harding, she is not only unknown to those who have read me, but unless she is betrayed by certain feminine traits displayed in me she is supposed to be Marceline. When my maker had finished me she sent me the round of publishers through the express companies, so that she did not make her self known to them. However, she requested as an especial favor that they would send her the criticisms of their "readers," these persons being employed to read manuscripts and report to the publisher whether each in their opinion would be a profitable book for them to publish. The publishers usually paid very little attention to my maker's request, though a few did. These criticisms were almost always where the "reader" had made some facetious remark about the story. The first one my maker received was as follows:

"Mr. Harding has written a long story purporting to portray a woman. The author must have written the book with a mirror before him. Whether he has portrayed himself or not is not apparent, but certain it is that he has painted a man in petticoats. Arietta Hope gives every evidence of having been constructed by one of the male sex. I would decline it."

Long after the receipt of the criticism my maker made the acquaintance of this critic and found him to be a young man still in his teens.

My maker, having spent two years upon me, at the same time studying different women from whom she drew certain feminine traits which she installed into me, was much discouraged. If the representative of a prominent publishing house had mistaken her heroine for a petticoated man, what a dreadful failure she must have made! She put me in a closet and looked me up with the intention of never taking me out again. But some one told her that Dodson & Co. were looking for novels—not of the flashy type, but studies of character—and she decided to submit me to them. So I was sent by express, a letter going by mail begging the firm to give her some idea of the merits and demerits—especially the latter—of the story. The manuscript was returned to her, accompanied by a letter, in which the writer courteously explained to her that more than 90 per cent of the novels published were read by women. Women required stories that showed the feminine touch. Mr. Harding had shown high literary excellence, but he had not succeeded in portraying a woman.

My maker determined that when she sent me out again she would adopt a feminine nom de plume. She made a new title page, with Edith Granger on it instead of Edgar Harding, and dispatched me to the Parkington Publishing company. She was again successful in eliciting a courteous reply, which included the reader's report. It was as follows:

"The author has given a picture of a woman who is sure to antagonize her own sex. Arietta Hope is altogether too feminine for a heroine. In reading about her we would surmise, did we not know to the contrary, that she had been drawn by a man, so many of those volatile traits common to women are found in her—traits that women love to ridicule."

"Good gracious!" exclaimed my maker when she read this. "Then I've jumped from the frying pan into the fire?"

My maker determined upon one more effort, and if that failed she was resolved to burn me. She sent me to Littleton Brothers. Within a few days she received a letter from the firm stating bluntly that they would not care to publish me at their own risk, but if she would pay the cost of publication they would put their imprint on the title page of the book, publishing it as their own.

My maker having all a woman's curiosity, desiring to discover who was right about the book, accepted the conditions. She sent the publishers a check, and they published me.

I was a long while getting before the public, but I succeeded in the end. Certain men recommended me because they said I was a man's woman, and certain women spoke well of me because they said I was a woman's woman. This at last gave me a start, and as I pleased both men and women I took in all there was except the children. Anyway, I kept growing and growing in popular favor till I was pronounced what publishers call "phenomenal."

Littleton Brothers were very angry because they must pay a larger royalty than usual, having published me for my author instead of themselves. Nevertheless, they made a fortune out of me, and when congratulated on their foresight they took wise and say nothing. I am now in my fourth hundred thousand, and the demand for me continues. My maker has built a country place, where she has retired, spending much of her time in declining requests of publishers that she write for them.

**While Traveling**

It is unsafe to carry large sums of money on the person.

You can procure at this bank American Bankers Association Travelers' Checks in denominations of \$10, \$20 and \$50, which can be cashed as needed in all parts of the world.

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Call and see us.

**McDonald State Bank,**  
NORTH PLATTE, NEBRASKA.



Jack-of-all-trades failed because he couldn't learn to specialize. Focused effort has made the Ford "the universal car". Our tremendous producing power is centered upon the building of just one good car—the world-beating Model T.

75,000 Ford cars already sold this season—one-third of America's product. Five passenger touring car \$690—three passenger Roadster \$590—torpedo runabout \$590 delivery car \$700—f. o. b. Detroit, complete with all equipment. Get catalogue from Ford Motor Company, Michigan and Fourteenth streets—or from Detroit direct.

**HENDY-OGIER GARAGE, Agent,**  
North Platte, Neb.

**FOR SALE**

All of section 21 and 420 acres of school land in Sec. 16, township 13, range 27. This is good pasture land adjoining the Platte valley. Has flowing well which never goes dry nor freezes. No windmills to bother with. Price \$8 per acre for the section, and \$400 for my assignment of the school lease of the 480 acres.

Also my hay land being all of section 29, township 13, range 27. This land is well known as being the best hay section in this locality both for quantity and quality of marketable hay. Has barn 32x64 on southwest corner within one-half mile of Hendy siding. Price \$50 per acre. Will accept part cash and give terms on the balance if desired. Call on or address,

**C. D. FOWLES, Brady Neb.**

**Union Realty and Investment Company.**

Paid up Capital \$50,000. Surplus 50,000.00.

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New Chef—STILL OPEN—Improved Table.  
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**THE NEW BUICKS.**

Advance specifications describe fully the new 1913 Buick line and especial attention is called to the completion of detail and general excellence of equipment.

All of the well known Buick principles of construction are maintained and while improvements have been made, no radical changes have taken place.

The same idea of service and durability is uppermost and effort made to increase the already high efficiency of each car.

The regular advance edition of the Buick catalog is being prepared, which will show cuts of each car and fuller descriptions. This is worth having and will be gladly sent on request.

**J. S. DAVIS AUTO CO.,**  
North Platte, Nebraska.