

The McCook Tribune.

ELEVENTH YEAR.

McCOOK, RED WILLOW COUNTY, NEBRASKA, FRIDAY EVENING, APRIL 14 1893.

NUMBER 47.

Spring. 1893. Spring.

J. ALBERT WELLS

Is Showing the Largest and Best Selected Stock of

**DRY GOODS,
MILLINERY,
& CARPETS**

Ever offered to the citizens of McCook and Southwestern Neb.

You will certainly find it to your interest to examine this unexcelled stock before making your spring purchases.

J. ALBERT WELLS.

...GRAND...

OPENING!

Our new goods are new open and we invite you to come and inspect stock and prices.

Our Dress Goods Department

Excels all previous efforts.

Our Clothing Department

Is complete as to styles and prices. New Styles in Hats. Wait for our Spring Wraps. We will show you latest styles and give you latest prices. We are handling the

BANNER BRAND of Waists for Ladies.

AGENTS FOR BUTLERICK PATTERNS.

We Handle Groceries and Boots and Shoes.

CASH BARGAIN HOUSE.

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.....	11:50 P. M.
No. 5, local passenger.....	11:00 P. M.

The pay checks were distributed among the employes, Tuesday morning.

The Burlington will be in it, when it comes to running Columbian flyers, just the same.

Miss Lulu Stingle was the guest of her sister Mrs. J. P. Burton at Oxford, last week.

A. L. Hall, the mail carrier, left on 6, Monday for Indianola, Iowa, on a two week's visit.

Assistant Supt. Harma of the high line was with us of the western division headquarters, Saturday.

Word from the east announces that "Windy" Reynolds is firing on passenger between Galesburg and Chicago.—Alliance Grip.

Charlie Dawson has gone into the train service, making his first run out on No. 3, Saturday night, with Conductor Fay.

Frank Anson and family, former residents of this city have moved back from McCook and will again make Red Cloud their home.—Argus.

George H. Christ is throwing mail on the St. Francis branch for a few days during the illness of the regular postal clerk.—Oxford Standard.

J. R. Caylor, of the car repairer's force, was ordered to Republican City a few days ago for several week's service at that point.—Oxford Standard.

Thos. Morgan, the B. & M. telegraph operator, has opened up a news and confectionery store three doors east of the post office.—Cambridge Klieidoscope.

The price of a meal on the Burlington diners is now \$1, the increase from 75 cents being made April 1st. The Columbian spirit is evidently a gouging spirit.

M. Lawretson, extra agent for the B. & M., is in charge of the station at this place for a few days, while Mr. Engstrom is attending to the company's interests at Grant.—Curtis Courier.

The Burlington railroad has been a heavy loser from prairie fires, this spring. It is stated on authority that the company's losses and damages will amount to a cool one hundred thousand dollars at least.

A coach caught fire from a stove, Monday night, in the yard, and but for its timely observance and prompt application of water, the same would have been destroyed or badly damaged. As it is a few dollars will cover the loss.

Conductor Hugo Brown has returned and is again on duty. While at Orleans he helped his father-in-law husk corn and from the way his coat is frayed he must have done two men's work. He also outpulled the strong man of Harlan county for fifty dollars. As a man of strength, tact and ability Hugo is out-of-sight.—Alliance Grip.

There is a well formed suspicion that trouble is brewing between the B. & M. railroad and its locomotive engineers, and if the interested parties felt disposed to talk some interesting disclosures might be made to the public. Since the big strike of '88 the railway management has been strongly opposed to any labor organization among its engine men, but notwithstanding this opposition it is reported that the men have been quietly joining the Brotherhood by the score, until now it is very generally stated that a large majority of the men who pull the throttle on its engines are in the league with the Brotherhood. Over on the Q. the Brotherhood is said to be almost as strong as before the strike, while on the B. & M. it is not many notches behind. What the managers will do about it is the question.—Plattsburgh Journal.

The general managers of the lines in the Western Passenger Association held a meeting in Chicago, Saturday, to solve the problem as to the time to be made by trains between Chicago and Missouri river points and Chicago and St. Paul and Minneapolis. This matter has given the managers of the western roads more trouble than any other question in coming to an agreement and the establishment of uniform passenger rates during the World's Fair period. In order to pave the way for an amicable adjustment of World's fair rates and to bring about the adoption of the revised agreement of the Western Passenger Association the managers of the various roads concluded at Saturday's meeting to fix a minimum time for all regular trains, no road to be permitted to run trains at a higher speed. The minimum time for trains between Chicago and Missouri river points, Kansas to Omaha inclusive, was fixed at sixteen hours. The minimum time of trains between Chicago and St. Paul was fixed at thirteen hours and twenty minutes. This will necessitate the lengthening of time by some of the roads and the shortening by others. The time between Chicago and Kansas City by the direct lines is lengthened by one hour. The officials of these roads say this will help them during the World's fair period, as they haul larger trains and assume less risk. Now that the question of time to be made by trains has been satisfactorily adjusted the managers at their meeting today will find but little difficulty in coming to a speedy result as regards the adoption of the World's fair rates recommended by the presidents a short time ago.

This has been the liveliest pay-day in many months.

Mrs. Clayton Keim is visiting Lincoln relatives and friends.

Annie Kobbel, a niece of Engineer Brown, is a new case of scarlet fever and quite ill.

Mrs. Joe Lee is visiting relative and friends in Omaha and Lincoln.

Frank Starks' little boy is recovering from an attack of scarlet fever.

Auditor Foreman was down from Denver on business of his office, Tuesday.

If you are not already you ought to be a subscriber to THE TRIBUNE at once.

The switch engine has been dispensed with at Oxford and transferred to this yard.

Switchman J. H. Patterson is entertaining his father-in-law A. B. Davis of Albany, Mo.

Mrs. J. C. Birdsall went down to Hastings, last evening, on a visit of a few days with friends.

Mrs. George Connor will leave tomorrow morning for Kansas City to be absent a week or two on a visit.

Dr. E. H. Waters is having a dwelling built on north Main avenue. His brother-in-law from Hastings is doing the work.

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

Mrs. E. T. Mowbray, mother of Mrs. C. E. Pope and Mrs. J. R. Sircolomb, left on last Sunday evening for her Lincoln home, after a visit of a week or ten days with her daughters.

It is rumored that Elmer Rowell of the store house will take unto himself another rib, some time next week, or at least in the very near future. Elmer is a sterling young man and his prospective bride a most amiable young lady.

Here is a problem that our exchanges are propounding to their readers: A freight train one mile in length stopped with the caboose just opposite the depot. The conductor got orders to move his train to the next station which was just five miles distant. He gave the engineer orders to move, which the latter did, while the conductor walked over ahead on top of the cars and got off. The question is how far did he walk, or, as he was walking the entire five miles, did he ride at all?

There will be fifty locomotives in the Transportation building by the first of May and two outside. The two outside, one which has arrived, will be wonders. Pedestals are now being put up for them, one at the north and one at the south end of the building. The Brooks engine is to be on the north side. It weighs ninety tons and is designed for freight. It has twelve wheels, each 52 inches in diameter, with all the latest improvements. The pedestal on which it stands will be four feet high and a shed will be erected over it. At the south end of the building will be a Baldwin engine. This engine, which has arrived, weighs 100 tons and is the largest ever turned out by any works. It is a twelve wheel, compound engine of the Van Clain type, with a 20 by 6-inch cylinder. The wheels are 42 inches in diameter and the boiler 72 inches in diameter. This engine was built for the Central railroad of New Jersey and will run on that road after the exposition.

REPUBLICAN.

No. 164 on Sunday a. m. is getting to be almost a stock train.

Ed Caffrey of the Sunflower Line has been taking a lay off for a few days.

Ed and Walt Cox have bought the stock of furniture formerly owned by Vallicot & Co, and will continue the business under the style of Cox Bros.

Glen Baily, who held a key at Norton for so long, but late of Indianola, was a passenger on No. 16 last Sunday a. m. for Cowles where he will assume charge of the station.

Jack Curran was trying "fisherman's luck" last Sunday. When last seen he was sitting astride a log and defied all the efforts of the boys to draw his attention from the sport.

Brakeman Wright had rather a varied experience, when he reported for duty last week. Few men have turned in their switch key and called for their time and have been reinstated within twenty-four hours.

Conductor Benjamin is resting for ten days at the request of the head of the train department. Conductor LeHew in the mean time sees that the chalk marks on the rails are preserved, so that cars may be set without any possibility of variation.

The Maximum Rate Bill.

Last evening Governor Crouse signed the maximum rate bill and it becomes a law that will go into effect the coming August. It will be the first direct measure regulating railroad rates in the state and it will be watched with close interest. If the railroads do not accept it without a struggle, which they undoubtedly will not do, there will be some very important suits in the courts growing out of the measure. The Union Pacific will undoubtedly vest a claim for exemption on the ground that it is a government road and responsible only to the national government, while other roads will seek tests on the constitutionality of the law, which in the opinion of many attorneys can be easily found. In the meantime the law is on the statute book and Governor Crouse put nothing in the way of its becoming a law, but to the contrary approved the measure. The republican governor of the state has done what the republican party has in its platforms expressed itself in favor of doing, and if the law proves a bad one—one that is unconstitutional or that works more hardship than good upon the people—then the responsibility will rest upon the dominant party in the legislature that created and carried the bill through.—Thursday's Lincoln Call.

...SECOND...

INVOICE!

Having had such an immense opening trade on Ladies' and Children's Wraps and Suits, we were compelled to re-order an entire New Stock. They have just arrived. Also a full line of Ladies' Waists, all prices and qualities. It will certainly pay you to call and examine these goods.

**Ladies' Capes,
Ladies' Jackets,
Ladies' Columbian Collars,
Ladies' Wrappers,
& Ladies' Waists.**

L. Lowman & Son,

Dry Goods, Carpets, Millinery and Dress Making.

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.