

# The McCook Tribune.

TWELFTH YEAR.

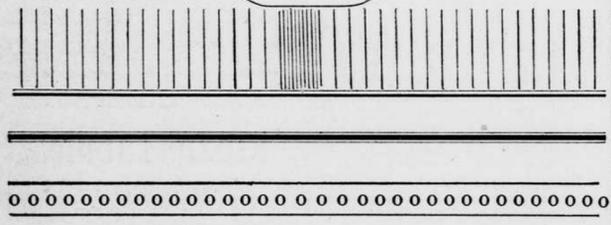
McCOOK, RED WILLOW COUNTY, NEBRASKA, FRIDAY EVENING, JUNE 30, 1893.

NUMBER 6.

W. M. ANDERSON'S  
NEW  
GROCERY STORE.

It is not the only Exclusive Grocery in in the city, but my prices are as low as the lowest. My Goods are All New and Fresh. A full line of SPICES, strictly pure and unadulterated. Also a complete line of good CROCKERY which will be sold at remarkably low prices. When in the city give me a call. Respectfully,  
W. M. ANDERSON.

MORLAN BUILDING.



CASH

## Bargain House.

Prepare for Hot Weather.

We have Everything in the Wearing Apparel line

TO KEEP YOU COOL.

Summer Dress Goods, and Clothing,

Straw Hats and Ladies' and Misses Slippers.

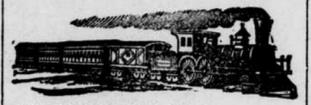
Ask to See Our Summer Silk at 39c per yard;  
It is a Bargain.

Silk Umbrella for only \$1.50.

Our Grocery Stock Complete  
And fresh at all times.

LARGEST STOCK AND LOWEST PRICES.

C. L. DeGROFF & CO.



TIME TABLE.

GOING EAST—CENTRAL TIME—LEAVES.

No. 2, through passenger	6:30 A. M.
No. 4, local passenger	8:45 P. M.
No. 6, through passenger	4:10 P. M.
No. 75, freight	9:30 A. M.
No. 144, freight, made up here	9:30 A. M.
No. 148, freight, made up here	8:30 A. M.

GOING WEST—MOUNTAIN TIME—LEAVES.

No. 1, through passenger	11:30 A. M.
No. 3, through passenger	11:30 P. M.
No. 5, local passenger	10:30 P. M.
No. 73, freight	5:30 P. M.
No. 149, freight, made up here	6:00 A. M.
No. 175, accom., made up here	8:00 A. M.

NOTE:—No. 73 carries passengers for Stratton, Benkelmann and Halgier only. No. 175 is for the Imperial branch. No. 4 has a sleeper from McCook.

Brakeman Custer's wife is quite seriously ill. Dr. A. P. Welles is entertaining his sister. Banker O. Frost of Bartley was a city visitor, last evening. Captain R. O. Philips had business up the valley, Wednesday. Conductor Hegenberger is visiting relatives in Herndon, Kansas. Conductor Beale is absent among the sightseers at the exposition.

Engineer Magner left, Sunday, for Chicago, to be gone about two weeks. Conductor Will Brown has one of his children in Denver for treatment. On account of slack business nine extra engineers have been set back to firing. Engineer Oyster is painting his house—one of the finest residence properties in the city. Peter Bonnot left, Wednesday morning, for Alliance, on a visit to his daughter, Mrs. J. R. Helan. Mrs. Hiram Thrailkill left on Monday evening for Iowa, where she will visit at various points. Miss Georgia Wirt arrived in the city, Monday noon, and is the guest of her sister, Mrs. Will Brown. H. F. Harman went down to Oxford, Monday evening, to enter upon his duties as express messenger. Roadmaster D. F. McFarland was up from Red Cloud, Tuesday afternoon, on affairs of his office and line. Frank Warden has been transferred here from Holdrege, where he has been in charge of the switch engine. Ben S. Marvin arrived from Deadwood, South Dakota, Wednesday night, to take the wife and baby back home. T. S. Pexton is the new operator at the station at Indianola. A. C. Van Wye has been transferred to Norcatuar, Kansas. Lineman Brown was called down the road, last evening, to repair some wires which had been demoralized by the storm and rain. Mrs. C. E. Pope will leave, tomorrow morning, on a visit to the world's fair and other points east, and will be absent until September. The familiar countenance of "Windy" Reynolds is seen circulating around Alliance once. He is looking for a job.—Alliance Times.

The tidy and comfortable residence property of H. G. Terrill in the northwestern part of the city has been purchased by W. G. Higby for \$1,000. Mrs. C. A. Dixon and Miss Edna, who have been visiting Plattsmouth relatives and friends for a week or two past, arrived home on 3, Wednesday night. A good many people are waiting for a lower railroad rate in order to visit the World's Fair but the prospects for a reduction of the rate now in force are not flattering just at present. Charlie Coleman and family, who have been visiting in Illinois and taking in the world's fair, arrived home on one, Monday noon. They report having had a splendid visit. Pursuant to orders from headquarters all heavy work in the repair line will be done at Havelock, hereafter, in order to subserve economy. This will materially reduce the force of men employed in the various repairing departments here. Fifty thousand dollars, the largest sum ever paid by an American Railway company for injuries to a single person, will be paid by the New York Central railway to Mrs. Homer R. Baldwin of Yonkers, within a few days, in settlement for the injuries she received in the disaster at Hastings on Christmas eve, 1891. The accident was a rear end collision and the result of carelessness in signaling. Paducah, Tennessee & Alabama Railroad Company and Tennessee Midland Railway Company. St. Louis, Mo., July 1st, 1893. Mr. A. J. Welch is hereby appointed General Passenger and Ticket Agent of these lines; he will also perform the duties of Assistant General Freight Agent as heretofore, with office at Memphis, Tenn., instead of Paducah, Ky. Effective this date. T. J. Moss, President.

The Nebraska and Sonora Prospecting and Development Co., is the name of a Nebraska corporation that filed articles with the secretary of state Tuesday. The headquarters of the company will be at McCook and the capital stock \$50,000. G. R. Johnson and twelve others are the incorporators and the object of the company to delve deep into the bowels of the earth for minerals which they are prone to believe exist near McCook, (Mexico).—Lincoln Journal.

Charlie, son of Engineer A. J. Chambers, arrived home first of the week. Extra Agent H. Bardon is filling the count's boots during the agent's absence in Illinois. Engineer and Mrs. W. W. Archibald left on 6 Saturday evening, on a visit to the world's fair. Economy is the watchword in all departments, and the force of men is being cut down to the lowest notch possible. Conductor A. H. Chapin and family left on 6, Tuesday evening, for Ashtabula, Ohio, on an extended visit to their old home. Mrs. J. D. McAlpine has been down from Denver since first of the week guest of her parents, Mr. and Mrs. C. W. Knights. A Special stock train of thirteen cars came down from Culbertson, Tuesday afternoon. Heber pulled them. The stock were shipped by Vastine and Terwilliger. George J. Frederick, train director at the Oxford station, spent a few hours in the city, Saturday afternoon, seeing oldtime friends and on some matters of business. Engines 241 and 235 started back to McCook Thursday morning. The McCook boys were glad to go home and the Alliance boys were glad to have them.—Alliance Times. Charley Price, a Burlington engineer out of McCook before the strike, greeted his friends here, Saturday, on his way through. He is now running out of Grand Junction, Colorado. Orders have been given for a very material reduction to the carpenter's force here. The present force numbers between thirty and forty, and will be cut down to about half the men. E. H. Andrus, the Burlington's wind-bag immigration agent, will make his headquarters in Sheridan, Wyoming, in the future, and will work to secure the settlement of the country along the company's Wyoming lines. Harry Gayton of the B. & M. force has been promoted and is now firing extra. Charley Ball has gone east on a visit and Sam Gilcrest is working in his place in the B. & M. yards here.—Akron Republican. Engineer Conner and Fireman Henderson with 235, and Engineer Tom Haley and Fireman Beal with 241, who have been up on the Alliance line for a few weeks during the cattle shipment season, arrived home Saturday last. The north and south railroad convention is now in session in Lincoln. The opening attendance was somewhat a surprise and discouragement to many, but the number of delegates are expected to swell as the convention continues. The show outfit Monday night made an unprovoked assault with clubs on Attorney L. O. Stevens, and bruised him up badly. They are simply an organized body of thugs and thieves, and should have never been allowed to get out of town. McCook heard of their actions here, and about three hundred railroad boys laid off to be ready for them.—Akron Republican. A passenger created much amusement at the depot, Monday evening, in unsuccessfully attempting to board No. 6 in motion. He was quite a sprinter for a heavy, dignified man, but as one of the boys remarked, "He couldn't cut her." Just as he was about to grasp the step railing of the last receding Pullman he gave up and commenced to frantically signal for the train to stop. But she stopped not. The B. & M. is cutting down on their number of employes along their different lines on account of the falling off of freight traffic. And through this we lose Mr. McKinney who has been an assistant at this point. He was changed to Indianola, leaving last Monday. He was a bright, industrious young employe and we, as well as many more, are sorry to lose him from our fraternity. Indianola gains our loss. Success to him.—Imperial Enterprise. The latest railroad news is to the effect that President T. F. Oakes, of the Northern Pacific, is to become president of the Burlington system. J. M. Forbes has resigned as president of the board of directors and President Perkins will succeed him, thus creating the vacancy that President Oakes will fill. Mr. Oakes is one of the ablest railroad men in the west, and if he goes to the Burlington it will be a winning move for that road.—Lincoln Call. The remains of H. W. Miller, the notice of whose death on the train at Akron, Colorado, we published two weeks ago, were brought to Palisade several days since, and the funeral had yesterday from the Methodist church. The services were conducted by Rev. Madely according to the ritual of the Episcopal church, of which deceased was a member. The circumstances surrounding the death of Mr. Miller makes the case one of peculiar sadness. Deceased leaves a wife and one child to mourn his loss.—Palisade Times. Speaking of the abandonment of trains on branch lines of the B. & M. Auditor Taylor said Wednesday: "I have ascertained that it costs the B. & M. \$1.02 1/2 per mile to run its passenger and freight trains. This includes everything except fixed charges. While out on one of our branch roads some time ago I rode 184 miles and only four persons occupied the train in that time. Now it is reasonable to suppose that a railroad cannot operate a train on that amount of business. On another train, by actual figures, its earnings were \$9.50 per day, whereas it costs \$95 to operate the train during the same length of time. There has been nothing done by the B. & M. people to warrant the assertion made by the public that we are discontinuing trains to make more odious the maximum rate law. The whole truth is that there is not business enough to warrant the continuance of trains on branch lines when people will not patronize them."

We Say What We Mean  
...AND...  
MEAN WHAT WE SAY  
Our Semi-Annual Clearance Sale  
OF  
All Summer Goods  
NOW IN PROGRESS.  
White Goods, Lawns, Challies, Satteens, Laces, Embroideries, Underwear, Etc. Everything at unheard-of low prices. Also our entire stock of Fashionable Millinery at less than cost. The Dressmaking Department is always prepared to do your work.  
L. Lowman & Son.  
DRY GOODS, CARPETS, MILLINERY.



I'm a Plain, Blunt Man,  
But I Know That  
...it is...  
UP HILL WORK  
For any Firm to  
Match the  
Elegant Spring Stock of Clothing  
AT

The Eagle Clothing House,  
C. W. KNIGHTS, PROP.  
THE COLUMBIAN SEASON  
Has been inaugurated by...  
—KALSTEDT—  
with an immense new stock of  
2021 SUMMER GOODS.  
Call and see this fine line before the  
election is broken.  
KALSTEDT, THE LEADING TAILOR,