

The McCook Tribune.

TWELFTH YEAR.

McCOOK, RED WILLOW COUNTY, NEBRASKA, FRIDAY EVENING, OCTOBER 13, 1893.

NUMBER 21.

ANDERSON'S

GROCERY.



Engineer F. C. Stuby has been on the sick list.

S. A. Haley was a Grand guest at Lincoln, Sunday.

Too many men for the number of engines—hence the pool.

The Burlington Route is doing its share of World's fair business.

Ask Jack Moore about the trade with the Hayes county hayseed.

See that your air couplings are in the keepers when not connected.

Engineer Mesler's wife is confined to the house with a severe attack of facial erysipelas.

Among the passengers on No. 6, Tuesday, was a Pullman car full of well-to-do Mexicans, bound for the fair.

"Windy" Reynolds, who visited in the city briefly, close of last week, expects to return to work on the western division.

It will be learned with regret by all the railroad men that Conductor Frank White has been let out of the company's service.

Twins—a boy and a girl—were born to Mr. and Mrs. Max Anton, Monday morning. Max, by the way, does nothing by halves.

Traveling Engineer, Mrs. and Miss Edna Dixon are all away seeing the varied sights at the World's fair, leaving on Saturday last.

It is reported that passenger trains numbers one and six will be taken out of the service, after the World's fair closes, the last of this month.

George B. Harris, third vice-president of the road, passed through here from Denver, attached to No. 6, on Sunday afternoon, in his special car.

Dispatcher T. G. Rees has sold his residence property on Marshal street to Sylvester Cordeal. The lot just north of the dwelling has been purchased by H. H. Easterday.

The infant child of Thomas Catt's, whose illness was mentioned, last week, died on Monday, and was buried in the city cemetery, Tuesday afternoon. Their friends sympathize with them deeply in their sorrow.

The enginemen and trainmen on the Denver & Rio Grande road have agreed to a reduction of 10 per cent in wages, with the understanding that a conference will be held, first of the year, looking to a readjustment.

Passenger train number 2, on Sunday morning last, was the largest and the finest passenger train that has ever run over the western division. There were 15 cars in the train when it reached this station, where the number was increased to 18. There were 450 passengers aboard.

The railroad men are beginning to admit that they made a mistake in withholding low fares to Chicago until so late in the world's fair season. They have no one to blame for the blunder but themselves. The newspapers warned them last May that they were following in the paths of the gentlemen who slaughtered the goose that produced the golden egg.

Superintendent J. R. Phelan departed, Monday, for McCook, to prove up on his timber claim near Parks. He has held it ten years and planted 51,000 trees besides nearly seven acres of walnuts. His ranch near Parks contains 1,500 acres and is one of the finest places for cattle raising in the state, controlling seven miles of water front and easily worth twenty-five thousand dollars.—Alliance Grip.

Mrs. George Leming received the sad news, Saturday afternoon, of the sudden and unexpected death of her mother at Salt Lake City, Utah, where she had been visiting one of her daughters. Her sister, Mrs. Rolison, and son Luzerne, left on the night passenger for Salt Lake. The remains will be taken back to the Oregon home for interment. They have the profound sympathy of many friends here.

Brakeman Frank Cassels of freight 159 was the victim of an accident at Brush, Colorado, last Saturday, which was most extraordinary in its results. While preparing to make a coupling, he fell, and two wheels of an empty freight car passed over both legs above the knees. He managed to drag himself out of the way of the rest of the cars and feel to the ground. Upon investigation by the doctors they pronounced no bones broken. The skin on his legs was not even broken, although the weight which passed over his legs as they lay across the rail must have been 6,000 pounds or more. Paralysis is however feared.

REPUBLICAN CITY.

Miss Rosa Green came up from Red Cloud, Tuesday, for a visit with her old friends in this vicinity.

"Windy" Smith put in a few days braking on the "Sunflower" line. He was relieved by Ed Cox.

Miss Mary Gruell is visiting with her brother Al, who is a section foreman on the Rock Island in Colorado.

L. W. Wright reported for duty, after a severe scrimmage with billious fever, in which he came out a winner.

Conductor Benjamin's wife has been sick for several days with billious fever. She is now convalescent, however.

Mrs. John Spencer is still bedfast. She has been sick now for about two months. At one time her life was despaired of.

Operator Carson of Alma has resigned and departed for his old home in Illinois where he has been offered a position. Success to him.

L. E. Cann, one of the Burlington's efficient operators and son of the agent at Danbury, returned from the World's fair, Monday the 9th inst.

D. B. Hollinger, R. M. S., than whom there is none better, got a lay-off after a hard struggle, and is now basking in the sunny smiles of his best girl at St. Joe.

Joe Mason, section foreman at McDonald, spent part of last week visiting his old mother, who came as far as Beaver City and stopped there to visit friends and relatives.

Miss Mary Ryan, one of Wymore's popular young ladies, who has been visiting her sister, Agent Draper's wife of St. Francis, returned home on No. 172, on the 7th inst.

Conductor Beyrer was renewing old acquaintances, while laying over at these railroad headquarters, the other day. He was out with Mr. Olson, superintendent of bridges. Engineer Wolf accompanied him.

C. H. Grinnell, cousin of General Manager Holdrege and secretary and manager of the Sheridan fuel company, of Sheridan, Wyoming, took a trip over the Sunflower line, Monday, for the purpose of introducing his brands of coal. He reported good success.

Agent Davis of Cedar Bluffs returned from Iowa, on the 6th inst. He took his little girl east for treatment for enlargement of the heart, but medical science, with all its skill, could not save her, and on the 3d inst. she departed this life, leaving behind the pain and looking forward to that future that knows no pain nor misery. While we give to the sorrowing family our heartfelt sympathy, yet, considering her condition and the hopelessness of it, we cannot help but think that it is better so.

Conductor Frank Kendlen went in to Chicago, yesterday, after the family and to see the fair.

Master Mechanic and Mrs. Archibald went in to Chicago, Sunday morning, to see the Columbian exposition.

Engineer and Mrs. J. F. Heber arrived home on 3, yesterday morning, from the fair, and report a splendid time.

Dispatcher and Mrs. Rees will leave, next week, for Florida, where they will make their future home. The warmest wishes of a host of friends will accompany them to the south-land.

Trainmaster and Mrs. J. E. Kenyon came in from Chicago, Wednesday noon. Trainmaster and Mrs. J. C. Birdsell of Alliance accompanied them, visiting here briefly before leaving for the Wyoming division.

Even railroads do not eat pie all the time. The returns for the first three weeks in September show a decrease in earnings of about 13 per cent compared with the same period last year, notwithstanding the world's fair traffic.

The panic has not stopped railroad building altogether, but it has of course caused the postponement of a great deal of work that would have been done this year had ordinary conditions prevailed. The Railway Age finds that since July 1, about 1,000 miles of new track have been laid. Since the beginning of the year the total is 2,040 miles. The indications are that the total for 1893 will not exceed 2,500 miles.

The costliest mile of railroad is a mile measured on the steel portion of the Fourth bridge. The length of this portion is a mile and twenty yards, and the cost of it was considerably over \$10,000,000. The most expensive railway system in the world is the Inner Circle line of London, which cost, including the purchase of land, from \$3,000,000 to \$5,000,000 per mile. The last constructed mile, between the Mansion House and Aldgate, cost altogether including compensation nearly \$10,000,000.

ON

TUESDAY

October 17th, 1893,

... Will Occur ...

OUR OPENING

... OF ...

Ladies', Misses' and Children's

Cloaks & Wraps

Under the auspices of a gentleman representing one of the

Largest Cloak Houses

IN AMERICA.

Our Styles Are Exclusive.

Come Whether You Want to Buy or Not.

L. Lowman & Son,

DRY GOODS, CARPETS, MILLINERY.

NEW GOODS!

NEW GOODS

Our Fall Stock Complete

In Every Department.

Clothing, Overcoats, Dress Goods,

Ladies', Misses' and Children's Cloaks, Boots and Shoes.

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Declining Market For Cash.

And we are going to sell goods

CHEAPER THAN EVER.

Be Sure to Examine Our Stock

And get prices before making your purchases.

.....

COMPLETE STOCK OF FRESH GROCERIES.

CASH

Bargain House.

C. L. DEGROFF CO.

.....



A DOLLAR

or two is considerable these hard times, but there are times when you are wholly justified in the expenditure. For instance if you are looking for a

Round Oak

Heating Stove, don't let some unscrupulous dealer sell you some other Stove for the

Round Oak

or sell you some cheap imitation which is "just as good" for

A Dollar or Two

Less. Remember that imitation is

An Acknowledgment of Superiority.

So Buy The

Genuine **ROUND OAK**, Original

See the name cast on the legs, also on the nickel name plate.

CALL AND SEE THEM

... AT THE ...

THE PIONEER HARDWARE,
W. C. LA TOURETTE, Prop.