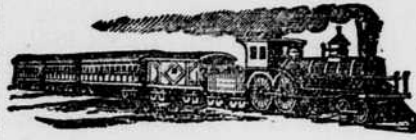


# The McCook Tribune.

TWELFTH YEAR.

McCOOK, RED WILLOW COUNTY, NEBRASKA, FRIDAY EVENING, OCTOBER 20, 1893.

NUMBER 22.



Supt. Campbell is absent in Chicago.

Engineer J. V. O'Connell left on Wednesday to see the exposition.

Miss Rogers of Peoria, Ill., is in the city, guest of Engineer Heber's family.

Stock extras and smaller shipments of cattle and hogs are of daily occurrence now.

Large quantities of steel rails, ties and other supplies are being stored at this point.

Traveling Engineer Dixon, wife and daughter came home from the fair, Sunday night.

Conductor W. S. Coy was up from Holdrege, last Friday afternoon, between trains, on business.

Mrs. James Chambers arrived on 6, last evening, from Colorado, on a visit to her parents and family.

Mrs. T. B. Campbell and Mrs. W. S. Perry accompanied Mrs. T. G. Rees as far east as Oxford, last evening, returning home on the night train.

No. 1 was four hours late, last Friday, on account of heavy train and wind. In fact trains generally from the east have been late for past week or two.

Engineer J. H. Moore left on 6, Friday, for the world's fair. Mrs. Moore will join him at Burlington, Iowa, where she has been visiting for the past few weeks.

The Union Pacific has succumbed to the inevitable and gone into the hands of receivers. It will never be a profitable road under its present enormous indebtedness.

E. F. Highland, the genial and popular assistant supt. of the Lyons branch, came down Wednesday evening, and will remain here several days during the absence of Superintendent Campbell.

The biennial convention of the brotherhood of railway trainmen is being held in Faneuil hall, Boston, this week. The sessions are absolutely private, hence nothing definite is reported concerning the proceedings.

Steve P. Dwyer and Kittie Bowen, both well and favorably known to our readers, were married in Waverly, Iowa, this week, and will shortly return here to make their home amongst us. THE TRIBUNE wants to join in the chorus of congratulations and well-wishes.

Brakeman C. J. Snell and Miss Nannie J. Kipp were united in marriage by the Rev. Father Hickey at his residence on Tuesday afternoon. After a brief honeymoon at the home of the bride's parents, a few miles west of the city, the happy couple will settle down to house-keeping on south Melvin street. THE TRIBUNE adds its congratulations to those of their many friends.

Jack Christy was an engineer on the Fort Wayne road out of Chicago. The other day with a heavy train of passenger coaches his engine jumped the track, but, instead of jumping from his engine and saving himself, he staid and was buried beneath it, but not until he had applied the air and saved the passenger coaches from total wreck. It is men like Jack Christy who will be greater men through eternity than senators or presidents.

Our mail train from the east was twelve hours late, Saturday, in consequence of a head end collision which occurred a few miles west of Manhattan. The mail train collided with a fast stock train, the result, it is thought, of carelessness on the part of the operator at Manhattan, by which the mail clerk lost his life and the engineers and firemen of both trains were both badly scalded. None of the passengers were very seriously hurt. J. Hamilton, of Selden, had an arm badly twisted and jammed and a child of Mrs. J. M. Foster suffered a painful contusion of the head. The mail car and several of the coaches were burned in the wreck.—Oberlin Eye.

The death of Brakeman Dell R. Poore, Sunday night, at Stratton, is one of the saddest accidents it has been our lot to chronicle in many a day. It seems that the engine and one car of the freight train were backing up to the main train, and while he was preparing to make the coupling, he in some unknown way fell under the wheels and was so badly hurt that he died in about one hour. The remains were brought down to McCook on the morning passenger for preparation for shipment to Raymond, New Hampshire, whither they were taken on the midnight train. The broken-hearted sister, Mrs. E. Q. Robie and her husband accompanied the body to the old New England home for interment. They have the profoundest sympathy of this entire community in their affliction.

George Connor is a little under the weather.

Engineer Harris was quite painfully scalded, Wednesday.

Passenger trains are unusually heavy and more or less late.

Agent W. G. Hills of Brush, Colorado, was at headquarters, Monday.

John R. Roxby came from McCook last Saturday.—Arapahoe Mirror.

Engineer Pronger arrived home from the east on No. 5, Monday night.

Mrs. C. W. Bronson arrived home, first of the week, from her trip east.

Bert Hall is back again prospecting for a job at western division headquarters.

The pool on engines is not very popular among enginemen. It reduces wages.

Mrs. Samuel Rogers arrived home on 6, Wednesday evening, from her visit in Colorado.

The Union Pacific under the receivers regime is setting down on the Iowa garnishee sharks.

Auditor E. O. Brandt has been in from Omaha, part of the week, on business of that department.

Conductor V. H. Soliday went down to Red Cloud, Wednesday morning, word being received that his sister-in-law is worse.

L. I. Meserve came in from Akron, Sunday night, and will run out of McCook again, Slaby having returned to work at Akron.

Samuel Rogers and Lawrence McEntee who have been up in the mountains working on their claims, arrived home Wednesday night on 4.

Last Friday was Trainmen's day at the Fair, and reports intimate that they were held up with an ease and grace hitherto unknown in railroad circles.

Will Archibald dropped into our sanctum, Thursday morning, with the salutation, "we've a fine ten pound boy up at our house." Mother and boy are doing well.

Burt McCarl accompanied the remains of Del. Poore to New Hampshire, as a representative of C. W. Bronson lodge B. of R. T., of which the deceased was a member.

The railroad men all deeply sympathize with Engineer Snyder, (who was pulling the freight train which accidentally caused Dell Poore's sad death,) who is terribly broken up over the affair.

Mr. Monter, north of town, had a narrow escape from being run down by the flyer yesterday, while crossing the track. His team "bucked" and would not cross the track and in backing off was barely missed by the engine.—Arapahoe Mirror

A prairie fire west of Holbrook last Friday burned 20 tons of hay, and it was only by hard work on the part of the farmers of that vicinity that a great deal more escaped destruction. A passing train set out the fire.—Arapahoe Mirror.

Last Sunday afternoon Rev. Adams preached the funeral sermon of the three children of Alex McDonald, of McCook, and one of Mr. Wolf's, in the Quigley school house. The children died a few weeks ago with diphtheria.—Indianola Courier.

It is held by President Roberts of the Pennsylvania railway that railroad fares would be reduced in this country if it were not for the extravagance of the rich people in demanding luxurious trains and extra fast time whenever they take a journey. It has become the practice among railroad men to cater to this class of patronage, and the result is that the business costs all that it is worth, and the profits in the trains must come from the ordinary traveller in the day coach who pays for a first class passage and gets less than the man in the Pullman, who is charged but a small advance for his roomy and expensive berth. Mr. Roberts believes that the time is coming when the really first class accommodations will be advanced in price, and when that time comes he thinks it will be possible to reduce the fares of the people who travel on the common cars. The success of the low rate excursions to Chicago has stimulated considerable thought among railroad managers, and the possibility of increasing the revenues by lowering the fares for the masses will be discussed in the next few years.

We learn from the Wurtsboro correspondent of the Middletown, N. Y., Daily Press of the marriage on Thursday of last week of Mr. Charles Holmes, late of Driftwood precinct, and Miss Hannah Newkirk of Wurtsboro. They will make their home in Nebraska.

THE Omaha Bee, in a burst of enthusiastic support of Harrison, declared that not a paper in Grand Island, Judge Harrison's home, was for him. On the same identical day the Grand Island Independent, that has been sneezing for years when the Bee took snuff, came out in a column article in support of Judge Harrison and made the declaration that Judge Maxwell would be found voting for Harrison on election day.

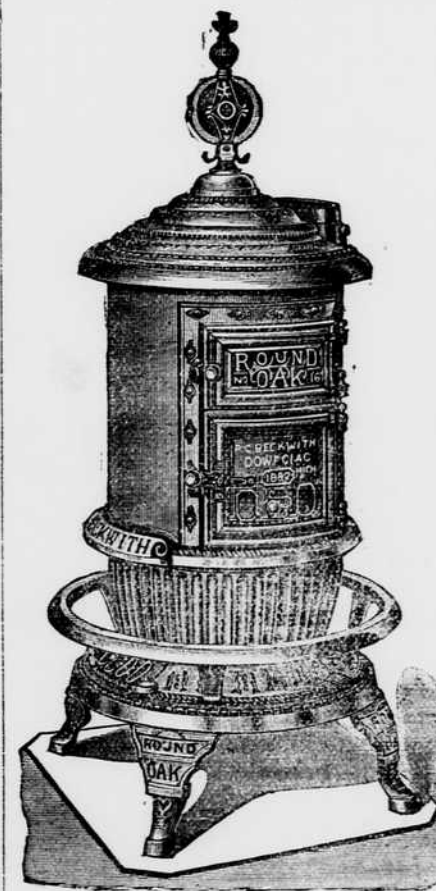
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