

The McCook Tribune.

TWELFTH YEAR.

McCOOK, RED WILLOW COUNTY, NEBRASKA, FRIDAY EVENING, JANUARY 12, 1894.

NUMBER 84.

SEE WHAT CASH

.... Will Do At....

ANDERSON'S GROCERY.

20 pounds best Granulated Sugar.....	99
All Package Coffee.....	25
Good Raisins, per pound.....	05
Better Raisins, per pound.....	08
Dried Apples, per pound.....	09
Evaporated Apples, per pound.....	14
R. C. Prunes, per pound.....	09
R. C. Prunes, larger, per pound.....	14

All Other Goods Proportionately Low.

January 12th, 1894. Number One.

GOOD FOR FIFTY CENTS

Until January 18th, 1894.

WM. M. ANDERSON.

Cut out the above coupon and it will be received for fifty cents on all purchases of \$5.00, excepting Sugar and Package Coffee.

NOW IS THE TIME TO BUY!

A LIBERAL DISCOUNT WILL BE GIVEN ON ALL WINTER GOODS UNTIL FEBRUARY FIRST. THAT IS THE TIME FOR OUR ANNUAL STOCK-TAKING and WE DO NOT PROPOSE TO INVOICE A SINGLE OVERCOAT, CLOAK, OR ANYTHING IN WINTER STUFF IF PRICES CAN MOVE THEM. COME IN NOW AND SELECT YOUR WANTS AND WE WILL MAKE SOME HARD-TIMES PRICES. A FINE STOCK OF GROCERIES. LEEDERS OF LOW PRICES.

CASH

Bargain House.

C. L. DEGROFF & CO.



TIME TABLE.

GOING EAST—CENTRAL TIME—LEAVES.

No. 2, through passenger.....	5:40 A. M.
No. 4, local passenger.....	9:10 P. M.
No. 76, freight.....	7:30 A. M.
No. 84, freight.....	6:30 A. M.
No. 80, freight.....	2:30 A. M.
No. 148, freight, made up here.....	5:00 A. M.

GOING WEST—MOUNTAIN TIME—LEAVES.

No. 3, through passenger.....	11:35 P. M.
No. 5, local passenger.....	2:25 P. M.
No. 62, freight.....	5:00 P. M.
No. 77, freight.....	4:32 P. M.
No. 149, freight, made up here.....	6:00 A. M.

IMPERIAL LINE—MOUNTAIN TIME.

No. 175, leaves at.....	8:00 A. M.
No. 176, arrives at.....	5:40 P. M.

NOTE:—No. 65 carries passengers for Stratton, Benkelman and Haiger. All trains run daily excepting 148, 149 and 176, which run daily except Sunday. No. 3 stops at Indianola, Cambridge and Arapahoe. No. 80 will carry passengers for Indianola, Cambridge and Arapahoe. Nos. 4, 5, 148, 149 and 176 carry passengers for all stations. You can purchase at this office tickets to all principal points in the United States and Canada and baggage checked through to destination without extra charge of transfer. For information regarding rates, etc. call on or address C. E. MAGNER, Agent.

THE MID-WINTER EXPOSITION.

The low rates to California now offered by the Burlington Route, constitute an unequalled opportunity of visiting that land of sunshine, fruit and flowers. On account of the Mid-Winter Exposition—California's World Fair—agents are now selling round trip tickets to San Francisco, Los Angeles, San Bernardino, San Diego, etc., for \$65.50. Tickets are good to return until April 30th, 1894, and are very liberal as regards stop-overs and transit lines. Wide choice of routes going and returning. This is the year of years to visit California, and the Burlington is the route of routes to get there. Ask your nearest ticket agent for full information, or write to J. Francis, General Passenger and Ticket Agent, Omaha.

Nebraska State Poultry Show and Convention, Kearney, Nebraska, January 16-20. Tickets on sale January 14 to 20, good returning until January 25th.

For the above occasions delegates paying full fare going will be returned at one-third fare on presentation to the E. & M. agent, at point of meeting, certificate signed by proper officer of the meeting.

SPECIAL TICKET RATES.
We will until further notice sell tickets to Spokane, Wash., Portland, Oregon, and intermediate points. 1st class continuous passage \$30.00. 2nd class continuous passage \$25.00.

Effective Oct. 16th, round trip tickets will be sold to San Francisco, Los Angeles, Colton, San Bernardino and San Diego, California at very low rates. For full particulars regarding rates, etc., call on or address C. E. MAGNER, Agent.

T. E. McCarl is braking on passenger. Wm. Francisco has been transferred to Red Cloud.

Mose Colfer is taking a lay off this week, putting in his time at Upland, this state.

Trainmaster Kenyon was a St. Francis visitor, first of the week.

C. W. Keim has moved into the Ed. Kane residence on north Main.

J. D. Carter is taking a vacation of seven days because he missed his train.

Jake Burnett is building a lunch counter, east of the depot, 20x30 feet in dimension, with ten feet studding.

Engineer Douglass' buggy horse took a spin down Main street, Tuesday, resulting in breaking one of the buggy wheels.

A. D. Green has changed from the Hastings and Oberlin line to Republican & St. Francis run. T. W. Benjamin takes his place.

B. V. Haley, roadmaster, went over his division first of the week, and says there is not a low-joint on the entire division. B. V. is known for his veracity.

The company is filling its ice houses at this place, in Denver and Akron, from the mill-pond at Cambridge. The late cold snap has formed ice of splendid quality and convenient thickness.

The railroad men of the branch line are authority for a report that the B. & M. is surveying the route from Pueblo to St. Francis, and that work on the road-bed will be commenced very soon. A rumor of this sort is sprung annually. It is possible it is true this time. We still live in hopes.—Beaver City Tribune.

The Pennsylvania railroad people some years ago began putting the sand-boxes for locomotives under the running boards, the idea being that there would be less obstruction to the view of the engineer on curves than there was with the sand-box on the boiler. The thing has not worked well, however, and it is likely that in future sand-boxes will be put on the boiler. The difficulties that bring about the change are dampness and the sand forming into a solid core in the bottom of the tapered boxes. A curious thing has been discovered in connection with the sand getting wet in sand-boxes. It was found that the sand in wrought-iron boxes was nearly always damp, while that in cast-iron boxes was seldom in that underivable condition. Wrought-iron and pressed steel sand-boxes were coming rapidly into use, but there was so much trouble with damp sand in them that they are being abandoned and the rejected cast-iron substituted.—Locomotive Engineer.

Brakeman Simonds is back from Max. J. R. Van Horn is running on passenger.

Phil. Churchfield is able to be about again.

J. B. Hazelbaker and wife are visiting in Lincoln.

H. C. Brown is visiting his brother up in Alliance.

J. F. Custer and wife are visiting in Blue Springs.

L. W. Stayner's children are ill with the measles.

John Ryan left, last evening, for Cheyenne, Wyoming.

Al. Sharp goes to St. Louis, this week, to visit his people.

C. T. Watson is in charge of the Western Union's business.

Mrs. H. Thraikill is visiting at Oberlin, Kansas, this week.

Mrs. Solliday returned Monday evening, from a visit at Akron.

Ed. Beyrer is now running on the Hastings and Oberlin line.

F. H. Foster has been visiting during the week, friends at Culbertson.

Mrs. A. S. Moore is up from Holdrege, this week; on a visit to her brother.

Superintendent Campbell was a capital city visitor, middle of the week.

MRS. J. E. SANBORN is still very ill, and will shortly be taken to Lincoln for treatment.

"Decidedly quiet," is the way a railway official put it Tuesday, speaking of freight traffic.

Mrs. P. F. McKenna went up to Denver, Wednesday night, to be absent on a ten days visit.

MRS. F. W. BOSWORTH is down from Cheyenne, Wyoming, on a visit to her McCook relatives.

Conductor Cromwell is on the sick list, being unable to go out on his run, yesterday morning.

Mrs. C. W. Bronson arrived home from her visit of a few weeks to her mother in Iowa, first of the week.

John J. Ingalls, the vitriolic Kansas statesman out of a job, went through McCook, last Thursday night, bound for the occidant.

Mrs. Irvine, one of the principals in the recent Salt Lake City, Utah, divorce suit, passed through the city, last Friday night, for Omaha.

Tom Wilkinson had the misfortune, Wednesday, to fall from a box car at Holdrege, and very severely sprained both wrists. Tom is an unfortunate chap, to be sure.

The B. & M.'s policy of retrenchment is responsible for the transfer of F. A. Stark, one of the switchmen here. He will be given a run as brakeman out of McCook, but owing to the probable short life of the job, will leave his family here. We hope to see him back soon.

DR. E. H. WATERS, formerly of this place, has taken charge of the school orchestra at McCook, and it already shows the benefit of his teaching. Many folks here will attest to the doctor's fine musical abilities. Dr. J. A. Gunn and son of McCook were in Stockville for a couple of hours, last Friday.—Republican.

The Great Northern railroad company will give the public an opportunity during the coming summer to demonstrate whether a first class steamboat is a real or imaginary want. The steamboat Northwest, which was launched at Cleveland the other day, will be the largest and finest boat on the lakes. It is, in fact, more like an Atlantic liner than a lake boat, and combines the best points of both styles of craft. Regular trips will be made between Duluth and Buffalo, at a speed of twenty miles an hour. A second boat called the Northland will be ready for service in July, and if the two secure enough business to warrant the investment other ships will be constructed until a daily line is in operation. The time will be a little longer than a competing railroad routes, but Manager Hill believes the attractions of a lake voyage will more than counteract the disadvantage of a few extra hours on the journey.—Journal.

A man, or woman either, can set a hen, although they cannot sit her; the hen might sit on them by the hour if they would allow it. A man cannot set on a wash bench, but he can set the basin on it, and neither the basin nor the grammarians would object. He could sit on the dog's tail, if it was all right with the dog, or he might set his foot on it. But if he should set on the aforesaid tail, or sit his toof there, the grammarians as well as the dog would howl. And yet the man might set the tail aside and sit down, and be assailed neither by the dog nor the grammarians. And so on.

NUMBER 769

Draws The Silk

COMFORT.

To Our Friends and Patrons:

We Wish You All a Happy and Prosperous New Year. Yours Respectfully,
L. LOWMAN & SON.

Come and see Our New Stock of Dry Goods, Carpets, Millinery, Etc.

L. Lowman & Son,

DRY GOODS, CARPETS, MILLINERY.



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, Propr.