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TIME TABLE.

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TRAINS LEAVE AS FOLLOWS:

CENTRAL TIME.

No. 2. Vestibled Express, daily, Lincoln, Omaha, St. Joe, Kansas City, St. Louis, Chicago, and all points south and east.	5:55 A. M.
No. 4. Local Express, daily, Lincoln, Omaha, Chicago, and all points east.	9:00 P. M.
No. 148. Freight, daily, ex. Sunday, Hastings and intermediate stations.	5:00 A. M.
No. 76. Freight, daily, Oxford, Holdrege, Hastings.	6:45 A. M.
No. 80. Freight, daily, Hastings and intermediate stations.	7:00 A. M.

MOUNTAIN TIME.

No. 5. Local Express, daily, Denver and intermediate stations.	8:15 P. M.
No. 3. Vestibled Express, daily, Denver and all points in Colo., Utah and California.	11:40 P. M.
No. 149. Freight, daily, ex. Sunday, Akron and intermediate stations.	6:00 A. M.
No. 77. Freight, daily, Stratton, Benkelman, Haigler, Wray and Akron.	3:20 P. M.
No. 63. Freight, daily, Stratton, Benkelman, Haigler, Wray and Akron.	5:00 P. M.
No. 175. Accommodation, Mondays, Wednesdays and Fridays, Imperial and intermediate stations.	8:00 A. M.

Sleeping, dining and reclining chair cars (seats free) on through trains. Tickets sold and baggage checked to any point in the United States or Canada.

For information, time tables, maps and tickets, call on or write C. E. Magner, Agent, McCook, Nebraska, or J. Francis, General Passenger Agent, Omaha, Nebraska.

RAILROAD NEWS ITEMS.

Mrs. G. R. Snyder returned from her Lincoln visit on Sunday night.

Roundhouse Foreman H. C. Smith was on the sick list, first of the week.

Conductor A. P. Bonnot left on Thursday evening for Wisconsin on important business.

Manager C. T. Watson of the Western Union is still confined to his room with rheumatism.

Conductor L. C. Wolf and brakemen Otto Ballew and Will McCarl are still on the sick list.

L. W. Stayner visited the old folks at Edgar, Sunday, going down on Saturday and returning home on Sunday night.

The loss by the Plattsmouth fire is officially placed at about \$45,000.00. It is thought the company will have to rebuild at once.

Engineer Ed McKay and Head Brakeman L. A. Hurlburt are resting fifteen days each on account of the accident to 147 near Mascot, last Saturday evening.

Switchman C. V. Kerr returned from Holdrege, Tuesday night, Switchman Charles Erway having so far recovered from his recent accident as to be able to resume his position.

Ed. S. Greusel, master mechanic at Havelock, has been made defendant in a \$10,000 suit for damages for alleged alienation of the affections of Thomas Miles' wife. Attempted blackmail will be the defense. Miles, like Greusel, has been connected with the Burlington both at Plattsmouth and Havelock.

The magnificent brick car shops of the Burlington at Plattsmouth were entirely consumed by fire, Monday evening, entailing a loss of about \$125,000 on the company. The origin of the fire is unknown. A favorable wind alone saved the company's immense plant representing a million dollars or more. Seventy-five carpenters are thrown out of employment. All but two of them lost their tools. Assistant Foreman George Flechtner of the freight car shops died of heart disease.

No. 147 broke in two, Saturday evening, and the sections came together about a mile east of Mascot, creating quite a wreck. Four cars were so badly smashed up that they had to be sent to the shops for repairs. Traffic was somewhat delayed, notwithstanding the wrecker and crew from here was promptly sent to the scene of the wreck and got everything on wheels as soon as possible. Conductor Cal. LeHew had the train in charge, assisted by brakemen L. A. Hurlburt and D. J. Nichols. The train was being pulled by Engineer Ed. McKay.

The B. & M. are putting in stock scales at the stock yards. There is also plenty of good water in the yards making it very convenient for shippers. Win. Koll moved his family to McCook, Tuesday. His departure from the city is much regretted by the people here. The Kolls are very estimable people and their long residence here has endeared them to the community as a fixture. Red Cloud was the scene of an incident, last Tuesday afternoon, that was at least entertaining to the on-looker if not to the participants. Tuesday evening, the opera "Princess Bonnie" was to be played by home talent in Superior, with the assistance of some Red Cloud people. Six ladies and two gentlemen got down to the depot at Red Cloud, Tuesday afternoon, just in time to see the smoke of No. 64 as it pulled out ahead of time. Oh, my, but we were mad. The ladies had prepared elaborate toilets, and from the tips of the plumes in their hats, to the tips of their needle-pointed shoes, the

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ringlets in their hair, the rustle of their silks all indicated that they had spent hours in preparation for the event, and then to just think that the mean old train had gone off and left them. An appeal was made to Supt. Campbell at McCook, to run a special. They offered to pay ten fares, and because this would not pay to steam up an engine, the B. & M. got a good roasting from the handsome ladies. One lady wanted it understood that she wasn't a B. & M. Republican, another said she wasn't a B. & M. Pop, another was indignant because they didn't have another railroad at Red Cloud that had some accommodation about it, while another, the color of whose tresses shall be nameless, kicked the depot building quite vigorously. Supt. Campbell could not hear the angry remarks over the wire and was inexorable, so the party drove 30 miles to Superior. —Harlan County Democrat

While without doubt garnishment proceedings constitute a serious annoyance to railroad officials, it is more than questionable if the rules in force on some roads providing for the dismissal of employees on whose account such proceeding are instituted are either wise or just. Railroad employes as a class live up to their income, (and which by the way, is none too large), so that when they have the misfortune to lose their situation for a period they necessarily become involved in debt. Naturally each creditor desires to obtain his particular pay as soon as possible, and so it happens that upon obtaining re-employment garnishment proceedings are apt to be instituted, and if the rule adopted by many roads of making a discharge the penalty for three garnishments the effect is simply to add to the embarrassment which already attaches to the individual. Further than this, the existence of such a rule is taken advantage of by disreputable collection agencies and others who deal in doubtful claims, to enforce the collection of an amount which could not be obtained by other means. Some roads, appreciating the injustice likely to be thus engendered, have abolished the rule and others where it is still retained exercise considerable discretion in its enforcement. In decrying the system it is not intended to offer any defence on behalf of those employes who habitually decline to pay their just obligations, but it is submitted that any rule to be effective must be enforced, and to enforce such a rule is to perform an injustice. It is not difficult to distinguish between the circumstances attaching to garnishment proceedings, and if an employe habitually disregards his obligations and thereby becomes a continuing annoyance to a road, he should be discharged with or without rule. On the other hand, a rule that is of such a character as to require violation in order to be just should be abrogated. It would seem, therefore, that no valid reason exists for the maintenance of such a regulation and it is to be hoped that all roads having such a rule will abolish it.

Firemen and Mrs. C. E. Benedict were Hastings visitors, Thursday.

Elza Odell and family are in the city again on their way home to California from a visit to his parents in Iowa.

Degree of Honor. Next Wednesday evening is the date for the Degree of Honor entertainment in Workman hall. Refreshments, good program, address by Mrs. A. S. B. Harding, Grand Chief of Honor, all for ten cents.

Dr. Z. L. Kay. Office, rooms 4 and 5 over Leach's jewelry store. Residence, front rooms over Ganschow's shoe store.

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