



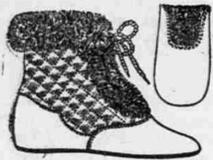
"Tommy Eyelet" Clearance Sale Jan. 14th to Feb. 1st

There's just one—only one—reason for this "Tommy Eyelet" Clearance Sale, and we leave it entirely with you as to whether or not it is an honest reason or a reason we need to be ashamed of. No fire sale—no bought out stock sale—no combination stock sale—no fake sale.

We do our level best—and are successful—in keeping our stock made up of not only the most substantial, most durable, best made and the very highest grade shoes, but also see that it is up to the very latest styles—always. Now to do this we can't afford to keep shoes in stock over one season.

We have already bought our Spring Stock and must not only have room for it, but must get rid of all Ladies', Misses' and Children's Shoes and Warm Winter Goods in our place so that next season we will have nothing but the newest styles for our customers. We absolutely will not sell old styles. We commence every season with new shoes—with new styles.

The shoes of this sale are as good as can be bought—nothing whatever the matter with them—they will be a trifle off style next year, so must go now.



The Model
A. E. PETTY.....Prop.

LIBRARY NOTES.

The following are the books received in the New Traveling Library:

FICTION.
Breadwinners..... Burnham
Dr. Cavaler..... Cible
The Cavalier..... Doyle
Hound of the Baskervilles..... Doyle
Burgomaster's Wife..... Ebers
Circuit Rider..... Egbertson
A Literary Courtship..... Fuller
Strongest Master..... Prince
In Connection With the DeWittlongby Claim..... Burnett
Cloister and the Heath..... Rende

MISCELLANEOUS.
Waymarks for Teachers..... Arnold
Cruise of the Cachalot..... Bullen
Self-Culture..... Clarke
Wild Animals in Captivity..... Cornish
Tramping With Tramps..... Flynn
Story of the Soldier..... Forsyth
Legends of the Madonna..... Jameson
All the Russias..... Norman
Life and Letters of Robert Browning..... Orr
How the Other Half Lives..... Riis
Books for young people and children:

FICTION.
Every Day Heroine..... Denison
Tom Clifton..... Goss
Blind Brother..... Greene
Sleeping Beauty in the Wood..... Lang
Two Wyoming Girls..... Marshall
Raising the "Pearl"..... Otis
Margaret Montfort..... Richards
King of the Golden River..... Ruskin
Red Mustang..... Stoddard
Dove in the Eagle's Nest..... Young

MISCELLANEOUS.
Story of the Birds..... Baskett
Open Sesame (vol. 11)..... Bellamy and Goodwin
Four American Naval Heroes..... Beebe
Century Book of American Revolution..... Brooks
Chatty Readings in Elementary Science (bk. 3)..... Griffis
Japan in History, Folklore and Art..... Griffis
Longman's Pictorial Geographical Reader..... Shaw
Tommy Aime and the Three Hours..... Wright

Another Good Man Gone Wrong.

He neglected to take Foley's Kidney Cure at the first signs of kidney trouble, hoping it would wear away, and he was soon a victim of Bright's disease. There is danger in delay, but if Foley's Kidney Cure is taken at once the symptoms will disappear, the kidneys are strengthened and you are soon sound and well. A. R. Bass of Morgantown, Ind., had to get up ten or twelve times in the night, and had a severe backache and pains in the kidneys and was cured by Foley's Kidney Cure. Sold at A. McMillen's.

RURAL FREE DELIVERY ROUTE NO. 1.

Ernest Neumann put up his ice, this week, securing his supply at J. L. Lee's platform.

Oscar Schmitz has rented the Mrs. Susan Hileman place for this year at a nice cash rental.

Charlie Roper was on Ash Creek, Monday and Tuesday, returning home to Brush Creek, Wednesday.

Mrs. R. D. Rodgers was called up to North Platte, close of last week, by the serious condition of her aged father.

Rudolph Podolski, with the help of his neighbors, filled his icehouse from Lee's pond near McCook, Thursday.

Joseph Dudek is about again after an illness of a few weeks. Emma Johnston, also of the Dudek household, has been ailing also, but is better.

Time Card

McCook, Neb.

MAIN LINE EAST-DEPART:	
No. 8.....	(Central Time) 11:30 P. M.
12.....	" " 8:30 A. M.
14.....	" " 8:55 A. M.
15.....	" " 9:55 P. M.
No. 5 arrives from east at 8 P. M.	
MAIN LINE WEST-DEPART:	
No. 1.....	(Mountain Time) 12:20 P. M.
3.....	" " 11:25 P. M.
13.....	" " 9:25 A. M.
IMPERIAL LINE:	
No. 176 arrives.....	(Mountain Time) 5:40 P. M.
No. 175 departs.....	" " 5:45 A. M.

RAILROAD NEWS ITEMS.

Switchman F. M. Fagan is numbered with the ailing, this week.

Acting Sup't English went up to Denver, Tuesday, in special car No. 10.

Conductor J. J. Curran has been indisposed and off duty, part of the week.

Switchman E. L. Hawkins is in Alma, called there by the illness of his parents.

W. W. Prall is in Hawkins' place, while P. E. Potter is flagging for Prall.

Brakeman C. A. Baldwin arrived home, close of last week, from his trip to Omaha.

Trainmasters' Clerk Stayner and son Floyd were Edgar visitors Saturday and Sunday.

Mr. and Mrs. C. H. McBride returned, Wednesday, from their visit in Diller, this state.

Trainmaster Kendlen has been up on the west end, Denver, Lyons and other points, all week.

Purchasing Agent Web Josselyn was out from Omaha, Tuesday, on business of the supply department.

Two small wrecks in the Oxford yard, last Thursday evening, caused by cars getting off the track, but damage insignificant.

Brakeman John Humphreys was down from Brush, between trains Wednesday, to visit the family. He is running on the Brush-Alliance run.

K. B. Covey returned to McCook, Wednesday. He has been relieving Switchman R. A. Prigga at Holdrege, who has returned to work in the yard there.

Conductor P. F. McKenna has a vacation of ten days. Conductor L. C. Wolff wields his punch. Conductor J. P. Utter is in charge of the 14218 vice Wolf.

Frank B. Chapin, the postal clerk on the McCook-Imperial line, has been promoted to the Holdrege-Nebraska City line, with an increase of pay to \$900 per annum.

Passenger train No. 2, Sunday morning, was late on account of her locomotive giving up the ghost on the road and a new engine was required to be sent out to bring in the train.

C. F. Heber, Western Union local manager, was in Denver and Brush, first of the week, on business of the improvements being made to the service. He put in a repeater at Brush, Tuesday.

The company has just sent a new K5 engine, No. 805, from the shops at Havelock to Sheridan. They are similar to the K4s, but have a wider firebox. This is the first of this new class to be sent out on the Sheridan division.

The wives of engineers, members of the Brotherhood of Locomotive Engineers located in Lincoln, are about to form an auxiliary to division 98 of that organization, and enough have pledged themselves to secure a charter.

Conductor S. E. Callen has taken a layoff of a few weeks and has gone to Des Moines, Iowa. Conductor Art Lyman has his passenger run on the Republican-Oberlin branch and Conductor Frank Quigley is on Lyman's freight run on the same branch.

In Adams county district court in the case of Gustave Mann vs. the C. B. & Q. R. R. Co., plaintiff sued for \$1,999.00 as compensation for injuries sustained while traveling over the road one year ago. The jury was out one hour and brought in a verdict awarding plaintiff \$750.

Manager Heber has been the object of several tender missives of sympathy and condolence, this week, from members of the office force and others. Eros is again in the ascendant. "The goose hangs high." "All's well on the Potomac,"—or words to that effect. Charlie will recover.

Conductor T. E. McCarl went down to Red Cloud, last evening, to assume charge, today, of the station at that place as agent. In retiring from the train service, Tom falls into one of the best stations on the McCook division, upon which rare good fortune he is to be congratulated.

Three new operating tables were installed in the telegraph office here, yesterday. They are of the latest and most up-to-date pattern, and the pride of the whole force. The old fixtures have been taken out. The tables have stalls for 18 operators. There are 25 wires. This more than doubles the capacity of the McCook telegraph office, which is now superiorly equipped in every respect.

Trains 13 and 1, Saturday, were both delayed by a freight wreck at Arapahoe. The engine and two cars of No. 48 ran off the track at that station in the morning and blockaded the main line for several hours. A wrecking train was sent down from here and the wreck picked up as rapidly as possible, Acting Sup't

English being present and directing affairs, in addition to other officials from headquarters. The damage was not material.

THE PUBLIC SCHOOLS.

Miss Anna Swanson substituted for Miss McMillen in the fifth grade, last Friday.

Classes for beginners will be formed in the preparatory grades, east, west and south, in March.

New classes were begun, this week, in the high school in book-keeping, geometry, botany and literature.

The mid-year promotions were quickly effected, Monday morning. By noon the work of the new term was smoothly under way.

Miss Storer, Lillie Campbell and Emma Perry were participants in the music program at the high school assembly, this morning.

Following the regular mid year examinations, last week, the regular routine work of the second semester was taken up on Monday of this week.

On account of the changes incident to the beginning of a new semester, the music instruction was given by Miss Budlong, Wednesday and Thursday afternoons of this week, instead of Monday and Tuesday.

Some minor changes were made in the assignments of teachers at the beginning of the new semester. Miss Rist now has the seventh grade, Miss Santee the sixth, Miss Rathbun the fifth A and sixth B, and Miss Jones the third A and fourth B at the city hall school.

The high school is more crowded than ever now that the classes have been advanced from the seventh grade to the eighth and from the eighth to the ninth. It has been necessary to place desks in the library to accommodate the overflow. The total enrollment of the high school is 119, while the morning assembly, which includes the eighth grade, numbers 165.

For Relief of Employes and Shippers.

Senator Wilsey of Frontier has started the anti-railroad legislative ball to rolling. He has been visited by railroad men of McCook, employed by the Burlington, and asked to offer bills for their relief and the relief of shippers. It appears from the stories from McCook railroad men that the plan of holding freight cars until a full load is secured at a way station not only inconveniences shippers but compels train crews to remain on duty an unreasonably long time. It is alleged that the freight trains on the Burlington under the Hill management, do not move ten miles an hour, counting stops, and the train crews are obliged to be on duty almost twenty-four hours. The rules of railroads designate sixteen hours as the maximum for trainmen. Senator Wilsey has introduced a bill making twelve consecutive hours the maximum. Senator Wilsey told the delegation of railroad men that if they could not enforce the sixteen hour rule there was little show to reduce the maximum to twelve hours. He said the trainmen were afraid to carry the matter into court for fear of being discharged.

Senator Wilsey has gone further and yesterday introduced a bill requiring railroads to carry freight at a speed of ten miles an hour after loading, the freight to be loaded within twenty-four hours after being delivered at the depot. This does not apply to live stock which is supposed to be loaded on short notice. This bill is directed against the "full car load" lots insisted upon by the Burlington. Shippers complain that freight is held until a car load is obtained and the delay causes damage by reason of change in margins and failure to deliver on schedule time. It recalls the story of the station agent who telegraphed to headquarters that a man had been killed at the depot and asked what disposition should be made of the body. "Hold for a carload," came back the stereotyped answer from headquarters.

Bowman of Nuckolls has introduced a bill imposing a fine or demurrage charge of \$1 for each day a railroad fails to supply a car to a shipper after twenty-four hours notice has been given that a car is desired.—Lincoln Journal.

Telephone For Railroad Use.

Steps are being taken by the Burlington to elaborate upon the telephone system now in use by the company in the operation of its trains. Improvements amounting to about \$30,000 are to be made. A large amount of copper wire will also be strung between Denver and Omaha. The Burlington has been experimenting with telephones for about two years and has found the system very satisfactory upon the branch lines where it has been used.

One of the Burlington men said: "It is not the intention to supplant the telegraph with the telephone, but we find there is a great deal of business that can be handled more expeditiously over the telephone than over the telegraph. It also saves a great deal of time and enables us to go into detail where details are cumbersome and undesirable in using the telegraph wires. It also saves a great amount of correspondence. By using the telephone we can accomplish more than in several letters and telegrams. There are some things for which the telephone will not answer and on the other hand there are a great many things for which it is better to use the telephone."—Omaha Bee.

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