

Cooks Should Know The Value of Good Spices.

Quality, combined with purity, is what really counts. The spices that we sell are of the very best quality. They are strong and have a delightful piquancy that can not be excelled.

McCONNELL, Druggist.

Forepaugh and Sells Brothers employ over one thousand men, women and children. To feed this great company of people requires a daily average of one thousand pounds of bread, one thousand one hundred and fifty pounds of meat, five hundred gallons of coffee and every thing else in proportion. These supplies as well as fifteen tons of hay, four hundred and thirty bushels of oats and sixty-five bushels of corn for the horses, have to be secured daily in the city where the show is exhibited.

There is no reason why you should buy a stove or range said to be "just as good as a Charter Oak." There are none just as good. The test of time 54 years of it stamps them the most durable and economical stoves made. We have them in all sizes at prices you can not duplicate. POLK BROS. sale agents, 8-11-4ts. McCook, Neb.

There is no dealer out of town or in town, that will offer you a Stove or Range "of same grade and quality" as low in price, as we sell our "Charter Oak" Stoves and Ranges. We buy them for cash direct from the factory and will sell them below all possible competition. 8-11-4ts. Investigate.

POLK BROS. McCook, Neb.

Cream in sealed 10c and 20c bottles for sale at Marsh's meat market.

Have you seen the fancy china at Ludwick's?

McCook Market Quotations.

Table with market quotations for various goods including Corn, Wheat, Oats, Rye, Barley, Hogs, Eggs, and Good Butter.

Almond Shells aren't edible, neither are wheat hulls. They are removed by our special process before crushing the wheat for California Wheatose.

Flaked wheat food for breakfast. All good grocers.

CHICHESTER'S ENGLISH PENNYROYAL PILLS

Advertisement for Chichester's English Pennyroyal Pills, featuring an image of a woman's face and text describing the product's benefits for various ailments.



The best of everything in his line at the most reasonable prices is Marsh's motto. He wants your trade, and hopes by merit to keep it.

D. C. MARSH The Butcher Phone 12.

Time Card for Burlington Route, showing departure and arrival times for various lines.

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

RAILROAD NEWS ITEMS.

There were seven extra passenger trains, Wednesday. W. W. Prall has gone from the yard into the train service. W. W. Prall has gone from the yard into the train service. Conductor H. R. Childress has been transferred to the west end.

Brakeman J. M. Oldham was called over to Beaver City, Wednesday, by news of the very serious illness of his brother. Yardmaster H. M. Martin and City Passenger Agent Joe Milner of Denver attended the funeral of A. Campbell, Wednesday.

Brakeman W. F. Meyers' wife and son have just returned to Council Bluffs, after a short visit here. They may make their home here soon.

Brakeman W. F. Meyers' wife and son have just returned to Council Bluffs, after a short visit here. They may make their home here soon.

Brakeman W. F. Meyers on No. 147, Tuesday, had his head severely bumped against the washstand. The air-hose broke, and the sudden stop did the business.

D. L. Rodstrom, (brother of the engineer), O. W. Dewey at Oxford, C. W. Drullinger, who worked for the company several years ago, are all new brakemen, this week.

Conductor O. R. Amick and family have been visiting in Denver, Longmont, and other Colorado points, and are now taking in the carnival. Conductor Lundberry has his car meanwhile.

C. Lawritson, former depot agent at Loomis, has resigned his job and has been checked out and will now rest for a while until his store building is ready for his hardware stock. Charles Stern succeeds him at that depot.

Three extra passenger crews have been added, this week. Conductor H. H. Miller and Brakeman Barker are down from Denver. Conductor Callen and Conductor Washburn have the other two crews. All the regular passenger and freight crews are also in service during the rush.

Conductor R. H. Chapman lost an arm at Erie, Colo., last Friday. He was giving signals, and in some manner got his hand and arm between two cars not provided with bumpers. The hand and arm were so badly mashed as to require amputation above the wrist. Mrs. Chapman was recently injured on the forehead, and is also in the hospital, where they have had to scrape the frontal bone.

Members of the general board of adjusters of the brotherhood of locomotive engineers west of the Missouri river were in the city Saturday on their way to Chicago where they will meet the members east of the river in conference. It was not stated what the subject of the meeting is but it is said to be special business. The members who were here came from Wymore, McCook, Sheridan, Alliance and Lincoln.—Sunday's Lincoln Journal.

Gone from Merrill. Mr. and Mr. Baldwin left Saturday for a short visit at Lyons, before going to McCook, Neb., where the former has a position in the Burlington depot. Mr. Baldwin has been the faithful agent in the Pere Marquette depot at this point for over two years, but his wife's health having given away he decided to remove to Nebraska in the hope of regaining it. We are extremely sorry to lose this young couple from our midst, as Mr. Baldwin has always been a true and faithful operator and station agent, always extending kindness and courtesies, but it was the character of the man, and he will be much missed by all the patrons of the railroad in Merrill. Mrs. Baldwin was a thorough worker in the churches and Sabbath schools of the village, and also an honored member of the Thimble club. They go from this place with very best wishes for their future health, happiness and prosperity.—The Merrill (Mich.) Monitor.

A Notable Citizen is Gone

FROM LINCOLN JOURNAL, TUESDAY. Alexander Campbell, for many years superintendent of the western or McCook division of the Burlington, passed away yesterday morning at McCook. He died at 2 a. m. Mr. Campbell was a veteran in the service, and few men will be so sincerely mourned as he. He was not far from seventy years of age. He began service with the Burlington in 1871.

Two years ago or more a reporter heard that Superintendent Campbell was going to resign, or that he had resigned. He took this story for verification to T. E. Calvert, then general superintendent of the Burlington lines west of the river, and now chief engineer of the road.

"I hadn't heard of it," said Mr. Calvert. "I don't believe it. We cannot spare Mr. Campbell. He is one of the best track men on the system and a good superintendent. Mr. Campbell is ill he is in bad health physically, but he has not mentioned resigning. We are hoping that he will soon get well and return to his work. Mr. Campbell is a railroad man whose place would be hard to fill."

Mr. Campbell was retained for a time as superintendent, but later V. O. English was sent to McCook as acting superintendent. A little later Mr. English was made superintendent, and then employees of the Burlington knew that Alexander Campbell would not recover. Alexander Campbell cared for the place no longer. He was ill and his days on earth were short.

Mr. Campbell came to the Burlington more than a quarter of a century ago as a common laborer. From such a position he rose to a foremanship in the track department, then to assistant roadmaster then to roadmaster and from roadmaster to superintendent. Of him it has been said by high authority, that the Burlington never had a better track man.

Speaking of dead superintendent, an employe of the McCook division for many years said yesterday: He had much to do with the building of the lines of the Burlington on which he operated. After they were built he kept them in best condition, and I have no doubt that the world's record for fast running has been equalled time and again on the west end of the Burlington. It is dropping down from the mountain altitudes to the western Nebraska plains that Burlington enginemen make their best speed, and it is common for them to come down the heavier grades with the fastest engines on the road working to their capacity. It is the track and the grade that Alexander Campbell built between them and death in the ditch. Not only did he excel in track work, but he was a good disciplinarian. His men liked him and obeyed his orders, and there were fewer wrecks on the west end than on any other part of the system. He was a great railroad man who thought of little else than good railroads, fairness and justice to his fellow laborers, and honesty with his employers."

Among the many words of sympathy and condolence from numerous sources is this from the president of the company the deceased had so long and faithfully served:

"Chicago, Ill., Aug. 28th, 1905. V. O. English, McCook. It is with much sorrow that I learn of the death of my old and very good friend Alexander Campbell, though from what the physicians said a week ago I knew he was in a serious condition. He was a good man and a faithful and strong officer of the company. Please say to Mrs. Campbell and the family that I deeply sympathize with them and will be glad to be useful if there is anything I or the company can do. Geo. B. Harris."

Funeral services were held at the residence, Wednesday afternoon, August 30th, at 3:30 o'clock. They were simple in character: A quartette Mrs. G. H. Thomas, Miss Ida McCarl, Mr. S. B. McLean, Mr. J. R. McCarl chanted the Lord's Prayer and sang "Nearer My God to Thee." Rev. M. B. Carman read a selection of scripture and delivered a brief prayer. After which the Masonic brethren took charge of the remains and conducted their impressive ritualistic service at the grave. There were nearly a hundred Knights Templar and members of the A. F. & A. M. in the procession, the Knights being the guard of honor, the exercises in charge of the blue lodge.

D. M. McElhinney, a past grand master, from Hastings, was the acting master of the lodge and in charge of the ceremonies. Interment was made in the family lot in Longview cemetery. The pall-bearers were all intimately associated in railroad work with the deceased; Fred Montgomery, general freight agent, Omaha; Ass't Sup't Frank Harris, Aurora; Master Mechanic R. B. Archibald, Trainmaster J. F. Kenyon, Bridge Sup't W. S. Perry, Chief Clerk Matthew Lawritson.

The floral tributes have never been approached at a funeral in this section of Nebraska, one room of the residence being filled with the rarest and richest and handsomest designs purchasable. They came from the general offices, the local division office and from individuals at home and from several states.

RESOLUTIONS OF RESPECT. The following resolutions were passed

by the McCook Commercial club at a special meeting of the organization held in the club rooms, Monday evening, August 28th:

WHEREAS, By the death of Alexander Campbell on August 28th, 1905, we, the members of the McCook Commercial club, have lost one of our best and most honored associates.

BE IT THEREFORE RESOLVED, That to his wife and other surviving members of his family, this club extends its sincerest sympathy in their bereavement; and

BE IT FURTHER RESOLVED, That the headquarters of the McCook Commercial club be draped in mourning in token of grief for the loss of one whom we have all honored and respected.

Sup't Campbell's part in the completion of the line into Denver was recognized by the board of directors of the C. B. & Q. by voting him a Christmas gift of \$500. It was a marvelous performance for that time, when the late machinery for track-laying was unknown. 247 miles of railroad were built in 229 days.

Business and amusements were suspended entirely for five minutes during the services at the home.

ALASKA'S VASTNESS.

Our Big Territory Equal in Size to Twelve Great States.

Do you know that Nome, Alaska, is 300 miles west of Honolulu? Do you know that Alaska has almost two and a half times as much coast line as the rest of the United States?

If you start at Seattle and go up the coast through 400 miles of Canadian inland waters to the Portland canal you will come to that imaginary line that the Alaskan boundary commission decreed as the place where Alaska begins. This inland sea is very like the fjords of the coast of Norway and destined in time to become one of the world's great pleasure resorts, and when you know this region you will deplore the lack of diplomacy which lost us this picturesque coast line and left the Alaska of today detached territory. In very truth the cry of 1845 of "54-40 or fight" was right.

At the Portland canal Alaska begins, and as you sail up the thousand miles of this wonderful inland sea, of scenic beauty and grandeur surpassing anything in the world, you are in southeastern Alaska, which includes the islands along the coast and the mainland from the shore line to the summit of the coast range as far north as Mount St. Elias. From the summit of this high peak the boundary line between Alaska and British Yukon territory runs directly north to the "frozen ocean," as the old Russian treaty called it.

The territory of Alaska is about equal to the combined states of Michigan, Indiana, Illinois, Wisconsin, Minnesota, North Dakota, South Dakota, Iowa, Nebraska, Kansas, Missouri and Kentucky. Maps are deceptive for comparison unless they are drawn to the same scale, and unfortunately maps of Alaska are generally drawn to a small scale. But put Alaska on the United States, and it will extend from Savannah, Ga., to Los Angeles, Cal. The climatic conditions differ as greatly as those of North Dakota differ from those of Florida. The mean annual temperature of Sitka is about the same as that of Washington, though the extremes of heat and cold are greater at Washington.—William T. Perkins in World's Work.

POINTED PARAGRAPHS.

We never knew any one who did not talk "shop" too much.

How you admire the man who catches you doing a good deed on the sly!

What a sorry spectacle a spoiled child is when away from its mother!

A whipping never hurts so much as the thought that you are being whipped.

Some men are washed of their sins so much that they finally have a faded look.

Tell a bad story without names, and every one will have an enemy to attribute it to.

Ambition dwindles away in time like a cake of soap, and by the time a man is seventy he can't remember that he ever had any in the tub with him.—Atchison Globe.

Surf Bathing Abroad.

Unlike Americans, Englishmen prefer to have their surf bath before breakfast. They slip out of their rooms and into the surf as a sort of duty and prefer a buff bath, or one without the incumbrance of a bathing suit, if they can be permitted to enjoy it. With them the bath, even in the breakers, is more of a duty than a pastime, as it is with the French and Americans. Neither do the people of continental Europe enjoy the pleasures of the surf with the same avidity as marks the summer day along the American coast. There is more or less of custom or fashion to dictate to the temporary dwellers along the seashore.

Enough to Kill It.

The Greek room is usually not a place for humor, nor is the professor of Greek at the College of the City of New York a very humorous person. Nevertheless the following joke was sprung on him. The class had just returned from the chemistry room, where they had bravely listened to a discourse on the elements. The Greek lesson was commenced with a history of I and her endless wanderings. Finally Professor Tisdall asked, "What did I do of?" A student who had been awakened by the question gasped out, "Iodine of potassium."

Milk Attracts Disease Germs.

Place a jug of milk near fish for a few hours and there will be a fishy flavor about it. In this same way that milk is susceptible to odors, so it attracts disease germs; diphtheria, typhoid fever, etc., are often contracted in this manner. This is not always due to carelessness, for those bacilli are in the very air we breathe. The only true safeguard when contagious disease is about to sterilize the milk.

Corn Rotting in Fields.

Corn is so plentiful in the vicinity of Chelsea, I. T., that the farmers are letting it rot in the fields. Twenty cents a bushel is all they can get for it and they do not think that price pays for harvesting.

A Studied Slight.

She—"How that woman we just passed does hate me!" He—"She looked pleasant enough." She—"That's all done for effect, but if you noticed she never turned to take in my new suit and hat."—Detroit Free Press.

Small Voice Would Do.

Little Clarence—Pa, money talks, don't it? Mr. Callipers—I guess so, my son. Little Clarence—Well, then, pa, gimme a penny, so's I can hear it whisper to me a little.—Puck.

Vienna Police.

A policeman in Vienna must be able to swim, to row a boat and to understand telegraphy.

Egyptological Enthusiasm.

It may be noted as an agreeable evidence of the spread of Egyptological enthusiasm in America that nearly half the aggregate income of the fund for the last year came from the United States.—London Spectator.

Massachusetts' Single Tax Proposal.

At the coming session of the Massachusetts legislature a bill will be offered giving to each city and town the privilege of raising money for municipal purposes by such methods as the town or city may deem best. This is the single tax proposal which was defeated in the last bay state legislature.

Large advertisement for DeGross & Co. featuring 'New Goods', 'Clothing Dry Goods Shoes', and 'The First National Bank, McCook'. Includes a 'The Saving Habit' section and 'Hall's Hair Renewer' advertisement.