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That touch that adds just a little more style, character and tone, to distinguish them from the ordinary, everyday kind of shoe sold by the general stores. There is a solidity in the make that also gives to our goods the wearing quality, lacking in so many shoes you have bought, and makes them look neat till they are worn out. It pays to buy the kind we handle. We are exclusive dealers in footwear, and therefore can afford to and do carry a larger stock, and in all grades, than is possible for those who do not make a specialty of this line.

THE MODEL SHOE STORE A. E. PETTY, Proprietor McCOOK, NEBRASKA

Time Card	
McCook, Neb.	
MAIN LINE EAST—DEPART:	
No. 6.....(Central Time).....	11:53 P. M.
12.....".....	8:30 A. M.
14.....".....	8:00 A. M.
14.....".....	9:55 P. M.
MAIN LINE WEST—DEPART:	
No. 1.....(Mountain Time).....	12:06 P. M.
3.....".....	11:36 P. M.
13.....".....	9:27 A. M.
IMPERIAL LINE.	
No. 176 arrives.....(Mountain Time).....	5:40 P. M.
No. 175 departs.....".....	6:45 A. M.
Sleeping, dining and reclining chair cars (seats free) on through trains. Ticket sold and baggage checked to any point in the United States or Canada.	
For information, time tables, maps and tickets, call on or write George Scott, Agent, McCook, Nebraska, or L. W. Wakley, General Passenger Agent, Omaha, Nebraska.	

H. M. Finity has taken a short layoff. The wrecker and crew returned from Akron, this morning.

C. A. Ward arrived home, last night, from his trip to Chicago.

They have an heir at Engineer Clyde Scott's, born Wednesday.

Roswell Cutler is now employed in the company's service at Alma.

J. G. Schobel was housed up, Wednesday, by slight indisposition.

Machinist William Sovereign will visit in Sioux City, Iowa, for two weeks.

Engine 148 is in the round house awaiting the arrival of a truck casting.

RAILROAD NEWS ITEMS.

W. S. Tomlinson, of the claims department is home from Alliance.

Miss Stella Ryan of Yuma, Colorado, is a guest of her brother Conductor C. E. Ryan.

Clarence Stokes is now employed in the clerical force in Master Mechanic Kennedy's office.

Brakeman and Mrs. J. L. Sullivan departed on 12, last Saturday morning, for Galesburg, Illinois.

Frank DeWitt moved into the new Fitzgerald dwelling on North Marshall street, first of the week.

P. C. Eichhoff has gone to Sheridan, Wyoming; H. L. and H. M. Norton to Council Grove, Kansas.

W. H. Hunter, a new member of the blacksmith force, brought his family up from Havelock, last night on 5.

The company commenced the running of a regular stock extra on the McCook-Imperial line, this week. It will operate every Tuesday, and will carry express and passengers. It is scheduled to reach McCook on the return not later than 9:30 in the evening.

A. H. Dunlap of Vining, Kansas, has been in the city, part of the past week. He is the father of Mrs. J. C. Ferguson, and has been investigating the manner and circumstances of the death of his son-in-law, who was killed by the collapse of the Akron coal chute, a few weeks since.

The big driver wheel lathe is being slightly remodeled to accommodate the R2 wheels.

Supt' Eaton's special car 83 was in the wrecker accident, but received very slight damages.

Switch engine 1662 is just out of the backshop. No. 1232 will be out, middle of next week. Engine 1962 an R2 is just in for an overhauling.

A. S. Gibbs, of the repair track force was painfully injured Tuesday morning by having the body of a boxcar fall on him. Injuries are not thought to be serious.

William Raine, who recently arrived from Antigo, Wis., is working on the freight-house force. He is a son-in-law of S. A. Warner. He heads the heavy-weights at 280 lbs.

A new bulletin board has been put up in the roundhouse. It gives the repairs, condition and much needed information concerning outgoing engines, which in past had to be gathered from various departments.

A catcher pouch was picked up in the McCook yard, Thursday. It was practically annihilated. It had evidently been picked up on the wheels of some train and carried into the yard. The pouch label had been removed or destroyed, and hence could not be identified.

Fatal Burlington Wreck.

SIDNEY, Neb., March 10.—Burlington passenger train No. 301, running behind time pulled by two engines, collided with a freight train head-on today near Dalton, twelve miles north of Sidney. The fireman of the freight train engine is reported to have been instantly killed and the two engineers of the passenger fatally injured. Several passengers were hurt but none seriously.

The accident is due, it is said, to the misunderstanding of orders by the freight crew and the snowstorm which prevented the engineers seeing the danger until too late.—Lincoln Journal.

J. W. Holliday, the engineer who was injured in the Sidney wreck, formerly lived here, running out of McCook for several years. Of late years he has been located at Lyons, Colo., running from that point to and from Denver. His home is now Alliance. He suffered a broken leg and a smashed hand.

Card of Thanks.

I wish to sincerely thank the many kind friends, and especially do I wish to thank the members of C. W. Bronson Lodge No. 487, also Easter Lily Lodge No. 305 that so kindly tendered their sympathies and so willingly helped in the sad bereavement of my dear husband.

Mrs. J. C. FERGUSON.

Wholesome flakes of finest wheat.



All the indigestible fibre and impurities removed. All the nutriment retained.

In two pound packages. Sealed to protect its purity and flavor. All good grocers.

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Sired by Tip Top Notcher, Champion at World's Fair at St. Louis in 1904.

Bred to Dan Patch, second prize pig at Nebraska State Fair and fourth prize at St. Louis in 1904.

THIS SUPERB DUROC-JERSEY is considered by Auctioneer T. C. Callahan and others one of the finest animals in Nebraska. COST \$200.00 AT J. A. OLLIS' SALE AT ORD. Inspection invited.

S. D. BOLLES, Box Elder, Nebr.

P. S. Two pens pure-bred Bradley-strain Barred Plymouth Rocks for sale. Eggs, \$1.50 per dozen.

DISASTER TO NOS. 1 AND 14

Met in the Well Known Cut Two Miles West of Akron, Colorado, AND FATAL RESULTS FOLLOW

Mail Weigher Sherwood Killed—Engineer Hardy and Fireman King Scalded—Mail Clerks All Slightly Injured—Engines Badly Wrecked, Together with Parts of the Two Trains—Wrecking Trains Ditched.

Sunday evening, between five and six o'clock, passenger trains Nos. 1 and 14 were in a most disastrous head-on collision about two miles west of Akron, Colorado, in a deep, well-known cut between Akron and Xenia.

George H. Sherwood of Oxford, Nebraska mail weigher on train No. 14, was instantly killed, his body being badly mashed.

Fireman "Bud" King of No. 14's engine was so badly scalded that he died about midnight in Akron, whether he was moved as soon as possible after the wreck.

Engineer Fred Hardy of No. 14 was also badly scalded in his cab by the bursting of a steam pipe. He has been removed to St. Luke's hospital, Denver, and is getting on nicely toward recovery.

The mail clerks on No. 1 were all slightly injured.

None of the passengers on either train were injured, all escaping with a severe shaking up, and some of them being thrown from their seats.

The engineer and fireman of No. 1 jumped in time to escape serious injury, being but slightly hurt in the act.

Both engines were badly damaged, the baggage car of 14 was smashed up, the mail car on No. 1 was considerably wrecked and the cream car on No. 14 suffered in the impact. Every car on No. 1's train but the two rear sleepers was thrown from the track.

The engineer of train 1 noticed the approach of train 14 from the engine's smoke and consequently had his train well under control, although going down a steep grade, else the result would have been different in the matter of both loss of life and damages.

A snowstorm was prevailing at the time of the accident.

The accident is said to have been the result of failure on the part of Agent J. W. Overstreet of Brush to deliver the dispatcher's order to train No. 14, making Xenia a meeting point for the two trains. Overstreet was doing the work of the regular operator, who had been laid off for some reason.

Engineer Hardy is said to have been given a "release" instead of the regular order which is supposed to hang on the hook in the telegraph office. The "release" gave No. 14 the right-of-way to Akron, when the regular order which was not delivered, named Xenia as a meeting point. No. 1 was late and an effort was being made by the dispatchers' office to help her along.

The wrecking car and train was at once dispatched from McCook to the scene, but it met disaster near Haigler by running onto a broken rail, ditching all the train but the engine and the big new wrecker and delaying the work of picking up the wreck many hours. Another train had to be equipped here and sent up to Haigler to assist in picking up the wreck.

This fact and the snow and cold weather were additional facts in making slow the labor of clearing the mass of wreckage from the main line and opening for traffic again. It was not until about five o'clock, Tuesday morning, that any passenger trains arrived in McCook from the west. Trains from the east were sent on as far as Akron, however, on about schedule time.

Passenger train No. 6, Sunday night, was sent around by way of Brush-Sterling-Holdrege.

A "stub" No. 2 was made up at McCook, Monday morning, and sent east on regular No. 2's time.

Other trains from the west, Monday night, were combined, arriving in McCook, Tuesday morning, at an early hour, running as sections of No. 14. Regular No. 2 was about five hours late in arriving here, Tuesday morning, but thereafter the regular schedules were made.

Under all the circumstances it was fortunate for the company that the results were not more serious.

Two facts are measurably to be credited with the fortunate outcome of the wreck. The fact that No. 1's speed had been greatly reduced at the time the trains met, and second the exceptionally strong character of the equipment of these superb passenger trains.

Conductor A. P. Bonnot and Conductor J. W. Line, both of McCook, were in charge of Nos. 1 and 14, respectively. Engineer Hamilton was pulling No. 1.

The mail car on No. 1 was badly mashed up and the escape of the crew is one of the marvels of the remarkably fortunate wreck. All the clerks were slightly injured, but none severely or seriously: C. L. Wright, mail weigher, lip cut, E. B. Holt, postal clerk, face cut and foot cut and bruised. J. H. Greene, postal clerk, thigh bruised. E. D. Lamont, bruised. Amos B. Bower, bruised. Bower is a son of W. E. Bower, who lives a few miles south of McCook.

RESOLVED THAT IT IS A DUTY WE OWE OURSELVES TO DRESS AS WELL AS WE CAN BECAUSE OUR CLOTHES ARE OUR BEST CREDENTIALS. IT IS ALSO A DUTY WE OWE THE PUBLIC TO DRESS WELL. IT HAS A GOOD INFLUENCE.

BUSTER BROWN.

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ASK YOURSELF: TO WHICH YOUNG LADIES--OR OLDER ONES, TOO, AS FOR THAT--ARE GENTLEMEN FIRST ATTRACTED WHEN THEY ENTER A PARLOR--TO THOSE WHO WEAR OUT-OF-STYLE AND ILL-FITTING CLOTHES, OR TO THOSE WHO ARE DRESSED IN STYLE? NO ONE LOVES A SHABBILY CLAD CHILD BUT ITS MOTHER. THEN WHY NOT DRESS YOURSELF AND YOUR CHILDREN WELL, AND APPEAR WELL AND BE ATTRACTIVE. CERTAINLY, NO ONE IN THIS CITY SHOULD BE SHUNNED BECAUSE THEY HAVE NO NICE CLOTHES, WHEN WE HAVE SO MANY NICE GARMENTS, AND FABRICS TO MAKE THEM OF IN OUR STORE.

RESPECTFULLY,
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stop your Lung Irritation, relieve your Sore Throat and drive out your Chronic Cold, with the only certain, and strictly scientific, Cure for Coughs and Colds:

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