

Burlington Time Card	
McCook, Neb.	
MAIN LINE EAST-DEPART:	
No. 6 (Central Time)	10:35 P. M.
2	9:50 A. M.
12	7:15 A. M.
14	9:42 P. M.
MAIN LINE WEST-DEPART:	
No. 1 (Mountain Time)	9:50 A. M.
3	11:42 P. M.
5	8:39 P. M.
13	10:25 A. M.
15	8:50 A. M.
IMPERIAL LINE	
No. 176 arrives (Mountain Time)	5:05 P. M.
No. 176 departs	9:45 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 R. E. Fox, Agent, McCook, Nebraska, or J. W. Wakeley, General Passenger Agent, Omaha, Nebraska.

RAILROAD NEWS ITEMS.

McCarl had the pay-car special west, Thursday.

The 1026 is receiving a new spark arrester, this week.

Eight extra brakemen were let out of the service, Tuesday.

Glen Hewitt is in Lincoln receiving treatment at a local hospital.

Freight business has increased work in the round house force, this week.

J. W. Eastman has followed the McCook colony from Osawatimie, Kansas, to McGehee, Arkansas.

Engineer F. J. Zajicek has changed his headquarters from Red Cloud to Oxford, since the recent line-up.

Since October the Burlington has reduced its shops force 17,000—and the total reduction will reach 20,000.

The east bound coal business on this division for the past month is without a precedent, and its all that kept any trains moving, too.

Conductor Neal Beeler has taken a thirty-day furlough while business is light, and with his wife is visiting the folks over at Beaver City.

Engineer M. R. Gates was able to return to his home in Republican City, Tuesday. His son Henry accompanied him and will remain at home for the present.

Conductor Carmony is on Pope's run for a few days, while the latter is making arrangements to move to Denver, to take the Denver-Alliance run. Fay will come back to McCook.

W. R. Hawley, late a member of the storekeeper's force, is now located in Little Rock, Arkansas, where he has a better position. Mrs. Hawley and her mother Mrs. Claude will join him soon.

The superintendent has posted a bulletin asking employees to be vaccinated as a safeguard against smallpox, and perhaps not without an eye to the welfare of the relief department's strong box.

J. W. Bartholoma, who was recently set back to firing by the general re-employment order, has been reinstated as an engineer and has been pulling the the Holdrege-Hastings local freight for past few days.

J. E. Fletcher was called to McCook, the first of the week—not on matrimonial purposes, but on railroad business. There is a strong suspicion that Mr. Fletcher is needed by the Burlington in a higher position than assistant agent at Beaver City.—Beaver City Tribune.

J. F. Amick and family returned, Monday, from an extended visit in Missouri.—Ed Jeffries, who used to be a barber in Red Cloud, but has more recently been braving on the Union Pacific out of Junction City, Kansas, was in Red Cloud, Wednesday.—Red Cloud Chief.

Mr. and Mrs. R. W. Haggard were in Oxford between trains, Saturday night, enroute from Ohio to the latter's parents, Mr. and Mrs. Noren, near Orleans. R. W. informed a reporter for this paper, that he has left Ohio for good and will continue to reside near Orleans in the future on a farm.—Oxford Standard.

Mr. H. was until recently foreman of the Oxford roundhouse.

A very quiet little wedding occurred Wednesday at the Burlington hotel. Miss Edie Mann, head waitress of that popular hostelry, was united in marriage to Winifred J. Kelly, night operator at the Burlington depot. Rev. I. W. Edson said the words that united the happy couple. Following the ceremony the bride and groom, Landlord and Mrs. Crans and the officiating clergyman partook of an elaborate wedding feast.—Red Cloud exchange.

Miss Mabel Adler and W. C. Adler, of McCook, were united in marriage at the home of the bride in this city yesterday.—The operating departments of the western railroads have decided to compel the shippers to furnish side stakes for all flat cars which they may use hereafter. This will increase the shipping expenses on this style of cars about \$3 per week.—Flagmen Abbott and Graham, who have been employed on the Burlington runs from here to Omaha and whose homes are in the city, will probably find it necessary to move to Fairmont or the eastern terminus of their run on account of the recent change. Hereafter No. 12 will make the runs as far east as Fairmont without a flagman and the employee who boards the train at that place will return to Fairmont on No. 5 the following day.—Hastings Republican.

Dining Car Was Burned.

Burlington dining car Denver, No. 141, was burned at Friend, last Tuesday night. The car had been taken from Lincoln on train No. 3 at six o'clock. It caught fire from the range fire bricks in the back of the stove having been misplaced, permitting the heat to reach the wood work. The fire was first noticed between Dorchester and Friend, and a fast spurt was made to Friend to set the car out from the balance of the train. It was gotten on a siding before the fire had communicated to cars either ahead or behind and no other damage was done. After the car was set out, and by the time it had become practically a total wreck, the Friend fire department had reached the scene and put out the blaze. No estimate as to the amount of loss could be made by the Burlington officials last night, but it was said that a diner is a more expensive car than a standard Pullman.—Lincoln Journal.

The Record for an R4 Engine.

Engineer I. L. Rodstrom made the record for an R4 engine, Tuesday, by making a run from Akron to McCook with 33 cars of stock at an average speed of 35 miles an hour. The books do not contain a record of an accomplishment equal to this, and Engineer Rodstrom has a right to feel pretty good over the fact. The rules of the company do not allow of a faster speed than 35 miles an hour with such engines and trains, which makes the run the more difficult and praiseworthy—as the engineer had to make a smooth, even run of it to average the 35 miles an hour for the entire distance. The time was 4.15 minutes.

A Big Day on the Division.

McCook headquarters people are feeling "delighted I am sure" over the way business has been picking up lately, and especially over the business pulled on the McCook division, Tuesday, when one of the heaviest if not the heaviest freight business ever negotiated over the road was moved. During the twenty-four hours 1816 cars were moved on the division. The movement was specially heavy east, but the westward business was also considerable.

Steam pipe work and other minor repairs on the 712, this week.

Lucius Flint passed the telegrapher's examination here, last week.

Engine 2809 is being given new flues and other roundhouse repairs.

Engine 1232 is having new tires shrunk on her this week, by the oil and air pressure method.

Moss and Boyles of Ed Howell's force are among the quarantined, but hope soon to be released.

Conductor Enright and crew had a stock extra to Red Cloud, Tuesday, and brought the pay car up next day.

After January 31st the Burlington will have to deliver mail to and from the postoffice at Wilcox, which is ten feet over the government limit.

The company is filling its houses with ice from the lake at Curtis, this week. A full force of men is at work. About 100 cars have been received up to date.

Conductor C. E. Pope's family has moved from Saint Joseph, where they have been living for several years, to Denver, out of which city Mr. Pope is now running to Alliance.

Conductor Fred D. Griffith who has been running on the Sterling branch of the Burlington, with headquarters at Sterling, has been transferred to the Guernsey and Denver branch for the next six weeks.

C. M. O'Dell had the misfortune to have a railroad spike collide with his lower lip the first of the week and though the spike was not hurt a particle the lip was pretty badly damaged.—Trenton Register.

Mr. and Mrs. B. J. Sharkey announce the approaching marriage of their daughters, Miss Mae to Francis J. Beacom of Omaha, and Miss Josie to Lawrence J. Doyle of Omaha. The marriages are to take place on February 19 from St. Theresa's cathedral in this city.—Lincoln Journal.

Agent Engstrom of the B. & M. checked out yesterday and will enjoy two or three weeks of a vacation. Part of the time will be spent visiting relatives and friends in Omaha, Kansas City, and points in Illinois, for which places he and Mrs. Engstrom will leave tomorrow. During his vacation Relief Agent Sherman will have charge of the company's business at this station.—Holdrege Citizen.

BOX ELDER.

Mrs. L. A. Bible is very sick.

Mr. and Mrs. F. G. Lytle are visiting relatives near Alma.

Grant Laki- and wife of Oklahoma are visiting his brother Fred.

Thomas Chamberlain and family and Evert Rutledge and family spent Sunday with Mr. and Mrs. D. B. Doyle.

Mr. and Mrs. Stephen Bolles, sr., visited with Mr. and Mrs. J. K. Gordon, Sunday.

Mrs. C. H. Munday and daughter Miss Edith visited with Mrs. T. M. Campbell Monday afternoon.

Have You Houses to Rent?

Then you should be supplied with rent receipt books. THE TRUNK has just what you want—compact and complete.

Sires and Sons In the Navy.

Captain Richard Wainwright, Hero of the Maine and Gloucester, and His Son Richard Junior, Lieutenant.

Rear Admiral Robley D. Evans and His Promising Boy, Lieutenant Frank T. Evans—Like Father Like Son.

LIKE father like son is a phrase which often applies in the case of officers of the American navy. One does not have to go far to find instances of it at the present time. Pride in country and family heritage seems to tend especially to induce sons of naval officers to strive for fame in the calling followed by their sires.

One of the best known of the officers commanding the warships now on their way to the Pacific is Captain Richard Wainwright of the battleship



LIEUTENANT FRANK T. EVANS.

Louisiana, and he has a son, Richard Wainwright, Jr., who gives promise of being as good a sea fighter as himself. The younger Wainwright is now a lieutenant in the naval service and is assigned to duty on board his father's ship. He entered the navy in 1898. Captain Wainwright entered the navy in 1864 and was assigned to his present duty as commander of the Louisiana in June, 1907. His ship is one of the newest and finest in the now celebrated fleet and has a tonnage of 16,000, carries twenty-four guns of four inches and over and is 450 feet in length.

Captain Wainwright is best remembered for the heroic conduct he displayed on various occasions during the war with Spain. He was second in command of the Maine when she was blown up in Havana harbor and was one of the last to leave the wreck after having toiled over her day after day in search of the mangled bodies of American sailors. It was Wainwright who commanded the Gloucester, formerly J. P. Morgan's yacht Corsair, when she had her noted encounter with the Spanish torpedo boat destroyers Furor and Pluton off Santiago. This duel between two of Spain's most dreaded craft and the converted yacht was one of the most thrilling engagements of the war, and Captain Wainwright's courage in giving battle against big odds and destroying the ships of the enemy won him lasting fame. He had the honor of receiving on board his ship the Spanish Admiral Cervera after the latter's defeat in the battle of Santiago.

Lieutenant Richard Wainwright, Jr., is the third of his name to attain rank in the navy. Captain Wainwright's



THE TWO LIVING RICHARD WAINWRIGHTS OF THE NAVY.

father, the late Commander Richard Wainwright, born in 1817, was in command of the Hartford, Admiral Farragut's flagship, during the famous engagement in Mobile bay in the civil war.

Still others of the Wainwright name have won fame in the naval service. Jonathan Mayhew Wainwright, son of the noted Bishop Jonathan Mayhew Wainwright, commanded Admiral Poe-

ter's flagship in the engagements ending in the capture of New Orleans in 1862 and fell six months later, after the capture of Galveston, while leading his men in a brave effort to repel the enemy. His son, Jonathan Mayhew Wainwright, was also a naval officer and was shot and killed by filibusters while attempting in 1870 to break up a pirate band operating off the coast of Mexico.

The commander of the fleet which has gone on the cruise to the Pacific, Rear Admiral Robley D. Evans, is another naval officer who is so fortunate as to have a son following in his footsteps. "Fighting Bob" and the manly looking young lieutenant, Frank T. Evans, who calls him father make a notable team. Sire and son are great chums, so far as such relations are possible between an officer of high grade and one in the lower ranks of the service. Lieutenant Evans came into notice a year ago in October when he was appointed aid to President Roosevelt on the now historic trip to Panama. He entered the navy in 1894, reached his present grade three years ago and is now assigned to duty on the battleship Louisiana. His marriage in August, 1907, to Mrs. Gertrude Pullman, daughter of Major John Pullman, U. S. A., was an event of much interest in Washington society.

A FOE OF GRAFTERS.

William H. Langdon of San Francisco and His Remarkable Record.

Perhaps the foremost figure in the reform movement on the Pacific coast is District Attorney William H. Langdon of San Francisco, who has succeeded in cleaning up the graft ridden city of the Golden Gate, with the able assistance of Francis J. Heney, the fearless prosecutor; William J. Burns, the detective; and Rudolph Spreckels, the patriotic young capitalist. Mr. Langdon was re-elected district attorney in November, running ahead of his ticket by 6,000 votes, and has been taking a short vacation, in the course of which he spoke at Carnegie hall, New York, before the Civic forum on "The Struggle Between Graft and Democracy." Mr. Langdon is a native of California and thirty-



WILLIAM H. LANGDON.

four years of age. He was a school principal before he took up the law, and when he started in to break up gambling after his first election as district attorney on the Labor ticket two years ago he was referred to as "a schoolteacher who didn't know the difference between fan tan and old maid." But San Francisco has found that the district attorney knows his business. He has jailed one of the biggest gangs of grafters ever put behind the bars in this country and done it when, especially at the outset, everything seemed to be against him. When he began his reform work he could not get any money to carry it on, because the city administration, under Mayor Schmitz, was opposing him. It was then that Rudolph Spreckels came to the rescue. In telling how this happened Mr. Langdon said:

"Rudolph Spreckels offered all the money we wanted. I asked him what he wanted. He told me nothing."

"When he said he wanted nothing," the district attorney continued, "I asked him how far he'd go."

"Will you stick, no matter where this thing leads?"

"I will," said he.

"Even though it may touch the Spreckels family?"

"Even though it leads to my own table."

"Well, it did. Among those indicted is Cornwall Mullally, engaged to be married to Mrs. Spreckels' sister."

Rather Insinuating.

Charley Pickle—By Jove, Miss Wose! Sometimes I think I will take up the violin. Do you think I would make a success?

Miss Rose—Hardly, Charley. I have heard of fiddler crabs, but I never heard of fiddler lobsters.—Detroit Tribune.

A Good Bridge Player.

Mrs. Hatterson—Is Mrs. Witherby a good bridge player?

Mrs. Catterton—The best one in our church.—New York Life.

Say - Bargains Now!

Sunbonnet Babies

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Bargains simply means gains for you; and to sell you our Winter goods and take that money and put it into new Spring goods will be a gain for us.

Just the time for the economical shopper. It will pay you to come to see us now and buy things, because right now the dollar with us is mighty big. Read these prices and you will say so:

Ladies' Coats (former price, \$10) now \$5; others the same way. Good Underwear, men's and ladies' (former price, 50c) now 38c.

Many bargains in our store now. Come and spend your money with us while your dollars are big. Cordially,

C. L. DeGROFF & CO.

WE'RE JUST AS THANKFUL

For a small package as a large one. Each will receive the same thorough and careful attention. If we get the former, it may in time grow to the latter, by the satisfaction you will derive in wearing our laundered work.

We Do All Kinds of Laundry Work
Family Washing . . . 5c Per Pound

McCOOK STEAM LAUNDRY

W. C. BLAIR, Proprietor
(Successor to G. C. Heckman)
PHONE 35

Public Sale

Having decided to move to Colorado, I will sell at public auction at my home sixteen miles north of McCook, at Quick P. O., Frontier county, Nebraska, on

Thursday, Jan. 30, 1908

commencing at ten o'clock a. m., the following described property:

14 HEAD OF HORSES . . .

One Percheron stallion, Prince of Pilsen No. 3639 (pedigree goes with horse); weight, 1,800 pounds; color, dapple grey; dark; age, 5 years. Terms to suit on stallion. One gray mare, 4 years old, weight 900; 1 gray mare, 3 years old; 1 black horse, 3 years old; 1 saddle horse, bay; 1 gray horse, weight 1,300; 1 gray mare, 2 years old; 1 brown horse, 2 years old; 1 bay colt, 1 year old; 5 weanling colts.

14 HEAD OF CATTLE . . .

Six young cows, fresh soon; 2 2-year-old heifers; six calves.

1 MALE DUROC HOG . . .

FARM IMPLEMENTS, ETC. . .

Two riding lists, nearly new; 2 riding cultivators, nearly new; 1 top buggy; 2 saddles; 1 cream separator, guaranteed good; one new union churn.

Free lunch at noon.

TERMS: Sums under \$10, cash; on sums of \$10 and over, a credit of eight months will be given, purchasers to give note drawing ten percent interest from date, with approved security. A discount of five percent for cash on sums of \$10 and over. No property to be removed until settled for.

I. F. BARGER, Owner.
J. H. Waddell, Auct. V. Franklin, Clerk

ADVERTISED LIST.

The following letters, cards and packages remain uncalled for at the McCook postoffice, January 24, 1907.

LETTERS.

Burke, Mr. P.	Bingars, J. H.
Brungar, Miss Anna	Cint, W. A.
Dennis, Mr. Ellis	Elliott, Mr. Charles
Elliott, Mr. Ira	Ferguson, George
Glenn, Mrs. Geo	Gould, R. M.
Guiderman, V.	Hitchot, Mr. James
Hawkins, Ben	Harding, John
Harbough, Claude	Irwin, Mrs. L. E.
Kennedy, Mrs. T. R.	Loeb, Mrs. J. A.
Mills, Mr. Lester G.	Miller, Miss Amelia
Oram, Mr. Jas	Phillips, Mrs. C. G.
Rhode, Mrs. Henry	Rankin, Mr. Will
Stewart, J. B.	Stumpff, Mrs. Mary
Stone, Mr.	Spangler, S. J.
Stark, Chas	Stevens, Mr. Walter
Steinmiller, Mr. Jacob	Litter, Mr. Geo.
Tracy, C. L.	Wilson, Miss Alice
Welborn, Mrs. Nannie	Wilson, Mr. John

CARDS.

Anderson, Mr. Herman	Baehr, Mr. William
Clark, Miss Ruth	Case, Mrs. J. W.
Davis, AnAnn C.	Eastman, Miss Clara
Eavis, Mrs. Ruth	Grieggs, D.
Glantz, Miss Lizzie	McDonald, Wm. D.
McTaggart, Bertha	Price, Mrs. C. C.
Roberts, Miss Zella	Steinmiller, Jake
Shoop, Mary	Sivers, G.
Troy, Mrs. Patrick	Wyneth, Miss Ruby
Wilson, L. U.	

When calling for these, please say they were advertised.

S. B. McLEAN, Postmaster.

COURT HOUSE NEWS.

Following are the marriage licenses issued since our last report:

Charles Kahl (36) and Zella Roberts (26), both of Indianola.

Peter Fossen (27) and Jennie Keegan (20), both of Indianola.

Charles Hayes (28) and Annie Gleason (18), both of Imperial.

Conrad Greenwald (25) and Maria Klein (21), both of McCook.