Royal Worcester Corsets Just arrived every figure—a full and complete line—stylish, comfortable and durable.

Nemo Corsets also here. Come in and let us sell you a corset that fits, feels and wears well. These corsets meet every requirement for particular and intelligent trade.

Wash Goods Sale.

Come to our sale on Saturday, May 23rd,

Of such reductions you've never heard, On dimities, lawns, linens, ginghams and swisses,

Just the sort to make swell gowns for ladies and misses.

If the date you don't forget, You'll have no cause for regret, For the goods, the store, the prices are right, And our clerks try to please with all their might.

Saturday, May 23 Wash Goods

Time Card McCook, Neb. MAIN LINE EAST-DEPART: (Central Time)10:27 P. M. 7:15 A. M. MAIN LINE WEST-DEPART: (Mountain Time) 9:50 A. M. ...11:42 P. M. 5. . . Arrives10:25 A. M. IMPERIAL LINE

No. 176 arrives.. (Mountain Time) 5:05 P. M. No. 175 departs... " 7:10 A. M. No. 175 departs.. 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. Foe, Agent, McCook, Nebraska, or L. W. Wakeley, General Passenger Agent, Omaha, Nebraska.

RAILROAD NEWS ITEMS.

Mrs. T. J. Cain and the baby ar rived home from Holdrege, Sunday. Sup't E. E. Young of the McCook

company affairs.

Cloud run, last Friday, in the interest | the Burlington. of retrenchment and economy.

Henry Best of the dispatchers' office is passing a short vacation in Salt Lake City and other places west, leaving on trip in the west of several weeks. He Sunday. Miss Nellie Ryan is filling saw many objects of interest and can his position and Miss Maude Jones is interestingly tell about them. He resubstituting for Miss Ryan.

Sanitary Couch \$4.75

DRESSERS COMMODES SPRINGS MATTRESSES and other furniture at equally

LOW PRICES

Dennison

Brakeman E. L. Hawkins is laying off. Harold Weyle of Trenton is now operating nights at Stratton.

Mrs. A. J. Brown returned, first of the week, from her visit in Iowa.

Trenton is pleased with the information that 15 and 16, which go into service May 31st, will both stop at that

Adolph Goth, general yardmaster at Red Cloud, was in town, Saturday, looking after some personal business

Conductor Tom McCarl made some runs for Conductor Foley, this week. Conductor Wyman had McCarl's car

William Picklum spent last week in Beaver City on account of the illness of Mrs. Ollie Picklum. Charles E. Pick-

lum was also there. Dispatcher T. B. Campball is spenddivision was in Lincoln, Monday, on ing part of the week in Omaha as a witness for the company in federal court in A crew was taken off of the Red the trial of the 28-hour cases against

A change in freight trains 63 and 64 Ray Lyon of the telegraph office left, | was made Sunday. The trains now run Sunday, on a vacation in the west, to between Red Cloud and Oberlin instead visit in Salt Lake City and other points of Red Cloud to Oxford. Mr. Larue has this run now .- Red Cloud Com-Adv.

Conductor George H. Pearce arrived home, first of the week, from a great turned to work, this week.

W. S. Perry of Lincoln, chief of bridges west of the river, was in the city, Saturday evening, on his way west on an inspection trip of iron bridges. His special left for the west on Sunday morning. He will cover the entire system west of the river in this trip.

Harvey Patterson who has been brakeman on the Oberlin freight has secured a run on a fast freight out of McCook west. Fletch Waugh takes his place on the branch train, having been transferred from freights No. 163 and 164 on the main line.-Republican

City Ranger. Conductor Frank Kendlen will be one of 160 or more candidates to take the north of the headquarters building en 4th and highest degree in the Knights closed with a good fence, which has of Columbus at Omaha, May 30th. Only those who have been third degree graded and will be seeded for grass. Knights in good standing for two years are eligible to this degree. The juris. ments to properties. diction embraces Nebraska and South Dakota and is administered by John farm near Trenton since the cut in the O'Hearne of Omaha. Father Lough- shop force here, was in town Tuesday. ran of 1126 will also take the degree at Herb likes the farm pretty well, but his the same time. This is the exclusive trade looks good to him and he will be circle in the organization and a distinc- ready to report for duty when the work along the road then, nor engineers' tion much sought after.

To Enlarge Brotherhood.

Columbus, O, May 18 .- The international brotherhood of locomotive engineers, at their meeting today, decided to include the countries of South Amer ica and Panama in the brotherhood and a canvass of these countries for membership will be begun at once.

Reduced Rates on Coal.

The Burlington has notified the state railway commission that rates on coal from the west would be lowered 25 cents per ton. The reduction applies to all Burlington transfer points west of and including Grand Island.

Goat No. 1334 received new tires, this

The 1066 is being given extensive repairs in the round house.

W. J. Russell went to work in the round house, last Saturday.

Sup't of Motive Power Roope came in on delayed 13, yesterday.

A. C. Paulson has opened a lunch room near the depot, Red Cloud.

Brakeman Jack Annes is off duty visiting home folks at Beaver City. Engineer M. R. Gates of Republican

City was at headquarters, Tuesday. Engines 1932 and 1904 were given new

arches to their fire boxes, this week. Engine 132 went into the back shop,

this week, for a general overhauling.

Disptchers Knowles, Cobb and Brown are with the bunch in Omaha, this week. Engine 280 was sent to the Oberlin line, Tuesday, and the 143 came in for

The 3186 still has that Baldwin stack, but is not "making medicine" to suit

Round-house Foreman Wiehe is with the bunch in Omaha, this week, attending federal court. Fifty-two cars of new ties are being

laid in the 78 miles of track between Republican and Oberlin. No. 13 was eleven hours late, yester-

day, the result of a bridge washing away down in Missouri. Fireman Roy Hiler has returned from

Republican and is now assigned to the McCook Holdrege local. J. W. Chase is in charge of the round house nights during J. M. Trammell's

absence courting in Omaha. Colo., have been the guests of Mrs. A. C. Wiehe, part of the week.

Frank O'Connell went up to Denver, Saturday, to witness the marriage of

his sister Miss Kate to Mr. Stevenin. The Pennsylvania railroad has placed 1,000 new freight cars in commission in the last week owing to increasing busi-

The Brush-Wray local is bulletined for a conductor who must agree to pro tect it for a period of not less than one

Ergineer M. R. Gates returned to his run, this week, and Engineer W. W. Archibald is at headquarters for the

John Brening has D. O. Hewitt's lathe for the rest of the month, while D O. is in Orleans at work on his electric light plant.

Brakeman Williams went down to St. Joseph, Monday night, to accompany the wife and baby, who will make this their home.

Pilot repairs for 1018, spark arrester for the 1984, new front pony wheels for 2705 and stack repairs for the 1760 were

minor repairs, this week. Nick Snyder was called down to near Kenesaw, last night, by news of the serious condition of his mother, who

was recently operated upon. J. R. Pence has the car wheel machine while J. F. Miller and wife are visiting his home in Pennsylvania. They left, Tuesday morning.

The Wisconsin railroad evidently thinks it can carry passengers at as low as one and one-half cents per mile. They have already made such a rate for the Shriners to the Twin Cities from

Two crews have been pulled off the Oxford-Red Cloud run and the Oberlin hardly. line crews are now running through to Red Cloud. One crew is stationed at Oxford making turn-around trip to Re-

A. P. Ely, formerly in the Burlington train service, is in Omaha, this week, a witness for the company in the trial of He was conducting a belated and delayed stock train.

Mrs. H. M. Finity arrived home today from an absence in Wisconsin visiting relatives, members of her family she had not seen for twenty years in LaCrosse, Verona and other points. Her young son accompanied her.

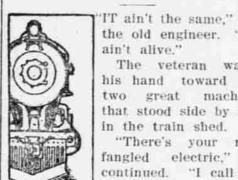
The company has had the ground ing the brass fixings. been painted. The grounds have been This in the general interest of improve- one there with the hump is electric

H. M. MacKain, who has been on the opens up again in good shape.

CLING TO ENGINES

DRIVERS HAVE REAL AFFECTION FOR MACHINES.

Electric Locomotive Unable to Inspire Sentiments Such as Spring Up Between the Engineer and His Steed of Steam.



'IT ain't the same," said the old engineer. "She ain't alive."

The veteran waved his hand toward the two great machines that stood side by side in the train shed. "There's your new-

continued. "I call her the shilling shocker, though she ain't so cheap as she looks. Costs \$25,000 good money. But she's ugly, hump-backed and cold. You can't get on terms with her-can't feel a human interest. She squats on the rails like a toad in a trance, only there's something about the toad that tells you he can hop. Whereas, who would ever know that this black giant could pull a whole train from here to nowhere?

"No, I don't take any shine to this big lightning bug. Me for her neigh bor here, that has just steamed in with the limited. There's something for your eyes-and the real thing i railroading.

"Nothing cold about her! And nothing dead. She's panting for the road by the way she stands. She's ready for the springing away—as ready as the racehorse that prances at the post. And I want to say right now that there's nothing like the experience and the feelings of a man that stands at the throttle of a machine like this -a living machine, mind you-and feels her bounding away over miles of steel, through light or dark, nervous and eager, but always obedient to

"It sets me to talking a lot, stranger, but I can't help it. You see, I've been at the throttle a long time. I know engines. And I don't believe any man who drives one of these electric critters is going ever to know his malare \$5.00. chine in just the same way. It ain't natural. The thing can't make him understand. Why, you can give a regular talk to this slim racer under Mrs. Baker and daughter of Brush, steam, here, but what can you have rour waists from us. can it answer back, of itself, when it has even to pick up its power from a third rail-an outsider?

"Engines-the steam kind-begin to have whims and notions the minute they get to work. They have to be broke, like horses. I've seen 'em buck like broncos, in the old times, and I've seen 'em refuse to make steam before they got quite ready. Then sometimes they are coltish and just cut capers by the mile. Mostly they settle down in the end, but some of 'em stay pretty mean and sulky, and only fit to draw local freights. It takes a clever engineer to do nimble

"And, speaking of cleverness, did anybody tell you of the old Delaware & Hudson locomotive that jumped herself back on the track? No? Well, she did it, all right, up the road from Binghamton. I've forgotten her number, which makes no difference, anyway, but she was an engine that the boys used to say had never done a mean thing, and she seemed to be positively ashamed of herself when she left the rails that night.

"It was stormy and dark when the thing happened, and the train crew was about as glum as they could make 'em. They thought they saw a long, hard job and perhaps a long wait for a wrecking gang. They swore a little at the machine, but the engineer wouldn't stand for much of that, and besides, there was the crooked rail in plain sight that had done the mis-

"Now, some folks won't believe what followed, but I do, because, as I say, I know engines. All at once, when the boys were poking around, that old Number Whatever-it-was just gave a hump and a jump, and there she was back on the irons just as neat and as smooth as you please. Say, would one of these third-rail jiggers be doing a trick like that? Well,

"Yes, I'm prejudiced. I don't deny it. But I don't go so far as the other engineer who said once that he would sooner run over his best friend than reverse his engine. A locomotive is sure enough the most human of machines, and I know how a fellow in a jumper feels when his pet goes the 28-hour cases against the company. from the rails to the scrap-heap. But a life is a life, and of course there ain't anything made in iron and brass that's going to take the place of a man or a child.

"They don't put so much fancy work on engines now as they used to. It was the way once that an engineer or fireman dead stuck on his machine could put in all his leisure time shin-

"'All sentiment,' some fellow will say about this time. And sure it is. But sentiment helps some in the day's work, though it probably won't stand in the way of progress. That dead and scientific and new. Its day is coming fast, as near as I can see. and some day there won't be any of us fellows who have handled the steam throttle. Unless human nature gets some way electrified, too, there ain't going to be much sentiment tears for old machines that come to their doom in the scrap-pile."



Besides, it is not waisting money to have several shirt-waists, because they are good until they wear out anyway, and if you "rest" your waists you will get just as much wear again this minute. You can tell that out of them and you can more often make a change.

> Don't you think that at the following prices you would like to add some of these waists to your collection:

Good Lawn Waists at \$1,25 and \$1.50.

Better Waists, \$2.00 and \$2.50; some

You won't waist your money if you buy

Cordially.

C. L. DeGROFF & CO.

Look!

If you want a Side Walk, Curb Stone or Cement Work of any kind,

H. N. Rosebush

Successor to Rosebush & Northrup | PHONE RED 196

The McCook Tribune One Dollar Per Year

Fifty=Seven Varieties

- at The -

White House Grocery

Pure Food Demonstration

May 23, 1908

You know Heinz==if you don't

"Ask Scott About It"