

TO MOVE THEM

We mean all Winter Goods—
and they are the choicest in every
line—we will continue our

25 Per Cent Off Sale!

Men's Suits		Boys' Suits	
\$10.00 Suits now	\$ 7.50	\$3.00 Suits reduced to	\$ 2.25
12.00 Suits now	9.00	3.50 Suits reduced to	2.65
15.00 Suits now	11.25	5.00 Suits reduced to	3.75
20.00 Suits now	15.00	7.00 Suits reduced to	5.25
30.00 Suits now	22.50	7.50 Suits reduced to	5.65
Men's Overcoats		Boys' and Youth's Overcoats	
\$ 7.50 kinds now only	\$ 5.65	\$ 3.50 values down to	\$ 2.65
10.00 kinds now only	7.50	4.00 values down to	3.00
12.00 kinds now only	9.00	4.50 values down to	3.35
15.00 kinds now only	11.25	5.00 values down to	3.75
18.00 kinds now only	13.50	7.50 values down to	5.65
20.00 kinds now only	15.00	10.00 values down to	7.50
30.00 kinds now only	22.50	12.00 values down to	9.00

Also large line of Flannel Shirts, Underwear and Hosiery, at One-Fourth Off.

Together with a big display of Mens' and Boys' Pants, at the same discount rate.

Come and Participate

The prices will actually warrant
your anticipating your needs in
our lines.

Rozell & Barger

A DAILY DELIGHT

that is a stranger to many, but should not be, is the use of a full set of teeth. If you have neglected and allowed most of your teeth to waste away, you can't do better than to save and protect the remaining teeth by securing a plate at once. You can easily become accustomed to this necessity when it is fitted with extreme care. The minutest attention I give to this work, gives many of my patients a wish to have had a plate before. Come in and I will tell you about the kind most suitable for you—the kind that will not arouse your temper.

DR. H. J. PRATT, DENTIST
Over McConnell's Drug Store, 212½ West Main

SOUTHWESTERN NEBRASKA HOSPITAL McCook, Nebraska

NOW OPEN
for the care of MEDICAL and SURGICAL CASES. Newly equipped with modern fittings.

TELEPHONE 126

For rates and further information write the SUPERINTENDENT.

Winnetka Hospital Association, Ltd.

RAILROAD NEWS ITEMS.

No. 2003 is ready for service again. Fireman A. P. Walters enjoyed a short lay-off last week. Engine 1335 from Red Cloud is in the backshop for an overhauling. Walter Stilwell, general foreman's clerk, was off duty—sick—yesterday. Fireman Clayton Brown visited the family at Red Cloud, part of last week. Henry Lashbaugh of the carpenter gang is off duty nursing an injured elbow. Engines 2810 and 1248 were over drops 1 and 2, respectively, last week, receiving repairs of that nature, new flues etc. Brakeman Ira Dye has sold his house to Engineer M. H. Hammond who occupied the same first of this week. Ira expects to go onto a farm in Frontier county in the spring.

The 326 is in for round house repairs. Earl Newkirk was off, part of last week, with an injured foot.

Daniel Willard has been elected president of the Colorado Southern.

Engine 1032 was broken in, last week, for service, after a general overhauling.

The new trainmaster, A. G. Smart, from Wymore, took charge of his office last week.

Earl Nottley is off with an injured finger, and Tom Gettings is among those ailing slightly.

No. 175 had to take a snow-plow up the Beverly line, Tuesday, and handled only the coaches.

Ralph Haggard of Orleans, formerly foreman at Oxford, visited the boys, yesterday afternoon, at the shops.

February 2nd was W. C. Harmon's birthday, and the boys of the paint gang remembered him with a nice rocking chair in celebration of the event.

Engines 1757 and 1900 in the Holdrege wreck, Tuesday, are both being repaired here—the work being rushed. The 1757 had her tank badly smashed in, while the 1900 was considerably damaged in front and about the pilot.

Engine No. 1757, an R2—new—and equipped with straight stack and regular bituminous burner, arrived from the Sheridan division, last Friday, and will with others of that class supersede the H4 engines on this division in time.

The coal which has been in storage in the McCook yard for over a year is now being loaded on cars and will be distributed over the Kansas branches and at the pumping stations. The wrecker is being utilized in the loading. The coal shows the effects of air slacking.

Dispatcher H. D. Stewart was summoned to Alma, Wednesday night, by the illness of his mother, who passed away about 8 o'clock on Thursday morning. Mrs. Stewart joined him at Alma, today. He has the tenderest sympathy of all. Dispatcher A. J. Brown has his trick in the interim.

Gossip About Train Service.

An Alliance man who was in Lincoln yesterday said that it is understood there that when the change in time card is made for the new spring service, that the Burlington will put on a new train to run from Denver to Edgemont, connecting at Edgemont with the service in the Black Hills district, and that this train will connect and be consolidated with Nos. 39 and 40 from and to Lincoln at Alliance and Edgemont. It is believed at Alliance that Nos. 39 and 40 will be run through, and that they will form the new train to Billings, which will be taken west over the Great Northern.

It has been reported from Chicago that a new train is to be established between Lincoln and the north coast country, and that a new train has been planned to reach Denver from Chicago via Omaha and Lincoln. New equipment is said to have been placed recently in service on the Burlington's fast train between Kansas City and Chicago.—Lincoln Journal.

Engine 1124 is out after light repairs. Engineers Ray and Traubert were in the Holdrege mix-up.

Conductor E. M. Cox is sick, and Ryan has the 14223 meanwhile.

Roundhouse Foreman Cline, of Akron, was at headquarters, close of last week.

Sup't Weidenhamer of the Sterling division, spent Sunday here with the family.

E. S. Howell returned, Wednesday night on train 3, from attending a Burlington Relief meeting in Chicago, stopping between trains in Lincoln for a "look-in" on the legislature.

Conductors Ryan and Bagley went down to the Kansas branches with snow plows, Tuesday night, to get them opened up. The snow, dirt, and Russian thistles made a bad combination.

No. 77 of Monday was laid up at Holdrege on account of the storm, and No. 76, Tuesday morning, was laid up here for 24 hours. No attempt was made to move anything Tuesday except the passenger trains.

A mix-up in the Holdrege yard, Tuesday, put a waycar, engine, and coach out of commission temporarily. No. 98's crew were turning their train on the Y, and Conductor Cassell was turning his engine preparatory to starting back to Oxford after plowing out the cuts on Mascot hill, when through a misunderstanding as to use of tracks, No. 98 train hit the waycar. Conductor Cassell and Brakeman R. J. Moon had narrow escapes from being caught in the wrecked car.

Time Card

McCook, Neb.

MAIN LINE EAST—DEPART:	
No. 6 (Central Time)	10:27 P. M.
" " "	5:30 A. M.
" " "	7:15 A. M.
" " "	9:42 P. M.
" " "	4:00 A. M.

MAIN LINE WEST—DEPART:	
No. 1 (Mountain Time)	9:50 A. M.
" " "	11:32 P. M.
" " "	8:35 P. M.
" " "	10:25 A. M.
" " "	12:17 A. M.

IMPERIAL LINE

No. 176 arrives (Mountain Time)	5:35 P. M.
No. 175 departs	7:10 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 D. F. Hostetter, Agent, McCook, Nebraska, or L. W. Wakeley, General Passenger Agent, Omaha, Nebraska.

Some Interesting Facts.

It has been the idea of railroad men that the system of accounts now followed on the Burlington as to the performance of locomotives, that is, the amount of oil used per mile, cost of oils per 1,000 miles, etc., involving in total a complete statement of the accomplishments of definite class engines in both passenger and freight service, taking into account mileage and tonnage, etc., is the pet scheme of recent captains of the railroad world.

But there recently came to the notice of the writer a paper containing a statement made in June, 1862, setting forth in detail the performance of locomotives on an Iowa road, which clearly settles the fact that railroad men of almost a half century ago knew something about these matters, which we have been in the habit of considering the exclusive property of very recent railroad methods.

The case in point is the report of Chief Clerk Wiehe, father of General Foreman A. C. Wiehe, of our city, to Thomas W. Paer, M. M. It is a monthly statement showing the performance of locomotives on the Dubuque & Sioux City Railroad, showing full expenditures in detail for the month ending June 30th, 1862, the run being made to Cedar Falls, a distance of 100 miles.

The group of engines numbers 6, doing both freight and passenger service. We will take one engine as a sample: The "Delaware," Charles Haynes, engineer, made 927 miles on passenger and 1,854 on freight, during the month, at a total cost of \$425.49, this total being made up of the following items: Wages of engineer and fireman, \$85, repairs \$8 67, oil, waste, and tallow \$31.33, wood \$276.25, cleaning of engine \$24.24. This report shows the following average cost per mile: Oil, waste, and tallow 1.05 cents, wood 86 cents, wages of engineer and fireman 3.42 cents, repairs 4.53 cents, cleaning engine .87 cent; total cost per mile, 15.49 cents.

The record also shows the average mileage of the engines to the pint of oil to be 11.76 miles, while the engines averaged 37.64 miles to the cord of wood. An engine making 900 miles, according to this report, used 13 cords of wood, 10 gallons of oil, 20 pounds of waste, and 40 pounds of tallow—this on freight. A passenger engine making 927 miles used 28 cords of wood, 9 gallons of oil, 17 pounds of waste, and 35 pounds of tallow.

In those days an engine went 12 miles to a pint of oil. Now an engine is expected to go 60 miles on a pint of valve and a pint of engine oil, and this record is exceeded in some instances, as the following report shows:

OIL PERFORMANCE OF ENGINEERS IN PASSENGER SERVICE, MONTH OF NOVEMBER, 1905.

Total Miles Run	Miles asked for per pint		All Lub. oils	Cost per 100 Miles
	Valve	Engine		
4433	211	138	103	.53
3570	155	143	74	.57
4004	129	148	69	.58
3924	139	139	70	.59
4290	183	85	58	.82
3984	123	67	43	1.08
3570	123	66	43	1.08
4144	22	22	15	3.19
4694	59	21	15	3.25
4592	92	19	16	3.41
4480	72	16	13	3.96
4144	58	11	9	5.83
Total, group	49229	93	61	23.27
Div. total	276195	66	42	25.17

Will Build a New Railroad.

Stockville, Feb. 4.—Stockville, the county seat of Frontier, after years of isolation from the outside world, so far as railroad facilities are concerned, is at last to have a railroad, if present plans mature, and with the scheme now on foot there is no reason why the plan should fail.

The project now on foot is to build an independent railroad from Stockville to the nearest point on the "Highline" of the Burlington, following the valley of Medicine Creek, which is a distance of about eight miles. A preliminary survey has been made, and the estimated cost of the road, equipped with one engine, the necessary sidings, etc., is about \$100,000. It is proposed to bond five precincts tributary to Stockville, for \$30,000. Contributions to the amount of \$1 per acre have been positively promised by land owners tributary to the county seat, which brings the amount up to about \$60,000. Stockville will be assessed for the balance, a great deal of which has already been subscribed by local capitalists and ranchmen. It is now thought that the road will be completed in time to handle this year's crop.—Cor. Lincoln Journal.

Spring Offerings

The choice and attractive manufactures are coming in daily from the eastern markets and soon the Spring styles in all lines will be represented in our unapproachable stock. We mention, this week, a few items:

Laces
Ginghams
Wash Fabrics
Dress Trimmings
Muslin Underwear

It will be to your interest and profit to weekly note the announcements in this column as the new creations of the season are unfolded in all chicness and tasteful detail.

C. L. DeGroff & Co.

You can still get some marvelous bargains in Winter Goods, nevertheless.

LIVE AND LET LIVE

We were surprised at the sale we have had on our roofing paint, and want to say a word about it this week. We do not claim it will cure corns or help the baby cut teeth; but we do claim

1. It will cover shingle, felt or paper roofs, making a coating like rubber.
2. It will bake or japan when exposed to the heat.
3. It sets quickly but dries slowly.
4. It can be used on any kind of material.
5. It is acid and alkali proof.
6. It is thoroughly elastic.
7. It is chemically free from acids.
8. It is water, weather and sun proof.
9. It does not settle in the package.
10. It is odorless when dry.
11. It cannot crack, peel or blister.
12. It does not discolor nor give taste to rainwater.
13. It spreads freely and easily.
14. It has a high fire test.
15. It is always ready for use, requiring no thinning.
16. It makes roofs watertight.
17. It dries with a glossy finish.
18. It is cheap in price only.
19. It will give satisfaction.
20. It is for sale by Stansberry.

One gallon covers 350 square feet on metal, 100 to 200 square feet on shingles, 200 to 300 square feet on paper and composition roofing.

FIVE YEAR GUARANTEE

WE GUARANTEE this roofing paint to contain no acids or injurious substances of any kind. When two coats are applied according to our directions, we GUARANTEE this paint to wear perfectly for a period of FIVE YEARS, and agree to furnish free sufficient paint to repaint any surface where it has proved defective.

Just unloaded a car of Western Cedar Posts from Ymir, British Columbia. They speak for themselves,—for you to see them is all we ask.

Stansberry Lumber Co.

THE TRIBUNE Office for Office Supplies

White House Grocery
Phone 30
Moore & Son