Time Card

Burlington Route — McCook, Neb. — Burlington Route

MAIN LINE EAST—DEPART:

No. 6	(Central Time)		11:35 P. M.
7	"	"	7:45 P. M.
16	"	"	5:00 A. M.
2	"	"	5:50 A. M.
12	"	"	7:30 A. M.
14	"	"	9:42 P. M.
10	"	"	5:30 P. M.

MAIN LINE WEST—DEPART:

No. 1	(Mountain Time)		12:20 P. M.
3	"	"	11:42 P. M.
5 arr. 8:50 p.m.	"	"	....
13	"	"	9:05 A. M.
15	"	"	12:30 A. M.
9	"	"	6:15 A. M.
7	"	"	9:30 A. M.

IMPERIAL LINE

No. 176 arrives..	(Mountain Time)		3:45 P. M.
No. 175 departs..	"	"	6:45 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 D. F. Hostetter, Agent, McCook, Nebraska, or L. W. Wakeley, General Passenger Agent, Omaha, Nebraska.

Will Adams left, last evening on No. 10, for Alliance and other point in that part of the state.

Dave Knowles, wire chief at Sterling, Colo., was in town, Tuesday evening, for advancement.

Ed. Caffrey was up from Stamford, end of week, on matters of business, and to revive acquaintanceships of olden times on McCook division.

Sup't and Mrs. E. S. Koller, Master Mechanic H. E. Culbertson, Chief Dispatcher W. F. Pate, and Chief Clerk M. Lawritson heard the Trenton debate, Friday evening last.

Fireman J. F. Downs is on the sick-list.

Fireman C. M. Hare is laying off and visiting in Hastings.

E. W. Leonard and A. T. Carter are new firemen, this week.

New pony wheels were placed under the front end of No. 1959, Wednesday.

Engineer Don Snoke, Fireman T. F. Humphries and A. D. Troyer are laying off.

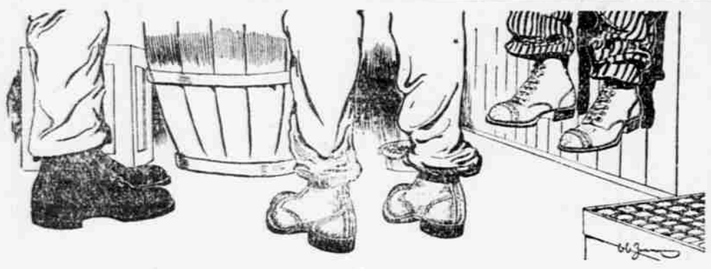
Drop pit 1 holds the 702, this week, for cylinder, brasses and rod repairs. Her wheels will be dropped and the mill will be painted.

Engineer E. L. Traubert returned last week from a delightful visit in Florida. He brought a pretty little souvenir back with him—an 18 inch alligator.

Fred Dulaney, who served his apprenticeship here, but has been working for some time for the Rock Island over Iowa, has returned to the boilermakers here.

Engineer F. G. Westland has been transferred to McCook and will run opposite Engineer J. E. Sanborn on 7 and 8 between Oxford and Wray, lay-over at McCook.

A meeting was held last evening in the master mechanic's office to start arrangements for the railroad employe's picnic, this summer. A. C. Wiehe was made permanent chairman, and the whole matter placed in his hands. The invitation will be general. Another meeting will be held soon.



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The Concensus of Opinion . . .

IS, that whether it is a stout, strong, serviceable work shoe, or something of natty style, our store is the place to get it. Every shoe we sell receives the same amount of care and regard in fitting. That's another reason why it's safe to trade with us.

The Model Shoe Store

SHOE REPAIRING A SPECIALTY

Fisher & Perkins — 201 Main avenue

The Only Coffee

This coffee is rich and delicious; has an extra fine flavor. If you want the best coffee you ever drank, come to our store and ask for

Paxton's Gas Roasted

Sold only in 2-pound cans.

THE BEE HIVE

D. B. DOYLE, Prop.

BELLEVUE COLLEGE.

HIGH SCHOOL SENIORS.

DO YOU KNOW that Bellevue College, including College, Normal School, Academy, Business Course, and Conservatory of Music, Painting, and Dramatic Art, located in Omaha's beautiful suburb, is the most delightfully situated institution in the West? Able faculty. Successful Intercollegiate athletics, debating and oratory. Fine College spirit. The advantages of the city combined with the health and freedom of the country.

Classical, Scientific, Philosophical Courses.

Graduates of the Academy and Normal School receive State Certificates. Academy and Normal admit students who have completed the Eighth Grade work. Summer Session of eight weeks, beginning June 13th. Expenses moderate.

Send for catalog and bulletins.

S. W. STOOKEY, LL.D., President.

THE CABMEN OF PARIS

Hailing One Is the Same as a Declaration of War.

THEY ARE INSOLENT ROGUES

Sneers and Caustic Advice Are Showered Upon Those Who Engage Them. On Wet or Festal Days the Cabbies Spurn Those Who Want to Ride.

Among Anglo-Saxons there is a general and instinctive desire to do business on the basis of an entente cordiale. In Paris the hailing of a cabman is looked on by both parties to the transaction as an implied declaration of war. The cabman takes your measure, and you take his number if you are wise. At once he will give you a reason to remark that he has a rooted and premeditated objection to drive you where you wish to go. Perhaps he prefers the opera quarter because it is central, or should the weather be fine his heart is probably set upon driving in the Bois, while you may have business at the bourse. He explains his views on the subject selfishly and rudely.

A foreigner alighted recently from the Calais train at the Northern railway station in Paris and ordered a typical Parisian cabman, bloated, pale and absinth soaked, to drive him to the Rue Blomet, which is a street in the relatively distant Vaugirard quarter. "Peut on habiter la Rue Blomet?" ("Is it possible to inhabit the Rue Blomet?") exclaimed the ragged ruffian in an epigrammatic note of disdain which would have done honor to Beau Brummel.

But it is when the Paris cabman has once started on his "course," a warpath in the strict sense of the term, that he proves to what a limitless extent he is the enemy of mankind. His hatred of the "bourgeois," the "man in the street," in spite of and indeed because of his being a potential client, is expressed at every yard. He constantly tries to run him down, which makes strangers to Paris accuse the Paris cabman of driving badly, while in point of fact he is not driving at all, but playing with miraculous skill a game of his own which suggests cannon billiards in the hands of a world's champion.

But it is not with the public alone that he is at war. On all other cabmen whose path he crosses, on omnibus drivers, motorcar men, bicyclists, private coachmen, costermongers with barrows and (sotto voce) the police he heaps deadly insults, the least outrageous of which are "Ours!" ("Bear!") and "Fourneau!" ("Oven!"), the latter containing a subtle double meaning, intelligible only to those who have Paris "argot" or slang at their finger ends and too long to explain.

The cabman's wild career through the streets, the constant wavering and slashing of his pitiless whip, his madcap hurtlements and collisions, the frenzied gesticulations which he exchanges with his "fare," the panic stricken flight of the agonized women whose lives he has endangered, the ugly rushes which the public occasionally makes at him with a view to lynching him, the sprawlings and fallings of his maddened, hysterical, starving horse, contribute as much as anything to the spasmodic intensity, the electric blue fire diablerie, which are characteristic of the general movement of Paris.

All that can be said in mitigation of the Paris cabman's method is that "he has them in the blood." Every Parisian (and the cabman is no exception) has the soul of a dictator and the spirit of an artist. To exercise autocratic power and, failing this, to enjoy the maximum of personal freedom from all restraint, moral or social, is the goal at which he is ever aiming, openly or secretly.

Watch a Paris cabman, for instance, on a wet day or on some festival occasion, such as the New Year, when there is a big demand for his services. With what haughty disdain does he drive along the streets, deaf to every appeal, refusing every fare, rejoicing in the discomfort and inconvenience he is causing, triumphant in the thought that at last he has "the bourgeois" at his feet; that the clientele which he detests and which detests him is now a humiliated, bemuddled or bedraggled mob of supplicants waiting on his will, whom he can enrage to boiling point with his sneers and his silence or lash with his sarcasms as cruelly as he beats his horse.

Cheerfully does he sacrifice half a day's earnings to the enjoyment of this exquisite revenge, for at least he can say to his hungry wife and children when he gets home, "J'ai vecu." They may not have dined, but he has lived.

It is because the Parisian recognizes in himself a certain community of sentiment with the cabman in this attitude toward life that he tolerates him, though he does not forgive him. —Harper's Weekly.

Her Only Course.

Lady Anne Lindsay, the author of the old poem "Auld Robin Gray," was not only a delightful conversationalist, but she was a great story teller.

This gift made her not only a welcome guest abroad, but a valuable member of the home circle, for it is related in "A Group of Scottish Women" that at a dinner party which she was giving to some friends an old manservant caused some amusement by saying in a perfectly audible undertone:

"My lady, you must tell another story. The second course won't be ready for five minutes."

THE WRECK MASTER.

He Does Some Tall Hustling When the Line Is Blocked.

When a wreck blocks the line the wreck master is the biggest man on the railroad. Even the president, if by unhappy chance he happens to be there, steps aside and keeps silent after the wreck train halts with a jerk of grinding brakes and hissing air before the indescribable confusion of shattered wood and twisted steel which clutter the tracks. The wreck master's feet are on the ground before the shrieking wheels have ceased turning. There follow at his heels a half score of men, all experts, but of less degree than their leader.

He shouts an order that seems as unintelligible as a drillmaster's command, then another and another There is instant action. At one end of the train a locomotive begins to creep cautiously away with the coaches that have stayed on the rails. An express car up toward the forward end of the passenger train is tilted tremblingly on its trucks. It is loaded with bales of silk perhaps or with other costly merchandise. The wreckers do not stop to inquire. To them it is simply an obstruction that has to be removed immediately. There is a heaving chorus, and it plunges down the embankment. A hundred yards away a loaded freight car in the opposite train is hanging over the edge. Fifty crowbars give it a tip that sends it down to the foot of the hill. As it lands there is a crash of discordant, tortured strings, an inharmonious outburst as though half a hundred cats had landed simultaneously on half a hundred keyboards. "Pianos," remarks one of the panting workmen to another standing at his shoulder. They do not pause even to grin. An instant later they are heaving away at something else.—Thaddeus S. Dayton in Harper's Weekly.

CHINA'S GREAT WALL.

It Would Be a Mighty Task to Duplicate It Today.

What man has done, we are told, man can do. But to erect today a great fortification comparable to the Great wall of China would be a heavy tax on both the resources and the resolution of Europe. A score or two of warships are all very well, but the cost of labor and the will involved in building fleets can hardly be compared to those devoted to the building of that great barrier about two centuries before the coming of Christ, when Rome was struggling with Hannibal.

Two thousand five hundred and fifty miles, including spurs, arms and loops, is the length ascribed to it by Dr. W. E. Geil, the only white man, we believe, who has traveled the whole length of it. It has been said that the Great wall is the only object of man's handiwork which could be discerned from the moon, and one calculation has it that if the material of the wall were disposed about the globe at the equator there would be a wall girdle eight feet high and three feet thick around the earth.

One can believe that to this day the name of the Emperor Chin is cursed all along the wall by the posterity of the wretches who were forced to the gigantic task of building it. In the days of its greatest importance, when it was still holding back the Tartar hordes, it is believed to have had on its line 25,000 towers, each capable of holding 100 men, and 15,000 watchtowers. Even today there remains 20,000 towers and 10,000 watchtowers, with some 2,000 miles of wall that could, with moderate repairing, be made into a formidable military work. —London News.

Giants and Dwarfs.

In the seventeenth century all the abnormally large and small folks of Austria were assembled in Vienna in response to a whim of the empress. As circumstances required that all should be housed in one building, there was a fear that the imposing proportions of the giants would terrify the dwarfs. But the dwarfs teased and tormented the giants so that these overgrown mortals complained with tears in their eyes, and as a consequence sentinels had to be placed to protect the giants from their pygmy persecutors, for the smallest men had the biggest brains and the longest tongues.

Corrupted His Style.

"The late Richard Watson Gilder," said a New York poet, "always opposed the reading of light literature. A poet, he said, could not read such literature without corrupting his literary style.

"He once told me that the poet in this respect was like Brown's parrot.

"Brown bought a parrot for $25 from a pet stock dealer and a week or two later returned to the shop and insisted that the bird be taken back.

"'What's the matter with it?' the dealer asked.

"'W-w-why,' said Brown, 'the d-d-ed c-c-critter st-stutters.'"

Dangerous Children.

"What do you think made Hamlet so suspicious of the people 'f' around Stormington Farm?"

"He probably thought," answered the psychic researcher, "that no well regulated ghost would manifest himself without ringing bells or tipping tables."—Washington Star.

Putting Him Wise.

"I'd like to make you my wife," said the practical young man, "but they tell me you can't keep house."

"Don't you believe all they tell you," rejoined the girl in the case. "You get the house and put it in my name, and I'll prove to you that I can keep it."—Exchange.

C. L. DeGROFF & CO.

Spring time--clothes buying time.

Have you yet bought your Spring Suit?

If you have bought a dress or costume from the bolt, have you inspected our line of new, bright, fresh Trimmings?

Stylecraft Suits

for Women and Misses

We want to again call your attention to Stylecraft Suits.

Not a Fault; not a Wrinkle; not a Chance to Criticize or Improve.

The smartest, most superb styles to be seen this season are included in our assortment.

Better grades have guaranteed silk and taffeta linings.

Price for every purse, $20.00, $22.50, $25.00.

Dress Trimmings

We have assembled here an extraordinary showing of all kinds of Dress Trimmings in a splendid variety of colors.

A spring or summer costume is not complete without some beautiful trimming. You cannot help but make a selection from our showing.

Trimming braids, per yard, 5c and up.

Gilt combinations, per yard, 50c to $3.00.

Net with gilt—extra fine, per yard, $5.00.

Ribbons

A new stock of Summer Wash Ribbons in an excellent variety of colors. Suitable for belts, childrens' hair ribbons, and the narrow sizes are just right for beading.

Sizes 5, 7 and 9, per yard, 3c.

Sizes 12, 16 and 22, per yard, 6c.

Sizes 40, 60 and 80, per yard, 10c.

Size 100, per yard, 15c.

This is just about half usual cost.

Ask to see our line of Women's Neckwear

C. L. DeGroff & Co.

Phone 22 — McCook, Neb.

County Teachers Will Meet.

The Red Willow County Teachers' Association will meet in the First Congregational church of Danbury, on Saturday, March 5, when the following program will be offered:

FORENOON SESSION—9 O'CLOCK.

Music . . The Lebanon Quartet
"Moral Training in the Public Schools" . Mrs. E. B. Young
Discussion Miss Addie Huff
Solo . . Mrs. Perry M. Spease
"Plays and Games at School" . . . . . Supt. J. F. Holiday
Discussion { Miss Hallie Green, Miss Alma Noe
Duet . . . { Mr. Henry Austin, Ilah McCarty
"What a Teacher Should Know of School Law" . Prin. W. A. Cockle
General Discussion.
Business Meeting.

AFTERNOON SESSION—1:30 O'CLOCK.

Trio . . { Mrs. P. M. Spease, Mrs. C. A. Messner, Mrs. T. E. McDonald
"Obstacles in Reading and How to Overcome Them" . . . . . Miss Myrtle Redfern
Discussion Mrs. S. A. Minnear
Reading . Mrs. T. E. McDonald
Solo . . . Mr. Henry Austin
"History in the Upper Grades" . . . . . Prin. Perry M. Spease
Discussion Mr. F. P. Anderson
Music . . The Lebanon Quartet
Question Box

Pupils' Spelling Contest will also be held at this time and place.

All teachers are expected to be present. Visitors are cordially invited.

Would Have Cost Him his Life.

Oscar Bowman, Lebanon, Kentucky, writes: "I have used Foley's Kidney Remedy, and take great pleasure in stating that it cured me permanently of kidney disease, which certainly would have cost me my life." A. McMillen.

Our Longmont, Colorado, canned vegetables are now in. This year's crop of peas, beans and tomatoes at Huber's.

Temple Theatre

Monday, March 7th

CULLIGAN & HOCKWALD'S REAL

Negro Minstrels

(NASHVILLE STUDENTS)

Band and Orchestra
Street Parade at Noon

The Original; the Only; the Best. Always gives satisfaction. The King of Them All. The show that has gained the reputation of being the strongest singing and dancing show in America.

Prices = = = 25c, 35c, 50c