

Burlington Route		McCook, Neb.	
MAIN LINE EAST-DEPART:			
No. 6.....	(Central Time)	11:35 P. M.	
8.....	"	7:15 P. M.	
10.....	"	5:00 A. M.	
12.....	"	3:30 A. M.	
14.....	"	9:42 P. M.	
16.....	"	5:50 P. M.	
MAIN LINE WEST-DEPART:			
No. 1.....	(Mountain Time)	12:20 P. M.	
3.....	"	11:12 P. M.	
5 APT. 8:50 P. M.	"	"	
13.....	"	9:05 A. M.	
15.....	"	12:50 A. M.	
9.....	"	9:15 A. M.	
7.....	"	9:50 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. Wakely, General Passenger Agent, Omaha, Nebraska.

RAILROAD NEWS ITEMS.

The company has commenced work on a depot building for Max.

J. B. Wade was out from Galesburg, Illinois, fore part of the week, on order business.

Helen Kummer went up to Haigler, last week, to be a guest of Helen Vanderhoof for a while.

Clel Pope, who is breaking on freight out of Denver, visited McCook headquarters friends, closing days of last week.

Mr. and Mrs. Frank Nichols departed, Sunday, for the northwest, to be absent about six weeks on a vacation during the heated season.

Hugh, the 10-year-old son of Agent W. C. Hanson, Benkelman, fell off a pony, the other day, and broke an arm between the elbow and wrist.

Conductor V. H. Solliday, wife and children returned, Monday morning, from their trip to Indiana. They visited in Canada briefly while absent.

K. B. Hamilton, road foreman on the Denver-Akron end, has resigned. He will probably resume his engine and return to the road service again.

Engineer I. D. Pennington is still off duty on account of that injured foot, which got the worst of an argument with a nail, a few weeks since.

Engineer Clyde Scott's little girl was quite painfully burned, last week, its clothes being set afire by matches with which the little one was playing.

Mr. Kelley, day operator at the Red Cloud depot, has been transferred to Bird City, Kan., as station agent and Telegrapher Geo. VanCamp, succeeds him in Red Cloud.

There was a sound of revelry by night in the local telegraph office, last Friday night, with ink wells in action and some very light artillery prospective action, but that was all there was to it.

The entire front row of large trees in the Burlington park were chopped down the first of the week as trainmen on trains coming from the west were unable to see the signal board.—Wray Gazette.

I. S. P. Weeks, chief civil engineer for the Burlington, and a crew of five or six men came up the St. Francis branch as far as Cedar Bluffs Tuesday morning, on a motor observation car, inspecting the tracks. Marion Enterprise.

A small wreck occurred in the north yards of the Burlington here Saturday, caused by the spreading of rails, which precipitated four loaded freight cars into the ditch. The wrecking crews put in a busy twelve hours Sunday clearing the side track and righting damaged equipment.—Minden Gazette.

A west bound freight engine set fire to G. Weyeneth's stubble field last Friday and eight large and one small wheat stacks were consumed in a very short time. Mr. Weyeneth received a check from the Burlington that same day covering the loss caused by the fire set by an engine early this spring.—Marion Enterprise.

Sam Omaha No. 65543

This splendid Jersey bull, sired by Omaha's Prince Pogis No. 51637, dam Snowflake's Best No. 168354, will be found at my place in East McCook, during the season. This animal was bred at the Nebraska University farm, and is registered in the American Jersey Cattle Club, New York. He is solid color, black tongue and switch.

C. W. DEWEY, Keeper.

Train Service Fixed.

The railway commission has ordered the continuation of the train service between Hastings and Oxford as it is now scheduled. Complaints were made by some of the patrons that the trains should be reversed. After a hearing the commission decided that the present service satisfies the larger number of the people. An order was also made demanding that trains Nos. 173 and 174 leave Red Cloud at not less than two hours apart. This will give patrons on the north time to go to Red Cloud, transact business and return on the same train.

The present service is most satisfactory to residents in the Republican Valley as far up as Oxford as it gives them a morning train for Hastings, Lincoln and the east. The beauty of this service is that they can come to Hastings and return the same day.—Hastings Democrat.

Kansas-Nebraska Road.

The current issue of the Railroad Gazette contains the following: "Dakota, Kansas & Gulf—Surveys for this line have been finished, it is said, and right-of-way is to be secured at once. The plans call for a line from Beloit, Kan., northwest to Kearney, Neb., about 120 miles. The maximum grade will be 26 feet to the mile and maximum curvature 3 degrees. The work will be heavy south of the Republican river, and it will be necessary to construct ten steel viaducts, one of which is to be 1,500 feet long and another 500 feet. In addition, there will be bridges crossing the Republican and Platte rivers. W. H. Mitchell, president, Beloit."

Change of Time.

A new time card is being worked out by the Burlington to become effective July 31. One of the changes under contemplation is the tightening up of the time of No. 44 to make a connection with No. 10, Chicago train from Denver, at Lincoln at midnight. No. 44 is the train now arriving from the northwest at 1:30 a. m.—Lincoln Journal.

Outside of a few persons in Denver, St. Louis, and New York who are directly interested, and certain railroad officials, it is not generally known that the Colorado and Eastern railroad company has well perfected plans for the construction of a railroad between Denver and Omaha which will be slightly shorter than the Burlington between those two points. According to surveys, the new line will run 250 miles directly east, passing twelve miles north of Lenora, Kas., where the Missouri Pacific line ends, and then bend north, passing through Hastings, Neb., where the Chicago and Northwestern spur ends, and into Omaha, a total distance of about 500 miles. It is estimated that the construction and equipment will cost about \$20,000 a mile. The road will be named the Denver and Omaha Short Line.—Chicago Tribune.

The decrease in the drawbar of a locomotive as the speed increases, is more rapid than is generally understood. It is estimated that a 2,000 horse-power compound locomotive of the Mallet type will exert a tractive force when it is hauling a train at a speed of five miles per hour of 150,000 pounds. At ten miles the tractive force will have fallen to 75,000 pounds; at 30 miles, it will be 25,000 pounds, and at 50 miles per hour, it will be as low as 15,000 lbs. Scientific American.

In a paper recently read before the Western Society of Civil Engineers, the bridge engineer of the C. B. & Q. Railway advocated the substitution of concrete for wood in railroad trestles, the construction consisting of concrete piles, capped with reinforced concrete slabs. When using machine-molded concrete piles, structures of this character have been built up to a length of 250 feet at a cost of from \$20 to \$25 per lineal foot.—Scientific American.

Within a few years it is expected that connections will have been made by the Burlington between its Guernsey and Cheyenne lines and the central Wyoming lines now under construction. When that much is finished, and probably before that time, the Platte valley, from Newark, near Kearney. This plan has never been abandoned.—Lincoln Journal.

Mr. Crawford, the coal inspector, is here on business of his department again.

Joe Mokko returned, Monday evening, from his vacation of a couple weeks in Minnesota.

Mrs. I. T. Hill and sister, Miss Sadie Freeman, of McCook came Tuesday on No. 9 to accompany Mr. Hill to the picnic at the U. S. Experiment Station. Mr. Hill is in the employ of the Burlington as fireman on No. 9.—Akron Pioneer.

Death of Roy Dixon.

The wrecked train left Los Angeles Monday night and was the second section of the Coast line train No. 75, which is known as "The Lark". The second section was behind time when the accident occurred, and Engineer Dixon, who was reputed to be one of the fastest drivers on the Southern Pacific, was trying to make up time. Dixon and Ernest, the fireman, had made the run many times before, and the presumption is that they thought the curve did not have to be made with extra caution if they wanted to make up the lost time.

Rocky Point, where the wreck occurred, is about fifty feet above the Salinas river, the curved road being scooped out of the foot hills immediately on the edge of the stream.

The curve might have been passed in perfect safety by the speeding train had not a rail, too weak to stand the strain, spread. The rail had no sooner spread than five of the eight cars were plunging downward.

The engine and the tender first cleared the rails and landed ten feet below toward the foothills. The buffet car then turned sidewise and rammed into the bank.

Engineer Dixon, who went to his death, is held by the railroad company to be responsible for the wreck in traversing the curve at such high speed. The train, it is declared, should not have been traveling at more than ten miles an hour instead of at sixty miles.

The body of Engineer Dixon could be seen in the pilot cab of the engine, which had turned over on its side after snapping away from the tender. Dixon had died on the seat with his hand still clutching the throttle. The body was wedged down so tightly, however, that it could not be recovered until four hours later. It was the same with the body of Fireman Ernest, who went to his death underneath the overturned tender.

The bodies of Engineer Dixon and Fireman Ernest were not taken to San Jose, but were kept at Metz, where an inquest is to be held by the coroner today.

Dixon, who was thirty-five years old, lived with his wife at 77 Liberty street. He was in the employ of the Southern Pacific for about ten years and spent most of this time running on the Coast line. Dixon came here from Nebraska. He had been employed on the Denver and Rio Grande and other railroads before working for the Southern Pacific. He was affiliated with the Brotherhood of Locomotive Engineers, was a Knight Templar, was connected with the blue lodge of Masons in Nebraska and was also a member of Islais Temple, Mystic Shriners, San Francisco.—The San Francisco Examiner, July 13.

The death of Roy Dixon, announcement to be found elsewhere in this issue, is one of the saddest bits of news The Tribune has had to present its readers in a long while.

Conductor G. A. Brooks has Conductor J. H. Burns' run during Jimmie's absence in the east.

They put a drunk man off No. 5, Tuesday, just west of Hastings, after considerable trouble.

Mrs. C. H. Nash and family left on No. 10, Wednesday night, for Des Moines, Iowa, on a visit.

Conductor T. H. Malen is off duty and Conductor Martin has his run meanwhile.

Brakeman T. J. Clark is spending brief vacation in Colorado.

Mr. and Mrs. Guy Tomlinson are visiting Omaha relatives.

Mrs. H. M. Tyler was up from Orleans, Wednesday.

Conductor O. L. Bentley is laying off.

Advertised List.

The following letters, cards and packages remain uncalled for at the postoffice:

McCook, Nebraska, July 22, 1910.
Letters—Davis, Miss Hazel, DeLong, Mrs. W. E.; Dixon, Mrs. Pearl; Graver, Mr. Press; Hollagan, Mr. Eddie; Jones, Mrs. Frank; Lunckwitz, Mrs. Minnie; Martindale, D. A.; McComb, W. H.; Miller, Mrs. H. P.; Mohning, J. E.; Moody, Mrs. James; Patterson, Mr. Clarence; Sturdevant, Mr. Ed; Wallace, Mr. E. E.

Cards—Bennett, Erne; Burt, Mr. J. L.; Boyer, Mrs. H. E.; Burge, Mrs. H. E.; Burman, Miss Edith; Johnson, Mr. Voyle; Myers, Miss Maude E.; Scott, Mrs. Bertha; Stelner, Mr. John. When calling for these, please say they were advertised.

LON CONE, Postmaster.

Subscribe for The Tribune.

S. Seaman of Beatrice was in the city, Wednesday.

Ed. Sawyer of the Model attended the national ad men's convention in Omaha, fore part of the week.

Mrs. J. G. Schobel has gone to Indiana on a visit, and will be accompanied by an uncle on her return.

HALF PRICE

Unprecedented Bargains in Men's Two-Piece Suits

There are but a few of these suits left, sizes are very good. These suits are made of good materials, seasonable styles and are well worth the money.

Original Prices \$10 to \$16, now 1-2 off.

Summer three-piece suits, high grade materials, current styles and guaranteed to hold their shape.

Originally sold up to \$30 and \$40 now 20 per cent off.

Shirts 49c

Special drive on broken lots of newest pattern shirts.

50c silk mull, embroidered swiss and silk gingham... 39c

Summer dress goods of fast colors, wearing qualities unsurpassed, beautiful patterns.

Ties! Ties!!

Wash ties, two for 25 cents. Price reduced on all silk ties.

25c Organdies and Egyptian Tissues 19c.

Latest colors, exquisite floral designs.

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Last opportunity to buy at this price. Examine them 88c

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Phone 22.

For State Senator.

John F. Cordeal of McCook and John C. Gammill of Stockville are the Republicans who have filed for nomination in the 29th district.

DR. R. J. GUNN DENTIST

Office: Rooms 3 and 5, Walsh Bldg., McCook

JOHN E. KELLEY ATTORNEY AT LAW and BONDED ABSTRACTER

McCook, NEBRASKA.
Agent of Lincoln Land Co. and of McCook WaterWorks. Office in Postoffice building.

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C. J. RYAN.

FOR SALE, FOR RENT, ETC.

FOR RENT—House of seven rooms and bath room. Inquire of Mrs. H. M. Tyler, Orleans, Neb.—7-2ts.

FOR SALE—Lots 23 and 24, block 9. Cheap. Inquire at this office.

FOR SALE—4-room house at 104 east 2nd street. Good improvements. E. M. Stimmell.—39-tf.

FOR SALE—6 room house, nearly new, on easy terms. Enquire at 307 E. 6th street, or see DORWART & BARGER.

FOR SALE—All or part of my alfalfa and fruit farm. Call or inquire. W. M. Morrisey. Phone black 292.

Subscribe for the Tribune.

WANTED—A competent man for general housework. Inquire at this office.

FOR RENT—Furnished room, very reasonable. 705 1st st. E.

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