

BURLINGTON TIME TABLE.

East-Depart-(Central Time):

No. 6	11:30 P. M.
16	5:00 A. M.
2	5:50 A. M.
13	9:45 A. M.
12	6:35 A. M.
14	9:20 P. M.
10	5:05 P. M.

West-Depart-(Mountain Time):

No. 1	12:20 P. M.
3	11:42 P. M.
5	8:30 P. M.
13	9:30 A. M.
15	12:30 A. M.
9	6:25 A. M.

Imperial Line-(Mountain Time):

No. 176	3:30 P. M.
No. 175	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.

ADDITIONAL RAILROAD.

Nine firemen were cut off the extra list, last Friday.

James Booth visited Orleans relatives, first of last week.

Con Krieger is having his home remodeled and improved.

Engineer J. G. Inglis of train 14 took a layoff for one trip on Friday.

Mrs. C. M. Kent and the children went up to Denver, Friday on a visit.

Miss Ida Schlect is visiting her sister Mrs. John Hust over near Marion.

Mr. and Mrs. J. G. Schobel and Miss Marjorie spent Sunday with her parents in Minden.

Mrs. S. D. Turner of Orleans came up to McCook, end of week, and has been the guest of her parents Mr. and Mrs. Sam Spencer.

Joe Hawley, night operator at Republican City, is taking a short vacation in Kansas City, and L. M. Knapp is subbing for him.

L. B. Simmons, station agent at Edison for the company, is in the race for county clerk of Furnas. He was born and raised in that county.

Engineer M. R. Gates was at headquarters, Saturday, on his way home to Republican City from a short visit in Denver and the mountains.

Conductor and Mrs. George Martin spent last week in Hastings and Lincoln, seeing the aviation event, the installation of Father Tihen, etc.

Fireman Ben Crawley went up to Wellfleet, end of week, to get his mother, who is in poor health, and to take her to Denver for treatment.

Brakeman Sawyer and his mother left Saturday night for DeSota, Kansas, to see his sister, who was reported very sick.—Curtis item in Faber.

Engineer Roy French loaded his household goods, Saturday for shipment to Orleans, out of which he is now running on the Orleans-St. Francis branch.

The Burlington is building six new switch engines in its system shops. One thousand new gondola cars of 100,000 pounds capacity have been ordered for delivery in August.

A wild engine invaded the Northwestern-Missouri Pacific station at Lincoln, last Friday, causing a loss of \$4,000. The hostler fell out of the cab and the engine didn't wait for him.

Machine Shop Foreman C. A. Adams, left on Saturday for Reading, Penna., on a visit to his parents. He will go via St. Louis, Philadelphia, Washington, D. C., and will be gone for three weeks.

Conductor E. L. Albro has been wearing good clothes and brass buttons for several days, being in charge of a passenger train during the sickness of Conductor Washburn.—Curtis item in Faber.

Engineer Gus Reising has decided that he has lived long enough without an automobile, and will probably be the owner of a car inside of a week. He made a trip east Wednesday to look several cars over.—Curtis item in Faber.

One of the Greeks employed by the Burlington on section work at Palisade had the misfortune last week to get his hand caught in the hand car, receiving a painful wound in which it was necessary to take four stitches.

The material for the new B. & M. depot at Alma was shipped the 12th and upon its arrival work will be started at once. The Alma depot will be a credit to a town much larger than Alma. The ground was surveyed Wednesday and dirt will be commenced to move today.—Alma Journal.

Engineer Jess Ray is visiting in Herndon, Kas., for a few days.

Mrs. L. E. Hanford arrived home on 14, Thursday, from Denver.

John Brening is back in the service on his old job in the back shop.

The "Big Swede" of the wheel press is off on a short vacation.

Engineer Rostratter went out Monday on the 15-16 run to Red Cloud.

The turn table is disposed to balk at times, awaiting some ordered repairs.

Engineer J. R. Frederickson now has the extra passenger run out of McCook.

H. S. Gore has returned to Denver to work out of that point in the R-4 service.

No. 1 was late, Monday, an hour and thirty minutes upon her arrival at McCook.

T. D. Morrissey is holding the yard engine in the absence of Engineer Charles Starr.

Engine 1766 received some lower flues this week, work on her driving brasses, etc.

Mrs. H. M. Tyler was up from Orleans, yesterday, looking after some business matters.

Robert Burns arrived home on Friday from his business trip to Chicago for the company.

No. 1061, over the new drop, had her wheels replaced Monday, and goes off the drop today.

Fred Lenhart is away on vacation, visiting in Denver, Loveland and other Colorado points.

Engineer C. E. Rostratter, after an illness of seven months, Monday, registered in for service.

Some new flues are being given the 1074, this week. Also fire box repairs and driving brass work.

Engineer O. G. Coppen returned on Monday, from Chicago, where he had been on business for ten days past.

Engineer Charlie Starr left this morning for the old home in Lockridge, Iowa, on a visit which will consume about a month's time.

It is hoped to soon develop and enlarge the aerial tramway system in the backshop and round house to facilitate the work of repairs.

Machinist Pete O'Connell, who has been swinging around in the south for some time, Galveston, Memphis, etc., has returned to work in the shop.

John Krieger, brother and sister arrived home on Sunday night from a visit in Lincoln, stopping at Sutton and Hastings on the return journey home.

Engineer and Mrs. C. E. Benedict spent Saturday and Sunday in the city, guests of relatives, leaving for New York state, Sunday night, on a visit of a few weeks.

J. W. Chase is figuring and planning to do some relocating of machinery in the back shop soon. Some additional machines are expected from Havelock for the local plant.

The entire steam system at the shops is being more or less repiped and modernized. When this work is finished they will have a much improved and more efficient system here.

The use of pea coal in the local heating plant has resulted in satisfactory service and a marked saving. They have been using mine run hitherto. The monthly saving will reach \$500.

The white lad brigade has been removed from the "Y" track south of the round house, and now occupy trackage north of the coal chute. There are about 18 of these on the division now—more than usual.

A feed water machine has been shipped here from Havelock and is being installed in the local heating and power plant. This machine takes the waste water and exhaust steam from the engines, removes all the impurities, grease, etc., and passes the cleaned steam and water on to the boilers for steam and heating purposes.

To Do Some Ballasting.

Wymore, Neb., July 20.—The Burlington sent out the first work trains on this division for the year, Tuesday. Ballast was hauled to Reynolds, and work will proceed from there west. It is said that crushed rock ballast will be covered by burnt clay last from Table Rock.

The Burlington repair track force is now working nine hours a day, six days a week. For several months past they had been working eight hours a day, five days a week. The round house force is still working under their old schedule.

Coal Economy Campaign.

The Burlington has inaugurated a coal economy campaign in earnest. They expect to save \$1,000,000 during the next year in coal. They now spend \$8,000,000 yearly in fuel. This next to wages is the largest single expense item they have.

W. M. Lowell, master mechanic at St. Joseph, Mo., and chairman of the fuel committee, addressed engineers, trainmen, dispatchers and all others interested in coal economy at McCook division headquarters, Monday afternoon, in Diamond's hall.

He showed the necessity for economy in all departments. How that in repairing freight cars, last year, they saved \$500,000, in an expenditure of \$3,500,000 for that purpose hitherto.

He showed how in one instance on a certain division they had learned at one point to save 500 tons of coal daily simply in the item of more scientific and economical firing up of engines.

He hoped for greater economy in the operation of coal chutes, in firing up engines, in reducing number of slow orders, in eliminating unnecessary stopping of trains, etc.

He hoped for the substitution of team work, cooperation, in the place of departmental work.

He made a thoroughly business like plea to the railroad men for cooperation in this great and earnest campaign for economy, which he urged was absolutely necessary on the part of employees in order that the best financial results should be obtained.

He gave several individual instances to show what could be secured in the matter of small economies in the fuel line alone.

August first the new system will go into effect. It is proposed to carefully determine the amount of coal which should be used on certain run under stated conditions of all kinds and then establish for that run a standard amount of coal to be used. Mr. Lowell stated that fair and thorough measures would be carried in effect to determine the standards and thought that with the hearty cooperation of employees in all branches of the service, the sum of a million dollars could be saved next year in coal economy alone.

The Tribune has no misgivings in the matter of the company securing the prompt and intelligent cooperation and support of the employees in this vitally important and sensible matter of economy in fuel.

Mr. Lowell has this special matter of fuel economy fully at his command, and his approach to men in all departments is so wise and intelligent and fair, that they can hardly fail to see the fairness and justice of this movement of the company, which must ultimately reach all departments and eventually amount in a total of economies of millions—and without damage to service, but rather, it is hoped in improved service even.

Fell From Train No. 6.

Benkelman, Neb., July 23. (Special.)—Charles Sullivan, aged 25 years, of Monroe, Mo., fell from under passenger train No. 6 on Thursday night, one mile west of Parks, this county, sustaining severe bruises about his head and body, but suffering no serious injury, although he will carry scars of the accident for the remainder of his life. It was necessary for the surgeon to stitch about forty-five cuts.

Sullivan is a college student who had been on a vacation to Denver, where he had run out of money, and being too proud to write to his family in Missouri for funds, concluded to beat his way by riding the rods under one of the coaches of the fast passenger. When nearing Parks, and while the train was running sixty miles an hour, he lost hold on his perilous position and fell out from the train, being hurled with frightful force along the right-of-way embankment. He was unconscious for possibly two hours, and upon regaining his senses he managed to straggle to the home of a farmer living a few rods from where he had fallen, where he was given attention and a physician was summoned who gave him relief. No bones were broken. A friend from Monroe arrived at Parks Saturday and accompanied the injured "tourist" to his home in Missouri, where his relatives are said to be well to do.—Omaha Bee.

McConnell for drugs.

A Narrow Escape.

Tuesday, July 18th, in the evening, Mrs. John Messinger was returning home from a visit with her sister, Mrs. Ben Hawkins, when the horse she was driving became frightened at Alex Ellis' threshing engine. The horse became unmanageable and she attempted to jump out of the buggy, but was caught with both feet and used like a rag whipping around on the inside of the wheel. She was alone and the men who were with the engine hurried to help her but she had disentangled herself.

Considering the manner in which she was caught in that wheel, her feet through the wheel and her body inside between the buggy and wheel, we cannot imagine a more wonderful miracle than her escape with her life after being whipped around that axle like a sunflower or a rag. She was bruised considerably internally and received a few scratches and skin bruises but no bones were broken and no joints dislocated.

Real Estate Filings.

The following real estate filings have been made in the county clerk's office since our last report:

Martin Nilsson et ux to W. T. Auld, half interest in e¹/₂ s¹/₄ nw¹/₄ sw¹/₄ s¹/₂ nw¹/₄ sw¹/₄ ne¹/₄ sw¹/₄ sw¹/₄ s¹/₂ ne¹/₄ n¹/₂ se¹/₄ s¹/₂ s¹/₂ 29, e¹/₂ ne¹/₄ 32, nw¹/₄ w¹/₂ ne¹/₄ se¹/₄ ne¹/₄ se¹/₄ n¹/₂ sw¹/₄ 33, nw¹/₄ 34, all above in 1-2840000 00

Martin Nilsson, Marion, Neb. to W. T. Auld, Lincoln, Neb., bill of sale, to 1/2 interest in elevator and alfalfa mill at Marion, Nebraska10000 00

James H. Duvall et ux to William Skillecorn wd. to se¹/₄ 21-29 1 00

Morgan E. Hartman to Myrtle Hartman wd. e¹/₂ se¹/₄ 23-2-30 1 00

"Received on Account," "Paid Out," "Cash," "Credit" slips, etc. for sale at The Tribune office. Per 1,000, 50c.

The McCook Tribune. It is \$1.00 the year in advance.

WANTED—Plain sewing, washing and mending. 303 West 2nd street.—13-3*

ESTRAYED — One buckskin colt, 3 years old, weighs about 1,000. One black yearling colt, weighs about 700. Kindly let owner know if found. Mrs. Ed. Carfield, 4 1/2 miles north and 4 1/2 miles west of Cedar Bluffs, Kansas.—18-2ts.

FOR SALE — A phaeton and a gentle family driving horse. Phone black 334.

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Moderate Charges. Address **DR. O. W. EVERETT, Mgr., Lincoln, Neb.**

Huiskamp's Calendar Shoes

These shoes represent the best effort of the shoemaker's art. There is nothing better on the market at any price for quality, style and comfort.

For service they lead all others. Instead of selling for \$5.00 and \$6.00 like other fine shoes, Calendar Shoes sell for \$3.00, \$3.50 and \$4.00. Every pair of these shoes has a calendar attached so you can mark the date of purchase and see for yourself how much better and longer they wear than any shoe you ever had on your feet.

VIERSEN & OSBORN, McCook

Right in your busiest season when you have the least time to spare you are most likely to take diarrhoea and lose several days' time, unless you have Chamberlain's Colic, Cholera and Diarrhoea Remedy at hand and take a dose on the first appearance of the disease. For sale by all dealers.

Hay Fever and Summer Colds must be relieved quickly and Foley's Honey and Tar Compound will do it. E. M. Stewart, 1034 Wolfram St., Chicago, writes: "I have been greatly troubled during the hot summer months with hay fever and find that by using Foley's Honey and Tar Compound I get great relief." Many others who suffer similarly will be glad to benefit by Mr. Stewart's experience. A. McMillen.

The McCook Tribune. It is \$1.00 the year in advance.

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