

BURLINGTON TIME TABLE.

East-Depart-(Central Time):	
No. 6	11:30 P. M.
16	5:00 A. M.
2	5:50 A. M.
12	6:35 A. M.
14	9:20 P. M.
10	5:30 P. M.
West-Depart-(Mountain Time):	
No. 1	12:20 P. M.
3	11:42 P. M.
5	8:35 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 chairs (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.

RAILROAD NEWS NOTES.

—Conductor F. F. Neubauer is on the sick list.

—Brakeman A. F. Denton is in a hospital in Denver.

—Mrs. E. H. Woodbridge went down to Hastings, Wednesday.

—Engineer H. Goldensky is moving his family here from Denver.

—Brakeman C. L. Davis was a Trenton passenger, Tuesday on No. 13.

—The Rock Island had several trains stuck in the snow in Kansas Tuesday.

—Clyde Rankin and K. D. Jacobs took a trip to Holdrege on Tuesday night.

—Brakeman E. E. Smith has been transferred from the Lincoln division to McCook.

—E. B. Barris, representative of the Pyle Headlight Co., was at headquarters yesterday.

—Conductor J. H. Braker of the Orleans-St. Francis branch is visiting his parents in Denver.

—Shoving a "cut" of cars in on the house track last night, the bumper was torn loose and a set of trucks knocked off the foreman's car.

—Mel McCord has been succeeded at Red Cloud in his position with the company by Chas. McCord. Mel has moved onto a farm 8 miles east of Red Cloud.

—Another snow plow was sent out from McCook to the Kansas branches, yesterday afternoon. Both branches were pretty badly tied up by the snow, last night.

—Wednesday and Wednesday night's snow and wind storm was severer on the west end of the division than it was east of McCook — more snow and higher wind.

—Mrs. Harry Glick died en route from Denver to Chicago, Monday night on No. 2, and was taken off at Akron. She was accompanied by her husband and father. Consumption was the cause of her death.

EMPIRE OF 80,000 ACRES RECLAIMED NEAR STERLING

Sterling, Col., March 9.—People in Sterling and Logan county are jubilant at the news from Point of Rock that water began flowing into the reservoir at 10 o'clock last night. It took just 15 days and five hours from the time the headgates of the big canal at the Platte river were raised, letting the water into the channel, until it was running over the dam of the enormous reservoir 16 miles northeast of Sterling. The people consider it one of the greatest events that has occurred since town was incorporated. It means thousands of dollars to this town and country. It means 80,000 acres of the finest prairie land in the West will be reclaimed, as the North Sterling irrigation district is one of the largest in the state.

The canal and reservoir were constructed at a cost of \$2,080,000, the length of the dam being 5,077 feet. The height is 87 feet and depth of the water in the deepest place, when the reservoir is filled will be 77 feet, which will increase to 85 feet when the enlargements of the dam are completed. The area covered by water in the reservoir is practically 4,000 acres, and one will have to travel 33 miles to get around the big body of water and at the high water mark one would have to travel 40 miles.

The big basin at the present time will store 80,000 acre feet of water and when the enlargement is completed it will add 10,000 more acre feet to the capacity. The canal is 40 feet wide at the bottom and is capable of carrying water at a depth of 6 feet.

Land that would be worth \$15 to \$20 an acre without water will now command the fancy price of from \$100 to \$150 per acre. It also means that the county revenues will be increased many thousand dollars; that the output of alfalfa, sugar beets and every other crop that is grown in this county will be practically doubled and many people will be required to cultivate and harvest the crop raised on this big increased acreage.

The above is from the Denver Post of last Sunday. Messrs. DeRemer & Olson were the contractors in this large enterprise. The secretary of our commercial club wrote these people and the response from Sterling was to the effect that the work was satisfactory.

—Engineer M. H. Griggs, Fireman A. A. Grigsby, Fireman Hugh Kelly and Engineer B. F. Bowen were ordered to report at Trenton in connection with a law suit which the company has on there.

PLATT'S WIDOW A BRIDE

Mrs. Lillian Janeway-Platt Once Popular in Washington, Marries W. B. Atwater.

Washington.—The marriage, recently, of William B. Atwater to Mrs. Thomas C. Platt united a somewhat noted aviator and the widow of a United States senator whose fame may be said to have been almost world-wide. As the bride of Mr. Platt Mrs. Platt's youth contrasted most noticeably with the decrepitude of the aged senator. Now, in the culmination of her latest and, by the way, third romance, she having been Mrs. Lillian Janeway, a charming widow, active in the society life of Washington when Mr. Platt made her his bride, it is her husband's youth which may be



Mrs. Atwater.

looked upon as the incongruous feature of the alliance. Mr. Atwater impresses those who know him as a light-hearted, life-loving boy, while the lady of his heart—well, she's still charming in appearance and manner, but not by the greatest stretch of the imagination could one call her girlish.

As the wife of the senior senator from the Empire state Mrs. Platt was prominent socially. As his widow she has lived a somewhat retired life in Central Valley, N. Y., and there, while deputy town superintendent of roads, Mr. Atwater made her acquaintance. His mother's bungalow is not far from that which has been occupied by Mrs. Platt.

For seven years Mr. Atwater was in the United States navy and served on board a dispatch vessel plying between Hong Kong and Manila at the time of the Spanish-American war. For a time he was third assistant engineer on board the steamship St. Paul. He is considered an expert with automobile and other motors. Mr. and Mrs. Atwater will spend the winter on the Pacific coast, where the young aviator will pursue his study of aviation.

SOME OF WAR'S HORRORS

Cruel Death of the Prisoners in the Stone Quarries of Ancient Syracuse.

London.—All the horrors of war have not been eliminated in these modern days by any means, although fighting between nations is becoming less frequent and less ferocious than of old. Today no nation would be permitted to deliberately starve to death its prisoners, for instance, as was done in ancient Syracuse. We have passed the rude, barbaric age, it seems, but there is room for further improvement, for all that.

The picture shown herewith has the appearance of quiet, peaceful days, yet it is a wonder that the rocks are not covered with red streaks, for it was in these old quarries near Syracuse that some 9,000



Where Prisoners Perished.

Athenian prisoners were confined and left to die of hunger and thirst. This happened in 413 B. C., when the Athenians under Nicias and Demosthenes were defeated by the Syracusans, who were aided by the Spartans. History records that the ships of the Athenians were destroyed and about 30,000 men killed, while 9,000 were made prisoners. The quarries where the prisoners were placed to perish so miserably cover many acres in extent, having been hewn from the solid rock by a multitude of slaves. Tradition does not say whether they are haunted, but it would be no matter for surprise if the spirits of those old Athenian soldiers yet hung around the scene of their greatest misery watching for a chance to get even with some one.

PREDECESSORS OF CAPT. LUX

Colonel Saussier, General Zurlinden and Others Have Escaped From Prisons in Germany.

About a dozen precedents for the escape of Captain Lux from his German prison can be found in the history of the Franco-German war, and a large proportion of the heroes of them lived to become famous.

A notable case was that of General (then colonel) Saussier, ultimately commander-in-chief of the French army, who was detained at Grandens, in the extreme east of Prussia. It is said that he put his bolster to bed instead of himself, hid in an obscure corner of the fortress until nightfall, and then, having obtained a disguise by the help of his orderly, was allowed to walk out of the main prison gate.

He crossed the frontier to Poland and returned to France by way of Austria and Italy.

General Zurlinden was another prisoner who got out of his prison at Glogau in Silesia, on Christmas eve. He made his way in disguise through Berlin, Frankfurt and Karlsruhe to Basel, a feat which was not difficult for him, as, being an Alsatian, he spoke German quite as well as his jailers.

Thirdly, we may note the experiences of M. Paul Deroude, who escaped from Breslau, and it is piquant to recall that that vehement anti-Semite did not disdain to disguise himself as a Polish Jew. He was very nearly betrayed by a peasant whom he had bribed to guide him into Bohemia; but he drew his knife with a ferocious gesture and the peasant changed his mind, with the result that M. Deroude saw the final fight of the war as a sub-lieutenant of Turcos.

CHILDREN A RECENT FIND

Not Before the Nineteenth Century Were They Truthfully Portrayed in Literature.

Children were only found yesterday. Before the nineteenth century the child mind and the child heart were not supposed to have enough in them to interest the majestic adult. It is true that you find a delightful baby in Homer; that in Virgil there is the prettiest glimpse of a little girl, and up and down in the classics you may meet half a dozen other pleasant shadows of children. But they are only shadows, only at the most charming pictures. They give you much as if they were painting or sculpture—for in children's bodies art has always had interest enough—only what a child looks like, the pretty weakness, the instinct for play, the naive gesture and movement. Not till the "return to nature," not till the spirit of romance moved on the waters at the end of the eighteenth century, do you find poets beginning to tell of the thought and faith in a child's mind, the mysteries of the child's heart, the fancies that are dreams and the fancies that are visions. You may think that they have gone too far, that they read into childhood the laborious philosophizing and sometimes the labored sentimentality of the adult. But no one who loves children will deny that the best of the children in nineteenth century books have a far richer reality, a far fuller life than any that were born in early works. And some of the best are in Dickens.—London Telegraph.

An Indian Day.

In the dew-bespangled sunrise, while the air was caressingly cool, we went forth to ride along the river bank and beside fields of yellow mustard or dun stubble; then, on our return to the shadowed tents, a bath, breakfast, and the day's occupations; then again, in the swift dusk of evening, when furtive jackals rent the twilight stillness with wailing and demoniac laughter, or the silver bark of little foxes echoed over the mist-velled rice-fields, white under the moon, we gathered in comfortable deck chairs in a great, dim aisle of the mango grove, while the tents shone orange in the lamp-light, to tell sad stories of the deaths of kinds, or listen to the Police Chota Sahib, who had a pretty, sentimental tenor, singing "The Long Indian Day."—Charles Johnston, in the Atlantic.

Some Shakespeare Statistics.

A Shakespearean enthusiast with much leisure time on his hands and a regular mania for statistics has discovered that the plays of Shakespeare contain 106,007 lines and 814,780 words. "Hamlet" is the longest play, with 3,930 lines, and the "Comedy of Errors" the shortest, with 1,777 lines. Altogether the plays contain 1,277 characters, of which 157 are females.

The longest part is that of Hamlet, who has 11,610 words to deliver. The part with the longest word in it is that of Costard in "Love's Labor's Lost," who tells Moth that he is "not so long by the head as honorificabilitudinitatibus."

Advice From Kindly Busy Body.

"Oh, my! Your house has an odor of burning milk. Don't you know how to avoid that?" asked the K. B. B. "I didn't think it was so terrible. I'm sure. Everybody has accidents of that kind," said the woman who was visiting rather irritably. "Now it's all right, of course, I don't mind it, my dear, but next time just sprinkle some salt on the stove at once after the milk is spilled and you will avoid that unpleasant odor."

If You Want to See Real Handsome Spring Clothes

Come in and see our showing of Hirsh Wickwire clothes and Clothcraft clothes.

Examine

the workmanship, the cloth and the style. You will find our qualities much higher than our prices.

Gordon Hats

Once a wearer of a Gordon hat you will be hard to please with any other.

The New Spring Styles are Great

Model Dress Shirt

The best shirt made. \$1.00 and \$1.50, union made.



Designed by Hirsh Wickwire Co.

C. L. DeGROFF & CO.

RAILROAD NEWS NOTES.

—Fireman C. E. McMahon is on the sick list.

—Every snow plow at McCook headquarters is out and in service.

—Trains 6, 16 and 2 are being held at Akron by the severity of the storm and the drifted snow.

—Mr. and Mrs. Felix Kennedy of Sheridan, Wyoming, have been guests of her mother, Mrs. Mary Mullen, this week. He is master mechanic at Sheridan.

—Mrs. Roy Walker of Omaha, arrived in the city Tuesday morning on 9 and was the guest of her friends Mrs. C. B. Dallan and Mrs. L. E. Hanford part of the week.

Democratic City Ticket.

For Mayor—James McAdams.

For Clerk—Clifford Naden.

For Treasurer—L. Thorgrimson.

For Engineer—C. G. Budig.

For Councilman 1st ward—R. A. Green.

For Councilman 2nd ward—F. J. Rolfe.

For Members Board Education—Albert Barnett.

E. D. Perkins.

Republican City Ticket.

For Mayor—D. F. Hostetter.

For Clerk—Linus C. Stoll.

For Treasurer—L. Thorgrimson.

For Engineer—N. J. Campbell.

For Councilman 1st ward—A. N. Lineburg.

For Councilman 2nd ward—Fred L. Schwab.

For Members Board Education—Albert Barnett.

C. H. Boyle.

Peoples' Water Ticket.

For Mayor—James McAdams.

For Clerk—Clifford Naden.

For Treasurer—L. Thorgrimson.

For Engineer—C. G. Budig.

For Councilman 1st ward—R. A. Green.

For Councilman 2nd ward—F. J. Rolfe.

For Members Board Education—Albert Barnett.

E. D. Perkins.

Our hobby is good groceries—"The Best of Everything." A trial order will convince you. D. MAGNER, Phone 14.

Don't Pump Your Life Out

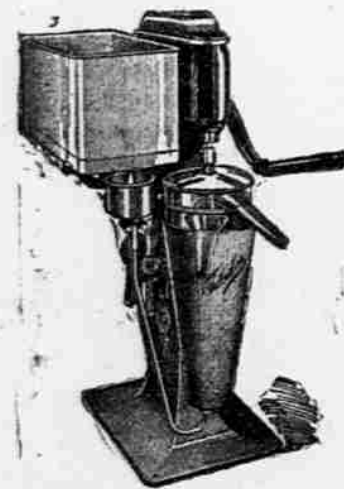
Get one of our Chore Boy Gasoline Engines. You will find it the cheapest help you ever hired. We have in stock engines from 1½ to 4 horse power, ranging in prices from \$35.00 to \$90.00 with freight added from factory. You will find all manner of uses for these engines.

Every Bit of Feed

Should be ground as it will go about one-third farther, and your stock will do better with one-third less feed. We have Grinders, Saws and power Washing machines to be run with engines which we can sell you for less money than you can buy for elsewhere.

Spring Time Should Interest

You in how to make the most out of your chickens by using a "Cyphers" or "Old Trusty" incubators and brooders. Come in and get a book free for the asking entitled "Profitable Poultry Raising" and "Poultry Growers' Guide" and let us show you



How to Make Money

With your cows at the least expense by purchasing "De Laval," "Sharples" or "Blue Bell" high grade separators on our easy payment plan.

Our Complete Stock of Implements

Buggies and Wagons now ready, including "Aspinwall" Potato Planters and Deere Beet Tools.

A Dependable Automobile for \$350

Will interest every farmer and business man. The Brush automobile has no competitor. If you are interested we will supply you with catalogs and further information.

McCook Hardware Company

McCook, NEBRASKA

PHONE 31

Public Sale

I, the undersigned, will sell at public auction without reserve on my ranch 6 miles south west of McCook, commencing at 10 a. m. on

WEDNESDAY, MARCH 20th

18 Head of Horses 18

These mares are all bred to the Shire Horse owned by Wm. Little. 1 sorrel mare, 9 yrs old; 1 bay mare, 11 yrs. old; 1 sorrel mare, 4 yrs. old; 1 span black mares, 4 yrs. old; 1 sorrel gelding, 4 yrs. old; 1 bay gelding, 4 yrs. old; 1 span buckskin geldings, 8 and 9 yrs. old; 1 span bay geldings, 3 yrs. old; 1 black gelding, 3 yrs. old; 1 span black and brown geldings, 2 yrs. old; 3 horse colts coming 1 yr. old; 1 saddle pony.

5 Head of Cattle, 55 Head of Duroc Jersey Stock Hogs, Farm Machinery, Etc.

FREE LUNCH AT NOON

Terms: Sums of \$10 and under, cash. On sums over \$10 a credit of 6 months will be given on notes having approved security at 10 per cent interest. No articles to be removed until satisfactorily settled for.

MRS. S. E. CHRISTIAN, Owner

COL. C. M. MATSON, Auct.

F. A. PENNELL, Clerk