

OUR NEW GOODS HAVE ARRIVED

We have an exceedingly complete and full assortment of Dry Goods, Carpets and Millinery.

16 for 1.00. We mean yards of Extra Quality, Yard Wide Bleached Muslin.

Everything Else Lower in Price than ever before.

See Our Capes and Jackets.

Lowman & Son,
Dry Goods, Carpets, Millinery.



Canyon City Lump Coal, \$7 a ton. W. C. Bullard & Co. See us about hard coal before your winter supply.

Excuse us; we are nothing if not polite. Subscribe for THE TRIBUNE. Ahem!

The design for the new union depot at St. Joseph, Mo., is artistic and graceful. In other words "it's a peach".

A committee from Buffalo, Wyoming, have waited upon General Manager Holdrege to try and induce the Burlington to build into their city.

The Northern Pacific railway in their last annual report stated that 1,400 miles of steel rails would have to be replaced within the next five years.

The Illinois Central railway has a large force of graders in camp at Onawa, Iowa, sixty miles north of Council Bluffs. It is expected they will build into Omaha.

Say, which one of you fellows knows the latest bum song, that starts with these words: "Sitting at a water tank a-waiting for a freight; My God! I'm awful hungry, it's been three days since I ate".

From the rumors afloat it would seem that innumerable railroads are to be built at once. It is better to await their advent, however, than to pin your faith upon vague rumors. Respectfully submitted to the citizens of Hastings.

It is said that the Fort Wayne road will try the experiment of placing its sleepers and parlor cars next to the engine and the coaches and baggage cars in the rear. The object is to get the greater part of the weight of train next to the engine, and also to get the first-class cars where there are less smoke and sparks.

Statistics for the year 1894, recently issued, show a mileage of 179,279 miles of railroad within the United States, the net increase of mileage for the year being 1,821 miles. Total capital and indebtedness, exclusive of current expenses, was, at the end of the year, \$11,124,930,551, an increase of \$64,243,531; amounts far beyond comprehension.

The C. B. & Q. is having an engine built by the Baldwin Locomotive works to haul the mail trains from Chicago to Galesburg, 168 miles, of a pattern somewhat unusual for western roads. It will have a single pair of drivers seven feet in diameter, a four-wheel leading truck, and a pair of trailing wheels. It's expected to strike a gait that will compel the crew to tie on their whiskers.

AMERICAN LOCOMOTIVES IN JAPAN.
In his recent letter from Japan to the Herald Mr. Cockerill mentions the sale of 73 locomotives by the Baldwin works in Japan, and says that American locomotives have proved their superiority in Japan over those of other countries. When troops and war material were being rushed to the sea the American locomotives took the heavy grades over the mountains better than the locomotives of other countries. Where the roadbed is not enormously expensive the American locomotives have always proved their superiority. In South America and Australia they have got along over the comparatively light bridges and the heavy grades and the uneven track, where the English locomotives with their perfectly rigid frames could not have gone with safety and efficiency.

An English locomotive builder refused to take the contract for locomotives for one of the Australian colonies at a limit of weight dictated by the strength of the bridges, which it would cost a great deal to rebuild, but Americans took the contract and their locomotives did the work without overloading the bridges. In a new country, where a vast amount of money cannot be expended upon the roadbed, the pliability of the American engine is a very strong point. It will not be long before the Japanese build their own locomotives, but in the meantime we ought to sell a good many to them.—New York Journal of Commerce.

STEAM OR ELECTRICITY?
The competition between steam and electricity for railway traction is seriously embarrassing the steam roads, which are nearly all burdened with over capitalization and bonded indebtedness, and some of which have nearly exhausted their borrowing capacity. One of the most profitable branches of their business is the passenger traffic between large cities not remote from each other, and it is just at this point that the competition of the trolley roads bears hardest. The trolley usually occupies a public highway without cost. Its cars can overcome heavier grades, and the general cost of construction is far below that of existing steam roads. Serious as may be the direct outcome of this rivalry to the interests of steam roads, its direct results are hardly of less importance. For instance, it has been estimated that electric lines already have displaced no less than 275,000 horses, and the movement has not by any means stopped yet. At a moderate computation this number of horses would require about 125,000 bushels of corn or oats a day. A decrease of 125,000 bushels a day is equal to 45,000,000 bushels a year, enough to appreciably effect the price of the grains. But what the cessation of this commercial demand for coarse grain fodder in the cities means to the steam railroads is an enormous loss of tonnage, not, in fact, less than 62,500 carloads.—New York Times.

Special Rates.

General Missionary Convention of the Christian Church, October 18-25. Texas State Fair and Dallas Exposition, October 31st to November 4th. Corbett-Fitzsimmons Fistic Exhibition, October 31st, 1895. For the above meetings, to be held at Dallas, Texas, we will sell round trip tickets to that point at one limited first-class fare. Tickets on sale October 16th to 31st, inclusive, limited for return to November 10th.
C. E. MAGNER, Agent.

Festival of Mountain and Plain.

Denver, Colorado, October 16th to 19th, 1895. For the above occasion we will sell round trip tickets, October 16th to 19th, inclusive, good for return to October 21st, for \$9.40.
C. E. MAGNER, Agent.

\$10,000

Worth Seasonable Merchandise Just Received.

\$3,000 DRY GOODS.
\$1,000 Hats and Caps.
\$1,000 Boots and Shoes.
\$3,500 Clothing and Overcoats.
\$1,500 Cloaks, Capes, and Jackets.

This, together with the stock on hand, makes the Largest Stock to select from between Hastings and Denver. Most of our goods were bought before the recent advance in prices, and you will get the benefit of the Low Prices.

BLANKETS.

100 Pairs of 10-4 Blankets at 50c. a pair. Other good values in Blankets up to \$5.00 a Pair.
300 Rolls Cotton Batting 5c. roll.

FLANNEL.

500 Yards of Good Outing Flannel at 5c. a yard. The best values you ever saw at 10c. and 12½c. Others ask 12½c. and 15c. for same.

SUITINGS.

See our Covert Suitings at 8 1-3c. yard. Only 200 yards at this price.

CLOAKS.

You can't afford to miss seeing our Cloak Stock if you need anything in Ladies', Misses' or Children's Cloaks, or Jackets.

\$3.50 SUITS.

We sell a Combination Suit for Boys 4 to 14 years old, 1 coat, 2 pairs pants and cap for \$3.50. Ask to see them. Other splendid values in Children's Suits from 75c. to \$7.00 a suit.

GROCERIES.

Grocery stock will at all times be complete with a fresh and staple stock. Prompt delivery. You will get right prices in this department.

The Cash Store

C. L. DeGROFF & CO.

J. F. GANSCHOW,

THE OLD RELIABLE BOOT AND SHOE DEALER.



A Good Suggestion!

Is like a crying baby at a public meeting, it

Ought to be Carried Out

Those J. B. Lewis Shoes are suggestive of all that pertains to Style, Fit, and Good Wearing Qualities at a Reasonable Price.

We Suggest That You Buy a Pair

THEY ARE SOLD BY—OF COURSE YOU KNOW

J. F. GANSCHOW,

THE OLD RELIABLE BOOT AND SHOE DEALER.