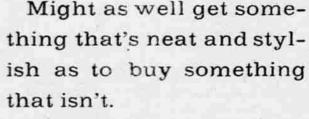
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Our 20th Semi-Annual Opening will take place on Wednesday afternoon and evening, October 2d, 1805. We will show a superb stock of Millinery and Dress Goods.

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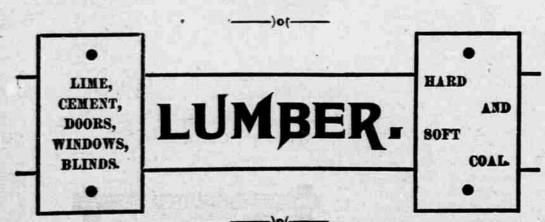


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AT_

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GOING EAST-CENTRAL TIME--LEAVES.

NOTE:-No. 63 carries passengers for tratton, Benkelman and Haigler.
All trains run daily excepting 148, 149 and 6. which run daily except Sunday.
No. 3 stops at Benkelman and Wray.
No. 2 stops at Indianola, Cambridge and Ar-

No. 80 will carry passengers for Indianola ambridge and Arapahoe. Nos. 4, 5, 148, 149 and 176 carry passengers for li stations.
You can purchase at this office tickets to al ada and baggage checked through to destina-tion without extra charge of transfer. For information regarding rates, etc. call on or address C. E. MAGNER, Agneti

Robbie, Conductor Burns' eldest child, is sick.

A daughter was born to Mrs. George Atkinson, last night.

Dan Nichols is braking for Caffrey during the latter's absence on a wedding

Frunk Harris is still in Denver under treatment for the injury received in the

Dispatcher W. B. Mills arrived home, first of the week, from his protracted

Engineer and Mrs. A. Monks arrived home, last Saturday night, from their eastern visit.

Will McCarl didn't hear the caller this morning and Cal Throne went out with Conductor Bronson on 2.

Conductor A. H. Chapin arrived home, close of last week, from a visit to the family in Ashtabula, Ohio.

arrived home, first of the week, from a long visit to her old home in Detroit. THE TRIBUNE was misinformed about

Mrs. R. B.Simmonds and the children

that boy baby at W. T. Wooten's, and our reporter is in ambush for that medic. A. P. Ely and the photographer's flash-

light had a little misunderstanding as to He ran locomotives for 46 consecutive time, and he is caring for a painful burn | years and never had an accident. on the back of his right hand.

rarily succeeded by 222.

Engineer L. I. Meserve, who was quite Wyo., recently, is getting along very day just east of Alton, Ill., and twelve nicely. His side and part of the back cars and their contents were destroyed were involved in the accident.

Machinist Henry Weintz of Sheridan s laid up with an injured eye caused by splinter of steel lodging in the eye . . . Mrs. G. E. Leming, wife of the agent at of THE TRIBUNE? If not I don't fol-Gillette, has gone to Red Cloud to visit low this caboose. Why, man, it's as her parents. A sister will return with important as a pie card; better go regisher to Gillette.—Alliance Grip.

Yardmaster Larkey is indulging in a wo weeks lay-off. He is relieved by F. J. O. Griggs.—Oxford Standard.

The California railroad commission last week adopted Commissioner Stanble. The reduced grain rate will proba- the month. bly be made operative at once.

campaign hat, dear mother, donated by with automatic couplers. our friends in Crete, we cannot afford to wear it when we have ten stacks of wheat. Take the beans and bacon, mother, put them where they cannot smell, how their odor acts upon me, human tongue can never tell. Pumpkin pie and nice roast chicken, apple sauce and good roast meat, buckwheat cakes and maple syrup is the stuff we are going to eat-this winter.-Johnny Morrissey.

from a Burlington, Ia., daily, the Chiin all. Eighty miles an hour will be an large number of old and worn-out cars.' easy gait for them. They will be ready for business early next month. The fast mail now leaves Chicago at 3 a. m. and five gallons for \$1.00-at arrives at Council Bluffs at 2:30 p. m. It is figured that with the new whizzers the Chicago mail will arrive at Council ever- at Bluffs at 11 a. m.



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L.W.McConnell & Co.

ADDITIONAL R. R. NEWS.

Any items under this heading will be gladly eccived from those in the service by the publisher.

ried, last year, 619,688,199 passengers. "Pickings" nowadays ought to be good. Subscribe for THE TRIBUNE and

The railroads of the United States car-

The elevated railroads in New York city will shortly be turned into an electric system adopting the trolley.

protect yourself.

In a speed test the electric locomotive used in the Belt tunnel at Baltimore made 61 miles an hour on the heavy grade of the tunnel, said to be equivalent to 75 miles on a level track.

Peter Styers, aged 73, said to be the oldest locomotive engineer in the country, died recently at Bethlehem, Pa.

Say, are you flagging the eating sta-Fireman Stokes took engine 157 into tion? How is travel on the hurricane Havelock, Tuesday, for a general over- deck of side door Pullmans? You call hauling. She has been on the Red them Pullmans, do you? Of course! Pull Cloud-Oxford run and has been tempo- a man out and put cattle in. Are you a car hand or a farmer?

A naptha train on the Chicago, Burseverely burned by steam at Arvada, lington & Quincy road ignited yesterand Samuel Welsch and a fireman were burned to death.

> Said the dead tough brakie to the captain of the crew: Have you a copy ter for me right now; it will only throw you down for a dollar and a half a year.

There never were any flies on the eagle. A. Stark of McCook, who came in on Old Johnnie Bull made very good time No. 2, yesterday. Mrs. F. A. Stark and lately with his fast train, but the New children from McCook are in the city | York Central, the other day, ran a train while Mr. Stark is temporarily employed from New York to Buffalo, 436½ miles, here, and are the guests of the family of in 407 minutes. Average 641/3 miles against the English average of 631/2 miles

The number of employes on railways ton's resolution reducing the general in 1894 was 779,698 within Uncle Sam's freight rates on the Southern Pacific on domain, a decrease as compared with an average of 25 per cent. This week 1893 of 83,884, or 10 per cent. No wonthe work of preparing a new freight tar- der a manipulator of either the tallow iff schedule was commenced and the new pot, scoop, trainbook, or a number 2 rates will be put in force as soon as possi- couldn't get a job prior to the first of

The number of passengers carried dur-Put away my aid pants mother, I shall ing the past year ending June 30th, 1894, never need them more, we have corn to per passenger locomotive, were 1,444,400; throw at snow birds and can buy pants the number of tons carried, per freight at the store. Lay aside that linen dust- locomotive, were 31,909. During the er and the shoes that were too small, Lud- year 1,579 locomotives and 30,386 cars den thought he cut a figure when he were fitted with air brakes, and 1,197 sent them here, last fall. Burn that locomotives and 34,186 cars were fitted

The Interstate Commerce Commission report for June 30th, 1894, gives the equipment of railroads as follows: "The total number of locomotives was 35,492, an increase during the year of 794. Of these 9,893 were passenger locomotives, 20,000 were freight locomotives, 5,086 were switching locomotives, and 513 were unclassified. The total number of cars reported was 1,278,078. Of these 33,018 were in passenger service, 1,205,-According to the following, clipped 169 were in freight service, and 38,891 were caboose, derrick, gravel, officers, cago, Burlington & Quincy is determined pay and other cars in the company's to beat all records for fast mails. This service. These figures do not include piece of news has been kept secret until cars owned by shippers or private indinow. The new locomotives being built viduals. The increase in the number of for the C., B. & Q. for the fast mail ser- cars during the year was 4,132 as against vice will be the largest and speediest on an increase of 58,854 during the previous any western road. They will weigh sixty- year. This falling off in the ratio of intwo and a half tons, will have two drive crease is due to the fact that the railwheels on a side, and only eight wheels ways have during the year destroyed a

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New Cloaks, New Capes, New Dress Goods, New and Nobby Hats and Caps, Men's, Boys' and Children's Clothing. Call and examine Stock and Prices.

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