

# OUR NEW GOODS HAVE ARRIVED

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

Our 20th Semi-Annual Opening will take place on Wednesday afternoon and evening, October 2d, 1895. We will show a superb stock of Millinery and Dress Goods.

**Lowman & Son,**  
Dry Goods, Carpets, Millinery.

## People Who Write

Might as well get something that's neat and stylish as to buy something that isn't.



What's the use of buying a poor article when you can get The Best for the same money

AT

**The Tribune Office...**

**W. C. BULLARD & CO.,**

LIME, CEMENT, DOORS, WINDOWS, BLINDS.

**LUMBER.**

HARD AND SOFT COAL.

**RED CEDAR AND OAK POSTS.**  
U. J. WARREN, Manager.



### TIME TABLE.

**GOING EAST—CENTRAL TIME—LEAVES.**  
No. 2, through passenger..... 5:55 A. M.  
No. 4, local passenger..... 9:00 P. M.  
No. 56, freight..... 4:45 A. M.  
No. 64, freight..... 4:30 A. M.  
No. 80, freight..... 10:00 A. M.  
No. 148, freight, made up here..... 5:00 A. M.

**GOING WEST—MOUNTAIN TIME—LEAVES.**  
No. 3, through passenger..... 11:25 P. M.  
No. 5, local passenger..... 9:15 P. M.  
No. 63, freight..... 5:05 P. M.  
No. 77, freight..... 4:25 P. M.  
No. 149, freight, made up here..... 6:00 A. M.

**IMPERIAL LINE—MOUNTAIN TIME.**  
No. 125, leaves St. Louis..... 5:30 A. M.  
No. 126, arrives St. Louis..... 5:40 P. M.

**NOTE:**—No. 63 carries passengers for Stratton, Benkelman and Haigier. All trains run daily excepting 148, 149 and 176, which run daily except Sunday. No. 3 stops at Indianapolis, Cambridge and Arapahoe. No. 2 stops at Indianapolis, Cambridge and Arapahoe. No. 80 will carry passengers for Indiana, Cambridge and Arapahoe. Nos. 4, 5, 148, 149 and 176 carry passengers for all stations. You can purchase at this office tickets to all principal points in the United States and Canada and baggage checked through to destination without extra charge of transfer. For information regarding rates, etc. call on or address C. E. MAGNER, Agent.

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 trip.

Frank Harris is still in Denver under treatment for the injury received in the June wreck.

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

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.

Mrs. R. B. Simmonds and the children arrived home, first of the week, from a long visit to her old home in Detroit.

THE TRIBUNE was misinformed about that boy baby at W. T. Wooten's, and our reporter is in ambush for that medic.

A. P. Ely and the photographer's flashlight had a little misunderstanding as to time, and he is caring for a painful burn on the back of his right hand.

Fireman Stokes took engine 157 into Havelock, Tuesday, for a general overhauling. She has been on the Red Cloud-Oxford run and has been temporarily succeeded by 222.

Engineer L. I. Meserve, who was quite severely burned by steam at Arvada, Wyo., recently, is getting along very nicely. His side and part of the back were involved in the accident.

Machinist Henry Weintz of Sheridan is laid up with an injured eye caused by a splinter of steel lodging in the eye. Mrs. G. E. Leming, wife of the agent at Gillette, has gone to Red Cloud to visit her parents. A sister will return with her to Gillette.—Alliance Grip.

Yardmaster Larkey is indulging in a two weeks lay-off. He is relieved by F. A. Stark of McCook, who came in on No. 2, yesterday. Mrs. F. A. Stark and children from McCook are in the city while Mr. Stark is temporarily employed here, and are the guests of the family of J. O. Griggs.—Oxford Standard.

The California railroad commission last week adopted Commissioner Stanton's resolution reducing the general freight rates on the Southern Pacific on an average of 25 per cent. This week the work of preparing a new freight tariff schedule was commenced and the new rates will be put in force as soon as possible. The reduced grain rate will probably be made operative at once.

Put away my aid pants mother, I shall never need them more, we have corn to throw at snow birds and can buy pants at the store. Lay aside that linen duster and the shoes that were too small, Ludden thought he cut a figure when he sent them here, last fall. Burn that campaign hat, dear mother, donated by 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.

According to the following, clipped from a Burlington, Ia., daily, the Chicago, Burlington & Quincy is determined to beat all records for fast mails. This piece of news has been kept secret until now. The new locomotives being built for the C. B. & Q. for the fast mail service will be the largest and speediest on any western road. They will weigh sixty-two and a half tons, will have two drive wheels on a side, and only eight wheels in all. Eighty miles an hour will be an easy gait for them. They will be ready for business early next month. The fast mail now leaves Chicago at 3 a. m. and arrives at Council Bluffs at 2:30 p. m. It is figured that with the new whizzers the Chicago mail will arrive at Council Bluffs at 11 a. m.



### In Prescriptions

We use only the best of everything and take special care to fill them accurately and promptly, for which we charge a moderate price. We want your prescription trade.



L. W. McConnell & Co.

### ADDITIONAL R. R. NEWS.

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

The railroads of the United States carried, last year, 619,688,199 passengers.

"Pickings" nowadays ought to be good. Subscribe for THE TRIBUNE and protect yourself.

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

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. He ran locomotives for 46 consecutive years and never had an accident.

Say, are you flagging the eating station? How is travel on the hurricane deck of side door Pullmans? You call them Pullmans, do you? Of course! Pull a man out and put cattle in. Are you a car hand or a farmer?

A naphtha train on the Chicago, Burlington & Quincy road ignited yesterday just east of Alton, Ill., and twelve cars and their contents were destroyed and Samuel Welsch and a fireman were burned to death.

Said the dead tough brakie to the captain of the crew: Have you a copy of THE TRIBUNE? If not I don't follow this caboose. Why, man, it's as important as a pie card; better go register 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. Old Johnnie Bull made very good time lately with his fast train, but the New York Central, the other day, ran a train from New York to Buffalo, 436½ miles, in 407 minutes. Average 64½ miles against the English average of 63½ miles per hour.

The number of employes on railways in 1894 was 779,695 within Uncle Sam's domain, a decrease as compared with 1893 of 83,884, or 10 per cent. No wonder a manipulator of either the tallow pot, scoop, trainbook, or a number 2 couldn't get a job prior to the first of the month.

The number of passengers carried during the past year ending June 30th, 1894, per passenger locomotive, were 1,444,400; the number of tons carried, per freight locomotive, were 31,909. During the year 1,579 locomotives and 30,386 cars were fitted with air brakes, and 1,197 locomotives and 34,186 cars were fitted with automatic couplers.

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, 1,205,169 were in freight service, and 38,891 were caboose, derrick, gravel, officers, pay and other cars in the company's service. These figures do not include cars owned by shippers or private individuals. The increase in the number of cars during the year was 4,132 as against an increase of 58,854 during the previous year. This falling off in the ratio of increase is due to the fact that the railroads have during the year destroyed a large number of old and worn-out cars."

Black Machine Oil, 25 cents a gallon—five gallons for \$1.00—at McConnell's.

A new line of tablets—cheaper than ever—at McConnell's.

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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**Cash  
Bargain  
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.