

We are not going to leave town--nor do we sell shoddy goods.

Every article that we sell will be guaranteed to be as represented.

KID GLOVE SPECIAL.

75c. We have placed on sale 10 dozens of Fine Kid Gloves, 4 large buttons with fancy stitched back, superb assortment of new colors. This quality should sell for \$1.00 to \$1.25. Our price **75c.** **A PAIR.**

MEN'S UNDERWEAR.

90c. One case, 20 dozens, direct from the mills, Natural Wool Underwear. **90c.** **A SUIT.**

Ladies' Winter Underwear.

25c. As a great special we offer 20 dozens Extra Heavy Fleece Vests and Drawers, vests have silk taped necks, drawers are full size. **25c.** **EACH.**

Ladies' Winter Jackets.

\$440 An Extra Heavy Quality, All-Wool, Chinchilla Jacket, Mandolin sleeves and large buttons at \$4.40, worth \$8.00. **\$440**

Lowman & Son,

Dry Goods, Carpets, Millinery.

RAILROAD NEWS DEPARTMENT.



TIME TABLE.

GOING EAST--CENTRAL TIME--LEAVES.
 No. 2, through passenger..... 5:55 A. M.
 No. 4, local passenger..... 9:00 P. M.
 No. 70, freight..... 4:45 A. M.
 No. 84, freight..... 4:30 A. M.
 No. 86, freight..... 10:30 A. M.
 No. 148, freight, made up here..... 5:30 A. M.

GOING WEST--MOUNTAIN TIME--LEAVES.
 No. 3, through passenger..... 11:40 P. M.
 No. 5, local passenger..... 9:15 P. M.
 No. 63, freight..... 5:30 P. M.
 No. 77, freight..... 4:25 P. M.
 No. 149, freight, made up here..... 5:30 A. M.

IMPERIAL LINK--MOUNTAIN TIME.
 No. 175, leaves at..... 5:40 A. M.
 No. 176, arrives at..... 5:40 P. M.

NOTE:--No. 63 carries passengers for Stratton, Benkelman and Haigler. 9:15 P. M. All trains run daily excepting 148, 149 and 175, which run daily except Sunday. No. 3 stops at Benkelman and Wray. No. 2 stops at Indianola, Cambridge and Arapahoe. No. 80 will carry passengers for Indianola, Cambridge and Arapahoe. Nos. 4, 5, 148, 149 and 176 carry passengers for all stations. When No. 80 is annulled No. 148 will leave at 5:30 a. m. central time. 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.

Local News.

J. H. Moore has been laying off, this week.

Mrs. C. A. Dixon returned home from Denver, last night on 4.

George Brening is down from Sheridan, Wyoming, on a visit.

Assist. Supt. E. F. Highland was down from Denver on Wednesday.

James Kendlen was the guest of his brother Frank, close of last week.

The snow fences are being repaired and placed in position for the winter.

These are record breaking times for locomotives as well as for bikes and horses.

Sam Gildner moved his household effects to Haigler, this week. He is agent at that station.

Mrs. David Wagner returned home on Tuesday evening, from a visit to her mother at Holdrege.

Mrs. J. E. Sanborn arrived home, last week, from Prophetstown, Illinois, after an absence of a few weeks.

That was a dirty Irish trick in Syl. Cordell--swiping little Dick Carroll's whole check, last pay day.

It is not the intention to put the new class k engines now building at Havelock into service until after the new year.

C. A. Dixon and daughter Edna went up to Denver, last Thursday evening, returning home on Sunday evening on No. 4.

The round house at Alliance will shortly have the highest brick smoke-stack in western Nebraska--100 feet high.

Mrs. J. A. Tubbs of Sheridan, Wyoming, says the Alliance, Neb., Grip, has gone to Corning, Iowa, on a visit to relatives.

There was a slight freight wreck at Oxford, last Friday night. Damage was considerable. Ed. Callen was conductor of the train.

Frank Harris returned from Denver, Sunday night, much improved in health, and it is hoped on the road to permanent and complete recovery.

Mrs. James Rooney of Hastings and Mrs. Delia Collins of Creston, Iowa, departed for home, last night on 4. They have been the guests of Conductor and Mrs. Frank Kendlen.

L. B. Stiles was in Alliance, close of last week, in the interest of the Crabtree packing the invention of Thomas Crabtree of our city. Two locomotives of the Wyoming division are equipped with the packing.

No. 80 met with a damaging mishap, early Thursday morning, on Schramm's hill. The freight broke in two and the sections coming together with great force caused a bad smash up. The wrecker and crew have not returned from the scene of the accident.

Supt. J. R. Phelan of Alliance arrived in the city, last Friday night, on matters of business, remaining here until Sunday evening. Supt. Phelan numbers friends and admirers in McCook by the score, and they are always pleased to welcome him upon his occasional visits to the city.

We are in receipt of a brief epistle from Dr. Odell of Los Angeles, California, in which he regrets not having the wood to send on subscription, but makes up for the lack by remitting a draft. The genial doctor explains the numerous changes of address on the theory that it is cheaper to move than to pay rent. "California is all O. K.," he writes, "but McCook is good enough for me".

General R. R. News.

The boiler of a steam shovel on the Canadian Pacific railroad exploded, recently, wrecking the machine.

A railroad will be built at once from Flagstaff, Arizona, to the Grand Canyon of the Colorado river, a distance of 80 miles.

The Chicago Times-Herald states that the railroads running into that city have, this year, bought 15,000 freight cars and 160 locomotives.

The Boston and Maine road gives away, annually, \$200 in prizes to agents who make the best display of flowers and cleanliness about their respective station grounds.

The Bozeman tunnel on the Northern Pacific in Montana is still burning. Several falls of the roof are known to have occurred, and the tunnel is probably badly injured.

In the laboratory of the C. B. & Q. at Aurora a series of tests are being conducted on stay bolts to determine the number of bending strains they can stand before breaking.

The usual car famine when the west has good crops is beginning to show up. The C., M. & St. P. claim to have 28,000 cars of their own and several thousand more under lease and still claim to be 1,200 cars short.

In Great Britain during 1894 there were 1,115 persons killed and 4,120 injured in railway accidents. The proportion of passengers killed and injured to the total number carried was 1 in 7,789, 854 and 1 in 780,319 respectively.

England and Wales on December 31st, 1894, had 9,281 1/2 miles of double track, Scotland had 1,289 miles, while Ireland had 613 miles, a total of 11,183 miles for the United Kingdom, of which 11,168 miles are worked by the absolute block system.

At a recent meeting in Denver the Brotherhood of Locomotive Engineers, Order of Locomotive Firemen, Order of Railway Conductors, Order of Railway Trainmen and Order of Railway Telegraphers decided to amalgamate according to the Cedar Rapids plan.

Here is a lucky accident: An engine lately on the C., St. P., M. & O. road came in off of a long run, went to the coal chute and across the turn table into the round house, when one of her main driving wheels fell off. The axle was broken squarely off at the wheel hub.

A fast passenger train on the Pennsylvania was passing Manor station, Pa., October 9th, one of the cars jumped the track, pulling the next car with it, wrecking them both. 25 passengers were injured more or less and one man standing near the track at the time was killed.

The Populist railroad, known as the Gulf & Interstate, after many vicissitudes, has 31 miles of road built in Texas. Cars and two engines have been ordered and operations will begin, November 15th, from Beaumont to Point Bolivar, the terminus of the road opposite Galveston.

General Manager Merrill of the C., B. & Q. is reported as saying that the fast mail train on the Burlington makes a higher speed than the Empire State express of the New York Central. It runs from Chicago to Council Bluffs, Iowa, daily, 500 miles, in 10 hours, and the time lost in running through city limits and stopping at railroad crossing and changing engines, when deducted, makes the actual speed of the train when in motion 62 miles an hour.

The Burlington has put into service a new engine on the fast mail between Omaha and Chicago that promises to be something of a record breaker. The engine is No. 590 and has just been given its trial tests at Galesburg, and is being used for a few days on passenger trains between Chicago and Galesburg and will then be put in the fast mail service. On the trial trips the engine, attached to four cars, made a mile in forty-three seconds, and on longer distances struck and maintained a speed of sixty-six miles an hour. In spurts it made an average of seventy-six miles an hour, and when once in active service is expected to furnish some records in fast time.

Lumber rates are to be restored on November 4th, hard coal rates on November 11th, and grain rates are to be strictly maintained on and after November 4th. This restoration of rates is the result of a meeting of the western freight agents. The meeting refused to put the hard coal rates back to \$5.25, the old tariff, but agreed that after November 11th no less a rate than \$2 to the Missouri river and \$2.50 to Sioux City should be made. Some fifty votes were necessary before the coal question was finally settled and the struggle took up the better part of two days. The rate clerks met, yesterday, to check the rates on the new basis.--State Journal.

The railroad managers may be able to figure out a gain in their receipts if they put the proposed excess baggage charge on bicycles after November 1st, but they must not be too cock sure about it. A man who is going to take his bicycle on a comparatively long journey may not object to a small tariff on his wheel. The objection will come from the large number of riders who are in the habit of making short runs by wheel, returning by train. In many cases a charge of 25 cents on the wheel would double the cost of such an excursion. Instead of going one way by train the riders would make the whole trip on their bicycles and not contribute a penny to the coffers of the railroads. The bicycle is a very attractive and rather fast vehicle. It is so attractive, in fact, that the railroads cannot afford to antagonize its riders. They are independent enough of the railroads already.

When Baby was sick, we gave her Castoria.
 When she was a Child, she cried for Castoria.
 When she became Miss, she clung to Castoria.
 When she had Children, she gave them Castoria.

IF TROUBLED WITH RHEUMATISM READ THIS
 ANNAPOLIS, Md., April 16, 1894.--I have used Chamberlain's Pain Balm for rheumatism and found it to be all that is claimed for it. I believe it to be the best preparation for rheumatism and deep seated muscular pains on the market and cheerfully recommend it to the public. J. N. C. BROOKS, dealer in boots, shoes, etc., No. 18 Main st.

ALSO READ THIS.
 MECHANICVILLE, St. Mary County, Md.--I sold a bottle of Chamberlain's Pain Balm to a man who had been suffering with rheumatism for several years. It made him a well man. A. J. MCGILL. For sale at 50 cents a bottle by McConnell & Co., druggists.

CLOTHING.

All grades of CLOTHING have been reduced 25 per cent within the past year. We have splendid values in Men's Suits from \$3.50 to \$15.00. Overcoats from \$5.00 to \$15.00.

We challenge comparison. Be careful. Don't be "taken in" with Shoddy and Shop Worn Stuff before you have examined our stock and heard our prices. Boys' and Children's Suits, from 75c. to \$12 a suit.

CLOAKS.

Our Cloaks and Capes and Children's Cloaks are going fast; but we still have a good assortment of correct styles. Look at them before you buy.

UNDERWEAR.

Our Underwear department has proven a winner. We still have more to select from than all other stores in McCook combined.

BLANKETS.

You will need blankets now. We have the best values ever shown at 50c. to \$5.00 a pair.

CARPETS.

Over 100 samples to select from. At 37 1/2c. to \$1.25 a yd. cut and made.

GROCERIES.

We have exclusive sale in McCook of Chase & Sanborn's coffee. Try us on other things in this line. You can save money.

AT THE . . .

Cash
 Bargain
 Store. . .

C. L. DEGROFF & CO.

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....

Try that 15 cent box paper at THE TRIBUNE office. Worth 25 cts. Also cheaper grades.

Read the best county newspaper--that's The McCook Tribune every time.

NOTICE FOR PUBLICATION.
 Land Office at McCook, Neb., Oct. 23, 1895. Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before register or receiver at McCook, Nebraska, on Friday, November 29th, 1895, viz: Eugene Flower, who made homestead entry number 8916, for the northwest quarter of section 18, township 5, north of range 28, west of the 6th principal meridian. He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz: Cyrus Blake, Sanford T. Goddard, Charles Blake, Frank Boyd, all of Box Elder, Nebraska. Oct. 25 6/8. A. S. CAMPBELL, Register.

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.