

L. LOWMAN & SON

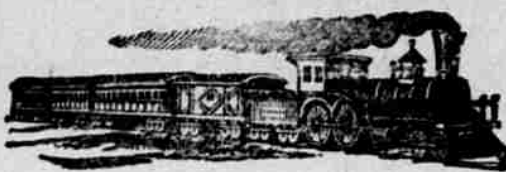
Dry Goods, Carpets, Millinery.

*Thanking our friends
and patrons for their patronage
in the past, we wish you all a
Happy and Prosperous New Year.
Respy,
Lowman & Son.*

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Dry Goods, Carpets, Millinery.

RAILROAD NEWS DEPARTMENT.



Baby Gates is ill with bronchitis.
Holmes Blair was up from Lincoln, this week.
Fireman E. Houchin's little girl is ill with catarrhal fever.
Brakeman John Brady is laid up with an attack of pleurisy.
Gottlieb Orman has a sick child in his family, this week.
John Brenning's father is suffering with inflammation of the bowels.
Conductor A. P. Bonnot is home from his trip up in the northwestern country.
Conductor W. G. Reddin entertained his father from Denver over Christmas.
Conductor and Mrs. S. L. Moench spent Christmas day with her family in Orleans.
A little daughter of brakeman William Shinsel has an attack of inflammation of the stomach.
Conductor and Mrs. J. W. Line ate their Christmas dinner in Denver with a brother of his.
The painters are improving the external appearance of Ed. Kane's residence on north Main avenue.
Mrs. C. E. Pope went down to Lincoln on Monday morning to spend the Christmas week with relatives.
C. P. Pruitt is now doing night work at the Red Cloud station, having been transferred from Benkelman.

Dispatcher T. B. Campbell's daughter Lillie has been quite ill with chicken pox and an abscess complication.
Mrs. E. C. Sodstrom, wife of the messenger on the "Virginia Creeper", is suffering with neuralgia of the stomach.
Mrs. S. A. Miller and sister Mary Heafy are over from Goodland, Kansas, the guests of their sister Mrs. J. H. Bennett over the Christmas time.
Mr. and Mrs. J. P. Crawford are here from Evergreen, Colorado, visiting their children. They are the guests of Engineer and Mrs. J. H. Moore.

Mrs. Felix Kennedy of Sheridan has been seriously ill for the last week. Mr. Kennedy's mother of Omaha went to Sheridan, Sunday, to attend her.
Brakeman Andy Dwyer has taken a thirty day vacation and will visit his brothers at McCook and Beatrice and will then go to his home in Fairfield, Jefferson county, Iowa.—Alliance Grip.

The order discontinuing the practice of hauling way cars on the St. Francis line is playing whaley with the passenger accommodations. The train crew, with all their numerous appliances, such as lanterns, oils and waste, the inveterate smoker and the smiling lass are crowded into the short apartment for passengers in the combination car, with the result that the accommodations are inadequate by one half much of the time. The way car was quite an accommodation and much appreciated. It was there the train crew remained and had room in which to do their work, the man who smokes made it his habitual place of comfort, the overflow of the passenger car was crowded into it, with much convenience to all concerned, and altogether it was a necessary adjunct to the train. Its return is devoutly prayed for by the traveling public.—Republican City Democrat.

SUNFLOWER SILHOUETTES.
Conductor Green and family are spending Xmas with H. C. Brown and family.

Mrs. T. W. Benjamin and sister Winnie are spending the holidays at Republican.

Mrs. Yates and the boys are visiting friends and relatives in the east for an indefinite period.

Engineer Viersen is away on a visit and the genial "Bob" Ryan meanwhile "throttles" the 66.

Conductor Quigley is running Conductor Foley's crew while "Tim" is taking a much needed (?) rest—by request.

Alf Yocum is in Inavales for the holidays in place of "Bill Nye", who is supposed to be getting married, as the boys don't know what else it is for.

J. F. Kenyon, trainmaster, was on a tour of inspection, the close of last week, to ascertain why No. 142 could not make her time. He didn't say whether he was satisfied or not.

Al. O'Neil had a hand pinched at Alma, last Saturday, while trying to couple an automatic with a link drawbar. While his hand was quite badly crushed, no permanent disability will follow, for which small favor Al. is very thankful.

A recent issue of the Black and White illustrates and describes the opening of a pole railway in the province of Nova Scotia. This line is thirteen miles long and there are two others in the province. The way is of spruce poles.

The system of handling cotton and other freight with compressed air locomotives at the terminal of the New Orleans & Western railroad company at Port Chalmette has been tested and proved an immense success. This system was devised by A. F. Swanitz, chief engineer of the Delta Construction company, and will result in great saving of cost in handling freight and in complete immunity against fire in the terminal yards.

The Galesburg Mail says there was held at the C., B. & Q. hose house, Friday morning, a school in which the conductors then in the city were given instructions as to the way of using the new hot-box cooler. This is an invention which the railroad has just adopted and which is bound to be of great advantage in the saving of time of trains along the road. As it has been in the past when there was a hot-box, the train had to be stopped for some little time while the process of cooling the box was gone through with. The new arrangement will do away with all this trouble. It is a tin box about two feet long and of sufficient size to hold a couple of pailsful of water. From this box there hangs a hose. The apparatus may be attached to a sill of a car whenever there is a hot-box, the water poured in, the hose run to the hot-box and the water set to running. In this way the box is cooled off without any loss of time to the train.

A remarkable run was recently made from Chicago to Pittsburg over the Fort Wayne railroad by a special train hauling a party of Pennsylvania railroad officials. On some portions of the line the speed attained beat all previous records. The train consisted of an engine and two Pullman cars. It left Chicago at 9:51 a. m., in charge of Conductor Harry Brills, hauled by engine No. 271, with Engineer Sandy Hilker, and came to a stop in Fort Wayne at 12:35, having traveled 148 miles in two hours and forty-four minutes. The engine did not get down to business until it had passed Colehour, when it fairly flew over the rails. The seventy miles between that station and Plymouth was covered in sixty-nine minutes. At that place the train lost five minutes by taking water. Plymouth is just sixty-four and one-tenth miles from Ft. Wayne, and that distance was traveled in sixty minutes, making the time consumed in traveling from Colehour to Ft. Wayne, 134 miles, precisely 134 minutes, including the five minutes stop for water. Engines were changed at Ft. Wayne, No. 70, with Engineer Harry Rogers, making the run from that city to Crestline, 131 miles. It was made in 135 minutes, including a stop for water. The run from Crestline to Pittsburg, 189 miles, consumed four hours and thirty-one minutes.

Special Sale of Holiday Goods. Call and see for yourself.
Leach, Jeweler.

Unprecedented bargains at Knipple's in queensware and holiday goods for one week, counting from tomorrow.

ONE firm of bicycle manufacturers has sent a palace car full of men and wheels on an extended trip for the sole purpose of advertising its wares. One authority says that the enterprise will cost a quarter of a million dollars, while another gives the cost at more than \$300,000. In no branch of business is more profligacy shown at the present time than in the advertising of bicycles. Costly teams are kept on the road in the summer, and now Pullman parties are made up in the winter to keep the names of certain bicycles before the public. There is something curious and interesting about this straining for business. Ask any manufacturer if the price of high grade wheels will not come down and he will say that the factories are so far behind their orders that it will be impossible to overtake the demand for two or three years. This being the case, why all this expense in finding a market? A man who stimulates the sale of his goods at enormous expense when he is sure of selling his entire product anyway must have a wheel loose in the makeup of his business apparatus.—State Journal.

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