

L. LOWMAN & SON

Dry Goods, Carpets, Millinery.

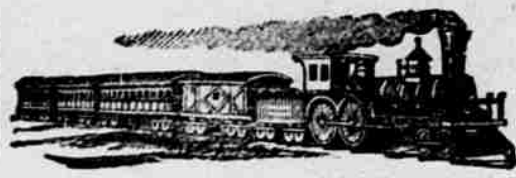
Everything in our Entire Stock at CLEARING OUT PRICES. All winter goods at cost or less to make room for New Goods. Come and get our prices.

L. LOWMAN & SON.

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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. 64, freight.....	4:30 A. M.
No. 148, freight.....	5:00 A. M.
No. 80, freight.....	7:00 A. M.
No. 75, freight.....	6:45 A. M.
GOING WEST—CENTRAL TIME—LEAVES.	
No. 3, through passenger.....	12:40 A. M.
No. 5, local passenger.....	9:15 P. M.
No. 63, freight.....	6:00 P. M.
No. 77, freight.....	5:20 P. M.
No. 149, freight.....	7:00 P. M.
IMPERIAL LINE—CENTRAL TIME.	
No. 175, accommodation, leaves.....	9:00 A. M.
No. 176, accommodation, arrives.....	6:40 P. M.

NOTE:—No. 63 carries passengers for Stratton, Benkelman and Haigler. All trains run daily excepting 148, 149 and 176, which run daily except Sunday. No. 3 stops at Benkelman and Way. 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 8:00 a. m. 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 R. R. News.

McConnell's Balsam cures coughs. Price 25 cents.

Try McConnell's Balsam for that cough. Price 25 cents.

Agent H. E. Guy and wife were down from Wauneta, Tuesday evening.

Assist. Supt. Harman was down from Holyoke, Tuesday, on business at division headquarters.

THE TRIBUNE'S Kansas branches news, last week, was a distinct scoop and has been widely republished.

Tom Wilkinson has been indefinitely suspended for refusing to go out with Conductor Tim Foley, last week. Tom is English, you know.

The company is filling its ice houses at this place, this week, with ice from the Medicine mill pond at Cambridge. The ice is of fair quality and thickness, and a number of cars are stored away daily.

Fireman J. A. Tubbs of Sheridan is again on the sick list, having taken a relapse of his former disability.... J. H. Biever, boiler maker helper at Sheridan, sprained his back, Sunday, by slipping, while lifting grates under an engine.—Alliance Grip.

This week, the B. & M. Railway Co. changed their plans in regard to this city, having concluded to remove most of their men to other places and abandon the shops here partially. They laid off three men, one quit, sixteen were sent to Hastings, McCook, Holyoke and other points. They claim they cannot afford to keep two round houses so near together as Hastings and Red Cloud. The business men of this city feel aggrieved over this treatment by the officials. An effort will be made to get the road to change the order and have the workmen returned to this city.—Red Cloud Chief.

The company has evidently concluded that it can secure enough men who will pay their debts, to carry on their business, and seem to have commenced to systematically clean out of the service all employees who are regarded as of the dead-beat stripe. In Plattsmouth, Lincoln and other places the weeding out plan is operating, and a number of employees, some of them long in the service, have been let out. The company is weary of the order and garnishment business, and proposes that its employees shall pay their debts, or retire from the service. The company owes it to the commercial interests of the state, and its course will be generally commended, and need work no hardship to any one, while there will a distinct gain to business men and others.

The sleeper Banda passed through the city, yesterday, on its way east on the Burlington. This is the first Pullman which has been turned out for the Burlington with a new vestibule. The former vestibules, it will be remembered, were nothing more than alleyways for passengers to pass through on their way to other cars. The new vestibule is the most complete thing of the kind ever put on a car. It completely covers the platform of the car and makes it an excellent vantage ground from which the country may be observed. Gates are lowered covering the opening left by the steps while the doors above them are of thick glass through which one can see plainly. The furnishings are of the finest material and as the vestibules fit closely, one hardly realizes that he has left the main part of the car.—Journal.

Try McConnell's Balsam for that cough. Price 25 cents.

Plenty of Apples at Knipple's.

HIGH SPEED RAILWAY RECORDS.

During the closing days of last month, the two great competing railways that run from London to the north of Scotland, known respectively as the East Coast and West Coast routes, commenced an acceleration of service on their through trains. In the active competition that followed, the West Coast companies covered the total distance of 540 miles in the unprecedented time of 512 minutes, or at the rate of 63.25 miles per hour.

The sustained speed was remarkable in any case, and especially so when it is considered that it was made by a regular daily train starting on schedule time, and that the latter half of the journey was made through a mountainous country, in which, for a distance of 60 miles, the grades are very severe, varying from 1 per cent to 1.33 per cent. The engines, moreover, that hauled the train were not the largest on the road, but in some cases were of a type known as the President class, that is now some 25 years old, but which, on account of its excellent performance, is still in active service.

On Thursday, September 12th, the New York Central Railroad made up a special train that was a counterpart of the Empire State Express, drawn by their latest and most powerful engines, and set out with the express purpose of "breaking the record" of their transatlantic brethren. Over a course that is 100 miles shorter and over a line that is remarkably level and free from gradients, this special train, which was considerably heavier than the English train, made an average speed that was one mile per hour faster than that of the West Coast train, being 64.348 miles per hour, as against 63.25 miles per hour for the English train. These are both very remarkable performances. For purposes of comparison, however, they are useless, until we are in possession of all the conditions that prevailed. The bare question of speed is in itself no test of locomotive performance. This is a fact little understood by the public at large; but well understood by engineers themselves. To judge of two performances it is necessary to know:

1. The ratio of the weight of engine to the weight of the train hauled.
2. The ratio of the amount of coal burned, water evaporated, and oil used per mile to the weight of train hauled.
3. The state of the weather, whether wet or dry, and the force and direction of the wind.
4. Most important of all, the amount and extent of the grades and curvature on the two roads on which the record is made.

With all these data to hand a very close estimate could be made in each case of the actual units of work performed in a given unit of time. Only after such a comparison, based on accurate data, as above, could it be even approximately stated which performance was the most satisfactory.—Scientific American.

George Bunting has received a letter from his chum and fellow-worker, Al. O'Neil. Al. is in Chicago, and the letter states that he is having a sportive time with the girls and boys, that his fingers are slowly healing, and that he will be in Republican about the 1st of February. An ovation will be tendered him on his arrival.... We regret to say it, but every indication now points to the early abandonment of the Red Cloud round house and what shops were connected therewith. Master Mechanic Archibald went down the line, Tuesday morning, to supervise the taking out of machinery, and it is said that for the future but one engine will be retained to do the yard work. The enginemens along the line have been notified to take their work to the McCook shops, and altogether, appearances for the railroad future of Red Cloud are anything but cheerful. Mr. Archibald has discharged four men and removed twelve families to Hastings and McCook. The opinion is well nigh universal that the company will soon make Republican City headquarters for all their interests between Wymore and McCook. Stick to it, boys, this is going to be the valley town.—Republican City Democrat.

Plenty of Apples at Knipple's.

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

Chamberlain's Eye and Skin Ointment Is unequalled for Eczema, Tetter, Salt-Rheum, Scald Head, Sore Nipples, Chapped Hands, Itching Piles, Burns, Frost Bites, Chronic Sore Eyes and Granulated Eye Lids. For sale by druggists at 25 cents per box.

TO HORSE OWNERS. For putting a horse in a fine healthy condition try Dr. Cady's Condition Powders. They tone up the system, aid digestion, cure loss of appetite, relieve constipation, correct kidney disorders and destroy worms, giving new life to an old or over-worked horse. 25 cents per package. For sale by druggists.

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