THE BARTON COUNTY DEMOCRAT.

WILL E. STOKES,
Editor and Proprietor,

(Office in Opera Block)

GREAT BEND, : KANSAS

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County Attorney.
COLE BROTHERS,
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10 Cent Wagon
J. A. Bland has started a 10 cent delivery wagon. See him for any kind of light hauling.
Leave Orders
At T. F. Craig's or H. M. Kline's.

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MERCHANT TAILOR
With an Experience of Twenty years can be found over E. Tyler's grocery store on Main street. He invites the people to call and examine his full line of Cloths and Cassimeres domestic and foreign.

DISASTROUS CONFLAGRATION.

Seattle, Wash. Ter., Visited By a Destructive Fire—The Losses Reaching Into the Millions.

SEATTLE, Wash., June 7.—Fire broke out at 2:30 p. m. yesterday in Pontius' building on Fourth street and by 4:30 p. m. was raging over a district of five or six blocks with tremendous fury. The wind was from the north and the direction of the fire was along the water on Front street and from the latter to the big brick block between Floyd and San Francisco streets. The indications were that the whole business portion of the city would be burned away, involving a loss of millions, as the magnificent San Francisco store and other stores in a row were on fire and the whole big block seemed doomed. The local firemen were helpless in the face of the calamity and telegraphed in all directions for aid.

At 4:30 the conflagration was rushing through the heart of the city. To add to the peril a smart breeze was blowing off the bay, fanning the flames, and at about the same time a thousand feet of hose was caught in the advancing blaze and destroyed.

The opera house block, the block opposite, all the warehouses at the foot of Columy street and also the great group of buildings in the rear of the Post-Intelligence newspaper were then burning, and the people in the Vester block, occupied by the Western Union Telegraph Company and the Post-Intelligence, were hurriedly moving out.

At that time the Western Union had but one wire undisturbed, over which the dispatch was sent.

At nine p. m. thirty-one blocks had been burned in the very heart of the city and there was imminent danger of the loss of about twenty blocks more. The fire was not at all under control and had reached the great coal bunkers. Should these be destroyed the flames were certain to be communicated to a large number of wooden buildings and the loss increased many fold.

At ten o'clock the loss was $5,000,000 and one-third of the business portion of the city was destroyed. The whole lower part of the city was burning. There was danger of a total loss of the business portion. Flakes of flame were flying over the city and small fires were breaking out at many points. The flames were making their way down Front street toward Five Points where the buildings were of wood and close together. Every bank, hotel and place of amusement, all the leading business houses, all the newspaper offices, the railroad depots and miles of steamboat wharves, coal bunkers and freight warehouses and the telegraph offices were burned. The city is literally wiped out except the residence portion on high ground.

A stiff breeze was blowing strong from the northwest when the fire began and soon got the best of the firemen. The water supply gave out within two hours and then the flames had a clean sweep. Word was telegraphed to Tacoma and a train started with fire apparatus at 4:35 p. m., reaching Seattle in sixty-three minutes. The ocean steamers Mexico, for San Francisco, and Ancon, for Alaska, escaped destruction by pulling out in mid-stream.

IN A BAD FIX.

The Brotherhood of Locomotive Engineers Exercised Over Chief Arthur.

CHICAGO, June 7.—There is trouble in the ranks of the Brotherhood of Locomotive Engineers. Chief Arthur is a candidate for re-election and as such has been making a quiet canvass of the various lodges of the brotherhood. Last week a secret meeting for this purpose was held in this city. There were upwards of two hundred members present, representing lodges in Illinois, Michigan, Indiana, Iowa and Wisconsin. A member of the general grievance committee got the floor and addressing Chief Arthur said: "Your speech this morning pictured our organization as impregnable and resistless. Now, sir, if you believe that such a state of things exist you have been incorrectly informed of affairs. The truth is, a reduction of wages is expected to be made before long on a number of Western roads. Such action we do not propose to accept. We desire to know whether in the event of a reduction being ordered you would sanction a strike." Chief Arthur replied: "Under no condition of circumstances of which I can conceive shall I ever sanction another strike. In the first place I am opposed to strikes on general principles. In the second place, to strike would be suicide, for owing to the large number of unemployed engineers in the country, it would take but a short time to fill their places." Chief Arthur stopped and the meeting adjourned. Murmurs of discontent have been heard ever since. "We are in a bad fix and no mistake," an engineer said. "Last Thursday our chairman, Hurley, of the Alton, was informed by a committee of firemen that should the engineers strike the firemen would take their places. That was due to the unfriendly feeling of other labor orders toward ours. Something must be done to change things. We must co-operate. But Arthur frowns on all suggestions of federation. The first thing to do is to knock out Arthur, and that will be done in October."

Railroad Assessment.

JEFFERSON CITY, Mo., June 7.—J. Stephen Kaslowsky, land and tax commissioner of the St. Louis, Arkansas & Texas railroad; Colonel John B. Butler, general attorney, and J. H. Best, general traffic manager of the Quincy, Omaha & Kansas City railway, have submitted to the Board of Equalization statements and arguments as to why the assessment and valuation of their roads should not be increased over last year. Reuben Payne, clerk of Sullivan County, argued for a higher valuation of the Quincy, Omaha & Kansas City, the Chicago, Milwaukee & St. Paul and the Chicago, Burlington & Quincy.

The following roads have submitted statements of the taxes paid by them in 1888: The Des Moines & Kansas City, the Chicago, Milwaukee & St. Paul, the St. Louis & San Francisco and the Union Pacific. The board will have several knotty problems to deal with in the valuation of railroad property and the hardest of them all will be the assessment of Pullman cars.

Sanitary Measures.

JOHNSTOWN, Pa., June 7.—The State Board of Health and the Pennsylvania Railroad Company are co-operating in the work of removing bodies from the debris above the stone bridge. Dr. Cross of the health board says there will be 1,000 men at work there. The sanitary question is the paramount one of the hour. The State Board of Health is looked upon as a more potent factor than the militia and civic forces combined. Yesterday afternoon the work of the board was distributed, Dr. Lee taking a relay to Pittsburgh with the intention of establishing headquarters in the city hall. There a force of sanitary inspectors will be established.

John W. Hillman.

ALBUQUERQUE, N. M., June 7.—Two officers, one a Santa Fe detective, passed through here yesterday with John W. Hillman in custody. Hillman disappeared from Kansas ten years ago, after he had insured his life for a large sum. It is alleged that he killed Fred Walters in Barber County, Kan., and that the murdered man's body was exhibited as his own.

Murdered in Bed.

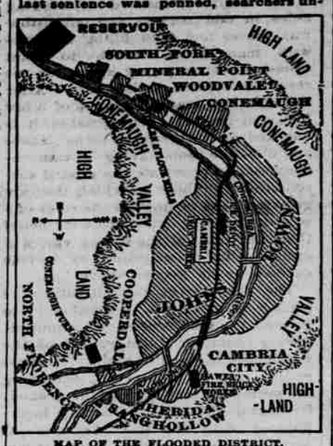
BRUSSELS, June 7.—The Marchioness de Chastelar, an old lady belonging to a noble Belgian family, has been found murdered in her bed in the chateau Mombaulx at Mons.

AMID THE RUINS.

Sadly Searching For Victims in the Johnstown Death Heap—Caring For the Living and Burying the Dead.

JOHNSTOWN, Pa., June 8.—For thirty-six hours the fire engines played upon the smoking ruins above the bridge, but the flames break out afresh at frequent intervals. Nearly 2,000 men are employed in different parts of the valley clearing up the ruins and searching for the dead. It is estimated that up to Monday night 2,200 bodies had been recovered altogether.

It becomes hourly more and more apparent that not a single vestige will ever be recognized of hundreds that were roasted in the flames above the bridge. Since the last sentence was penned, searchers unearthed a charred and unsightly mass from the smoldering debris within thirty yards of the Associated Press headquarters. Unused to such frightful discoveries the leader of the gang pronounced the remains to be a blackened log and it required the authoritative verdict of a physician to demonstrate that the ghastly discovery was the charred remains of a human being. Only the trunk remained and it was roasted beyond all semblance to flesh. Five minutes' search revealed fragments of a skull that at once disintegrated of its own weight, when exposed to the air, no single piece being larger than a half dollar and the whole resembling the remains of shattered charcoal. Within the last hour a half dozen discoveries no less horrifying have been made. It is thought that hundreds must be fairly burnt to ashes.



MAP OF THE FLOODED DISTRICT.

Moxham, the iron manufacturer, is mayor pro tem. of Johnstown to-day. Although for days without sleep, he still sticks nobly to his task. Hundreds of others are like him. Men fall to the earth from sheer fatigue. There are many who have not closed an eye in sleep since they awoke on Friday morning. They are a hollow-eyed, pitiful-looking lot.

Some unfortunates endeavored to obtain flour from the wrecked stores in Johnstown. One dealer was charging $5 a sack for flour and was getting it. When the crowd heard of the occurrence several men went to the store and doled the flour gratuitously to the homeless and stricken.

Another dealer was selling flour at $1.50 a sack. Otherwise he would not allow any one to go near it, guarding his store with a shotgun.

Bodies were recovered in Johnstown yesterday that had been robbed by the ghouls. The Hungarians attacked a supply wagon between Morrellville and Cambria City. The drivers of the wagons repulsed them, but they again returned. A second fight ensued, but after a lively scramble the Hungarians were again driven away. After that drivers and guards of supply wagons were permitted to go armed.

Registers are being opened in Johnstown and all survivors are requested to register their names in order to give information of their safety to inquiring friends. Post-offices were opened in Kearnville and the Fourth ward of Johnstown. The first mail got in at 9:30 yesterday morning and was enormous.

The suggestion made by the physicians several days ago that the bodies in the debris above the bridge be allowed to be cremated, in the interest of public health, and which aroused such a storm of indignation among the surviving populace, is viewed with more calmness to-day and there is a growing sentiment that it is after all the best solution of the problem. Weeks, months will be required to remove the stupendous mass by artificial means, and meantime the rotting, putrefying remains of poor humanity buried therein would be dealing pollution and death to all the surrounding country.

Thomas Williams, who lost his wife and family, recovered his wife's remains and took them up the mountain where he dug a grave and buried them himself.

Mrs. Fredericks, an aged woman, was rescued alive from the attic in her house. The house had floated from Vine street to the foot of the mountains. Mrs. Fredericks' experience was terrible. She saw hundreds of men, women and children floating down the torrent, some praying. Others had become raving maniacs.

In addition to a large quantity of cooked food, as well as flour and other provisions the relief committee brought out 100 complete outfits of clothing for women and a similar number for girls, and a miscellaneous lot for men and boys.

What is needed here more than any thing else is grave-diggers. Yesterday hundreds of bodies were lying around and there was no one to dig graves.

Yesterday morning at least fifty funeral processions passed the Associated Press headquarters. It was not an unusual sight to see two or three coffins going along one after another, followed by a number of mourners all in the same family. It was an impossibility to secure wagons or conveyances of any kind, consequently all funeral processions were on foot.

Twenty-five registry offices were opened yesterday. Up to noon 9,000 out of 34,000 were registered.

Conservative estimates put the number of lost at 7,000, and many men of calm judgment place the number at 10,000.

Silenced in Death.

PITTSBURGH, Pa., June 5.—"At three o'clock Friday afternoon," said Electrician Bender, of the Western Union, "the girl operator at Johnstown was cheerfully ticking away that she had to abandon the office on the first floor because the water was three feet deep there. She said she was writing from the second story and the water was gaining steadily. She was frightened, and said many houses around were flooded. This was evidently before the dam broke, for our man here said something encouraging to her, and she was talking back as only a cheerful girl operator can, when the receiver's skilled ear caught a sound on the wire made by no human hands. The house had been swept away in the flood."

Order at Johnstown.

JOHNSTOWN, Pa., June 5.—The stench arising from the bodies in the debris here is almost unbearable. Those who have been on duty here since Sunday are almost exhausted, and appeals have been sent to Pittsburgh and elsewhere for relief. Will Reed, of the Americus club, has been appointed mayor of the town, and his first official act was to issue a notice that all saloons in the town proper and suburbs should be closed, and he has enforced the order. He has also given orders to the armed guards to shoot any person found stealing from the dead bodies. The rowdy element is being rapidly cowed and when the militia arrives rules will be more strict.

THE CAUSE.

An Old Settler's View of the Cause of the Great Disaster.

JOHNSTOWN, Pa., June 7.—Thomas Jacobs, of Morrellville, is one of the oldest inhabitants of the Conemaugh valley. He said that the water of the river was much higher in 1857 than on last Friday, even after the dam had broken.

"The whole trouble about this deplorable affair," he continued, "results from the narrowing of the channel of the river and the deflection of its natural course. I remember well," he continued, "when the channel ran down below the mill where the bridge now stands. The channel has been narrowed along the entire course through the town by the dumping of refuse along the banks during low water. The Conemaugh has always been a shallow stream. After heavy rainfalls it rises rapidly, as all mountain streams do. Its watershed is large and the hillsides so constituted that the water runs down rapidly, causing quick rises and turbulent currents. Primarily, I hold that the Cambria Iron Company is responsible for narrowing the channel; secondly, the South Fork Club, for not having made the dam secure beyond all possibility of a break, and especially when they caused the the dam to be enlarged by raising the breast, and thirdly, the Pennsylvania railroad for having constructed the viaduct with such low arches and with ribs calculated to catch pieces of driftwood, if they happen to strike diagonally on the piers. The dam made by the gorge at the bridge is what engulfed the town."

THE WILLIAMSPORT RUIN.

A Scene of Destruction Along the Track of the Philadelphia & Reading.

WILLIAMSPORT, Pa., June 7.—Advices coming in show that the loss of property has been very heavy at all places near here. Morris, Tioga County, is a total wreck. Many mills, dwellings and other property were swept away. The Pine Creek railroad has suffered greatly. The track was torn away and a large part of the bank was washed out all along up to Blackwell's and beyond. At Salladasburg much damage was done. Houses and mills were flooded and in some instances moved and greatly injured. The plank road was torn up, bridges were carried away and other destruction caused at every point.

All along the line of the Philadelphia & Reading track through this city destruction meets the eye. Many cars were lifted from the tracks and torn to pieces, the number of houses taken away or toppled into heaps of rubbish can not yet be stated, but it is quite large. Along the entire river front going west from Pine street debris is piled even into the heart of the city.

Word has been received from the Crescent nail works, on the Northern Central railway, that the place has been nearly all washed away. The population took refuge on the side of a hill and are left entirely destitute.

FIFTEEN PASSENGERS.

The Dead and Missing From the East-Bound Trains.

PITTSBURGH, Pa., June 7.—The official railroad reports of the dead and missing from the east-bound trains that left Pittsburgh last Friday now give the number at fifteen passengers and the colored porter of the Pullman car New Orleans. There were no losses from the first two trains. The correct list of the dead is as follows: Mrs. Talbott, nee Long, of Cleveland, with two or three children; Cyrus Schick, of Reading, and his sister-in-law; Mrs. Stinson, who is a sister of Judge Stinson—Mrs. Schick saved her life by going back into the car to secure a waterproof; John Ross, of Jersey City; Mrs. J. B. Ranney, of Kalamazoo, Mich.; Miss Jennie Paulson and Miss Bryant, of Pittsburgh; Mr. Misall, manager of the Mansfield, O., base-ball club; Miss Annie Chrisman, of Beauregard, Miss.; P. H. Phillips (colored), porter of the Pullman car New Orleans; Mr. Swineford and daughter, Mrs. Smith and child, of Dayton, O., whose bodies have been forwarded; Miss Hurnish of Dayton, O.; Andrew Ewing, of Ligonier; Mrs. Mary Swing, of Bellefont.

The Drownings Around Lockhaven.

LOCKHAVEN, Pa., June 7.—Only one person is known to have been drowned in Lockhaven, but in the country the list of dead numbers twenty-eight. The names of the persons drowned with their former post-office addresses are as follows: Lockhaven, James Guilford; Wayne township, William Confer, wife and three children and two children of Jacob Koshner; Clintondale, Robert Armstrong and sister; Mockville, John Harter; Andrew K. Hein, wife and two girls; Salona, Alexander Whiting and wife, William E. Merheiser and the widow of Henry Snyder; Cedar Springs, the wife of Luther Seyler and three children, Seyler being rescued from a tree and his wife's dead body lodged on a drift pile within two rods of where he was clinging, the wife of Charles Cole and two children, and the wife of Clem Barner and two children. The damage in the county, including Lockhaven, will reach millions of dollars.

The Nineveh Victims.

JOHNSTOWN, Pa., June 7.—At Nineveh yesterday 746 bodies were consigned to the earth from the morgues about the town. Father Dorin conducted religious services at the St. Columbia Catholic Church at Cambria City. This army of the dead was placed in trenches. Less than 100 had been recognized by friends. None of them were claimed for private burial, however, as in a majority of instances the survivors were too poor to stand the expense. These bodies were gathered from up and down the river below Johnstown, and the commissioners of Westmoreland County furnished the plat where they sleep.

Estimating the Fatalities.

JOHNSTOWN, Pa., June 7.—The worst calculation of the disaster's horror shows that at least 2,500 bodies have been found; 3,000 at the lowest calculation are in the burned debris in the river; 3,000 are in unsearched banks around the Cambria works, down along the river and in the lower part of Johnstown; from 1,000 to 2,000 are scattered in the valley from Woodvale to the bridge and a thousand or two between Johnstown and Bolivar.

Remarkable Effect.

JOHNSTOWN, Pa., June 7.—In a gap above Johnstown the water has picked up a four track railroad covered with trains, freight and passenger, and with machine shops, a round house and other heavy buildings with heavy contents and has torn the track to pieces—twisted, turned and crossed it as fire never could. It has tossed huge freight locomotives and cars like packing boxes—torn them to pieces and scattered them over miles of territory. It has in one place put a stream of water a city block wide between the railroad and the bluff and in another place it has changed the course of the river as far in the other direction and left a hundred yards inland the tracks that formerly skirted the banks.

Infamous Birds of Prey.

JOHNSTOWN, Pa., June 7.—Early yesterday morning Chairman Hines of the relief committee was informed by several Pennsylvania railroad conductors that two or three women of questionable character had arrived in town. The railroad men watched them the entire route, and said that from their language they were procuresses who hoped to prey on unfortunate young women. Hines reported the matter to the police officials, who intend to warn all suspicious characters to leave the town at once. Hines said: "You can say that should I find the women and be sure they were here for such a purpose I would throw them into the river."

KANSAS CROPS.

Secretary Mohler's Favorable Report For May.

TOPEKA, Kan., June 7.—Secretary Mohler, of the State Board of Agriculture has issued the official crop report for May, making the most remarkable showing perhaps, for the season in the history of the State.

Reports now in from about 500 correspondents, representing 102 out of the 106 counties in the State, indicate an unusually good condition of crops generally throughout the State. The weather conditions have been pre-eminently favorable to the development of the wheat, as well as to the growth of rye, oats and barley, while the growth of corn has been retarded somewhat by excessive rains and cool weather. The agricultural conditions generally throughout the State are excellent at this date, and the prospects for abundant harvests in all crops could not be more encouraging.

Winter Wheat—The area as estimated by the correspondents of this board in the March report was 1,333,979 acres from the abstracts of assessors' returns already in, and special reports of county clerks, kindly furnished at our request, we find this estimated too low by about 175,000 acres. A few counties are yet to be heard from. Enough, however, is known to warrant us in placing the total area for the State in round numbers at 1,500,000 acres. The probable product per acre for the State is placed by our correspondents at 22.56 bushels, a fraction higher than the average product in 1882, which was the highest in the history of the State. This average per acre gives a total wheat product for the State this year of 33,780,000 bushels, or an excess of 17,644,880 bushels above that of last year.

Spring Wheat—The area as estimated by our correspondents in a previous report is 54,920 acres, and from the abstracts of county clerks now in we are warranted in saying that the actual acreage returned by the township assessors will not be less than that amount. The plant is generally in excellent condition and promises a full crop.

Corn—The acreage as estimated by our correspondents is 4 per cent. greater than that of last year, making a total area of 7,260,638 acres. The stand is good, only a fraction over 1 per cent. is reported as having failed to grow. The wet and cold weather has retarded the growth of the plant, however, as the important matter at this date is to secure a good stand. The prospect for the crop, except where excessive rains have interfered with its cultivation or rendered replanting necessary, is entirely satisfactory through every section of the State. It seems to be entirely free from insect depredations.

Oats—Oats in a few of the eastern counties are reported damaged to some extent by chinch bugs, but generally throughout the State they are in excellent condition and in many places promise extraordinary yield.

Rye—Rye is reported a good crop. The average product per acre is estimated at twenty bushels for the State.

Summary—Corn, compared with full stand, 98 per cent. Spring wheat, compared with a full stand and unimproved vitality, 95 per cent. Oats, compared with full stand and unimpaired vitality, 95 per cent. Barley, compared with a full stand and unimpaired vitality, 98 per cent. Potatoes, compared with a full average, 105 per cent. Tame grasses, compared with full average, 105 per cent. Apples, compared with full average, 75 per cent. Cherries, compared with full average, 102 per cent. Peaches, compared with full average, 92 per cent.

Rainfall and Chinch Bugs.—With the exception of the extreme southwest portion of the State our correspondents report rains abundant—in some sections excessive—for the month of May; and the weather being cool, the conditions were not only highly favorable to a vigorous growth of cereals, but in an eminent degree favorable to the destruction of chinch bugs, which in the early spring, probably because of the mild winter, were exceedingly numerous. Without this providential interference the damage must have been immense. As it was, in some localities wheat and oats were seriously hurt. The crisis, however, seems to be passed. The old bugs, which have done the damage, after depositing their eggs, seem to have filled their mission and died, and the young broods are reported either dead or in a dying condition. Enough, however, are likely to survive to be the source of much anxiety and loss before the corn crop is made.

Lard Tank Explosion.

HUTCHINSON, Kan., June 7.—Shortly after ten o'clock yesterday morning while General Manager Woods, of the N. K. Fairbank & Co. lard refinery, and George D. Lewis, superintendent of the same company's refinery at St. Louis, were testing the heat of a lard tank an explosion occurred which seriously injured the two men and a steamfitter named John Gavin. They were standing directly over the vat when it exploded, and were thrown to the ceiling above and covered with the boiling-hot lard. Lewis, in addition to being badly scalded, had his ankle bone fractured and received two dangerous wounds about the head. Physicians, however, think there are chances of his recovery. The injuries of the others, while serious and exceedingly painful, are not considered fatal. The accident is supposed to have been due to an over pressure of steam.

Fatal Barn Burning.

WINCHESTER, Kan., June 7.—The six-year-old son of Mr. Kessenger, a farmer who lives a few miles south of town, while playing in his father's stable Wednesday evening set fire to it and was burned to death before help arrived. Nothing but a few charred bones were recovered. All the contents of the stable were consumed by the flames, including a stallion belonging to Mr. Kessinger.

Must Pay the Bonds.

LEAVENWORTH, Kan., June 7.—A verdict was rendered yesterday in the United States Court against the Board of Education of Atchison for $31,699 49 on bonds to the amount of $26,000 held by Francis M. Dekay, of Orange County, N. Y., issued in 1869, by the board of which John A. Martin was president.

Coal Rates in Kansas.

TOPEKA, Kan., June 7.—The Railroad Commissioners have met representatives of the railroads doing business in Kansas to discuss the soft coal schedule of rates promulgated last March. This was the final hearing, a number of adjournments having been taken. After considerable talk the railroad men requested that further discussion of the matter with the board be postponed until July in order that the representatives of the different roads might be able to reach an agreement among themselves. The board respectfully declined this proposition and notified those present that if the arguments had ceased the board would take the rate question under advisement.

Mysterious Activity.

NEW YORK, June 7.—The United States cruiser Atlanta has been ordered out of dry dock, and the cruiser Boston in. What this sudden activity means nobody appears to know. Some naval officers suspect that the condition of affairs in Hayti means work for the cruisers. It is said that the authorities at Washington fear rioting as a result of Legitime's downfall and believe that American interests will be greatly jeopardized. The Ossipee is the only American vessel in Haytien waters and should riot run rife nothing short of a powerful force could save the lives of the foreigners.

CHURCH DIRECTORY.

M. E. CHURCH (German Society).—Preaching every Sunday, at 7:30 p. m.; also at 10:30 a. m. every other Sunday after Nov. 3. Sabbath school at 2 p. m. Prayer and praise service Wednesday evening at 7:30.
ADAM J. BEST, Pastor.

CATHOLIC CHURCH.—Services on the second fourth Sunday's of each month. Mass commences during summer at 9:45 a. m., in winter at 10:45 a. m.
Rev. Father BRANDCAMP, Pastor.

METHODIST EPISCOPAL.—Corner Forest avenue and Morton street, W. R. Watson, pastor. Services every Sabbath, morning and evening; Sunday school at 9:30 a. m. Young Peoples meeting Tuesday evening, prayer meeting Thursday evening.

CONGREGATIONAL.—Cor. Broadway and Stone street, W. A. Bosworth, pastor. Services every Sunday at 10.45 a. m. and 7:30 p. m. Prayer meeting Thursday night, young peoples meeting Tuesday night; Sunday school at 11:45.

PRESBYTERIAN.—Corner Broadway and William streets, J. W. Thompson, pastor. Services every Sunday at 11 a. m. and 7:30 a. m., Sunday school 9:30 a. m. Teachers meeting every Wednesday and prayer meeting Thursday evenings.

LUTHERAN.—Services at school house first and third Sundays of each month; Rev. Hasring, pastor.

CHRISTIAN CHURCH.—Services at the Court House on the second and fourth Sunday of every month at 11 o'clock a. m. Sunday school every Sunday at 3 p. m.

GERMAN United Evangelical—(New Lutheran) Services every Sabbath morning at 11 o'clock: Sabbath school at 10 o'clock.
Wm. Eshelmeyer, Pastor.

MISSIONARY BAPTIST (Colored).—Preaching every Sunday at 11 a. m., and 7 p. m. Sunday School at 3 p.m. Prayer meeting on Thursday at 7 p. m.

POSTOFFICE HOURS:
SUNDAY, 10:30 a. m. to 12:30 p. m.
WEEK DAYS, 7 a. m. to 7 p. m.
MONEY ORDER, 8 a. m. to 5 p. m.
REGISTERED BUSINESS, 7 a. m. to 7 p. m.
H. P. BAIN, P. M.

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After ten years exclusive sale, can now be obtained of all Druggists and Dealers in Medicine. It CURES—take notice—not simply helps but CURES LIVER COMPLAINT, Biliousness and Dyspepsia.

Is a strictly vegetable preparation and will CURE MALARIA, and all MALARIAL troubles.

Dr. S. H. Wise, of Boston, Ky. says: "Have practiced medicine 15 years, and find no equal to HERBINE as a Liver Regulator."

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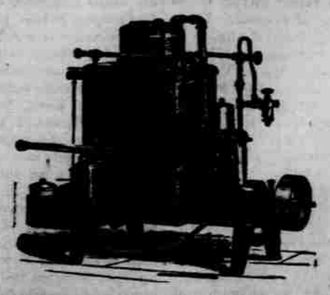
The  Shipman
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