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Will be found in the shop formerly occupied by Thos. Bateman, next door to Laub's livery barn, where he will be pleased to meet any of his old-time customers for Horseshoeing and General Jobbing. All work guaranteed first-class and prices reasonable.

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For a limited time, I will offer rare bargains in certain articles in my line, such as complete Buggy Poles and Shafts, all ironed and painted, complete sets of Buggy Whiffletrees, Wagon Singletrees, Dash Boards, Buggy Tops, Buggy Seats and many other things. I need room for other goods. If you are needing any of the above named articles it will pay you to call and learn prices at the old J. J. Hoffman shop, just south of the Wilson House.

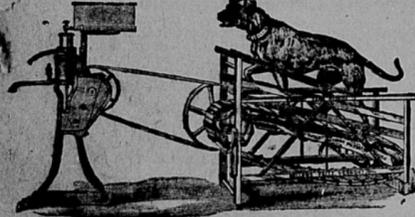
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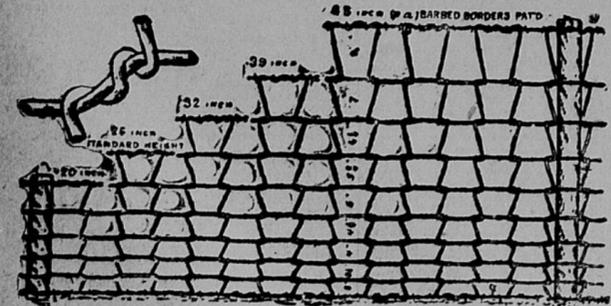
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Just now you want some Collar Pads. We have a large quantity of them at all prices. Fly season will soon here. Protect your horses by calling at our store see what we have in this line.

JOHN SCHNOOR.



Warner's Common Sense Fence. Don't buy your wire fence until you have seen this. Barbed top and bottom, hog proof. For sale by E. T. COCHRAN, Denison Iowa.

NEARLY FORTY KILLED

Bridgeport Trolley Car Jumps From a Trestle.

BUT TWO PERSONS ESCAPE INJURY.

The Line Was New and the Car Running at a High Rate of Speed Was Derailed and Flunged Forty Feet into a Pond Below.

BRIDGEPORT, Conn., Aug. 7.—Nearly 40 persons were killed by an accident on the Stratford extension of the Shelton Street Railway company at 4 o'clock yesterday afternoon, when a loaded trolley car went off the trestle over Peck's mill pond at Oronoque, about six miles north of Bridgeport and sank in the flats 40 feet below. Thus far 36 people are known to be dead and several more injured.

The identified dead are: JOSEPH HOTCHKISS, Bridgeport, engineer fire department.

HENRY C. COGSWELL, Bridgeport, member board of education.

WILFRED B. WELLS, shoemaker.

SELECTMAN ELIAS E. BRADLEY and WIFE, Milford.

WILLIAM OSBORNE, Stratford.

DANIEL GALVIN, Ansonia.

CONDUCTOR JOHN CARROLL, Bridgeport.

S. BANKS, Shelton.

MRS. McDONALD, Bridgeport.

WINTON LANTHEAR, motorman.

BESSIE TOOMEY, Bridgeport.

WILLIAM H. HARVEY, Bridgeport.

MRS. J. H. RUGG, Stratford.

MRS. FRANK BLEW and two children, Stratford.

WILLIAM MCCULLOUGH, Stratford.

THOMAS McNALLY, Bridgeport (identification not positive).

PETER RING, Bridgeport.

PATRICK McDERMOTT, Bridgeport.

MRS. PATRICK BRENNAN, Bridgeport.

ALFRED PITT, Bridgeport.

WILLIAM COTTER, Bridgeport (identification not positive).

IRVING DORUSE, Bridgeport.

MRS. WILLIAM H. HARVEY, Bridgeport.

JOHN GALVIN, Ansonia.

MARGARET FARRELL, New York.

Among the seriously injured at the Bridgeport hospital are:

Margaret Brennan, scalp wound.

Mrs. Sidney A. Hitt, Bridgeport, right leg fractured twice.

Margaret Farrell, right leg amputated above knee, will probably die.

George Hamilton, scalp wound, injury to leg.

Frank Kratt, Bridgeport, injuries about head and back.

Arthur Holmes, Bridgeport, contusion about the body, left leg crushed.

Fred Hillerous, scalp wound, bruised about the body.

Matthew Olvin, scalp wound, cut and bruised generally.

William Kelly, Bridgeport, sprained arm.

Mabel Rugg, aged 5, arm broken.

Charles Deunany, New York, stock broker, injured internally.

Only two unharmed.

Only two persons are known to have escaped unharmed. It is believed that there were 43 passengers on the car, but the indicator was removed by a conductor of another car and spirited away, so that at present it is impossible to state accurately the number aboard.

The scene of the accident is midway between Shelton and Bridgeport. The car was northbound, running toward Shelton. It was in charge of Conductor John Carroll of Bridgeport, who was among the killed, and Motorman Hamilton of Bridgeport, who escaped by jumping.

The trestle is 440 feet long, made of iron, with stone foundations and was not protected by guards rails. South of the trestle is an incline down which the car ran at a high rate of speed. After it ran onto the trestle for about ten feet the trucks left the rails and then the car continued on the ties for about 75 feet, when it went off the trestle and dropped into the pond below, overturning completely and up ending.

When the car struck the four-ton motor and the heavy trucks crashed into it, instantly killing many of the passengers. Three physicians who were passengers on a car a short distance behind rendered all possible assistance to the injured. Word was sent to Bridgeport and three ambulances and a police wagon were hurried to the scene and the injured were taken to Bridgeport general hospital. A morgue was improvised in the main room of the town hall of Stratford and in a very short time 23 bodies were laid out awaiting identification.

Witnesses of the Accident.

The accident was seen by Miss Frances Peck, who lives about 400 feet from the bridge. She was upstairs as the car was passing and says it was running at an unusually fast rate. Frank Cramer, who was bathing near the bridge, says the passengers were all singing and in the most joyful mood as they passed him. The road, which is practically controlled by the Bridgeport Traction company, was opened for traffic last Thursday.

Nearly the entire medical force of Bridgeport responded to telephone calls, but when the doctors arrived they were unable to do much for the few passengers who escaped instant death. The car, after upending, soon settled over on its side and there was little difficulty in removing the bodies of the dead, as well as assisting the wounded.

Motorman Hamilton is suffering from such a severe shock it is impossible to learn anything from him. President Andrew Radell of the railway company said that it was impossible for him to account for the accident. Immediately after arrival on the scene he made a thorough inspection of the tracks and trestle and could see nothing wrong and cars were being run at a high rate of speed, and claimed that every possible precaution had been taken to prevent accidents.

Theory of the Accident.

One theory advanced is that faulty construction was responsible for the accident. At the point where the cars

leave the road for the trestle it is alleged that the rails had sunk a little, and though the forward truck took the rails all right, the rear trucks did not connect and jumped the track, which caused the forward trucks to also leave the iron. It is believed that if proper guard rails had been placed on the trestle the car would have been prevented from toppling over.

Iowa Pythians in Camp.

DAVENPORT, Ia., Aug. 7.—The state encampment, Uniform rank of the Knights of Pythias opened yesterday at Davenport fair grounds. It will be one of the largest ever held in the state. Twelve companies are here and 20 or more coming. Religious services were held at the grounds yesterday afternoon by A. F. MacBeth of Hillsboro. There will be dress parade every evening except Tuesday, when the brigade will be inspected by Major General Carnahan of Indianapolis, Ind.

TELEGRAMS TERSELY TOLD.

A street railway strike is in progress at Eau Claire, Wis.

Admiral Dewey has accepted the reception tendered him by New York.

The ferment in Haiti may require the presence of an American warship.

Emperor William's sympathies are with the Boer government as against England.

Rev. George W. Pepper, D.D., died at Cleveland Sunday. In 1890 he was United States consul at Milan.

Mrs. Benjamin Grosscup, mother of Judge P. S. Grosscup of Chicago, died Sunday at Ashland, O., aged 78.

The deep waterways commission will report estimates for a larger lock on the site of the present Weitzel lock at the Soo.

The Russian newspapers and public protest against the admission of any other power into the Franco-Russian alliance.

The Illinois National Guard has invited the Tenth Pennsylvania regiment to stop in Chicago, Aug. 30, for a reception.

At Winnipeg Sunday the largest warehouse of the Boody & Noakes Linsseed Oil mill burned with loss of \$20,000, insurance, \$18,000.

At East Bernstadt, Ky., Sunday, Clyde Thompson was asked to stand aside that a man named Holt might shoot at a telegraph pole, and declining, was fatally shot.

Prince Von Hohenlohe, the German chancellor, was given an audience at a railway station Sunday, by Emperor Francis Joseph of Austria, who was passing through.

WITH THE HUMORIST.

Stubb—Moving from one house to the other so often has changed Briggs' favorite oath.

Penn—How is that?

Stubb—Well, he used to say, I hope I may never die!

Penn—What does he say now?

Stubb—I hope I may never move.—Chicago Daily News.

Captain Dreyfus' intimate friend was narrating to him the principal events of the last five years.

"It was about this time," he said, "that Mark Hanna became prominent in American politics."

Captain Dreyfus interrupted him.

"Who is Mark Hanna?" he asked.

And the intimate friend fainted.—Chicago Tribune.

"Look at poor Mrs. Jones dragging that heavy hose around sprinkling their yard."

"That's all right. Listen to Mr. Jones. He's putting the baby to sleep."—Chicago Record.

ONE BRAVE MAN.

And the Reason He Stood Firm While Under Fire.

A battalion of volunteer infantry was drilling in a field when a regiment of regular cavalry rode by. The colonel of the cavalry halted his men to watch the volunteers, and, getting into conversation with the colonel of the latter, he criticized their drill unfavorably, especially their want of steadiness. The volunteer colonel was a fierce fellow, and he cried hotly, "My men are as steady as any regiment of regulars."

"I do not think so," retorted the cavalryman, "and if you'll draw your men in order to receive cavalry I'll prove it."

The challenge was accepted, and the cavalrymen charged down upon the citizen soldiers, who awaited them in the usual way. Now, regular cavalry can charge to within a few feet or even inches of infantry at full gallop and then at the word of command pull up short. The volunteers, however, lost their nerve when they saw the huge horses thundering down upon them and showing no sign of stopping when a few yards off. They fled, all but one man, who remained on his knee, with bayonet leveled.

His colonel, enraged at the others' flight, approached the hero and, tapping him on the back, cried: "You are the only brave man in the regiment. You scorned to run."

"Yes, sir," gasped the hero. "I had my fut stuck in a hole, or I shouldn't have waited."—Spare Moments.

WITH THE HUMORIST.

Quinn—The doctor advised Busyman to take more exercise; to go around more.

DeFone—How does he manage it without losing valuable time at his desk?

Quinn—He purchased one of those revolving office chairs and now he goes around all day.—Chicago Daily News.

"This is about as hot as it can get."

"No; my wife hasn't quit shopping yet."—Chicago Record.

Tommy Tucker—You don't have to go through all that business every Sunday morning, do you?

Willie Upjohn—Yes, I do. We're pretty blamed high church, let me tell you.—Chicago Tribune.

Roland Rant—Roxey came down from Alaska with plenty of yellow stuff in his pockets.

Soubrette—There must be some pretty good throwers up there that can throw eggs in a man's pockets.—Chicago Daily News.

NEWS FROM NEAR BY

Prominent Farmer Commits Suicide Near Defiance.

COUPLE WED AT VAIL.

Sac County Jail Insecure.—Death of Engineer Masterson on the Fast Mail.—Denison People Abroad.

Charter Oak Republican.

Mrs. E. A. Tech was quite severely scalded about the face one day last week while preserving fruit.

Mrs. A. G. Bagge is enjoying a visit from her sister, Miss Ethel Higley of Buck Grove.

Fred Way, who was severely hurt by falling from a wind mill tower recently was in town Saturday and is rapidly recovering.

Mr. C. A. Patterson received the sad news on Friday evening of the death of his mother at Marion, and accompanied by his daughter, Miss Ruth, left on the evening train to attend the funeral, returning on Tuesday. His host of friends sincerely sympathize with him in this bereavement.

R. W. Bamford and family drove to Denison Monday, intending to visit a few days with relatives and friends and on Tuesday morning received the sad intelligence of the awful fate overtaking Mrs. Bamford's brother, J. Masterson, engineer of the Northwest-ern fast mail wrecked at Moingona bridge. Mrs. Bamford's friends feel the deepest sympathy for her in this bereavement and the more so as it is the fourth death in her father's family in a few months. They left Denison for Boone on Tuesday evening.

Vail Observer.

A letter from Mrs. Kinyon in England states that her health is about the same as when she was here and that she is quite disappointed with the country and prefers to live in the United States. She will probably return this fall.

MARRIED.

A quiet, but impressive wedding ceremony took place at St. Ann's church at ten o'clock this (Wednesday) morning when Miss Mary Scanlan and Mr. John Maloney became man and wife, Rev. Father Murphy officiating, J. Champion acting as groomsmen and Miss Maggie Maloney as bridesmaid. After the ceremony the parties drove to the home of the bride where a reception was given in their honor, and quite a number of invited guests were present.

These are two of our promising young people; they come of good families and are respected by all, and the very best wishes are extended to them by their many friends. The bride is the daughter of Mr. and Mrs. Daniel Scanlan, who live southeast of town, and was raised in this locality. She is universally liked by her host of friends. The groom's parents live near Denison, but he has been working his grandfather, John Ayer's, farm the past year or two and has proven himself a worthy young man.

Manilla Monitor.

Herbert Saunders will attend the National Guard's encampment at Burlington August 16 to 24.

Mrs. S. M. Neely and daughter, Miss Gertie left Tuesday for Ashland, Wis., to spend a few weeks visiting relatives.

Mrs. Geo. Miner, who has been under treatment in the hospital at Omaha returned home last Thursday greatly improved in health.

Roy Bigelow has resigned his position with J. M. Chapman and accepted the professorship of the Aspinwall school. Chas. Neely has been engaged as clerk to fill the vacancy.

L. W. Mitchell, our creamery man, returned to Manilla last Thursday in company with Cash Crakes, who arrested him at Perry on charge of embezzlement. He was put under \$300.00 bonds to await the action of the district court in October.

Sac Sun.

Mrs. H. C. Nash and four children leave today for Eagle Grove where they will reside. Rev. Nash being pastor of the Baptist church at that place. Mrs. Nash was a teacher in Sac City Institute for five years, and gained an excellent reputation as an instructor. She is a lady of culture and social qualities, and will be missed very much from Sac City, but her husband's work at Eagle Grove will be much more effective with her aid. Her son, George remains to clerk in the store of the Burk Bros. Drug Co.

Judge Elwood yesterday issued orders to the county auditor to take prompt steps to make the jail more secure by the construction of a substantial high fence. This order is approved by Sheriff Batie and Supervisor Richards and all good citizens who are conservant with the circumstances. As conditions are now, unless a strong guard should be posted about the building, it is impossible to prevent prisoners from having easy communication with their friends on the outside. The anxiety of the sheriff about keeping important prisoners under such circumstances is easy to understand. The fence will make the jail a much less desirable place for imprisoned liquor sellers, because it will interfere with their directing operations on the outside, as well as the easy procuring of liquid refreshments.

Onawa Gazette.

Dr. Bolles and family of Denison were out at Blue Lake camping and fishing last week.

Dow City Enterprise.

The latest news received before going to press is that C. H. A. Davis is gradually growing weaker, and it is thought can not live long.

Mrs. F. S. Stone returned home from Cedar Rapids Saturday where she has been for several months under the doctor's care. We are glad to report that she is some better.

Mr. Levi Noll has been quite sick during the past week. It seemed for a few days that he had lost his reason, but at present he is rational and getting better which his many friends will be glad to know.

Defiance Enterprise.

D. M. Cox, a prominent farmer and stock raiser, living two miles and one half north of Shelby, shot himself Wednesday of last week. It is said that he had been subject to mental derangement for some time past and had only returned from being treated at a sanatorium a few weeks ago. The morning he accomplished his self destruction he was apparently as sound in mind and body as usual. The son, with whom the farm was conducted in partnership, had returned from his work in the field and had gone to the house for something when he heard a shot fired in the orchard. Following the direction of the sound he found his father shot through the heart. He had used an old shot gun which he had discharged by the use of a stick. Mr. Cox was a man of about 60 years of age, and was highly respected in his community.

A SCORE DROWNED.

BAR HARBOR, Me., Aug. 7.—A score of persons were killed Sunday by the collapse of the gang plank of the Mount Desert ferry.

The dead:

Mrs. WILLIAM MURRAY, Brewer.

IRVING BRIDGES, West Hancock.

ALBERT COLSON, Lewiston.

MRS. ALONZO P. OAKES, Bangor.

MISS GRACE SUMNER, Bangor.

JOSEPH MURPHY, Old Town.

MRS. HOLLIS W. ESTY, Ellsworth.

CLIFFORD CLUSEMAN, Corinth.

MISS LIZZIE WARD, Bangor.

CHARLES W. DOWNS, Ellsworth.

F. E. SWEETZER, traveling salesman, Portland.

OSHA N. LANE, Danforth.

G. H. BENNETT, Brewer.

Mrs. C. S. STOVER, Ellsworth.

MELVIN MCCARD, Corinth.

MRS. A. H. BILLINGS, Bangor.

MRS. GEORGE DEWEY, Bangor.

MISS LEWIS, Hampden, Me.

UNKNOWN WOMAN, believed to be a saleswoman for a Boston publishing house.

The Maine Central railroad ran excursions to Bar Harbor from all sections of its line in Maine, the attraction being the warships, which were expected yesterday. The train which left Bangor at 8:35 consisted of 19 cars jammed with people. At Mount Desert ferry, the terminus of the line, the train is left for the boat for an eight-mile sail to Bar Harbor. From the wharf a slip or gang plank 40 feet long and 10 feet wide led up to the boat. The slip, which was hinged at the inner end, was raised or lowered to suit the tide. The wharf extends on both sides flush with the end of the wooden gang plank; five timbers 6 by 12 set vertically run the length of the plank these were crossed by two-inch planking. It was said that there was no support for the plank between the hinges at the outer end.

How the Accident Happened.

When the excursion train from Bangor arrived at the ferry there was a rush for the steamer Sappho. The first few passengers had crossed the gang plank safely and it is estimated that 200 people were massed on the plank. Suddenly they felt the plank give beneath them. The long timber supporting the plank broke in the middle. The hinges held up one end and the chain the other, while the broken ends of the plank dropped and a struggling, screaming mass of humanity was precipitated into the water, 15 feet below the wharf. A few clung to the inclined sides of the plank, but at least 150 were struggling in the water. The piling of the wharf partially penned them in on three sides and the boat lying at the wharf closed the outer end of the opening.

After the first moment of stupefaction the work of rescue began. Ropes and life preservers were thrown to the crowd, but in the panic the people in the water clutched one another and many sank thus in groups in a death grapple. Many were taken from the water unconscious and were revived with difficulty. Doctors were summoned from all directions, but it was half an hour before the first arrived. The freight house at the ferry was turned into a morgue, the bodies being taken there for identification as fast as recovered. By noon 17 had been recovered. Three other persons were taken on board the Sappho and died on the way to Bar Harbor. The exact number of dead will not be known for some time yet, as a strong tide sweeps under the pier and some bodies may have been carried away by it. A diver, who was set to work without delay, was engaged in his search until 9 o'clock, but only the 17 bodies were found.

A Panic on Shore.

The awful nature of the accident was not comprehended for at least a minute by those who were the last to leave the train, although the scene changed instantly from one of holiday gaiety to a death struggle. When the first moment of the calamity had passed a panic seemed to seize those who were safe and they drew back from the edge of the water, but for only a minute, as then the cooler heads in the crowd, more especially among the officers and crew of the steamer, asserted themselves and the work of rescue began.