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**JAS. H. SHEPHERD,**  
"New Shepherd's Rancho,"  
OTTUMWA, IOWA.

Nos. 209-211 West Main St.

### SAVED MANY LIVES

#### PROMPT ACTION OF A TRAIN DISPATCHER PREVENTS TERRIBLE CATASTROPHE.

H. H. Berry Formerly An Operator in the Burlington Offices in This City—New Sleeping Coaches—Railroad Notes.

H. H. Berry, a train dispatcher at Washington, Ind., whose quick action prevented a fearful loss of life in the wreck on the Baltimore & Ohio at Caseyville, Ill., last week, was for several years an operator in the Burlington offices in this city and for a time was clerk to Chief Dispatcher C. W. Messenger. The wreck was caused by a collision of two passenger trains, and Engineer Lawrence B. List was killed.

Mr. List was engineer on the west bound train and it is said that it was because the crew of this train forgot that they were to meet the east bound world's fair train that the wreck resulted. The latter train was stopped at Caseyville, but before it could be got onto the siding it was struck by the west bound train. Several of the passengers and trainmen sustained slight injuries, the only fatality being that of Engineer List. Both engines were smashed and the baggage cars were demolished.

#### Quick Action of Dispatcher.

Regarding the action of Dispatcher Berry the Herald of Washington, Ind., says:

"But for the quick thinking and action of H. H. Berry, train dispatcher at Caseyville, the wreck Thursday at Caseyville would have been the worst that ever occurred in this section of the country, and the loss of life terrible. Berry managed to avert the loss of life, but he could not prevent the wreck.

"The dispatcher had charge of that district of the road Thursday at noon and train No. 5 was running about forty minutes late on the west end. The train passed Hanover, Ill., and the dispatcher thought that the crew meant to sidetrack at Furmans, a small station 4.4 miles east of Caseyville, to allow No. 6, east bound, to pass. He was sitting at his desk when the telegraph operator at Furmans reported 'No. 5, by 12:34 p. m.' The dispatcher knew at once the crew of No. 5 had forgotten that train No. 6 was coming eastward and was only a few miles away.

"No. 6 has 'rights' over No. 5, and the last was also running behind time. Hardly had the operator at Furmans finished his brief report of No. 5 until Berry realized the situation.

#### Stops Train No. 6.

Quick as a flash he began calling the operator at Caseyville, and instructed him to stop trains 5 and 6, and to get in the clear the first train that arrived. No. 6 was due at Caseyville at 12:37 and No. 5 has passed Furmans 4.4 miles away at 12:34 going at a high rate of speed.

The frightened operator swung around his block and a half minute later No. 6 swept in from the west. Seeing the signal to stop, W. A. Borders, engineer, threw on the emergency air brakes and the train stopped near the station. They started to back and then looking to the east the crew saw 5 bearing directly upon them, the great machine going at the rate of sixty to seventy miles an hour. Reversing, Borders started his train backward and had gone forty feet when the crash came at 12:38 o'clock.

The two seconds from the time Berry sent his instructions to the Caseyville operator until the brief message came,

"There is a hell of a mess in front of the depot," seemed like hours to Berry and the local officers. It was two hours before they received the particulars of the wreck from an operator that had been sent there.

#### Railroad Retrenchment.

Close students of the present commercial and industrial situation are beginning to suggest that too much is being made of the apparent depression in railroad traffic. It is true that general commercial interests have been and are still being affected to a marked degree by the heavy reduction in expenditures of the railroad companies generally throughout the country. At the same time the loss is a comparative one, the comparison being made with a period of phenomenal prosperity and activity. The increase in the cost of operating the railroads since 1898 has been from \$139,000,000 to \$300,000,000 a year, so that there is still room for further lessening of outlays before the figures of six years ago are reached.

#### Division at Laredo.

Work on the necessary improvements for the establishment of the Milwaukee division point at Laredo began last week. It is expected that a ten-stall round house and a seventy-foot turn-table will be among the improvements. Five new tracks varying from 1,400 to 2,800 feet in length have been provided for. The work is to be completed by August 15. A steam shovel to be used in the work at Laredo passed through the city today.

#### Baggage Rates in St. Louis.

The St. Louis association of general passenger and ticket agents met Saturday and received a full statement from George J. Tansey, president and general manager of the St. Louis transfer company, with regard to the new rates for the transfer of baggage, which took effect June 10 in St. Louis. Mr. Tansey announced that the tariff in existence for fifteen years past had been carefully revised in view of the growth of the city in all directions and that it compared favorably with the baggage rates in other large cities throughout the country. The transfer company had to be heavy operating expenses, increased cost of labor, equipment, supplies and maintenance. Offices for the convenience of the public are established at 506 Chestnut street, and in the West End at 4710 and 4712 Delmar avenue, in addition to the Union station office and the baggage storeroom at Nineteenth and Chestnut.

#### Basis of New Scale.

The new scale of rates is based upon the distance from Union station, the city of St. Louis being divided into four districts, and the charges are as follows: First district, bounded by Cass avenue north, Lafayette avenue south and Vandeventer avenue west—Each trunk, 35 cents; hand baggage, 25 cents each piece; minimum wagon load, \$6. Second district, Arsenal street south, King's highway west, Palm street north—Each trunk, 60 cents; hand baggage, 50 cents; wagon load, \$12. Third district, Chippewa street south, Hamilton avenue west, Kosuth avenue north—Each trunk, 75 cents; hand baggage 35 cents; wagon load, \$15. Fourth district, Meramec street south, Florissant avenue north—Each trunk, \$1; hand baggage, 40 cents.

#### Sleeping Cars de Luxe.

The Canadian Pacific Railway has just put in commission the first of a batch of new sleeping cars, with which to reinforce its already large stock. The continual increase in transcontinental travel the growing popularity of the Canadian Rockies and the filling up of the northwest, has compelled the company to establish a double daily service from ocean to ocean, which has been instituted by the departure from the Windsor Station, Montreal of the Imperial Limited running as an evening train and as a daily. To meet this expanded service

a large number of additional cars were imperatively necessary, so fifteen were built of which the first are already on the road.

The Wokefield and the Waskaba show at a glance how carefully the company has provided the luxuries as well as the conveniences of travel. Everything an up to date car should be these are. They run smoothly on two six wheeled trucks and have the easiest possible motion. The jarring inseparable from fast running over the smoothest roadbed is thereby reduced to a minimum and perfect rest at night is ensured. The vestibules are of the "extended platform" order that is to say the vestibules, boxed in with glass have been considerably enlarged so that a number of passengers may stand outside and view the scenery in safety and comfort.

The interior fittings could not be surpassed for appropriateness of design and beauty of execution. The effects in the smoking and drawing rooms are particularly happy and the general air of brightness and comfort is most inviting. The walls have a mahogany finish with panels polished almost to the brightness of a mirror, while around the doors, windows, etc., is an inlaid pattern of tasteful design. The carpets of thick Wilton, like all the other upholstery are of a green shade, very restful to the eye.

Upholstery for its own sake has, however, been omitted from the car. Experience has shown the numerous draperies with which the drawing room and sleeping cars used to be loaded up were soon full of dust and dirt. They are therefore, now used as little as possible and the beautifully polished panelling really gains by having nothing to hide its grained surface. The seats are covered with heavy, green plush, and are most inviting from the comfort of their design and the softness of their cushioning.

#### Bolt Caused Wreck.

The placing of a three-quarter inch bolt on the rail by some person, is the theory advanced by a division official of the Burlington as the cause of the passenger train No. 13 being derailed near Mendota, Ill., last Thursday according to the Galesburg Republican-Register.

At the point where the wheels of the locomotive truck left the track was found this old bolt. It was about six inches long. The nut at one end had been crushed by the wheels, showing clearly that it had been on the track. The marks were fresh and were not weathered as were the rest of the bolt. This bolt had been laid on the rail and when the wheel had been raised so high by the nut, its flange was above the level of the rail and as a consequence the truck wheels were derailed.

#### New Engine for Burlington.

Engine No. 2700, just out of the Baldwin shops at Philadelphia, is a new engine that especially for the Burlington. The engine is of the class P4 type and similar in many respects to the 1900 series. It will be broken in on freight runs, probably in Illinois, Iowa and Missouri, and will finally be put on the passenger runs.

#### Railroad Safeguards.

The report of the state railroad commissioners soon to be ready for distribution shows that as the result of safety couplers, the power brakes, the lock system of operation and interlocking switches, the straightening of the road beds and strengthening of lines, the number of accidents is being steadily reduced. During the year ended June 30, last for which the report is made there was built about 340 miles of track, chiefly by the Milwaukee, the Great Western and the Iowa Falls road, and in all cases the work done has been of the highest order both as to road bed and bridges, so that the new lines compare favorably with those that have been built many years. The commission renews the recommendation of former years as to the great value of under and over crossings, even for farm crossings, in place of grade crossings, especially in view of the increasing number of trains and greater need of safeguards. The commissioners report that the block system of operation is being adopted generally, much to the improvement of safety.

#### Couplers and Brakes.

Statistics are given as to automatic couplers and train brakes. It is found that of the 267,127 cars made use of by the companies in Iowa, they report that 204,859 were equipped with automatic couplers, and 217,072 with power or train brakes. This is an increase of about 30,000 in the former and 35,000 in the latter for the year.

#### Record of Accidents.

The record of accidents on the railroads of the state for the year of the

report is considered very good. There were 42,484 employees reported. Of these there were 11 killed while coupling, 27 killed while running, 33 injured while coupling, 27 killed falling from trains and 87 injured by falling from trains. Some years ago the annual list of fatalities and injuries was much larger than this.

As for accidents to passengers and employees the report shows: Passengers killed 7, employees killed 100, others killed 143; passengers injured 169, employees injured 1,001, others injured 147.

#### Pay of Employees.

In regard to the compensation of railroad employees in Iowa the report shows that the 42,484 employees of the companies in the state received for the year ended June 30 last, a total of \$24,688,563, or an average daily wage of \$1.83. This is just one cent a day higher than in the previous year and 5 cents a day less than in the year before that. In 1890 the average daily wage was reported to be \$2.12.

#### Average Wages.

The report makes some interesting comparisons as to the wages of different classes of employees. The average daily compensation of different kinds of employees is as follows: General officers \$5.94; other officers \$4.64; general office clerks \$2; station agents \$1.79; other station men \$1.55; engine men \$3.81; firemen \$2.20; conductors \$3.56; other trainmen \$2.01; machinists \$2.22; carpenters \$2.08; other shopmen \$1.75; sections foreman \$1.73; other trackmen \$1.17; switchmen, flagmen and watchmen \$2.25; telegraph operators and dispatchers \$1.97; all other employees and laborers \$2.02.

#### Railroad Notes.

George Cosselman has resigned his position as clerk at the Burlington freight depot and will enter the service of the Milwaukee as car accountant Saturday.

S. F. Boyd, of Davenport, division passenger agent of the Rock Island, was a business visitor in the city Thursday.

The Rock Island had two special trains last night, one east and one west, for the accommodation of the Mystic Shriners.

Superintendent G. W. Fabens, of the Burlington, went west on fast mail No. 7 this morning on a short business trip.

Burlington fast passenger train No. 6, due in Ottumwa at 1:25 o'clock in the afternoon, was five hours late Thursday, being delayed by western connections.

Yardmaster S. C. McKinley of the Milwaukee is in Dubuque this week on business. Vice Clerk A. Lyon and Switchman E. B. Greene are running the junction yards during his absence.

Traveling Freight Agent E. S. Hull of the Rock Island was in the city Tuesday on business.

President George B. Harris of the Burlington Second Vice President Daniel Willard, Superintendent of Iowa Lines, H. C. Nutt and Superintendent G. W. Fabens arrived in this city Monday afternoon on a special train drawn by the Burlington inspection engine. The officials were on a tour of inspection.

Superintendent J. A. Davis of the Iowa Central with headquarters at Okaloosa, who is well known among the railroad men of this city, has resigned his position. The resignation becomes effective July 1. Mr. Davis will be succeeded by C. S. Hadden who has held the position of trainmaster for several months.

Walter Holmes, clerk at the Rock Island freight depot, left Saturday for a two weeks' visit at the St. Louis exposition. His place is being taken by Tony Payne, of Muscatine, formerly of this city.

J. C. Pinnersey, agent for the Rock Island in this city, accompanied by his wife, returned Monday morning from an over Sunday visit with relatives in Knoxville.

R. D. Bizenline, cashier at the Milwaukee freight depot, left Saturday to spend a few months' vacation in the south. Joe Whelen is acting as cashier and Harry Johnson is taking Mr. Whelen's place.

William Mecher, clerk in the office at the Burlington freight depot, visited with friends in Davenport yesterday.

#### Humanity's Weak Spot.

There are more deaths directly due to weak lungs than to all other diseases combined. They are humanity's weak spot—the breeding-place of consumption. When the slightest symptom of trouble is felt in the lungs you should begin the use of Dr. Boschee's German Syrup at once. It is made especially to soothe, heal and strengthen the lungs, throat and bronchial tubes. German Syrup is a never-failing remedy for consumption. Trial bottle, 25c. Big bottle, 75c. Ask Sargent, the True Druggist, Cor. Market and Main.

#### July 8th.

The Nickel Plate Road will run an excursion to Chautauqua Lake and return on one fare for the round trip, from Chicago, with return limit of August 9th, by depositing ticket. Transportation good on any of our three daily trains. Cheap rates to other eastern points. No excess fare charged on any train on Nickel Plate Road. Inland club meals, ranging in price from 35c to \$1.00; also service a la carte, in Nickel Plate dining cars. Write John Y. Calahan, General Agent, 113 Adams street, Room 298, Chicago, for particulars. Chicago city ticket offices, 111 Adams street, and Auditorium Annex, phones Central 2057 and Harrison 2208.

#### Fourth of July Rates.

For the Fourth of July the Iowa Central Railway will sell round trip excursion tickets on July 2, 3 and 4th at one and one-third fare to all points within a radius of 200 miles; return limit July 5. See ticket agent for particulars.

#### WILL HAVE HOLIDAY.

Rural Mail Carriers Will Not Deliver Mail on July 4. Postmaster Fred W. Wilson has received an order from Fourth Assistant Postmaster General J. L. Bristow to the effect that the rural mail carriers are to be given a holiday Monday, July 4. Last year the Fourth of July was

McCalls  
Bazaar  
Patterns  
10 and 15c.

# Donelans

ST. LOUIS STORE

We Sell  
1.50 Copy-  
Righted  
Books at  
50

## MONDAY'S STORE NEWS

### GOOD READING FOR ECONOMICAL PEOPLE

It is the Donelan Policy to keep things moving in every section of the store all the time. Never to allow any dead stock, no matter how big a loss we must take to close it out. When we make mistakes in buying—the wrong thing or too much of anything, we set ourselves right by turning the purchases over to our trade at Mill Prices or less if necessary.

Through our connections with other big stores in all parts of Iowa, we make scores of Special Purchases, Sample Lots, Surplus Stocks, etc., and we never fail to give our customers all the savings we make in this way. That's why every day we offer many remarkable values, and hundreds of people fully realize how well it pays to watch our ads.

## These Bargains Are For Monday.

Best standard table oil cloth in marble, white and fancy, worth 20c, a yard, Monday only

**12½c a yard.**

25 pieces of new fancy dress prints worth 6c a yard, sale price Monday

**3½c a yard.**

Yard wide good weight round thread unbleached sheeting, 6c grade, at

**4½c a yard.**

Very best 8-13c grade heavy all linen unbleached crash, at

**6c a yard.**

20 pieces pretty Scotch lawns and challies, new summer patterns, Monday choice

**3½c a yard.**

500 yards regular 10c grade plat. Val. laces, Monday, choice

**5c a yard.**

**Odd Lot Dress and Walking Skirts**

in black and colors, also new Scotch novelties, all nicely tailored, worth \$3.50 to \$5.00, while they last

**Choice 2.35**

**Ladies Stylish New Duck Skirts**

in checks, polka dots, also plain black and white, wide handsome flare, nicely trimmed, sale price only

**1.50**

**Ladies' 5.00 Shirt Waist Suits**

Made of best grade plain cotton voile, piped and foot pleated, sale price Monday, only

**3.95**

**Arnold B. Heine & Co.**

### Traveling Men's Sample Handkerchiefs

100 dozen pretty dainty lace and embroidery trimmed handkerchiefs, A great variety of new designs. Not one in the lot worth less than 18c, Many worth 20c and 25c. On sale Monday and while they last

### Your Choice 10c.

Ladies 18c grade fast black lace stripe hose

**12½c a pair**

Misses best 15c grade heavy ribbed fast black hose, sale price

**10c a pair**

A dozen pieces regular 15c grade, fine sheer grass bleached India linen

**11½c a yard**

**75c Table Linens**

wide heavy pure linen cream damask in the newest designs, Monday only

**50c a yard**

Our finest \$1.25 grade large size white crocheted bed spreads, sale price

**95c each**

**Great Bargains in Silks**

Lot of 35c grade fancy stripe corded wash silks, Monday

**15c a yard**

85c and \$1 grade fancy silks for shirt waists and shirt waist suits, Monday, choice

**59c a yard**

Ladies \$1 white shirt waists in large sizes, Monday only

**29c**

Our best 75c good muslin gowns, lace trimmed and tucked, sale price

**45c**

# BULL OR BEAR

Clothing market steady, but prices low.

Kuppenheimer Tibbits, Chevots, Worsteds quoted at \$13.50, par value \$18.00.

Recommended as a gilt edge investment.

Homespuns and Crashes quoted at \$10.00. Just a little while ago they found plenty of takers at \$15.00

Similar low quotations on Shirts, Hats, Furnishings, etc., etc. Cause for low level attributed to contemplated retiring from business of firm. Everything indicates that the present supply of stock will soon be greatly reduced and that a like opportunity will never come.

Better take a tip from us and go long on these goods. If you don't need them now, buy for future delivery. The daily dividends in wear, comfort and satisfaction will soon return the amount of your investment twice over.

Market closes at 6 o'clock. Put in your order early.

## KERFOOT CLOTHING CO.

103 East Main St. Ottumwa, Iowa

the one holiday the rural carriers were allowed. The order is as follows: "In accordance with the order of the postmaster general, rural letter carriers are granted permission to observe Independence Day, July 4, 1904, as a holiday. No deliveries of mail to patrons or intermediate officers shall be made by them on that day and no deductions shall be made in the carriers' salaries on account of the suspension of the service on that day. In your office part of that day mail should be delivered to rural patrons if called for." In accordance with the above order mail will be delivered from the Ottumwa office to rural patrons from 9:45 a. m. to 10:45 a. m.

**MRS. PALMER AT REST.**

Funeral Services Conducted From Sacred Heart Catholic Church. The funeral services of the late Mrs. Lucy Natalie Palmer, who died at her home, corner of Jay and Elm streets, Wednesday morning, were conducted from the Sacred Heart Catholic church this morning at 9 o'clock, Rev. Father James Foley officiating. Interment was made in Calvary cemetery.

Funeral of James Holman. The funeral services of the late James Holman, who died at his home, 1515 Bertha street, Wednesday afternoon, were conducted from the residence this afternoon at 2 o'clock, Rev. J. M. Bailey pastor of the First Christian church, officiating.

**AGENCY.**

Agency, June 24. — C. W. Courtney is building a new dwelling. Mrs. John Askren has returned to her home in Albuquerque, New Mexico.

Mrs. E. D. Fair and daughters Amy and Jessie have returned from an extended visit in California, Washington and other western states and report a delightful trip.

Miss Bertha Peck of Peckville, Penn. is here visiting her brother, George C. Peck.

The rural mail carriers will not deliver mail on July 4.

Jacob Garven of Tacoma, Washington, and his daughter, Mrs. Dora Agee of Unionville, Mo., visited friends here this week.

Miss Kate Shearer entertained about twenty-five of her friends on Wednesday evening. Refreshments were served.

The Cliffland Congregational church will give an ice cream social on the church lawn Saturday night, June 25. All are invited to attend.

**\$100—Dr. E. Detchon's Anti-Diuretic** may be worth to you more than \$100 if you have a child who soils bedding from incontinence of water during sleep. Cures old and young alike. It arrests the trouble at once. \$1. Sold by W. W. Ennis, druggist, Ottumwa, Ia.