

STRICTLY ONE-PRICE.

# NATE WERTHEIM,

THE RHYMING CLOTHIER.

PARK HOTEL BLOCK.

There are some men in our town  
Who think they're wondrous wise;  
They croak and growl and cry "hard times,"  
And yet won't advertise;  
And, when they see the sheriff near,  
With all their might and main  
They jump upon their creditors  
And yell "hard times" again—  
Agane and agane—  
And yell "hard times" agane.

Not so with Nate; he'll advertise  
And keep his business brisk—  
Invest his cash for big returns  
At minimum of risk;  
Will sell his goods at lowest price;  
Deal squarely with all men  
And make them feel quite satisfied  
To trade with him again—  
Agan and agan—  
To trade with him agan.

## GREAT HEAVYWEIGHT BATTLE

(Continued from First Page.)

ach, which was the only good blow delivered in the round.

Twenty-seventh Round—Corbett landed a good right on Jackson's jaw and received two from Jackson on his own jaw.

Twenty-eighth Round—Both men were very wary. Jackson still led for Corbett's jaw and reached it several times. Corbett landed twice on Jackson's wind and near the end of the round reached Jackson's ear hard. Corbett was forcing Jackson when the round closed and there was great cheering.

Twenty-ninth Round—Corbett still forced and reached Jackson's head and body several times, receiving one or two counters. Jackson was staggered by several of Jim's onslaughts, but he held up well and toward the end of the round Corbett's attacks were showing on his own wind.

Thirtieth Round—Jackson struck Corbett on the jaw and a clinch followed. Corbett was trying to get in a knock-out but Jackson held him off. Jackson seemed much weaker and was forced to the ropes several times amid cheers for Corbett.

Thirty-first Round—Corbett was still forcing, though he made no very vigorous attacks, both men being too tired to do much.

Thirty-second Round—Jackson rallied and took the aggressive in this round, though he did little beyond giving Corbett a hard rap on the side.

Thirty-third Round—Both were very cautious and nothing was done.

Thirty-fourth Round—Resulted as the previous one did. Both men were trying to gain strength.

Thirty-fifth Round—This round was very tame.

Thirty-sixth Round—Not a blow was struck. Nothing at all was done in the thirty-seventh.

Thirty-eighth Round—This round like the four or five previous rounds, was simply a walk-around.

Thirty-ninth Round—Was similar and spectators became impatient. Jackson apparently was stronger.

Fortieth Round—Jackson struck Corbett in the jaw and received a punch in the wind.

Forty-first Round—There was a rally in which both men landed several times. Jackson did most of the forcing and landed two heavy rights on Corbett's wind and heart.

Forty-second Round—The men relaxed into walk-around again.

Forty-third Round—Corbett was plainly a weaker man. Still nothing done.

Forty-fourth Round—It looks as if the men were good for an hour or two longer. Nothing done.

Forty-fifth Round—Same story.

Forty-sixth Round—Jackson was caught hard in the throat and again on the heart, staggering him a little. Corbett landed a heavy straight right in Jackson's side.

Forty-seventh Round—Jackson's lips were swollen some. Corbett showed severely any marks on the face but there were a number of red spots on his body. This round was like others—nothing done.

Forty-eighth Round—Few blows exchanged but honors were even.

Forty-ninth Round—A few light blows struck.

Fiftieth Round—Not a blow struck.

Fifty-first Round—It was 12:25 when this round was concluded. The fight seemed to resolve itself into a wearing-out contest.

Fifty-second to Fifty-fifth Round—Nothing was done. At 1:10 a. m. there are no signs of a finish, and the spectators are protesting loudly.

Fifty-sixth Round—The walk still continued.

Fifty-seventh Round—The men continued to walk around amid derisive cries from the sleepy crowd.

Fifty-eighth Round—Like the others and was concluded at 1:26.

Fifty-ninth Round—Both men very weary.

Sixtieth Round—Referee Cook told the men they would have to fight, but it had no effect. There were loud shouts for a draw. The men had fought four hours. At the conclusion of this round at the end of the sixty-first round, Referee Cook declared the men could fight longer and declared the fight no contest.

It was 1:23 when the referee declared the fight finished. This decision met with little opposition. Both men were extremely weak, and it was plain that neither could strike effective blows. No decision was given as to the purse.

## A MINNEAPOLIS BLAZE.

Eight or Million Feet of Lumber Go Up in Smoke Loss, \$175,000.

MINNEAPOLIS, May 21.—Early this morning a fire broke out in the lumber yard of J. W. Day & Co., situated between Twenty-fourth and Twenty-fifth streets north and River and First streets. About 1,500,000 feet of lumber was picked up by the flames, involving a loss of \$175,000. The fire was discovered early by the watchman. It caught from a spark, presumably thrown from a refuse burner of the Ashley Lumber company's mill.

The Day lumber yard occupies about seventeen acres of ground, much of which is made of the refuse of saw mills, edge saw dust, etc. Between the yards and mill is a high embankment of the Northern Pacific railroad, which crosses

## A FULL HARVEST OF DEATH.

A Package of Dynamite Explodes Upon a Moving Train in New York.

A SCORE OF MEN SENT TO ETERNITY.

The Victims Blown in Every Direction and Many Into the Hudson River.

Houses Shattered and Walls Cracked for Miles Around—Large Numbers Wounded.

A TERRIBLE EXPLOSION.

Nearly Twenty Men Killed and as Many More Wounded.

TARRYTOWN, N. Y., May 19.—There was a horrible accident here today, by which the loss of life is estimated at between sixteen and twenty and the injured as many more. An engine and one flat car were conveying a load of Italians and twenty-four cases of dynamite, each case containing fifty pounds. The Italians were being taken to a section of the road where a third track was being laid. A coil of rope lay in front of the truck of the engine. Just as the train was passing Holmes' point, midway between Tarrytown and Irvington, a spark from the locomotive ignited the coil of rope. The moving train fanned the fire and before the Italians realized their danger one of the packages of dynamite exploded. William Brannigan, engineer of the derrick train, happened to be 150 yards from the track at the time. He tells the following story:

"When the coil of rope set fire to the first package of dynamite one of the men seeing it on fire sprang off the flat car. He fell under the wheels and was killed. The next moment there was a rumbling noise; a dense cloud of smoke and a flying mass shot up in the air. Before the explosion some Italians had tumbled off and a few saved their lives by so doing. The train had just about come to a stop. Brannigan saw one man blown fifty feet in the air. He fell into the Hudson river. Another man was blown over on a bluff. Others were blown in various directions. Several are supposed to have been blown into the river. James Niskern of Yonkers was one of the gang and went to Tarrytown to have his tools sharpened. The gang was then working at Mount St. Vincent. While he was away in Tarrytown the gang was moved. When Niskern was returning from Tarrytown he saw the wreck made by the explosion. He says he counted sixteen dead men on the track and sixteen wounded. He understood that twenty men had been blown into the Hudson river. Most of them were Italians.

George Hecker, engineer of the train, was cut on the head. So was Fireman Leonard Pam. Pam also had three or four ribs broken and he was badly shocked. John Smith, brakeman, was killed. J. Connors, conductor, was badly injured and was sent to his home at Tivoli. Jimmie Garrison, a boy employed in carrying powder, was also killed. John McCarthy, time-keeper, was killed. The others killed are all Italians. It is now said eighteen in all were killed. The names of the Italians are not known. They are known only by numbers. Twenty-five men are injured. Among them was Tom Finnegan, blacksmith and foreman, his leg being smashed. Two bodies have been taken out of the river. No body knows how many more remain there. Two Italians who were not killed by the explosion were so badly frightened they ran to the river and jumped into it. They have not been seen since.

The waiting room of the beautiful new station in Tarrytown was turned into a temporary hospital where all the surgeons who could be gathered up operated on the sufferers. The wounded men were stretched upon the waiting room floor and there one of them, an Italian died on the floor after the removal looked about in great pools. As to the number of men on the train, accounts differ. Some say there were 33. The lowest estimate places the number at over 30. Disston, the boss, thinks there were over 40, and as a matter of fact, the number of those blown either to atoms or into the river is to a certain extent a matter of speculation. The train was torn to atoms, railway tracks ripped from their beds and a great hole dug out of the earth, blocking traffic on the railroad for many hours. Up in Tarrytown, over across the river in Nyack and all up and down the stream it was terrific. The ground trembled as though in an earthquake; walls of several Tarrytown houses were shaken and cracked and in Tarrytown streets window glass fell in showers to the sidewalk. Even over in Nyack heavy panes of glass were smashed.

## A FULL HARVEST OF DEATH.

A Package of Dynamite Explodes Upon a Moving Train in New York.

A SCORE OF MEN SENT TO ETERNITY.

The Victims Blown in Every Direction and Many Into the Hudson River.

Houses Shattered and Walls Cracked for Miles Around—Large Numbers Wounded.

A TERRIBLE EXPLOSION.

Nearly Twenty Men Killed and as Many More Wounded.

TARRYTOWN, N. Y., May 19.—There was a horrible accident here today, by which the loss of life is estimated at between sixteen and twenty and the injured as many more. An engine and one flat car were conveying a load of Italians and twenty-four cases of dynamite, each case containing fifty pounds. The Italians were being taken to a section of the road where a third track was being laid. A coil of rope lay in front of the truck of the engine. Just as the train was passing Holmes' point, midway between Tarrytown and Irvington, a spark from the locomotive ignited the coil of rope. The moving train fanned the fire and before the Italians realized their danger one of the packages of dynamite exploded. William Brannigan, engineer of the derrick train, happened to be 150 yards from the track at the time. He tells the following story:

"When the coil of rope set fire to the first package of dynamite one of the men seeing it on fire sprang off the flat car. He fell under the wheels and was killed. The next moment there was a rumbling noise; a dense cloud of smoke and a flying mass shot up in the air. Before the explosion some Italians had tumbled off and a few saved their lives by so doing. The train had just about come to a stop. Brannigan saw one man blown fifty feet in the air. He fell into the Hudson river. Another man was blown over on a bluff. Others were blown in various directions. Several are supposed to have been blown into the river. James Niskern of Yonkers was one of the gang and went to Tarrytown to have his tools sharpened. The gang was then working at Mount St. Vincent. While he was away in Tarrytown the gang was moved. When Niskern was returning from Tarrytown he saw the wreck made by the explosion. He says he counted sixteen dead men on the track and sixteen wounded. He understood that twenty men had been blown into the Hudson river. Most of them were Italians.

George Hecker, engineer of the train, was cut on the head. So was Fireman Leonard Pam. Pam also had three or four ribs broken and he was badly shocked. John Smith, brakeman, was killed. J. Connors, conductor, was badly injured and was sent to his home at Tivoli. Jimmie Garrison, a boy employed in carrying powder, was also killed. John McCarthy, time-keeper, was killed. The others killed are all Italians. It is now said eighteen in all were killed. The names of the Italians are not known. They are known only by numbers. Twenty-five men are injured. Among them was Tom Finnegan, blacksmith and foreman, his leg being smashed. Two bodies have been taken out of the river. No body knows how many more remain there. Two Italians who were not killed by the explosion were so badly frightened they ran to the river and jumped into it. They have not been seen since.

The waiting room of the beautiful new station in Tarrytown was turned into a temporary hospital where all the surgeons who could be gathered up operated on the sufferers. The wounded men were stretched upon the waiting room floor and there one of them, an Italian died on the floor after the removal looked about in great pools. As to the number of men on the train, accounts differ. Some say there were 33. The lowest estimate places the number at over 30. Disston, the boss, thinks there were over 40, and as a matter of fact, the number of those blown either to atoms or into the river is to a certain extent a matter of speculation. The train was torn to atoms, railway tracks ripped from their beds and a great hole dug out of the earth, blocking traffic on the railroad for many hours. Up in Tarrytown, over across the river in Nyack and all up and down the stream it was terrific. The ground trembled as though in an earthquake; walls of several Tarrytown houses were shaken and cracked and in Tarrytown streets window glass fell in showers to the sidewalk. Even over in Nyack heavy panes of glass were smashed.

## THE GREAT NORTHERN'S ROUTE

Definite Location Across the State of Washington Decided Upon.

Tracing of the Line Through a Country of Great Resources—350 Miles Shorter Than the N. P.

A correspondent of the Spokane Review, writing from Coulee City, claims to have figured out the exact line of location of the Great Northern railway through the State of Washington, as made by Engineer Stevens and practically approved by the directory. The following is the

ROUTE MAPPED OUT:

From Chattaroy, on the line of the Spokane & Northern, a few miles north of Spokane, the road will run down the Little Spokane to Coulee creek; thence up Coulee creek to Mandeville; thence on to Davenport. Here it leaves the line of the Washington Central branch of the Northern Pacific, and by striking a tangent across country to Creston will effect a saving of five miles of road. From a point near Davenport it will strike across the divide to China "draw," thence it runs to Wilbur, entering that town through Corbett "draw," thence it passes on to a point three miles north of Almira, and then runs north of the Central Washington, via Hartline, to Coulee City. The road will leave the coulee to the southwest. Here it encounters one of the heaviest grades on the line, climbing to a distance of five miles 300 feet to the summit, or nearly a 2 per cent grade. Here it leaves the Central Washington, running southwest to Sagebrush flats, and thence to Rattlesnake springs, in the Moses coulee, thirty-five miles from Coulee City. It then runs down Moses coulee fifteen miles to the Columbia river. Here it winds its way down a draw 200 feet to the water's edge, crossing the river at or near Rock Island, and striking the western bank near Charlie Reed's place on the Ellensburg stage line. Then it runs north on the west bank twelve miles to the Wenatchee river.

It ascends the Wenatchee twenty-five miles to the rapids called the Tum-water, and thence runs across country to the left fork of Nason creek, which carries it to the summit through Stevens' pass. At an elevation of only 3,300 feet it enters a two-mile tunnel through the mountains. Once upon the western slope it descends one of the forks of the Sky-komish to the Snohomish, and running down that river strikes the first salt water at Port Gardner on Puget sound, connecting with the Seattle & Montana (Jim Hill's) road at Snohomish City.

Chief Engineer Stevens is now near Snohomish effecting the connection between the two roads. He will start east in a few days and will return with his family in June.

CUTTING THE N. P.

Thus runs the new transcontinental railroad, about which speculation has been so rife for many months. It is claimed for this line that it will beat the Northern Pacific 350 miles in distance and six hours passenger time in grades; that it will carry through passengers from tidewater to the world's fair in '23, and that it will cut the heart out of the Big Bend. When the latter line was located the engineers reported that the route selected was the best and most northerly that could be found. The Northern Pacific people, realizing that the best part of the Big Bend lies near the Columbia river, closely following that stream in all its windings, wanted to get as close to the river as the canyons and draws would allow; but Stevens has shown them that it is possible and actually advantageous to parallel them with a road still further north.

Carpenters' Strike Off.

St. LOUIS, May 20.—The only change in the labor situation is the action of the Carpenters' council in declaring the strike off. Only fifty men have been out for the last few days and this action has been expected right along. As it is they have gained a substantial victory. The conditions of other strikes are unchanged.

Hammocks, Croquet Sets and Base Ball Goods at bottom prices at Calkins' Book Store.

## TERRIFIC HAILSTORM IN TEXAS

The Farmers in the Section Devastated Have Lost Their Entire Possessions.

The Chicago Derby for Three-Year-Olds Was Won by Brookwood in 2:17.

The Secretary of War Has Divided the Money Between the States and Territories for Arming and Equipping the Militia.

DISASTROUS HAILSTORM.

A Large Stretch of Country Laid Waste—Damages Are Placed at Half a Million.

St. LOUIS, May 20.—Additional particulars just received of a terrific hailstorm near Gainesville, Tex., are to the effect that that section is damaged for about fifty miles in length and from two to five miles in width. The farmers have all lost their entire possessions. Crops were destroyed and houses, fences and orchards were laid waste by the wind in every locality visited by the storm. Rabbits, birds and other small animals were killed by the thousands by the hailstorm, but no person is reported as to have been hurt. The total loss will reach half a million dollars.

WIDESPREAD DESTRUCTION.

Homes Blown to Pieces and Many Persons Killed by a Cyclone.

MEXICO, Mo., May 20.—A terrific tornado passed three miles northeast of this place at 3 o'clock this afternoon in the vicinity of Bear creek. So far as heard from fifteen houses in the vicinity of that place were destroyed, some ten or twelve persons killed, an equal number fatally injured, and large numbers badly hurt. At the house of a farmer named Duffy, where John Doerger and family were living, James Doerger, aged 6, was killed outright, Lizzie Doerger was fatally hurt and died in a few minutes. Her skull was crushed and a large piece of timber penetrated her side. Mrs. Doerger was crushed to death by the falling timbers and Mr. Doerger was fatally injured. The house was entirely swept away. Nothing has been heard of Duffy, and it is supposed his body was carried away by the cyclone. Duffy's barn was blown down and two horses were killed.

At the house of William Stranberg, William Yostranger and family were visiting. The house was swept bodily away. William Yostranger was killed, his wife was badly injured and his little girl fatally hurt. William Stranberg was also fatally injured. At the house of E. B. Norris Gertrude Fletcher, daughter of R. S. Fletcher, was instantly killed. E. B. Norris was fatally injured, Caleb Norris badly hurt and his wife seriously so; Willie Fletcher and sister Kate were instantly killed and their bodies badly mangled. At the same place Mrs. Emily Seal, a widow, aged 60, was fatally hurt and Mrs. Norris was killed. F. S. Norris was badly hurt. The house of Valentine Erdle caught fire during the first gale and was completely destroyed. The inmates had vacated the house and nobody was hurt. The house of T. B. Hall was blown down but the family escaped. A horse standing in the road at that place was picked up by the wind and carried half a mile and dashed to death on the ground. The house of Boston Kunkel was swept away and Kunkel was instantly killed. A farmer named Rogers was also killed at that place, also a farmer named Crane. Several farm hands in the vicinity of Kunkel and Rogers' farms are also believed to have been killed. Their names are unknown.

Joseph Kendall's house and barn were blown down. Kendall had a narrow escape. He had just left the house and gone to the barn. The barn was blown down or lifted up and left him unhurt. The mules in the stable were not hurt. The barn was scattered all over the fields. James Dillard's house was blown down. There was a mowing machine which was carried 100 yards and literally torn to pieces. A large iron roller weighing 1,200 pounds was taken up and broken to pieces. A calf was lifted from the ground and carried a quarter of a mile. Several horses were killed and twenty-five chickens were plucked clean of their feathers. Spokes of wagon wheels were twisted and broken. The cyclone passed on east over Rush hill, one mile north, carrying destruction everywhere. There is no doubt great destruction of property and life has occurred further east. Great trees were taken up by the roots and broken off. The scene at these places is horrible in the extreme. E. B. Morris said: "When I first noticed the storm the wind blew a gale. I was holding my baby in my arms when the cyclone struck the house. I was dashed against the house

## A Cyclone in Missouri.

St. LOUIS, May 20.—A special train from Centralia, Mo., says: A fatal and destructive cyclone passed a mile north here this morning. A number of persons were injured, some fatally, and dwellings leveled to the ground.

Iowa Visited.

RED OAK, Ia., May 20.—A serious cyclone is reported to have passed through the southern part of Iowa, doing considerable damage to fruit and shade trees and small buildings. No one was injured so far as is known.

THE CHICAGO DERBY.

A Large Attendance and Good Racing Derby Won by Brookwood.

CHICAGO, May 20.—The gates of the Carrigan's new track were thrown open to the public today. It was the opening day of the Chicago Racing association's regular spring meeting. Ten thousand were present. The feature of the day was the Chicago Derby for three-year-olds, 810 entrance, \$50 to start, \$2,500 added, one and a quarter mile. After two races had been contested twenty-one bookmakers doing business marked the following starters, jockeys and odds for the Derby:

Nero 122, Narvico, 1 to 3.

Silverado 122, Hill, 8 to 1.

Dundee 122, Lawrence, 3 to 1.

Brookwood 117, Kiley, 6 to 1.

Rosland and Grand Rush, who were named last night as starters were scratched. Nero was a strong favorite. The horses were sent away at the attempt on even terms. Silverado immediately jumped to the front and the stand was leading Nero by two lengths, Brookwood last. On the turn Nero ran like a wild horse and when the back stretch was reached he had taken the lead from Silverado by half a length, the other two bunches two lengths away. This one was maintained until the far turn was reached, when Kiley let loose on Brookwood and took second place from Silverado. When the stretch was reached Nero was gaining ground rapidly. At the top from the wire Brookwood had forged ahead and coming strong won easily by two lengths. Dundee made up half a ground in the last 100 yards and beat Nero a length for place. Silverado was two lengths behind Nero. Time, 2:17. Six furlongs: Outlook won, Herb Skelter second, Bob Jacobs third. Time 1:17.

Five-eighth mile: Jim Murphy, Geo. Jay, Tom Paxton. Time, 1:34 1/2.

One and one eighth miles: Hooker, Blue Veil, Source, 1:59 1/2.

That Stabbing Attack.

Sheriff Hamilton and Marshal Trent went across the river Monday night and arrested, with little difficulty, the drunken Cree squaw, who stabbed Section Foreman Beckman. She was placed in jail and will probably have ample time to sober up before she is free again. She will be examined before Judge Morehouse Thursday.

An interpreter of the Cree language will probably have to be retained to translate her gibberish into English. This is a good time to agitate the removal of these Indians either from the confines of the state or to some remote section, where they cannot obtain whisky every time they want it.

As they are foreign Indians it is claimed the federal law against selling or giving whisky to the nation's wards does not apply to them. If such is the case and there is no state law against that reprehensible practice, the citizens of this city should appeal to the governor to remove them or to issue a proclamation warning anyone from giving them liquor. The matter should be attended to now before another man is stabbed. The Indian department at Washington claim to be powerless to act on the matter; therefore the state authorities must be appealed to for assistance before it is too late.

See the display of Challies in Joe Conrad's window.



A cream of tartar baking powder Highest of all in leavening strength—U. S. Government Report, Aug. 17, 1889.