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Leon, Iowa

**Iowa Steam Laundry Co.**

Anything from finest silk fibre to heavy wool curtains.

Dye Works in connection

Send Basket Monday and Wednesday  
**J. A. Caster, Agent**

**NERVES TREATED FREE.**

**Dr. MILES, The Great Specialist,**  
Sends a New and Remarkable \$2.50 Treatment Free As a Trial.

If you have any of the following ailments, you should write at once for Dr. Miles' New Book and Free Treatment: Weak nerves, heart, liver, stomach or kidneys; pain in the left side or shoulder, short breathe, palpitation, irregular heart beats, swelling of the ankles, or dropsy; headache, dullness, dizziness or drowsiness; catarrh, nervous dyspepsia, the blues, cold hands and feet, backache or rheumatism, nervousness, sleeplessness and constipation.

His book contains many remarkable cures from nearly every state and territory in the U. S., after many local physicians and specialists had failed. It also contains endorsements from Bishops, Clergymen, Statesmen, Editors, Business Men, Farmers, etc.

His Neuropathic treatments for these diseases are the result of 35 years' experience and are thoroughly scientific and remarkably successful, so much so that he does not hesitate to offer Free Trial Treatments to the sick that they may test them at his expense. Few physicians have such confidence in their remedies.

Write at once. Describe your case, and he will send you a New and Remarkable Trial Treatment, free and a New Book on "Neuropathy—Curing Through the Nerves." Address, Dr. Franklin Miles, Dept. NB 887, to 87 Main street, Elkhart, Ind. 28-30

**Oil Treatment for Stomach Troubles**

A simple prescription made up of a combination of pure vegetable oils is producing wonderful results for sufferers from stomach, liver and intestinal troubles. The remedy, which is said to have originated in France, where it has been used for years by the peasantry, was introduced into this country by George H. Mayr, a leading Chicago druggist, who cured himself of severe stomach, liver and intestinal trouble by its use. Those who have used it say the first dose is sufficient to convince any one of its remarkable merit, and that within twenty-four hours the sufferer feels like a new person. This medicine, which has become known as Mayr's wonderful Remedy, is sold by leading druggists everywhere with the positive understanding that your money will be refunded without question or quibble if ONE bottle fails to give you absolute satisfaction.

If You Are Nervous and are losing weight, we recommend that you take **Rexall Olive Oil Emulsion** containing Hypophosphite for a short time. A prescription which we gladly enclose. **Bell & Painter.**

**ENGINEER AND FIREMAN KILLED.**

**A Bad Wreck on Great Western R. R. Near Talmage Monday Morning.**

Harry Hickcock of Des Moines, a fireman on the Great Western, was instantly killed and James Maxwell, also of this city, died as a result of injuries received in a wreck yesterday morning, two and a half miles north of Talmage, says the Tuesday's Register and Leader.

F. M. Perry, of Waterloo, a mail clerk and H. G. Morton, superintendent of water supply and a resident of Des Moines, were injured in the wreck. Perry was taken to the Mercy Hospital late yesterday afternoon after being removed from the scene of the wreck on a special train. His right hip was badly bruised on the body and cuts on the face caused him pain.

Morton escaped death in a remarkable way by crawling out a hole in the floor of the first baggage car. He was caught in the car with two other men and managed to get out in spite of injuries to his right leg and bruises about the body and face. Morton was able to go to his home at 1036 Tenth street, after his arrival in Des Moines.

**Derailment Believed Cause.**  
The wreck is thought to have been caused by derailment. A careful examination of the track failed to reveal why the big engine jumped the track and dragged with it half of the train, but rails, ties and all were torn away when the engine and cars toppled off the embankment.

The makeup of the train with all steel coaches probably averted a repetition of the Green Mountain disaster in March 1910, when more than fifty passengers met death. Not one of the passengers were seriously hurt. Several received minor bruises which were forgotten after an examination of the wreck was made and the narrow escape appreciated.

**But Little Warning.**  
According to members of the crew, the train was running at about thirty miles an hour when the accident happened. A gang of men had been repairing the track near where the train plunged over the embankment. The only warning was a jar which threw nearly everybody off their seats, and the engine and three cars had jumped from the rails.

There were six cars in the train. The engine and tender with two baggage cars went to the bottom of a twenty foot embankment. The smoker remained in a perilous position on its side ready to turn clear over in its plunge to the bottom.

A chair car, a sleeper and a diner remained partly on the track. The chair car was partly over the embankment but in no danger of falling. The sleeper and diner stood on the tracks but had plowed into the road bed, tearing up the tracks and ties. The trucks of both these cars were broken from the jarring after the train left the track.

**Rushed to the Front.**  
Dr. G. M. Boteler and Lewis Moker, of St. Joe, Mo., were in the smoking compartment of the Pullman when the train left the rails. They immediately jumped up from the floor where the jar had deposited them and passed through two other cars to see what had happened.

When they reached the front of the train the head and shoulders of Engineer Maxwell could be seen in the cab window. The big engine was being on one side with the drive wheels still turning. A great cloud of steam shut off the mass of wreckage from view.

Maxwell called for help and Dr. Boteler and other men tried to reach him as soon as possible. It was several minutes before the engineer was dragged from the cab. Steam had got to his lower body, and one arm was terribly crushed in the wreckage of the cab. The right hand clung to the emergency brake and the lever was pulled from the cab when the man was dragged away.

**Amputates Crushed Arm.**  
Dr. Boteler directed the work of caring for the injured man and amputated the injured left arm. This was done with a common pocket knife owing to the lack of anything better in the way of surgeon's tools.

A hunt for Hickcock was begun but not a trace was found of the fireman until about 4 o'clock in the afternoon when his body was dug from under the overturned locomotive. He had been caught by the engine when it turned over and death must have been instantaneous.

In the first baggage car John Coleman, a mail clerk from Des Moines, F. M. Perry, another mail clerk, and H. G. Morton were working. When the train left the rails the three men were piled up in one end of the car.

**All Make Escape.**  
Steam from the engine filled the car and a hole through the bottom was discovered. All made their way out and were assisted to safety by men from the train.

In the second baggage car I. W. Curtis of Des Moines, traveling auditor for the Wells Fargo Express Co., was checking up J. Bloom, the messenger. The pile of baggage was thrown upon them and both were knocked senseless. They were removed from the car which stood on its side part way down the embankment. Curtis and Bloom recovered from the rough treatment and were able to walk around later. Their injuries were of a minor nature.

John Coleman, the colored mail clerk, received praise from members of the train crew and passengers for his share in the emergency work following the wreck. Although bruised badly himself he worked like a beaver and made trip after trip to the Pullman to bring blankets and other comforts for the injured.

**Traveling Men Bruised.**  
A group of traveling men from Des Moines consisting of J. S. Osborn of the Iowa Drug Co., W. H. Nelson of the Standard Glass and Paint Co., A. N. Greene and W. Furbush of the Hibbard-Spencer-Bartlett Co., were in the smoking car. They were chatting together when the crash came. When it was over the four found themselves in a heap on the car's end and had to crawl to an open window to escape. None of the men received more than very slight bruises.

The news of the wreck reached Des Moines from a farmer living near the scene. The wrecker was started on its way before word of the disaster reached the main office. A special train made up in the local yards took City Physicians Saylor and Cliff and Dr. J. C. Rockafellow, the Great Western surgeon to the wreck, C. A. Shoemaker, division superintendent, and other officials went on the train to supervise the clearing of the track and to see that the injured were given proper attention.

**Passengers to Lorimor.**  
The passengers were taken back to Lorimor on the special after its arrival at the wreck and given dinner. They were then made as comfortable as possible until the track was cleared for traffic.

Dr. E. C. Ayres and Miss Effie Bancroft, a trained nurse, of Lorimor, were the first to reach the scene from outside. They assisted Dr. Boteler with the injured.

Mrs. Fina Landreth, who lives about a quarter of a mile from the scene of the wreck, witnessed it from her kitchen window. "I heard the grinding of the timbers as the train left the track," said Mrs. Landreth, "and went to the window. I saw the engine and two or three cars down into the ditch. The awful roar frightened me and I left the window. I could not believe that the train had really fallen into the ditch and again went to look. I then saw the cloud of steam and knew that another wreck had occurred right under my eyes."

**Conductor Not Hurt.**  
Thomas Mulverhill, of Kansas City, Mo., was the conductor in charge of the train. He escaped with slight injuries. Mulverhill was in the third car when the train jumped the track and was thrown to the floor when it lurched.

Superintendent Shoemaker stated yesterday that he was unable to say just what caused the wreck. "From all that I can gather at this time," said Mr. Shoemaker, "the track was in first-class shape. We have measured it and found it to be plumb under the cars which still remained on the track. The moisture made the ground very soft and many things might have caused the rails to give way or the engine to jump at this point."

**Death of Mrs. E. G. Wright.**

After an illness of about three months with lung and throat trouble Mrs. Glen Wright passed away at the family home on north Main street on Tuesday morning, Feb. 16, 1915, at 5:45 o'clock. Her condition had been critical for several weeks, and while death was not unexpected yet it was a great shock to the family and friends who hoped that the hand of the grim reaper might be stayed. A brief service was held at the home yesterday afternoon at 2:30, conducted by her pastor, Rev. Theodore H. Aszman, after which the remains were taken to Lineville, where services will be held today at the M. E. church, followed by interment in the cemetery at that place.

Allie May Gammill was born in Decatur county, Iowa, on July 4, 1874. She was married on March 7, 1894, to Edward Glendenning Wright, who survives her. To them four children were born. Hal John, who died in 1912, and Georgia, Rex and Dale. After their marriage Mr. and Mrs. Wright resided for a few years in Lineville and Clo, and also lived at different times at Harvey and Creston, moving to Chilton in 1910. This place has since been their home. She had been an active and faithful member of the Presbyterian church for many years, and evidenced her christian profession in her daily life. While devoted to her home and family, she ever found time to minister unto others. Of a genial disposition, she had a pleasant word for all, and to know her was to admire her for the many lovely and noble qualities which she possessed. Besides her husband and the children named above she is also survived by one brother, Willard Gammill, of Denver, Colorado. The sympathy of the entire community will go out to these sorrowing ones.—Chariton Herald-Patriot.

**Mrs. John M. Stewart.**

Mrs. Nancy Stewart, after a long illness, died at the family home on South Fifth street last Friday morning, on the 78th anniversary of her birth.

Nancy Ellen Leech was the fourth daughter of Josiah and Anne Leech, and came to Winterset from Belmont county, Ohio, with her parents in 1868. But three of the family survive, Mrs. Sarah Henry and Robert Leech, of Winterset, and Samuel Leech, of Oklahoma.

On the 17th of November, 1870, she was married to John W. Stewart, of Winterset, who after a companionship of 45 years mourns the loss of a true helpmate. To this union three children were born, Frank, of Leon; Clyde of Des Moines, and Nellie at home.

In the early years of life Mrs. Stewart placed her confidence in Christ. In the spring of 1868 she was received as a member of the United Presbyterian church of Winterset by a certificate from the church at Washington, Ohio, and was a member of this communion at the time of her death.

The funeral services, conducted by her pastor, Rev. Walter Stewart, were held at the home Saturday afternoon after which the body was laid to rest in the Rock City cemetery. A large circle of friends extend the hand of Christian fellowship to the bereaved family. "I heard a voice from Heaven saying: 'Write: Blessed are the dead which die in the Lord from henceforth, yea, saith the spirit, that they may rest from their labors, for their works follow with them.'"—Winterset News.

**What Is the Best Remedy For Constipation?**

This is a question asked us many times each day. The answer is **Rexall Orderlies**. We guarantee them to be satisfactory to you. Sold only by us, 10 cents. **Bell & Painter.**

**BOARD PROCEEDINGS.**

**Proceedings of the Board of Supervisors of Decatur County, Iowa, February Session, 1915.**

Monday, February 15, 1915.  
Pursuant to an order of the Judge of the District court, the board met in special session for the purpose of selecting names to be used in drawing petit jurors and talesmen for the years 1915 and 1916. All members present.

In compliance with said order the board met at 2 o'clock p. m., February 15, 1915, and proceeded to the business of selecting names from which to draw a list of jurors and talesmen for the years 1915 and as by law provided.  
At five o'clock the board adjourned to meet at eight o'clock, a. m., Tuesday, February 16.

H. L. NORTHRUP,  
Chairman.

Attest:  
WALTER OSBORNE, Auditor.  
Pursuant to adjournment the board met at eight o'clock a. m. All members present. The board continued to draw jury list the same as the preceding day, completing the list at eleven o'clock a. m. No further business appearing the board adjourned.

Attest:  
WALTER OSBORNE, Auditor.  
Chairman  
H. L. NORTHRUP,  
Secretary of State Allen Issues Comparative Report by States.

Secretary W. S. Allen, of Iowa, has issued a comparative statement of the business done in 1914 by the motor vehicle departments of twelve states, that have registered the largest number of automobiles. Starting with the state which has the greatest number of automobiles and continuing with the next highest numbers the list is as follows:

New York	168,223
Illinois	131,140
California	123,504
Ohio	122,348
Pennsylvania	110,262
Iowa	106,993
Massachusetts	77,248
Michigan	76,014
Indiana	66,500
New Jersey	60,247
Wisconsin	53,160
Missouri	50,998

This shows that Iowa is sixth which is one of the evidences of wealth among her farmers. Without any great cities, Iowa goes ahead of such states as Missouri, Massachusetts, Wisconsin, Indiana, and even Michigan, the home of the Ford, all of which states contain big cities. Iowa ranks ninth in the list of motor-cycles registered, there being 7,318.

Iowa ranks first in the low cost of operating expenses, total being \$58,382.68, divided as follows: Plates, \$22,665.91; supplies, printing, binding, stamps, etc., \$25,516.77; regular employes, \$7,600; extra employes \$2,600.

In the increase over 1913, in automobile registration, Iowa again ranks first, her percentage being 60, Wisconsin next with 55 per cent. The Hawkeye state ranks fourth in the amount of fees collected, the total being \$1,040,135.54. In 1914 Iowa registered 1,119 automobiles more than the combined registration of Colorado, Florida, Idaho, Kansas, South Dakota and Montana.

**Mrs. Elizabeth Ingalls.**

In the death of Mrs. Elizabeth Ingalls, the city loses another of its old and respected citizens, loved and honored by many. She came to this country in 1865 with her mother from West Virginia, and has made this city her home nearly all of this time. On January 6, 1874, she was married to O. M. Ingalls of this city and faithfully served with him in life's duties until December 15th, 1887, when the union was broken by his death.

When a young girl she was converted and united with the Baptist church in West Virginia, and when she came to Indianola, she transferred her membership to the Baptist church here. Her christian life was to her a constant growth and vision and when she had reached that part of life where she faced the setting sun, there she displayed a genuine delight in the associations of the house of God and the observance of the ordinances of His church. When deprived of these privileges her prayers were for the peace and prosperity of the church and kingdom of her Lord, whose she was and whom she served. She entered the Valley of the Shadows, on Sunday morning sometime, with the Great Shepherd of the Flock, and so gentle and peaceable was the departure that none of us knew she was gone until the new day failed to waken her from that "Blessed Sleep, from Which None Ever Wake to Weep."

She was born in Taylor county, West Virginia, March 14, 1840 and died at her home in Indianola, Iowa, February 14, 1915, at the age of 74 years and 11 months.

The funeral services were held at the First Baptist church, Tuesday afternoon, conducted by the pastor, Rev. Benj. F. Tilley, assisted by the church choir.—Indianola Herald.

Mrs. Ingalls was a sister of Mrs. J. H. Hill, of Decatur City.

**Your Cold is Dangerous. Break It Up—Now.**

A Cold is readily catching. A run-down system is susceptible to Germs. You owe it to yourself and to others of your household to fight the Germs at once. Dr. Bell's Pine-Tar-Honey is fine for Colds and Coughs. It loosens the Mucous, stops the cough and soothes the Lungs. It's guaranteed Only 25c. at your druggist.

**Motorcycle.**  
New and rebuilt, on monthly payment plan. Dealers and riders wanted. Eagle Motor Co., Cedar Falls, Iowa.

**REPORTER FOR SALE BILLS**

**Here's a Puzzle.**

In Missouri where they raise more mules and children than they do in any other place in the world, a certain resident died, possessed of seventeen mules and three sons. In his will he disposed of the mules as follows: One-half to the eldest son, one-third to the next and one-ninth to the youngest. The administrator who went to divide the property drove a span of mules out to the farm, but when he went to divide

the seventeen into halves, thirds and nines he found it was impossible with live mules. Mules not being very valuable he unhitched one of his own, putting it with the other seventeen, making eighteen, which he proceeded to divide as follows: One-half or nine to the eldest; one-third, or six, to the next son, and one-ninth or two to the youngest. Adding up nine, six and two, he found that it made seventeen, so he hitched up his mule and went home rejoicing.—Ladies' Home Journal.

**HULL & DAVIS**

WILL BE HERE  
**Saturday, Feb. 27**  
To buy all kinds of Horses and Mules



**HULL & DAVIS**

**HORSES WANTED**

I WILL BE AT KONKLIN'S LIVERY BARN  
**Saturday February 27, 1915**  
LEON, IOWA

to buy all classes of horses from 4 years old and up that will weigh from 1050 to as large as grows. All horses must be in good flesh and heavy boned.

**J. W. NORTON**

**WANTED! 100 Horses.**

Will be in  
**Leon, Wednesday, March 3, 1915,**

to buy all kinds of horses and mares, also mares in foal, ages 4 years old up, weighing from 1200 lbs. up to as large as grows. Will also buy all kinds of blemished horses such as blue eyed, fistula marks, wire cuts, heaves or windys, or in fact will buy any kind of a sound or blemished horse, but remember they must be fat. All ages. Farmers, this is an opportunity you don't have every day, so lead in whatever you have. I come to buy and not to look. Remember the day and tell your neighbors.

**Wm. SHAVER.**

**ANNOUNCEMENT.**

Having purchased the lumber yard at Leon formerly owned by the Ballew Lumber Co., we desire to extend a cordial invitation to all the people of Decatur county to call in and see us. We will carry a full line of everything in the building material line, and are prepared to figure with you on any kind of a bill you want to buy. We don't care how large or how small it is, we will make you figures which will prove attractive and the material will be of the best quality. We are permanently located in Leon, and are interested in the growth of Leon and Decatur county, and desire to form the acquaintance of the good people of this county, and will at all times give everybody a square deal.

**RICHARDSONS & CRAWFORD,**  
Successors to Ballew Lumber Co.