

THE IOWA VOTER.

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KNOXVILLE, IOWA.

General News Summary.

Washington News.

A Washington dispatch of the 14th says the Secretary of the Treasury, late the night before, sent, by a special messenger, to Collector Arthur of the port of New York, an order for the immediate removal of nearly one hundred customs officers, some of them occupying responsible places, on charges of fraud and corruption, and that the dismissal of another lot of dishonest officers was expected in a few days.

In a recent letter Treasurer Spinner says: "The resumption of specie payment has been, and I think will continue to be, put off until the time when the balance of trade shall be in our favor. When that time arrives resumption will be easy. In truth it will, from that cause, come of its own accord."

The returns of the Agricultural Department for the 1st of August indicate a general and somewhat marked improvement in the condition and promise of the cotton crop since the 1st of July. The average condition on July 1, was 85.5; on August 1, 91.8.

The Government examination into the Washburn disaster was begun at the Treasury Department in Washington on the 15th.

A Washington special of that date says eighty-two bodies had been recovered from and about the wreck, and it was believed that at least two hundred persons were on board at the time of the disaster.

The Secretary of the Treasury has issued a circular giving notice that the principal and accrued interest of the five-twenty bonds below designated will be paid at the United States Treasury, Washington, on and after the 16th of November next, and that interest will cease from that day. Both numbers specified of bonds called for are inclusive, and are known as the third series, under the act of February 25, 1862, dated May 1, 1893, as follows:

Coupon Bonds—\$50, Nos. 4,301 to 10,300; \$100, Nos. 20,000 to 30,750; \$500, Nos. 10,701 to 90,800; \$1,000, Nos. 22,601 to 26,000. Total, \$13,000,000.

Registered Bonds—\$50, Nos. 1,321 to 1,375; \$100, Nos. 9,501 to 10,300; \$500, Nos. 5,701 to 6,100; \$1,000, Nos. 23,501 to 25,000; \$5,000, Nos. 7,501 to 7,900; \$10,000, Nos. 9,001 to 10,100. Total, \$2,000,000. Grand total, \$15,000,000.

United States securities forwarded for redemption should be addressed to the loan division of the Secretary's office, and all registered bonds should be assigned to the Secretary of the Treasury for redemption.

The Attorney-General has recommended to the President that pardons be granted to H. Hood, of South Carolina, and Adolphus Dupriest and George Holland, of North Carolina, who are serving out terms in the Albany Penitentiary for Ku-Klux outrages.

A recent Washington dispatch says a number of letters had been received from Quaker and other friends of the Indian peace policy throughout the country, asking clemency in behalf of the Modoc Indians lately on trial for the murder of General Canby. Many of these letters raise the question that the trial of the offenders was illegal under the decision of the Supreme Court in the Milligan case; that civil courts being in existence, a military tribunal had no jurisdiction. Another question raised is that General Canby was killed while in action as a Peace Commissioner, and not as an officer of the army in war. These questions will come directly before the President for his action.

Foreign Intelligence.

A London dispatch of the 14th says it was stated upon the highest authority that the Count de Chambord had announced his resolution to accept the constitution for France prepared by members of the Right of the Assembly and himself, and will rule both "by the will of God and the will of the people." A proclamation of a monarchy would be made in about six weeks.

On the 14th the Carlists began their long threatened attack on Berga. Six hours after their batteries opened fire the city was burning in several places.

At an Opposition caucus held at Ottawa, Ontario, on the evening of the 14th, at which there was a full attendance of Reformers, resolutions were passed condemning the action taken by the Crown in proroguing the Canadian Parliament.

The North German Gazette (Berlin) of the 15th emphatically denies a late report in American papers of an interview with Prince Bismarck, in which he is made to say that he would extirpate the idea of God and substitute that of the State. It declares that Bismarck never used such language or advocated such a sentiment.

A Vienna telegram of the 15th states that grand diplomas of honor had been awarded to Americans, as follows: To the United States Government for display of cotton and products; to the National Bureau of Education; to the State of Massachusetts; to the city of Boston, and to Smithsonian Institute, Washington. The latter four are for excellence in methods and progress of education and schools.

Dispatches of the 15th from various places in Germany state that the cholera was increasing in virulence.

The Spanish Cortez has approved of the bill calling for 50,000 of the reserves, so that the Carlists and Republican insurgents may be put down. A Madrid telegram of the 15th says Cartagena was preparing for a long struggle. All males above sixteen years of age had been enrolled. The streets were almost deserted, and shops were closed. The insurgents were issuing paper money.

Six hundred French Imperialists met at Chislehurst, England, on the 15th, and celebrated the fete day of the late Emperor. Prince Louis Napoleon made a speech, in the course of which he said: "Planting myself as an exile near the tomb of the Emperor, I represent his teachings, which may be summarized in the motto, 'Govern for the people by the people.'" The Prince was loudly cheered.

Intelligence has been received that Paraguay, Brazil and the Argentine Republic have signed a treaty of peace.

The health of the Emperor William is reported to be precarious. A Berlin correspondent says his death is one of the events for which it is well to be prepared.

A Madrid dispatch of the 17th says the Insurgents of Cartagena had released and armed 1,800 convicts.

The Madrid Epoca of the 15th alleges that the French Government was secretly favoring the operations of the Carlists in order to strengthen the cause of the Count de Chambord. A dispatch from Carlist sources on the 18th states that the French Government had taken the initiative step towards recognizing the Carlists as belligerents, having issued orders permitting the transit of arms and munitions of war between the two Custom-House lines in the south of France.

Charles Frederick August William, Duke of Brunswick, Germany, died recently, of apoplexy, aged 69 years. By his will he leaves the whole of his landed and personal estate to the city of Geneva.

A Vienna special of the 19th says: "The distribution of the prizes was a very tame affair. There were only about 3,000 persons present. Archduke Charles Louis made a congratulatory address on the successful termination of the Exposition, after which the list of successful competitors was read."

A battle was fought, on the 18th, between a force of Carlists and three columns of Spanish Republicans, in which the former were victorious. The engagement occurred in the open country between the towns of Berga and Caserna.

A cable telegram of the 18th says that so far this month twenty newspapers in the French provinces had been suppressed by the Government.

A portion of a passenger train going East over the Great Western (Canada) Railway, plunged into the Welland Canal on the 19th, the draw-bridge being open. Fortunately no lives were lost.

The International Patent Rights Congress recently in session at Vienna, adopted resolutions to the effect that only the inventor himself or his legal successors shall obtain a patent; the granting of a patent cannot be refused to foreigners; the duration of a patent for an invention to be for fifteen years, or for a shorter term, with the option of extending it to that period; the complete publication of a patent to be obligatory; the expense of granting a patent to be established on a moderate but progressive scale; a specification of all patents in force must be accessible to the public.

The East.

The seventh annual reunion of the Army of the Cumberland will be held in Pittsburgh on the 17th and 18th of September.

S. S. Cox has been nominated by the Democrats of the Sixth New York Congressional District for the vacancy caused by the death of the Hon. James Brooks.

Gold in New York on the 18th closed at 115.75.

The Massachusetts Republican State Central Committee have decided to change the time of holding the State Convention at Worcester to September 10th, as the hall was engaged from the 17th to the 24th.

J. C. Abbott, General Deputy of the Patrons of Husbandry, who has been engaged for some time past in organizing Granges throughout New England, addressed a public meeting at Boston, on the evening of the 19th, on the objects of the Order, and then established a Grange in that city.

Rev. Gardiner Spring, for sixty-three years the pastor of the Brick Church (Presbyterian) congregation, in New York City, died at his residence in that city on the 19th, aged 89 years.

Mrs. Schmidt, of Long Island City, has pleaded guilty to an indictment which charges her with attempting to strangle to death a child that had been placed in her care, and for whose maintenance she was paid \$10 a month. The sentence imposed was \$125 fine and six months imprisonment.

The New York Republican State Convention has been called to meet at Utica on Wednesday, September 24, to nominate candidates for State officers.

The West.

A Harvest Home picnic was held at Clinton, Ill., on the 14th, and was largely attended by the farmers of DeWitt and adjoining counties. Addresses were delivered by Governor Beveridge, Ex-Governor Palmer, General J. C. Black, and others.

A widow woman, the daughter of George Stevenson, residing near Elkader, Iowa, the other day poured oil on a fire she had just lighted, when an explosion followed, setting her clothes on fire and burning her so severely that she died the same night in great agony.

General Rosser, in charge of the railway survey of the Stanley Yellowstone expedition, has reported that he finds the new route of access to Western Dakota, from the Missouri to the Yellowstone River, entirely practicable and satisfactory, it being greatly superior to those of former days. The distance, 265 miles, is twenty-one miles shorter than the survey of 1871. The grades are moderate. The Directors of the Company have accepted the new line recommended by General Rosser, from Bismarck, the present end of the track, to the Yellowstone crossing.

An Oshkosh (Wis.) special of the 16th says J. N. Hoagland, President of the Winnebago County Convention of the Patrons of Husbandry, had published a card denying the truth of the statement that nineteen Granges in the county had agreed to hold their wheat until a rise in the price took place. It is said the Granges took no action on the subject, and indignantly deny any desire or attempt to organize a corner on wheat.

A horrible accident occurred on the Chicago, Alton & St. Louis Railroad, a few miles from Chicago, on the night of the 16th. It seems the St. Louis fast express train, which left Chicago at nine o'clock in the evening, was met by a coal train about two and a half miles north of Lemont, both trains running at full speed, when a fearful collision ensued. Both engines were completely wrecked, and the smoking-car of the express train was thrown out of the engine of the coal train, and the steam passed in upon the passengers through a seam that was made in the bottom of the car. Eleven persons, all of whom were in the smoking-car, were killed, and forty others severely injured, many of them fatally.

A Des Moines dispatch of the 16th says an official statement shows that the number of Granges in Iowa was 1,750. The number in the United States on the 19th of July was 5,000, with a total membership of 250,000.

Mrs. Ellen McKinney, of Chicago, in order to hurry up the fire, poured kerosene oil from a can into the stove. Both herself and her little girl, aged four years, were fearfully, and probably fatally, burned.

The number of killed and wounded by the recent railroad accident near Chicago, as reported on the 19th, was fifty-one. The dead, up to that date, were:

Captain John W. Smith, Warden of the Illinois State Penitentiary; J. W. Fleury, Purchasing Agent of the Illinois State Penitentiary; Captain William Little, Springfield, Ill.; Roger J. Bras, Thomas Morant, George Trendel, George Reuter and Conrad Weber, Chicago; James O'Neill, Joliet; Theodore Strong, Texas; Jacob Cunfer, Oshkosh, Wis.; N. D. Divilbiss, Springfield, Ill.; James L. Lamer, Joliet, Ill.; William Davis, Bremen of coal train; Joseph R. Michie, Jackson, Tenn.; John Metzler, Joliet, brakeman of coal train; and a man supposed, by papers found on him, to be Thomas E. Pollard.

Of the wounded alive on the 19th it was thought all but A. C. Hickman, of Chicago, and Frank Bridges, fireman of the passenger engine, would recover.

Leading physicians have informed the Journal that, with the exception of a district of a few blocks in the extreme southwestern portion of the city, there is no cholera in Chicago, and that the cases that have occurred in the district referred to were not Asiatic cholera, but of a sporadic character. It is further asserted that the general health of the city shows a better average than the corresponding seasons of the past few years.

It is reported that in a small house near La Cygne, Kan., during the night of the 17th, two women and two children were consumed and all are believed to have been murdered, and the house fired, by the husband of one of the victims, named Keller.

J. Puffenberger, the engineer of the coal train which caused the recent terrible collision on the Chicago & Alton Railroad, was under arrest in Chicago on the 19th. Edward Beane, the conductor of the coal train, who resides in Joliet, had not yet been arrested, although efforts were being made to discover his whereabouts. Puffenberger seeks to throw all the blame for the collision on the conductor, alleging that his (Puffenberger's) watch was fifty minutes slow, and that he was not aware of this fact. By the rules of the Company, when the orders for the running of trains are violated, the engineer is equally responsible with the conductor of the train violating the regulations. Beane was said to have been at his home the day after the accident, in a half-crazed condition. It is said that after the accident he was observed running up and down the track, begging some one to shoot him.

At a meeting held at Beloit, Wis., on the 19th, the Southern Wisconsin and Northern Illinois Agricultural Association organized, electing the Hon. H. N. Davis, President; S. J. Goodwin, Esq., Chief Marshal; Henry F. Hobart, Secretary and Treasurer; eleven Vice-Presidents, and eight Superintendents of Departments. The first fair of the Association will be held Friday, September 5, upon the grounds of the Beloit Driving Park Association.

Mayor Medill, of Chicago, and family have gone on a trip to Europe. Alderman L. L. Bond is acting Mayor of the city in the absence of Mr. Medill.

The Coroner's Jury in the case of the recent collision on the Chicago & St. Louis Railroad, near Chicago, after a patient investigation and the examination of a large number of witnesses, have rendered a decision that the victims of the disaster came to their deaths from extensive scalds and the inhaling of steam on the occasion of the collision; "and we the jury find from the evidence that said collision was caused by the criminal carelessness of Edward Beane, conductor, and Joshua Puffenberger, engineer of said coal train No. 23, in violation of the rules and regulations of said railroad company, governing the movement of trains on said railroad." The company has offered a reward of \$1,000 for the apprehension of Beane. Some of the evidence goes to show that Beane was intoxicated on the night of the accident, while it is claimed by some that he is subject to fits of insanity.

Kellar, the murderer of his wife and Mrs. Boyd and the two children near Twin Springs, Kansas, was arrested and locked up in jail at La Cygne. On the 19th a party of four hundred to five hundred men assembled at the jail and demanded that the Sheriff should deliver the prisoner to them. The Sheriff refused their admittance to the jail, but was overcome, and it was discovered that the prisoner was not in the building, as he had been previously removed to escape the mob. The Sheriff was threatened with death unless the place of concealment was told. All authority was put down, and the Sheriff told the place where the prisoner had been taken to. Kellar was then searched for and found eight miles east of La Cygne, and was taken back to the town. The crowd was appealed to in behalf of law and order, and a committee of twelve was appointed to decide whether Kellar should be hung or held for trial. The vote was seven for hanging, and the crowd proceeded deliberately to execute the verdict. Boyd, the husband and father of the murdered family, put the noose on Kellar's neck, and the wagon on which the prisoner stood was driven from under him, and the wretched man was thus executed. No doubt existed as to Kellar's guilt. All the lynchings were undisputed citizens of the neighborhood and county, some of them the wealthiest and best residents.

The South.

In response to a communication from citizens of Monroe as to the proper course to be pursued regarding Louisiana affairs, John McEnery has written a letter addressed to a State Convention in December, and the appointment of a committee to appeal to Congress.

Faunie Bush (colored), convicted of the murder of an infant child in Harrison county, Kentucky, has been sentenced to be hanged on the 14th of November. It is stated that the mother and her children were starving, and the mother, half crazed, drowned one that she might provide for the rest.

Jefferson Davis addressed the Southern Historical Convention, at White Sulphur Springs, Va., a few days ago. In speaking of the late war he said: "We have been more cheated than conquered by the declarations of the Federal President, Congress and Generals, for there never could have been a surrender had we anticipated what followed, and we would today have been free." A resolution was adopted that President Grant be requested to permit the Secretary of this Society to examine all papers and archives of the Government captured by the Federal forces from the Confederates during the war, and to make copies of such of them as he may think fit.

The Recent Railroad Horror.

The Chicago Tribune of the 18th gives the following statement concerning the recent horrible accident on the Chicago, Alton & St. Louis Railroad:

The train consisted of a locomotive, a baggage-car, a smoking-car, two coaches, and two sleeping-cars. The cars were well filled, particularly the smoking-car. The train was due at Willow Station at 9:55, and was on time. It is not usual for this train to stop at that station, but on this occasion it was necessary, in order to take on a sleeping-car which was brought from St. Louis by the train which left that city in the morning.

The train started from Willow Station, according to the best evidence, ten minutes behind, and as it is customary on this road to make up lost time, undoubtedly the rate of speed was somewhat accelerated. The conductor and engineer knew they were to pass a coal train at Lemont, seven miles distant, but unhappily that train did not wait, as it should have done, but came on toward the passenger train, expecting to make Willow Station. It was a race for life. The conductor and engineer of the coal train knew that the passenger train, laden with precious lives, was in front, and if they did not reach a switch by a certain time a collision was inevitable. On they flew over the iron way through the darkness, the speed increasing at every revolution of the wheels. The passengers in the sleeping-cars were preparing to retire, or had already done so. Those in the coaches were looking forward to reaching their destination, where expectant families awaited their coming. The suspicion of danger never crossed the minds of any, when suddenly, without a moment's warning, not even a whistle, the two trains were locked in an embrace of death, and in one terrible moment wives were made widows, children became fatherless, mourn-

ing was sent to the threshold of many happy homes, and sorrow that can never be eradicated pierced many hearts. There were three victims—first, when the engines met and concussion—second, when the baggage-car struck and was smashed into fragments; and third, when the smoking-car collided and leaped in the air, alighting on the fractured boiler of the freight engine. The remains of the passenger train engine were thrown from the track toward the east, and so were the ruins of the baggage-car. Then came the smoking-car on top of the boiler. The forepart of this car was burst open by the force with which it struck, the hind wheels remaining on the track, and there it stood at an angle of thirty degrees, the passengers imprisoned in the broken iron and wood, while the deadly steam came up with terrific force from the boiler below, scalding those whom it touched, instantly poisoning off the skin, and cutting the most excruciating agony. One moment was sufficient to cause death, but many were there several minutes before being extricated. They breathed the burning atmosphere. One breath was fatal, the inner surface of the chest and lungs being fearfully scorched.

As soon as they recovered from the first shock, the passengers in the two coaches and in the sleeping-cars, who were uninjured, did all they could to rescue the sufferers.

The cause of the accident was the inexcusable foolhardiness of the conductor of the freight train in leaving Lemont when he knew that it was a matter of life and death that it was a mere chance if he could reach a switch in time, that it was his duty to remain there until the passenger train, which had the right of way, was safely by, and that any way he had no right to run any risk or take any chances. Mr. Huston, station-agent at Lemont, entreated him not to leave the station, and so uneasy was Mr. Huston when he did leave, that he listened until he heard the concussion, and then he went to work to secure the necessary aid.

The night was dark, the sky cloudy, the waning moon shed no light, the stars were visible overhead, but a thick fog covered the surface of the earth, and lights could not be seen for any great distance. That made no difference, however. With the same reckless management of the freight train the accident might have occurred in the full blaze of noonday. There would be nothing to prevent it. A curve in the road hid the trains from each other, and the engineers could do nothing to stop their engines. In this case nothing seems to have been attempted. There was no Raftery there, by a deed of heroism to lighten this gloomy tale.

As a correspondent of the Pueblo People, writing from Fort Garland under date of July 24, tells the following story:

"Last Monday, two Mexican boys, Jesus Maria and Juan de la Cruz Limbustero, were taking a herd of 700 sheep across the sand hills of the 'Lomas del Arroyo' about twenty-four miles northerly from Fort Garland. The sand hills extend into the San Luis Valley about fifteen miles, opposite the Mosco Pass.

"The herders undertook to make a short cut across the hills, instead of going around, as directed by their father. At first everything moved gaily; the boys, and sheep, and dogs all sank a few inches in the light, white sand, and they thought how foolish it was of old fogies to go around twenty miles, when it was only four across, but before they got half across, one of those sudden storms arose; up came a gentle breeze, the breeze became a wind, and the wind an awful hurricane; the sand moved about in blinding clouds, hills changed to holes, and every hole was a seething caldron.

Buried in a Sand Storm in Colorado.

"The poor boys struggled hard to avert their doom, and Jesus Maria managed, by drawing his serape over his head, and keeping his feet, and climbing as the sand piled up around him, to survive the storm; but his younger brother, Juan de la Cruz, succumbed to the suffocating blast, and, as a ship goes down at sea, so sank the brave boy surrounded by his bleating sheep and whining dogs; and when the storm ceased, as suddenly as it had commenced, little Jesus found himself all alone, with quiet mounds of glistening sand all around him, and not a trace of the cruel storm nor a wreck of the sad disaster could be seen.

"He hurried home, where he arrived the next day, and told his tale of terror. The whole plaza turned out to search for the lost boy, and to dig out the missing sheep. Up to the succeeding afternoon they had recovered over 400 sheep, most of them being found about six feet below the surface, and the natives from neighboring plazas had flocked to the scene, and were busily engaged digging out sheep, saving the wool and feasting on mutton."

Incidents and Accidents.

—Edward Snyder, of Millport, Pa., was recently stabbed to the heart by electricity as nearly as a dirk would have done it.

—The keeper of the town farm in Peacham, Vt., is accused of kicking a little boy to death, and has left for parts unknown.

—A runaway horse, in Oshkosh, Wis., the other day, jumped clear over a lumber wagon, and knocked a farmer's wife out. She was but little injured.

—Two bulls belonging to Michael Duffie, of Davies county, Ind., had a fight, and the vanquished one was so disgusted that he plunged into a pond of water and drowned himself.

—While Noah Content was walking along the beach at Long Branch, the other evening, the umbrella which he carried in his hand was struck by lightning, and shattered in threads; he escaped injury, and was content.

—A young man named Moses Polton, living near Hillsboro, Mo., was on his way to be married, when he was struck by lightning and instantly killed. Two years ago his brother was thrown from his horse and killed while going to marry the same lady.

—A few evenings ago a number of boys were jumping from an elevated sidewalk in Chicago, when one of them leaped upon the stump of a burned tree, a sharp point upon which entered his abdomen, and inflicted a frightful and, probably fatal, wound.

—A man and wife (names not given) were found dead in bed, a few days ago, at their home in Mount Vernon, Ind., having died of cholera. When discovered, their only child, two years old, was clambering over their dead bodies, in a vain attempt to awake them.

—In Clay County, Mo., a few days since, Mr. H. W. Roberts started homeward from Newell with a reaper on his wagon, and when six miles from that place his team ran away, throwing him from the wagon, part of the load falling upon him, dislocating his neck and producing death.

—A woman, named Ryan, one of a party recently gathering huckleberries near Lock Haven, Pa., was attacked by a huge panther, and managed not only to ward off the attack, but actually killed the beast with a pine knot. Miss Ryan is the lion (or lioness) of the neighborhood, as she deserves to be.

—On a recent evening, Mr. Phillip Streeter, a man about seventy years old, and one of the oldest German residents of New Berlin, Wis., went down into his

well with a rake in search of something that dropped into it, and by so doing the rake pulled out a stone near the bottom and the well caved in on him, burying him in about four or five feet of water, thirty-five feet below the surface.

—On a recent Sunday, at Tunkhannock, Pa., Sidney Major shot and killed in his garden a hawk which had been preying upon his chickens. Oscar Mills, who lived next door, and three buckshot passed the hawk and struck him in the heart, killing him instantly. Mills was an Assistant Engineer in the United States Navy, and was awaiting orders at the time of his death.

—A frightened boy named Wilkins, of Clemensville Corners, Wis., jumped from a fence as a mower went by, striking one leg in front of the sickle, which cut it off at one clip just above the ankle. The foot being gone, the leg dropped down to the second cut, and was nearly taken off a second time, about two inches above the first cut, before the horses could be stopped. At last accounts, it was feared he could not recover.

—A man, named William Oerhel, living in Chicago, had a remarkable escape from death recently during a fit of "somniaambulism," a disease of which he is a frequent victim. Rising from his bed, he went to the window of a room on the third floor of his house, and tried to climb there to the roof. His hold was not good, however, and he fell a distance of nearly forty feet to the wooden sidewalk, several planks of which were smashed by the collision, but, strange to say, all the injuries he received consisted of a few bruises.

—On a recent Saturday evening as the train on the Sabula, Ackley & Dakota Railroad rounded a sharp curve, just east of Brown's Station, in Clinton County, Mo., the engineer discovered a girl lying on the track, not 200 feet distant. He immediately whistled "down brakes," but before the train could be stopped the baggage-car had passed over her, severing both limbs from her body and otherwise fearfully mangle her. The girl proved to be the daughter of Mr. Brown, for whom the station had been named. She was subject to fits, and was returning home from the field where she had been with a lunch for the hands employed by her father.

—The Newark (N. J.) Daily, of a recent date, tells the following story, which, in tragic interest, exceeds that of the man who burned his barn to get rid of the rats that infested it: "In Monmouth County, last week, a fire was started in a field to burn out a nest of yellow-jackets. It, however, got beyond control, and raged with terrible fury. Every one that could was out to fight the fire. Relays of men were needed, for the strong men wilted down with their fearful labors. Night and day they fought the flames which lapped up the green fields, and came in a burning nearness to the dwellings. The precious rain came to their relief, and for the first time in five days and four nights the people of the neighborhood felt they were getting the foul fiend down. Probably not less than two hundred acres of woodland are burned down, even beneath the very roots of the trees. 'Behold how great a matter a little fire kindleth'—a conflagration from the careless destruction of a wasp's nest."

—An acre of strawberries, well handled, should produce a net profit of \$300, over and above the cost of production and the necessary expense of marketing. The commissions are ten per cent. There have been instances where \$500 has been cleared from an acre, and in one case over \$1,000. But these instances are rare. The crop was grown on a small area, and the best of culture was applied.

—Recently, at Baltimore, Md., while Mrs. Augusta Rosenthal was carrying her little boy up stairs, a tin oil lamp held in her hand exploded, and burned herself and child so frightfully that they both died shortly afterward. Her husband was severely, if not dangerously burned also, while endeavoring to extinguish the flames.

—To help a man who won't help himself is to help him to his ruin.

SEVERAL IOWA TOWNS PROHIBIT THE SALE OF NEWSPAPERS ON SUNDAY.

VINEGAR BITTERS THE GREATEST YET. A few doses stir the life current; sluggishness departs, pain vanishes, and after continued use of the remedy the whole body glows with a new energy and a new being. Purge the blood and every organ will perform its function perfectly. The stomach will be no longer tortured with dyspepsia; the lungs will be free from consumption; the liver active, the heart healthy, the brain clear, the nerves braced, and the mind elastic. Use the "VINEGAR BITTERS," and purge your blood. Whether the disease be Fever, Consumption, Dyspepsia, Affection of the Liver or Kidneys, Dropsy, Catarrh, Rheumatism, Gout, or pains and aches of any kind, attack it in its stronghold, the blood—the fountain of life—and it will soon surrender and abandon the outposts. To do this you must have the "VINEGAR BITTERS;" there is no complaint to which the human system is liable, that will not yield to its influence, and there are thousands which no other remedial agent will remove.

OUR READERS should be careful to notice that PROCTER & GAMBLE'S STAMP is upon the bars of their MOTTLED GERMAN SOAP, as all good articles are imitated, and this Soap being so popular, other manufacturers have copied their stamp.

At this season of the year cramps and pains in the stomach and bowels, dysentery, diarrhoea, etc., are quite common, and should be checked at once. Johnson's Anodyne Liniment is the best article that can be used in all such cases, and should be kept in every family. Used internally.

ASK FOR PRUSSIAN'S OLIVE VINEGAR and take no other. Warranted to preserve Pickles.

Cholera and Pain-Killer. PERRY DAVIS' PAIN-KILLER. This unparalleled preparation is receiving more testimonials of its wonderful efficacy in removing pains, than any other medicine ever offered to the public. And these testimonials come from persons of every degree of intelligence, and every rank of life. Physicians of the first respectability, and perfectly conversant with the nature of diseases and remedies, recommend this as one of the most effective in their line of preparations for the cure of Cholera, Cholera Morbus and kindred bowel troubles now so common among the people.

IN HOT WEATHER an attack of Diarrhoea, or indigestion, or complaint of the bowels, rapidly exhausts the system, and renders the necessity of prompt treatment imperative; in all such cases Dr. Jayne's Carminative Balm is an effective remedy, acting quickly and curing thoroughly.

BEST AND OLDEST FAMILY MEDICINE. Sanford's Tonic and Stimulant—a purely Vegetable Compound and Headache, Bilious Attacks, and all derangement of Liver, Stomach and Bowels. Ask your Druggist for it. Beware of imitations.

THIRTY-THREE PERSONS were recently taken ill at Pittsburgh from eating smoked whitefish.

GREAT HARM and discomfort is caused by the use of purgatives which gripe and rack the system. *Pearson's Purgative Pills* are free from all impure matter, and are mild and health-giving in their operation.

SEE advertisement of Ferry Hall, a ladies collegiate institute, Lake Forest, Ill.

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