

WRECKS ON THE CENTRAL

Passenger Train on the Delaware and Hudson Division Demolished by a Freight.

Engineer, Fireman and One Passenger Killed, Several Others Injured.

Niagara Falls Express Thrown Down An Embankment by Train Wreckers—Passengers Escape.

PLATTSBURG, N. Y., Sept. 6.—Passenger train No. 25, on the Delaware and Hudson railroad, due here at 7:05 a. m., ran into a freight train at Howards, between here and Westport, at 6:30 a. m. Both engines were badly damaged and Engineer Murray and Fireman Starr, of the passenger train, and one passenger, A. G. Knifen, were killed and several injured. The Adirondack special was thirty minutes late and the extra freight was sent out on the passenger train's time. It is very probable that the passenger train made up some of the lost time and did not give the extra freight time to reach Howards siding. Passengers are being transferred.

RAILS ON THE TRACK.

Niagara Falls Express Thrown Down a High Bank—Passengers Miraculously Escape.

ALBANY, N. Y., Sept. 6.—The second section of train No. 134, the Adirondack and Montreal express from New York, on the New York Central railroad, was wrecked at a point about three miles below Greenbush, between midnight and 1 o'clock. Six sleepers were wrecked, but, miraculously as it may seem, no one was killed. The injured list will foot up about seven, the most seriously injured being Mrs. Atkinson, of Trenton, N. Y., who was badly cut, and Trainman Sausbaugh, whose back was wrenched. The others have backs and limbs wrenched but none of the cases are fatal. A single rail placed crosswise on the track in front of the train resulted in the disaster. Six coaches were turned.

Turned Bottom Side Up

on the bottom of a fifteen-foot embankment and three were twisted and wrecked beyond repair. Of the eight sleepers comprising the train but two were left on the track. The others were either on the embankment or lying across the rails.

The Statement of the Engineer

is to the effect that he was running at high speed as he was late. The first indication he had of an obstruction on the track was the complete turning over of his engine with a terrific crash. For a while he was stunned, but he soon recovered, and he and the fireman started back toward the express, due in twelve minutes. They succeeded in signaling it and then returned to their own train. The front of the engine and the small trucks were badly smashed. Examination shows that not only was the obstruction placed on the up track, but the down track was also blocked. Two passengers started for Albany, and as soon as they arrived the wrecking train was sent out. Superintendent Bissell said "It is the greatest miracle of the age that everybody on the train was not killed."

Maliciously Wrecked the Train.

VICKSBURG, Miss., Sept. 6.—The Louisville, New Orleans and Texas railroad passenger train No. 2, due here at midnight, but two hours late, was derailed on an embankment five miles north of here and badly wrecked. Every car left the track, but the sleepers were not overturned. All the others rolled down the embankment and the engine, tender and baggage car were wheels upward. No loss of life occurred, though Conductor Gurley, Engineer Cook and two or three passengers were severely injured. The wreck was the result of deliberate malice, a rail having been loosened.

Their Engine Turned Over.

PHILADELPHIA, Sept. 6.—William H. Woods, an engineer on the Pennsylvania railroad, and E. W. Tibely, his fireman, were terribly injured at Beach and York streets at 8:50 p. m. by the overturning of their engine. Engineer Woods had his left foot almost cut off and his right leg also badly crushed below the knee. The fireman was fearfully scalded by the escaping steam about the head and hands. The engineer cannot live and the fireman's condition is serious.

Engineer and Fireman Killed.

DENISON, Tex., Sept. 6.—The south-bound freight train on the Missouri, Kansas and Texas was derailed at Checotah, I. T., and Engineer Doud and Fireman Ebbeson killed. The engineer was buried under the debris of sixteen cars. After the wreck the train took fire and was destroyed. The dead engineer resided in this city and leaves a large family. He was a prominent member of the Brotherhood of Locomotive Engineers.

Another Attempted Train Wrecking.

Another attempt was made to wreck a passenger train this morning. The train from the west due here at 5:10 a. m. came slowly creeping down through the gap west of West Albany, when the engineer saw an obstruction on the track. The train was stopped and it was found that ties had been thrown on the tracks by some miscreant. They were removed and the train proceeded to this city.

Was Criminally Negligent.

QUINCY, Mass., Sept. 6.—Judge Humphrey, of the district court of East Norfolk, made his return on the inquest held on the Old Colony railroad disaster at Quincy. He finds that the track-jack was the cause of the accident, and that Joseph Welsh, the section master, was guilty of criminal negligence in allowing the jack to be placed on the track at that time.

Streets Are Rushing Torrents.

PRAGUE, Sept. 6.—The flood situation is growing worse. The streets of the city are rushing torrents of water, impassable even by boats.

NEW YORK'S POPULATION.

Superintendent Porter Says a Good Deal of It Has Gone to New Jersey and Brooklyn.

WASHINGTON, Sept. 5.—Concerning the resolution adopted by the New York board of aldermen relative to the population of that city under the recent enumeration and demanding a recount, Superintendent of Census Porter said in an interview that there is no reason whatever for ordering a recount in that city. On the contrary all the collateral evidence serves to corroborate the accuracy of the enumeration. The official returns from the state of New Jersey when published will probably give an explanation of the fact that the population of New York did not increase during the last decade as rapidly as some expected it would. As the business of the city has encroached upon the residence quarters, the residents have found homes in what might almost be called suburban towns adjacent to New York in New Jersey. From the returns already tabulated in the census office there is every reason to believe that the results of the New Jersey census will, in a large measure, explain the apparently small increase in New York city. An increase of nearly 40 per cent. in Brooklyn also means that a large number of people who carry on business in New York have sought homes in Brooklyn. Mr. Porter denies the charge that politics had anything to do with the work of making up the census in New York.

NATIONAL TYPOTHETÆ.

The Revival of the Apprentices System Strongly Recommended.

BOSTON, Sept. 5.—At the second day's session of the United Typothetæ Mr. Pettibone, of Chicago, for the committee on apprenticeship system, presented an extended report in which the revival of the system in some form was strongly urged on the ground that such revival would tend to make better workmen, do away with the labor troubles and bring in a much better class of men. The committee hope that active steps may be taken in deciding which system may be the best. Secretary Wallace, of Philadelphia, presented a protest against the re-establishment of the apprenticeship system, expressing the belief that the system was a back number and that a substitute for it would be found in the mechanical trade schools.

Mr. Shepard, of Toronto, extended an invitation to the convention to meet there in 1892. Mr. Innes, of St. Louis, spoke against the Chase international copyright bill.

Minnesota's Wealth.

ST. PAUL, Sept. 5.—The state board of equalization is now going over the real estate valuation. The value of real property as returned by county equalization boards is \$491,161,832, as against \$450,383,098, in 1888. The value of the land in the state exclusive of city lots, has increased during the past two years over \$1,000,000, while the value of town and city lots has increased \$18,000,000. At the same time the value per acre of farm lands, exclusive of structures, has fallen from \$6.59 in 1888 to \$6.31 in 1890. The average value of land per acre, including all improvements, has fallen from \$7.30 to \$7.08.

A Pioneer Ohioan Dead.

NEW YORK, Sept. 5.—E. Coleman died on Tuesday afternoon at his home, No. 105 West Forty-seventh street, from the effects of a fall. Mr. Coleman, who was 72 years of age, was a native of Ohio and son of Dr. Elijah C. Coleman, of Ashabula, Ohio, one of the pioneer settlers of that state. One of Mr. Coleman's daughters was the wife of John Russell Young, ex-minister to China. Mr. Coleman was reputed to be worth \$2,000,000.

Stole Goods at the Transfer.

BARNESVILLE, Minn., Sept. 5.—Three men employed by the Great Northern Railway company here, John Carlson, baggagemaster, and his assistant, Fred Gruber, and Chris Bjurhus, car checker, have been arrested at the instigation of officials of the road for the alleged systematic stealing of goods of various kinds out of cars while making transfer. It is stated that their operations have been plied for a number of years and reach into the thousands. They will be taken to Moorhead for examination.

New Evidence in the Sawtelle Case.

DOVER, N. H., Sept. 5.—The new evidence before the grand jury in the Sawtelle murder case is said to have a stronger case than it was at first supposed would be the result. It is understood that two indictments have been found, one for willful premeditated murder, and another as accessory before the act. It is believed that the grand jury will report Friday afternoon.

Embezzled City Funds.

ARKANSAS CITY, Kan., Sept. 5.—Frank P. Schiffbauer, mayor of this city, was arrested by the sheriff charged with the embezzlement of \$9,487.63. It is claimed that the money was received from the sale of certain city bonds. He has never turned the money over to the city treasurer. He gave bond for his appearance for trial.

To Succeed Tams Bixby.

ST. PAUL, Sept. 4.—The secretaryship of the state railroad and warehouse commission has been given to A. K. Teisberg, the present clerk. This vacancy was made by the resignation of Tams Bixby. Mr. Teisberg has been with the commission ever since it was first organized in 1885.

September Silver.

WASHINGTON, Sept. 5.—The director of the mint has purchased 100,000 ounces of silver at \$1.19 1/2 and 200,000 ounces at \$1.19 4/10. The total amount offered aggregated 2,003,500 ounces.

Returns from Arkansas.

LITTLE ROCK, Ark., Sept. 5.—Returns from 556 out of 1,020 townships in the state give Eagle, Democrat, for governor, a gain of 9,920 over his majority in the same places two years ago. If the same ratio continues Eagle's majority will reach 30,000.

Ex-Governor Noyes, of Ohio, Dead.

CINCINNATI, Ohio, Sept. 5.—Ex-Governor E. F. Noyes dropped dead in the court house at 11:15 a. m. Apoplexy was the cause.

SCENES IN LONDON.

PHASES OF LIFE IN THE ENGLISH METROPOLIS IN 1790.

Though the Population Was Small the City Was Thickly Settled—Great Travel Over Bridges and Ferries—Amusements That Pleasured the Populace.

Although containing within the bills of mortality perhaps 80,000 inhabitants, the English metropolis a century ago was a huge community, and the city was busy at its center and in its main thoroughfares. London in 1790 did not extend more than a mile north and south of St. Paul's. The houses and gardens at Hoxton pushed out a little further to the north, and to the south High street, Southwark, continued through Blackman street to the village of Newington Butts, with a line of houses reaching to Kennington Common. To the east, saving a fringe of houses on both sides of the Thames, the town ended at Mile-end gate; to the west it was bounded by the parks.

The southern portion of the metropolis was even less overbuilt, and more space was filled with gardens. Besides the bridges, the river was crossed by numerous ferries, and there were no docks but the Commercial; the pool was crowded with shipping, and its wharves were busy enough. London bridge, it was calculated, was daily crossed by some 70,000 persons, and the stream of life flowed east and west. We remember the saying of Dr. Johnson, "Why, sir, Fleet street has a very animated appearance, but the tide of existence is at Charing Cross."

The west end of London was well built, but the old parts of the city were dingy, close and decaying. The general condition of London, indeed, was improving, since the excess of deaths over births, which had been 10,395 in 1790, and 5,319 in 1770, fell in 1790 to 1,603. That was still bad, but as a set off Londoners in 1790 had ready access to the country by every road through the rural environs. East-enders flocked to Cambridge Heath or Bow Common, West-enders to Hyde park or along the river at Millbank, while to the south lay Kennington and Camberwell, and to the north Islington—long the most noted popular resort of holiday pleasure.

FEATURES OF THE OLD CITY.

In 1790 Islington was full of tea gardens, bowling alleys and suburban taverns; the new list of their names suggests a perpetual fair, more or less noisy, according to the character of the company, and especially crowded on Sunday afternoons, when there was a great consumption of buns and beer. On Sunday mornings the favorite promenade was in Hyde park, where the fashions in vogue might be seen; but the place for a show of London society was the Mall in St. James park. The costumes of gentlemen were often brilliant, and on a fine day the coats of gay colors, the scarlet waistcoats and the bright attire of the ladies, all standing out against a leafy background, with a peep of "Queen's house" in the distance, might have delighted a lover of picturesque grouping.

Only a few months had passed away since King George III had recovered from his sad malady, and the cloud still hung over a court which at its best was never very lively. However, in January, 1790, there was an effort to restore the aspect of magnificence. The royal dukes and the aristocracy arrived in coaches "surpassing," so said the newspapers, "anything of the kind ever seen;" while those exalted personages were clad in rich velvet, embroidered with gold, silver and spangles. The public went to gaze on their glory; but either the people looked somewhat unsympathetic or the officer was peculiarly suspicious, for the soldiers who surrounded the palace suddenly backed their horses among the crowd, so as to cause a crush and panic. The season advanced, summer came, and on June 11 a grand patriotic military spectacle was got up at the Royal circus. The death of Gen. Wolfe at Quebec was represented, with the scenery of the falls of Niagara and the falls of Montmorenci, tableaux of the French army and the Indian warriors, concluding with Gen. Wolfe expiring in the arms of Victory.

SPECTACULAR ENTERTAINMENTS.

On July 11 a new piece was brought out, called "The Triumph of Liberty; or, The Destruction of the Bastille," which apparently proved more successful, for on Aug. 5 Astley's came out with "The Confederation at the Champ de Mars," in which an attempt was made to reproduce the pomps of the recent grand political ceremony in Paris. At the other end of the town the much frequented theatre at Sadler's Wells produced a spectacle of the same subject, calling it "The Champ de Mars; or, Loyal Federation," in which the whole affair was set forth in a series of tableaux, beginning with the activity of the citizens in preparing the ground, their joyous loyalty shown at the visit of the king, and "the striking and orderly manner in which the great business of the day was conducted." Finally the Royal circus, having led the way, was not to be outdone, but again entered the lists with this popular subject, entitling it "The French Jubilee," and made a few striking points omitted by the other theatres.

A feature characteristic of 1790 was the performance of these spectacles of the contemporary revolutionary incidents, put on the stage to gratify public feeling, which had more serious exponents. There was a society in London deriving its name from the revolution of 1688, of which the Rev. Dr. Price, the minister of a highly respectable Presbyterian congregation at Stoke-Newington, and the Earl of Stanhope, a brother-in-law of Mr. Pitt and a distinguished man of science, were leaders, and they were jointly responsible for a congratulatory address to the national assembly in Paris. This occasioned the writing of Burke's "Reflections on the French Revolution."

ARABIA.

Across red sandy deserts of barren land.

An evil cover, a thin desert tent,
Wearily crawls through seas of blistering sand
The struggling groups of a great caravan.

With dates and dromedars from the Yemen's shores
It browses the pitiless desert's flaccid heart;
The thirsty camel totter, faint and sore;
The suffering Bedouins dream of distant sweets.

The road is long, and ne refreshing palm
Charms the infatigable with verdant plumes;
The death sun tortured them, the awful calm
Angry hints of imminent simooms!

Mecca, the wonder, with its bright, broad walls,
Has been the goal that they will never reach,
And every hot and savage ray that falls
Is doomed to their fatal skeletons to bleach!

No more shall these poor wanderers behold
The holy Caaba and the sacred shrine,
Where in a maze of marble and of gold
The Prophet slumbers in his rest divine!

Nor shall their balms, myrrh and precious stones
Be sold through Jidda's intricate bazars,
And none will hear the mezzain when he tones
The throng to mosque below Medinan stars.

Shrieking to headless Allah, sore afraid,
By wails of maddening, cruel heat oppressed,
In graves of shifting sand they will be laid,
By ravenous swarms of locusts devoured!

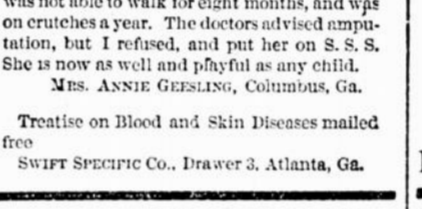
Wails o'er their scorched and withered bodies,
strewed
In disarray amid deserted tents,
The irreproachable and callous moon
Will rise in her serene magnificence!

—Pittsburg Bulletin.

Syrup of Figs.

Produced from the laxative and nutritious juice of California figs, combined with the medicinal virtues of plants known to be most beneficial to the human system, acts gently, on the kidneys, liver and bowels, effectually cleansing the system, dispelling colds and headaches, and curing habitual constipation.

A party of distinguished New Yorkers, including Generals Gresham and Bristol, and Ulysses S. Grant, Jr., will arrive in North Dakota this week, en route for the Turtle Mountains of North Dakota, on a hunting trip, where they will be the guests of E. H. Thurnaby, the Mouse river cattle man.



HEALTH AND BEAUTY.

Swift's Specific has cured my little niece of white swelling of the worst type. More than twenty pieces of bone came out of her leg. She was not able to walk for eight months, and was on crutches a year. The doctors advised amputation, but I refused, and put her on S. S. S. She is now as well and playful as any child.
—MRS. ANNIE GIESLING, Columbus, Ga.

Treatise on Blood and Skin Diseases mailed free
SWIFT SPECIFIC CO., Drawer 3, Atlanta, Ga.

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ESTABLISHED IN 1878

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Monday, Sept. 15, 1890

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\$120,000.00

By terms of contract, the company must deposit the sum of all prizes included in the scheme before selling a single ticket, and receive the following official permit:

CERTIFICATE—I hereby certify that the Bank of London and Mexico has on deposit the necessary funds to guarantee the payment of all prizes drawn by the Loteria de la Beneficencia Publica. APOLINAR CASTILLO, Intervenor.

Further, the company is required to distribute fifty-six per cent of the value of all the tickets in prizes—a larger portion than is given by any other Lottery.

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WHOLE, \$8. HALVES, \$4. QUARTERS, \$2. EIGHTHS, \$1.
Club Rates: \$55 worth of Tickets for \$50.

LIST OF PRIZES:

| | | |
|------------------------------|-------|-----------|
| 1 Capital Prize of \$120,000 | is | \$120,000 |
| 1 Capital Prize of 40,000 | is | 40,000 |
| 1 Capital Prize of 20,000 | is | 20,000 |
| 1 Grand Prize of 5,000 | is | 5,000 |
| 2 Prizes of 2,000 | are | 4,000 |
| Prizes of 1,000 | are | 5,000 |
| 50 Prizes of 500 | are | 10,000 |
| 150 Prizes of 200 | are | 30,000 |
| 200 Prizes of 100 | are | 20,000 |
| 200 Prizes of 50 | are | 10,000 |
| 228 Prizes, amounting to | | \$87,120 |

APPROXIMATION PRIZES:
150 Prizes of \$150 approximating to \$150, 000 prize..... \$18,000
150 Prizes of \$100 approximating to \$40, 000 prize..... 15,000
150 Prizes of \$50 approximating to \$20, 000 prize..... 9,000
799 Prizes of \$40, decided by \$150, 000 prize..... 31,960

All Prizes sold in the United States fully paid in U. S. Currency.
The number of tickets is limited to 80,000—20,000 less than are sold by other Lotteries using the same scheme.

Remit by ordinary letter, containing money orders issued by all Express Companies, or New York Exchange.
Currency must invariably be sent Registered.
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That we keep the best qualities of everything all who trade with us will attest. And while we know that cheap, trashy stuffs often catch the unwary and inexperienced, we prefer to maintain our well-earned and wide reputation, and let someone else sell trash and shoddy. Nothing is misrepresented, as we would rather miss a sale than deceive a customer. Our One-Price System guarantees you the lowest possible figures, and a 5-year-old child can buy as cheaply as the most inveterate shopper. What we want you to do is to visit our store, whether you buy or not. We will treat you as nicely as we know how, and will not insist on selling to you against your inclination; but we do insist that you examine our goods and see for yourself if it is not to your interest to deal with us. We are anxious for your trade and influence, and when you come to see us we will make your visit at least a pleasant one.

SHAW & CO., Leaders in Low Prices for Reliable Goods
P. S.—Watch our Sale next Saturday. BUTTERICK PATTERNS.

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Established 1879 ALLEN & TRIMBLE.

RAILROAD TIME TABLE.

NORTHERN PACIFIC—West Bound.
PACIFIC MAIL—Arrives at Jamestown at 5:30 a. m.; departs at 5:35 a. m., daily.
PACIFIC LIMITED—Arrives at Jamestown at 11:35 p. m.; departs at 11:40 p. m., daily.
DAKOTA EXPRESS—Arrives at Jamestown at 12:15 p. m., daily, except Sunday.
East Bound.
ATLANTIC MAIL—Arrives at Jamestown at 5:25 a. m.; departs at 5:30 a. m., daily.
ATLANTIC LIMITED—Arrives at Jamestown at 11:35 p. m.; departs at 11:40 p. m., daily.
DELUTH ST. PAUL & MINNEAPOLIS EXPRESS—Leaves Jamestown at 3:45 p. m., daily, except Sunday.
JAMESTOWN & NORTHERN—North Bound.
JAMESTOWN EXPRESS—Leaves Jamestown at 8 p. m.; LaMoure 9:30 p. m.; arrives at Jamestown at 11:35 p. m.
ACCOMMODATION—Leaves Jamestown Mondays, Wednesdays and Fridays at 9:10 a. m.; LaMoure 11:00 a. m.; arriving at Jamestown at 3:30 p. m.
The authenticated issue of the season laws of the last legislature, bound in both full and half calf, for sale at this office.