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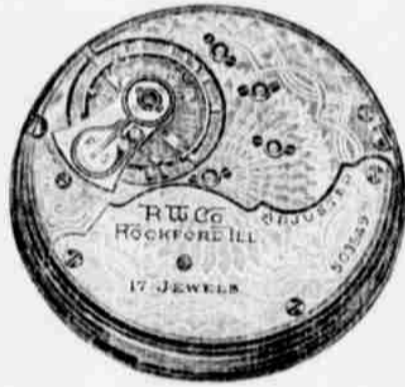


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15 KILLED IN CRASH

INTERURBAN CARS COLLIDE NEAR MATTOON, ILL.

Confusion of Orders Received Over Telephone Cause of Smash—Motor Car and Trailer Telescoped by Traction Car.

Mattoon, Ill., Aug. 31.—Fifteen persons were killed and fifty injured in a head-on collision between an interurban express train, consisting of a motor car and a trailer, and a traction car on the Mattoon and Charleston electric line. The crash occurred on a sharp curve, one mile west of Charleston, Ill. A confusion of orders received over the telephone is said to have been the cause of the accident. The cars approached each other at a high rate of speed and the impact was so terrific that the motor car and trailer were telescoped by the traction car. There was no warning and few passengers had time to escape by jumping. The passengers, nearly all of whom were en route to the Coles county fair at Charleston, were crushed or maimed where they sat in their seats. Some of them who escaped and who were able to speak said the scene at the wreck was gruesome. The dead and dying were jammed together in a mass. Women were shrieking with pain and children were crying for mothers who were thought to be among the dead. When the news of the wreck reached Mattoon, special cars were hurried to the scene and the dead and injured were brought to the morgue and hospital here. Some of the injured are in a critical condition and there is little hope of their recovery.

The dead: Neil Fugate of Garys, Ill.; Thomas Weakley of Mattoon; William Nelson of North Okawa, Ill.; Charles Nelson, Howard Cole of Cook's Mills, Ill.; Harold Cole, Zack Vandeventer of Mattoon, Edward Reynolds of Paradise, Ill.; Albert Smith of Mattoon; W. A. Price of North Mattoon; Douglas Logan of Humboldt, Ill.; Edna Walbalm of Cook's Mills, Ill.; three unidentified bodies. Seriously injured: G. G. Armentrout, wife and two children, badly bruised and cut; Albert Mapes of Mat-

toon, Charles Josephs of Salisbury, Ind., hurt internally; Samuel Boyer, right leg broken and back bruised; James Castevens of Garys, leg broken and cuts and bruises; Alec Miller of North Okawa, may die; A. C. Ealy of Mattoon, badly hurt; G. H. Jones ribs broken; C. R. Curtis of Mattoon, left arm broken and badly bruised; Mrs. Flex of Langston, badly hurt; Mrs. Sarah C. Phillips, badly bruised and hurt internally; A. J. Phillips, ribs broken and seriously hurt; Otto Tower of Humboldt, leg broken and otherwise hurt; Charles Redman of Mattoon, right arm broken and seriously bruised; Grace Young, legs crushed; Mrs. J. C. Monroe and two little boys, badly hurt; William Switz of Garys, seriously injured; S. Fenis of Mattoon, both legs broken; Jerome Goss of Mattoon, back badly hurt.

Medical aid was summoned from this city, but in the meantime doctors and others had hurried from Charleston, a mile from the scene of the disaster. The dead and injured were extracted from the broken mass of timbers and seats. First aid was given the maimed and bruised and the dead were laid alongside the track. The victims could not be taken to Charleston, because the track was blocked in that direction and consequently were brought to this city.

The line on which the disaster happened is but twelve miles long, running between Mattoon and Charleston, and has but a single track. Telephones are placed every few miles, at which orders are transmitted to the conductors and motormen of the cars passing over the road. A misunderstanding of one of these telephone orders is said to have caused the disaster.

RIVER GIVES UP ITS DEAD.

Quebec Bridge Officials Say List May Number Seventy-Eight.

Quebec, Aug. 31.—Several engineers visited the scene of the bridge disaster. It was evident, they said, that there had been a miscalculation of the tensile strength in some spot, that the weak spot had given way under the strain of hundreds of thousands of tons of steel and that this had upset the balanced proportions of the structure and caused the collapse.

Bridge employes were busy looking for bodies among the piles of iron

which fell on the shore. Women were sitting on logs weeping and as a body was brought ashore there was a wild rush to see if it was that of a lost relative. As the bodies were found they were carried to one of the company's buildings. The general estimate of the number of dead is seventy. The number of dead victims, as stated at the office of the Phoenix Bridge company, is 18 Canadians, 28 Indians and 17 Americans, but the officials would not give out any names at present. They also state that five Canadians, four Indians and three Americans are injured. The Quebec Bridge company's officials place the number of dead at seventy-eight.

Some of the bodies of the unfortunate men can be seen below the surface of the water, tightly wedged in an inextricable network of steel, where it is utterly impossible to reach them.

Ten Killed, 150 Injured.

Oporto, Portugal, Aug. 31.—A platform erected by a local newspaper on the occasion of a lottery drawing collapsed, hurling to the ground about 100 persons, of whom ten were killed and 150 injured.

NEWS OF NEBRASKA.

Lincoln Man Dies from Sunstroke. Lincoln, Aug. 31.—Andrew Sunnean an aged carpenter, died from the effects of sunstroke.

Dr. Osborne Made Superintendent. Lincoln, Aug. 31.—Governor Sheldon appointed Dr. Frank E. Osborne superintendent of the home for the feeble minded at Beatrice.

Farmer Commits Suicide. Cambridge, Neb., Sept. 2.—Adolph Hogenkamp, a farmer residing five miles northeast of Cambridge, was found dead, having shot himself. For some time his health has been poor and it is thought that he did the deed through despondency.

Tecumseh Woman Will Contest. Detroit, Sept. 2.—Mrs. Eliza H. Leonard of Tecumseh, Neb., gave notice she will contest the wills of her brothers, Robert and John Pearson, who died within a few weeks of each other and left property to their relatives but cut her out. She alleges both were of unsound mind.

IRRIGATION THEIR THEME

SPEAKERS AT SACRAMENTO SHOW VALUE OF PLAN.

WORK OF FOREST SERVICE

Resolution Asking that Duties on Timber Be Repealed Referred to Committee Without Discussion. Thanks for President Roosevelt.

Sacramento, Cal., So. 4.—This was irrigation and conservation day at the national irrigation congress. A number of men promising in the great work of the congress were the speakers. A letter from Secretary Garfield was read, regretting inability to attend, and speaking the important work to be done. United States Senator Francis G. Nichols of Nevada, a member of the land waterways commission, delivered an interesting address on the subject with which the inland waterways commission deals. An address on the "Conservation of Resources" was given by Gifford Pinchot, United States forester.

Later there were responses by representatives of the national organization. Following the address of Mr. Pinchot, Judge J. E. Baker moved that it be the sense of the gathering that all duties on timber be repealed and that the timber of this country be preserved to the largest extent possible, by allowing other countries to ship their lumber. Under a rule adopted early in the session this motion was sent to the committee on resolutions about opportunity for discussion.

Delegates Kael of Utah asked Mr. Pinchot what was being done by the forestry service. The reply was that the service must plant sufficient trees to keep up with the consumption, but that as far as congress appropriates funds irrigation and other watershed work are being protected.

The congress sent a telegram of thanks to President Roosevelt for the "splendid message" from him, read by Gifford Pinchot Monday.

LANE O STUDY CONDITIONS

Interstate Commerce Commissioner Will Take Trip in West.

Washington, Sept. 4.—Interstate Commerce Commissioner Franklin K. Lane will leave Washington today for a protracted tour of the west, which is likely to bear very important results. In addition to looking into the matter of how thoroughly certain big road systems have been living up to the anti-rebate provisions of the rate law, Mr. Lane will devote particular attention to the car shortage situation, with a view to preventing a recurrence of the deplorable conditions that existed last winter.

Perhaps the car shortage feature ought to be given prominence in connection with Mr. Lane's errand, as his investigations, together with the earnestness of the railroads in keeping their promises to furnish better service to shippers, may have a great deal to do with indicating the need of further legislation affecting transportation at the coming session of congress. The commissioner undoubtedly will use his influence to have the carriers meet the demands of the western country and prevent if possible agitation to force more drastic legislation than already has been enacted.

Trolley Dead Are Seventeen.

Mattoon, Ill., Sept. 4.—James C. Stevens died, being the seventeenth death caused by the wreck on the Mattoon-Charleston interurban road last Friday. Mrs. William Miller, who was thought to be fatally injured, is improving.

Thousands Have Kidney

Trouble and Never Suspect It. Prevalency of Kidney Disease.

Most people do not realize the alarming increase and remarkable prevalence of kidney disease. While kidney disorders are the most common diseases that prevail, they are almost the last recognized by patient and physicians, who content themselves with doctoring the effects, while the original disease undermines the system.

There is comfort in the knowledge so often expressed, that Dr. Kilmer's Swamp-Root, the great kidney remedy, fulfills every wish in curing rheumatism, pain in the back, kidneys, liver, bladder and every part of the urinary passage. It corrects inability to hold water and scalding pain in passing it, or bad effects following use of liquor, wine or beer, and overcomes that unpleasant necessity of being compelled to go often during the day, and to get up many times during the night. The mild and the extraordinary effect of Swamp-Root is soon realized. It stands the highest for its wonderful cures of the most distressing cases. If you need a medicine you should have the best. Sold by druggists in fifty-cent and one-dollar sizes.

You may have a sample bottle and a book that tells all about it, both sent free by mail. Address Dr. Kilmer & Co., Binghamton, N. Y. When writing mention this paper and don't make any mistake, but remember the name, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y.

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