Oregon Sentinel

JACKSONVILLE, THURSDAY, October 20, 1887.

THE TROUBLE AT SANDY FLAT.

He'd jest come down from Roarin' Run
he told the boys he met,
An' he'd come down to wade in blood an'
hev a time, you bet;
For he'd heered the Flat were some on
the fight an' kill,
An' that they kinder blowed erround they
thought he'd git his fill;
But he allowed 'twould be jes' fun
Ter swing erround a ten-inch gun,
An' learn 'em all ter hev respect for men
from Roarin' Run.

He explained he were a cyclone as could
tear an' snort an' rip—
He'd then perceed to do it all ef they give
him any lip;
That when he fit he al'ays come a-sweep-
in' like a gale,
An' ef he had an e emy he camped right
on his trail:
An' that they'd say he weighed a ton
About the time the fight begun,
An' that Harney's Peak were on 'em
when they'd done with Roarin Run.

He stepped up to a feller as he 'lowed 'u'd
make a bite,
An' slapped him one, he said, "ter inaug-
erate the fight:"
But the cuss he swung a billiard cue that
knocked him on the floor,
An' then he kicked him through the
screen as stood up by the door;
An' then they 'lowed the fight were
done,
About the time that it begun,
An' the terror scooted up the gulch that
led toward Roarin' Run!

—Dakota Bell.

GENERAL NEWS.

Boston can get the National Democratic convention by raising $25,000 for it.

"Sham Civil Service man," is the way they talk about Cleveland in Brooklyn.

Early frosts injured the tobacco crop in the South, which was already a short crop.

Professor Mezzeroff says that the only way to free Ireland is to resort to "scientific warfare."

The latest is the ardent young man who thought of his best girl every time he saw a white horse.

The New York city Republicans are to have full registration of their voters. This will be a strong point gained.

Jay Gould is going to Europe, and Wall Street regards it as his permanent retirement from financial circles.

It is intimated by the New York Sun that Governor Hill doesn't contemplate a re-election. President or nothing?

"It's a wise politician who knows his own party in New York," is the view the Boston Globe gets across the border.

Boston is going to have a white horse race at Mystic park, and it is expected that all the red-headed girls will be there.

"Our tariff a humbug" was the burden of Henry George's speech at Elmira, N. Y. And yet George poses as a labor candidate.

President Cleveland promised to stop for an hour in Chatanooga on Octt. 17, on his way from Nashville to Atlanta.

Travelers lately returned from the Isthmus declare that the Panama canal scheme is on the edge of a collapse.

The Massachusetts Mugwumps are vigorously kicking at the nomination of Lovering for governor by the democrats of the state.

Colonel Jones, who was General Logan's political manager, says the general was killed by persistent attacks of political enemies.

September 18, 1893, will be a big day in Washington. It will be the hundredth anniversary of the laying of the corner stone of the Capitol.

"Never ask a girl if she believes in love in a cottage unless you can show a clear deed to the cottage," philosophises the Louisville Commercial.

The hop growers of Central and Southern New York state that the yield is much larger than last year. The estimate is about sixty thousand bales.

The Hon. Andrew D. White, who was present, says there was no intention of snubbing Governor Foraker or his wife, by president Cleveland or his wife.

In a private letter to Congressman Boutelle, Mr. Blaine says he is in excellent health and that he and his family are "having a very nice, quiet, enjoyable time."

The New York Sun figures it out that President Cleveland's special train for his Western and Southern trip will cost him $9,981, and wonders if the investment will pay.

The queen of Spain will open an International Literary congress at Madrid on the 9th of October, and it is expected that literary men from many parts of the world will be present.

Belgian glass workers are now preparing to make glass into various shapes and patterns by running sheets of it at just the right temperature to work nicely through steel rollers.

The Belgian office of the Congo Free State has received no alarming news from Stanley Falls. Dispatches from the Congo are expected soon. The last news received was satisfactory.

A sad-looking man has been visiting farmers in Ohio and asking them to sign a pledge not to kill any song birds for a year. Afterwards these pledges returned in the shape of promissory notes.

Two Russian ladies have just accomplished the ascent of Mont Blanc. They were twenty hours on their way. A French lady had previously made the ascent, these three being the only women who have done so.

Every wife and mother in the country should know the great value of Ayer's Sarsaparilla, as a blood purifier. It gives tone, health, and strength, to the vital organs, corrects all irregularities, and expels impurities from the system. Young and old use it. Price $1.

BURNED TO DEATH.

Many Lives Lost in a Wrecked Passenger Train.

Chicago, Oct. 11—A special to the Evening Journal from North Judson, Ind., says: Another Chatsworth railroad horror occurred on the Chicago & Atlantic railway this morning, sixty miles east of Chicago, near Kout's station. Seventeen passengers were killed and burned up in the wreck, and from twenty to thirty were more or less injured. A heavy fresh meat train telescoped the evening accommodation train and the New York express, which leaves Chicago at 7:40 P. M. The accommodation, with one baggage car, two coaches and one sleeper, had stopped at a water tank for water, about one mile west of Kout's, and a freight train following crashed into the sleeper, telescoping and burning up the entire passenger train, as above stated. Wm. Perry, auditor of this (Stark) county, and wife and child, were victims of the terrible fire which broke out almost immediately after the freight train crashed among the passengers. Not a particle of their bodies was rescued from the flames.

The entire responsibility appears to rest on the engineer of the freight train. At this writing the names of the others killed and wounded cannot be ascertained.

A Graphic Account.

Kout's, Ind., Oct. 11.—The worst horrors of Chat-worth were duplicated here to-day. Dozens of blood-stained, smoke-grimed dead and dying women and children, victims of railroad carlessness and blundering, lay in the village station-house this afternoon, the hotel, and every available resting place in the vicinity, while three miles west, down the track of the Chicago & Atlantic railway, near a lonely water-tank, piles of fearfully tangled debris mark the spot where a collission, seldom equaled for terrible results, occurred.

According to the best results obtainable, for only an estimate was possible, fully thirty human lives had been sacrificed outright, and half that number of persons had suffered injuries more or less serious.

The east-bound express that left Chicago last night with a great load of passengers had, without a moment's warning, during a temporary wait, been smashed into from behind by a heavy loaded fast freight, plunging madly forward in the darkness, bent on beating all competition in hurrying freights to the markets of the seaboard.

Some of the machinery of the passenger engine had been thrown out of order during the run from Chicago. A trifling stop at a water-tank would make all right, it was thought, and the stop was accordingly made; and suddenly out of the darkness behind came the flash of a headlight, the rush and rattle of many wheels, and then the mighty crash. Just as at Chatsworth, the sleeping coach now got in its deadly work. The massive framework of the sleeper was transformed into a huge catapult, and pushed mercilessly into the cars forward, smashing the comparatively light timbers and making the work of destruction complete.

The wreck quickly took fire, and the sight of the shrieking victims and the dancing flames was one never to be forgotten.

THE ENGINEER'S STATEMENT.

To-day, on his bed of agony, at the hotel at Kouts, the engineer of the passenger train told the following story: "We passed No. 49 at Boone Grove on time, and started towards Kouts. No. 49 pulled out of the station less than two minutes behind us, when they should have waited much longer. When we were away from town we could see her light a little way behind. We were not running fast, the engine was disabled on one side. We had broken the eccentric strap and were running but one pair of wheels, having been forced to disconnect the other pair of wheels, which were running loose. Of course the accident held our speed down a little, but we had no idea the engineer of No. 49 would have any difficulty in keeping off from our heels. The last time I looked back there was ample room between us. We stopped at Boone Grove tank, and were there almost a minute before they struck us."

News Withheld.

Kouts, Oct. 11.—This afternoon when the reporters, who had been long delayed in reaching Kouts, owing to the secretiveness of railroad officials, began at last to arrive, there was little in the aspect of the village to indicate the calamity that had so recently taken place. All the dead bodies had been carefully removed from sight. Only two of the wounded were still in the village, and local employes of the road were deaf and dumb to all seekers after information. The coroner had been obliged to go to Huntington, over fifty miles distant, to obtain the statements of witnesses, and the villagers seemed wholly at sea regarding the extent of the disaster.

A PHYSICIAN'S STATEMENT.

About the only person about, and willing to tell details of the horror, was Dr. C. W. McKee. The doctor is a prosperous-looking, intelligent man of about 37, who promptly responded in the dead of night, to the call that he take a handcar and go to the scene of the wreck, three miles from his residence. Dr. McKee rendered noble service. He had scant time to give his experience in detail, but stated to the best of his knowledge it would not be over-stating facts to say that the collision had cost the lives of fully thirty people.

It was shortly after 1 o'clock this morning when he reached the wreck, and he immediately began to give his services to the wounded. "Those who were badly hurt when the crash came," he says, "must have had little chance for their lives; so quickly had the cars taken fire, and so thorough was the work of the flames." As an illustration of the destruction and the difficulty of arriving at a correct idea of its magnitude, the doctor said that probably not a soul would have been made aware of the all but total wiping out of the Miller family of six, had not their boy been saved.

ONLY NINE BODIES RECOVERED.

Dr. McKee stated that only nine bodies had been recovered, and they were so badly charred as to be almost beyond recognition, the most left of any of them being a blackened trunk, and in some cases little beyond handfuls of ashes. The nine were as follows: Miller family of Dundee—father, mother, two brothers and a girl. Their 14-year-old boy Herman will probably die also. Dr. Perry of North Judson, Ind., Dr. Perry's wife, Dr. Perry's daughter, aged 11, and a young Irish lady.

The Company's Statement

Kouts, Oct. 11.—Superintendent Parsons of the Chicago & Atlantic was seen late in the afternoon gloomily pacing the platform. He was extremely taciturn, and was very sure no more bodies could be, by any possibility, under the wreck. Only nine persons had been killed, he declared, and not more than eleven or twelve were hurt, and none of the latter seriously. He admitted that no flagman had been sent back from the passenger train when the stop was made. Mr. Parsons said the trainmen depended upon the semaphore light penetrating fully 2000 feet in the rear of where the stop was made. The conductor of the train had pulled the cord for this light when he stepped from his train. This would throw a glare of red, the danger signal, on the track. The night, however, was foggy, and the engineer of the fast freight must have failed to see the signal. Superintendent Parsons thought the accident would have been a very ordinary one, had not the stove in the sleeper upset. That caused the destruction of the sleeper, two coaches and baggage car, and that in the main was doubtless the cause of the loss of life.

Coroner Leatherman, Mr. Parsons said, reached the scene from Valparaiso, about 11:30 A. M., and, after viewing the debris and making some inquiries, had found it necessary to go to Huntington in search of witnesses. The wounded, Parsons explained, who were unhurt, to the number of twenty-five, had been forwarded to their destination without delay.

A BRAVE GIRL.

A pathetic incident of the wreck is related by the station agent. It is a story of a young lady from Ohio, whose name could not be remembered. She was one of the passengers on the ill-fated train, and when the crash came, with presence of mind and energy worthy of a strong minded man, she seized an ax from its resting place on the side of the car, and hewed her way through to a window. Her own safety assured, her thoughts turned to the helpless unfortunates whose cries for assistance sounded behind her. They did not call in vain, for she rushed in the direction of the cries and personally aided those poor persons from the wreck. To use her own language, 'I did all I could and would have continued had I not heard Dr. Perry moaning and crying piteously that his feet were burning. Then my strength gave way and I was compelled to desist and seek assistance myself."

THE SCENE OF THE DISASTER.

Kouts, Oct, 11.—The water tank at which the disaster took place was attended by an employe, for whose accommodation a small shanty was attached to the pump house. For a long time he has not used it, but has gone into Kouts every night leaving the tank entirely alone. He was asked to-night what precautions were taken in his absence to prevent such catastrophes as that which has occurred. "Not a precaution," he answered, "except a sort of thing they call a semaphone. It is an English contrivance and is supposed to act as a signal, but it don't."

The wrecking force at the scene of the disaster numbers 300 men, and their many lights stretch along the full length of the wreck and can be seen miles away across the marsh. Enough of the wreck is still left to give an idea of the mass of ruins strewn beside the track after the collision. The freight train in part escaped, but the front cars were piled in a most fantastic way upon each other. Not a vestige of any of the passenger coaches' wood work was left. The telescoping of the baggage car, smoker and day coach had been complete and speedy, and flames did the rest, leaving not a splinter, the sleeper even sharing the fate of the others.

The bodies which the coroner found were burned into cinders, and covered the ground under the trucks.

At midnight the track is still impassible. Coroner Leatherman telegraphs the associated press from Huntington at 1 A. M. as follows: "I cannot as yet give the names of the killed. There were eight adults and one child dead, and two persons wounded, at Kouts. I know nothing of any other wounded."

MINNEAPOLIS, Oct. 6.—Wm. Welch, the attorney who figured yesterday as the indicted defendant in the criminal suit brought by Post-Master General Vilas, was interviewed by a reporter to-day. Welch said he had published the Home Diary since 1865, chiefly for the education of his family. He first printed the account of the wrecking of the Madison Fire Insurance Company, of Madison, Wis., in 1881, without mentioning Vilas by name. Vilas then came to his office, he said, and threatened him with personal injury. They clinched and Welch threw Vilas to the floor. He published an account of the tussle in the diary. After Vilas got up, Welch asked him how much money he had taken upon the breaking up of the Insurance Company. He (Vilas) said he had taken $18,000 and gave the sums that two or three other directors had taken. Welch said the money belonged to the members of the company, and Vilas responded that he was sorry that he took it, but that a man hated to take $18,000 out of his pocket after he had once got it in. He said he would fix the matter up, but did not keep his promise. This is Welch's side of the story. He was one of the original incorporators of the company, and he exhibits documents which he claims prove his assertions. Concluding, Welch said: "I don't blame vilas for bringing suit. He has got to do it or leave the Cabinet."

A Woman from Austria.

Near the village of Zillingdorf, in Lower Austria, lives Maria Haas, an intelligent and industrious woman, whose story of physical suffering and final relief, as related by herself, is of interest to English women. "I was employed," she says, "in the work of a large farmhouse. Overwork brought on sick headache, followed by a deathly fainting and sickness of the stomach, until I was unable to retain either food or drink. I was compelled to take to my bed for several weeks. Getting a little better from rest and quiet, I sought to do some work, but was soon taken with a pain in my side, which in a little while seemed to spread over my whole body, and throbbed in my every limb. This was followed by a cough and shortness of breath, until finally I could not sew, and I took to my bed for the second, and, as I thought, for the last time. My friends told me that my time had nearly come, and that I could not live longer than when the trees put on their green once more. Then I happened to get one of the Seigel pamphlets. I read it, and my dear mother bought me a bottle of SEIGEL'S SYRUP, (Shaker Extract of Roots) which I took exactly according to directions, and I had not taken the whole of it before I felt a change for the better. My last illness began June 3d, 1882, and continued to August 9th, when I began to take the Syrup. Very soon I could do a little light work. The cough left me, and I was no more troubled in breathing. Now I am perfectly cured; and oh, how happy I am! I cannot express gratitude enough for SEIGEL'S SYRUP (Shaker Extract of Roots). Now I must tell you that the doctors in our district distributed handbills cautioning the people against the medicine, telling them it would do no good, and many were thereby influenced to destroy the Seigel pamphlets; but now, whenever one is to be found, it is kept like a relic. The few preserved are borrowed to read, and I have lent mine for six miles around our district. People have come eighteen miles to get me to buy the medicine for them, knowing that it cured me, and to be sure to get the right kind. I know a woman who was looking like death, and who told them there was no help for her, that she had consulted several doctors, but none could help her. I told her of Seigel's Syrup, and wrote the name down for her that she might make no mistake. She took my advice and the Syrup, and now she is in perfect health, and the people around us are amazed. The medicine has made such progress in our neighborhood that people say they don't want the doctor any more, but they take the Syrup. Sufferers from gout who were confined to their beds and could hardly move a finger have been cured by it. There is a girl in our district who caught a cold by going through some water, and was in bed five years with costiveness and rheumatic pains, and had to have an attendant to watch by her. There was not a doctor in the surrounding district to whom her mother had not applied to relieve her child, but every one crossed themselves and said they could not help her. Whenever the little bell rang, which is rung in our place when anybody is dead, we thought surely it was for her; but Seigel's Syrup and Pills (Shaker Extract of Roots) saved her life and now she is as healthy as anybody, goes to church, and can work even in the fields. Everybody was astonished when they saw her outstripping how many years she had been bed-ridden. To show the gratitude to me for Gen. Seigel's Syrup. [illegible] Shaker Medicines are now being sold in all parts of the world and are working wonders, as shown in the above case. A. J. WHITE.

54 Warren St., New York.

A BARGAIN — fine dwelling house hard finished, a solid block view of Rogue river valley, lot 100x150 feet, plenty of fruit this year for large family. One-third interest in irrigating ditch, good barn on adjoining lot, with running water from ditch. The above can be bought for $2,000. Call at the SENTINEL office.

An up-country town is proud of a female blacksmith. We presume she began by shoeing hens.—[Shoe and Leather Reporter.

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Day and Night

During an acute attack of Bronchitis, a ceaseless tickling in the throat, and an exhausting, hacking cough, afflict the sufferer. Sleep is banished, and great prostration follows. This disease is also attended with Hoarseness, and sometimes Loss of Voice. It is liable to become chronic, involve the lungs, and terminate fatally. Ayer's Cherry Pectoral affords speedy relief and cure in cases of Bronchitis. It controls the disposition to cough, and induces refreshing sleep.

I have been a practising physician for twenty-four years, and, for the past twelve, have suffered from annual attacks of Bronchitis. After exhausting all the usual remedies

Without Relief,

I tried Ayer's Cherry Pectoral. It effected a speedy cure.—G. Stoveall, M. D., Carrollton, Miss.

Ayer's Cherry Pectoral is decidedly the best remedy, within my knowledge, for chronic Bronchitis, and all lung diseases. —M. A. Rust, M. D., South Paris, Me.

I was attacked, last winter, with a severe Cold, which grew worse and settled on my Lungs. By night sweats I was reduced almost to a skeleton. My Cough was incessant, and I frequently spit blood. My physician told me to give up business, or I would not live a month. After taking various remedies without relief, I was finally

Cured By Using

two bottles of Ayer's Cherry Pectoral. I am now in perfect health, and able to resume business, after having been pronounced incurable with Consumption.—S. P. Henderson, Saulsburgh, Penn.

For years I was in a decline. I had weak lungs, and suffered from Bronchitis and Catarrh. Ayer's Cherry Pectoral restored me to health, and I have been for a long time comparatively vigorous. In case of a sudden cold I always resort to the Pectoral, and find speedy relief.—Edward E. Curtis, Rutland, Vt.

Two years ago I suffered from a severe Bronchitis. The physician attending me became fearful that the disease would terminate in Pneumonia. After trying various medicines, without benefit, he prescribed Ayer's Cherry Pectoral, which relieved me at once. I continued to take this medicine, and was cured. —Ernest Colton, Logansport, Ind. ††

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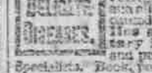

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FOR **MAN** AND **BEAST!**

Mexican Mustang Liniment

CURES

Sciatica,	Scratches,	Contracted Muscles,
Lumbago,	Sprains,	Eruptions,
Rheumatism,	Strains,	Hoof Ail,
Burns,	Stitches,	Screw Worms,
Scalds,	Stiff Joints,	Swinney,
Stings,	Backache,	Saddle Galls,
Bites,	Galls,	Piles.
Bruises,	Sores,	
Bunions,	Spavin	
Corns,	Cracks.	

THIS GOOD OLD STAND-BY

accomplishes for everybody exactly what is claimed for it. One of the reasons for the great popularity of the Mustang Liniment is found in its universal applicability. Everybody needs such a medicine.

The Lumberman needs it in case of accident.
The Housewife needs it for general family use.
The Canner needs it for his teams and his men.
The Mechanic needs it always on his work bench.
The Miner needs it in case of emergency.
The Pioneer needs it—can't get along without it.
The Farmer needs it in his house, his stable, and his stock yard.
The Steamboat man or the Boatman needs it in liberal supply afloat and ashore.
The Horse-fancier needs it—it is his best friend and safest reliance.
The Stock-grower needs it—it will save him thousands of dollars and a world of trouble.
The Railroad man needs it and will need it so long as his life is a round of accidents and dangers.
The Backwoodsman needs it. There is nothing like it as an antidote for the dangers to life, limb and comfort which surround the pioneer.
The Merchant needs it about his store among his employees. Accidents will happen, and when these come the Mustang Liniment is wanted at once.
Keep a Bottle in the House. 'Tis the best of economy.
Keep a Bottle in the Factory. Its immediate use in case of accident saves pain and loss of wages.
Keep a Bottle Always in the Stable for use when wanted.

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3-26-87

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ONE MILE WEST OF WILLOW SPRINGS, 160 acres good land, 86 in cultivation, 4½ acres of good fruit, good new dwelling and fair outbuildings. Title perfect. Price $3,000. For further particulars call at the SENTINEL office or Mrs. Ralls at Willow Springs.

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