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**LITTLE LIVER PILL**  
Biliousness,  
Constipation,  
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Complaint.  
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**PENNYRIG PILLS**  
Chichester's English Diamond Brand.  
Solely for the relief of  
Biliousness, Constipation,  
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Specifies act directly upon the disease,  
without exciting disorder in other parts  
of the system. They Cure the Sick.

1—Fever, Congestion, Inflammation.	.25
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**SPECIAL FAMILY BREW**  
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Splendid lake of fresh water. Ice  
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An orchestra is established here for the  
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**MIRACULOUS ESCAPES**  
Of a Train Load of Passengers on  
the Erie Railroad.  
**ENGINEER AND FIREMAN KILLED**  
And a Number of Passengers Seriously  
Injured—Freight Train Wrecked  
by Washout and the Chicago Ex-  
press Crashed into the Wreck.

Port Jervis, N. Y., July 31.—The accident on the Erie railroad growing out of the landslide Saturday night was not as serious as first reported. Only the fireman and engineer of the derailed engine of the west bound Chicago express, which turned over on the track, were killed, though a number of passengers on the express, the vestibule passenger train for Buffalo and Cleveland, were injured.

The dead are: Stephen Outwater, Port Jervis, engineer of Chicago express; Fred Sells, Port Jervis, fireman of Chicago express.

Injured: G. L. Stephens, Chicago, brakeman, minor contusions; F. View, New York, cut on head and right arm; G. H. Boyd, Sharon, Pa., scalp wounds; Mrs. G. H. Boyd, Sharon, Pa., bruises on back and shoulders; Bernard Shay, Port Jervis, freight engineer, pelvis broken; Fred Smith, Port Jervis, brakeman, shoulder broken; J. M. Trimm, trainman of Chicago express, shoulder injured; Michael Thornton, porter, shoulder bruised; Timothy Welch, conductor of Chicago express, back and legs injured; G. E. Belz, Cleveland, head cut, hand burned; L. E. Parker, New York, hands burned; Mrs. E. C. Houston, New York, head cut and back injured; F. L. Morgott, Newark, N. J., slight contusion, bruises on left leg; F. S. Kilpatrick, Denver, slight injuries; F. L. Drake, Pullman conductor, slight injuries; W. Froyhold, Hoboken, slight injuries; A. S. Collins, Buffalo, slight injuries; Richard Smith, Chicago, slightly injured; Miss Flor-Ade Mulford and Mrs. Elizabeth Hunt, both of Newark, bruised.

The wreck, which occurred shortly before midnight, was preceded by a cloudburst and storm, which lasted two hours. A section of the bank fell on the south bound track directly in front of the freight train. Several trees went down with the rocks and earth, and the freight cars and engine were turned over directly across the west bound tracks of the Erie road. Sixty freight cars constituted the train, though only 22 were derailed, and the debris was piled up on the west bound tracks just as the Chicago express put in an appearance, running at the rate of 50 miles an hour. The engine of the express train crashed into the wreck and the baggage car, combination and buffet car and two Pullman sleepers were piled up on the tracks immediately in front of the wrecked freight cars. The first sleeper was split into two parts as a result of the accident, and the passengers were thrown 30 feet down a bank.

Fire at once broke out and four cars of the express train and nine of the freight cars were burned. Baggage-master Beckler, who found himself under the baggage car door, recovered consciousness only to discover that he was all alone in the heart of the wrecked passenger cars. He managed to crawl from his position only to find a blaze starting in front of him, while half a car was somehow braced up immediately over him. He called for assistance, but there was no response. Then he saw the passengers who had been hurled down the 30 foot embankment endeavor to extricate themselves from the debris and make their way to the bank. All were dead only in their night clothing, and they were shivering with the cold. Some were bleeding and moaning, and all were dazed. Members of the train crews commenced to search different portions of the wreck and assisted those who were struggling to escape. Blankets were brought in from the Pullman cars and wrapped around shivering, hysterical women and half conscious men. Word was telegraphed to Port Jervis, a relief train was at once arranged for, and physicians and trained nurses repaired for the purpose of caring for those needing immediate assistance. The relief train soon reached the scene of the accident, and nearly all of the injured persons were removed to the hospital.

Of the persons injured and now at the hospital Bernard Shay, of Port Jervis, the engineer of the freight train, and G. E. Belz, of Cleveland, who were most seriously hurt, but their wounds are not fatal. Mr. Belz is a stenographer in the office of Traffic Manager Thomas of the Erie system, with headquarters at Cleveland.

Several thieves from Port Jervis, who it is supposed reached the scene of the wreck on the relief train, ransacked the clothes of the passengers during the period of excitement. F. View, a millinery decorator of New York, lost clothing containing \$300 in bills and a gold watch. F. S. Gilpatrick, of Denver, lost \$100, a gold watch, a diamond pin and a diamond stud. On the way to the hospital he met a man wearing his trousers. They went through the pockets together, but found the money gone. The man said that the trousers had been given him by one of the trainmen, but claimed that the money and valuables must have been abstracted before he received the present of the garment.

After several hours' search the bodies of Engineer Outwater and Fireman Sells were found under their engine by persons attached to the wrecking train. Both bodies had been burned to the waist. The men were identified by their watches.

**THE WOMAN WHO COUGHED**  
A Wreck From Grippe,  
Catarrh and Asthma.  
RESTORED WITH BRAZILIAN BALM

I was known as "The Woman who Coughed," for I coughed incessantly. I was a school teacher till my health failed. Catarrh had eaten away the partition in my nose. It had produced Bronchitis, Asthma, dreadful Stomach troubles and weak kidneys. In fact it had gone all through my system, making me an easy victim for the Grippe which left me a wreck in mind and body. This was the condition the doctors left me in, after dosing me with opium, quinine, etc. Then I bought cough cures without end but they only made me worse. I was in despair till I got hold of Brazilian Balm and Toxicola Tablets. They acted like magic from the first, and in a few weeks I was cured and better than I had been in years. Talk about wonderful remedies, Brazilian Balm and Toxicola saved my life.

Miss L. L. Clark, 917 Horton St.

You get more doses of Brazilian Balm for the money than any other remedy. 25, 50 cents and \$1.00 a bottle at druggists. With every \$1.00 bottle you get one month's treatment of Toxicola Tablets free, the best tonic, nerve and strength builder in the world.—B. F. Jackson & Co., Mfg. Chemists, Indpls.

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Musical Instruments,  
SHEET MUSIC  
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LOWER  
PRICES  
THAN ANYWHERE ELSE.  
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If, when contemplating a trip to any point West or Southwest of the Mississippi River, you will purchase tickets via the Missouri Pacific Ry., or Iron Mountain Route (which are on sale at all principal ticket offices in the United States), you will have all the comforts and luxuries of modern railroads, and the finest opportunities for viewing all of nature's museums and marvels of Utah, Colorado, Kansas, Arkansas, Texas, Old and New Mexico, California, etc. Excursion tickets to all principal points at greatly reduced rates. On account of the National Education Association meeting at Los Angeles in July, we will make special low round trip rates. When contemplating a trip West or Southwest, write us for full information and rack bottom figures. W. E. Hoyt, G. E. P. Agent, J. P. McCann, T. F. Agent, 801 Broadway, New York. 4-22-11

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The Kind  
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**GASTORIA**  
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**THE KINGS PERMANENTLY OUSTED**

The Commissioners Declare the Offices Useless and Dangerous—Power to Be Delegated to an Ambassador Selected From Some Disinterested Power.

San Francisco, July 31.—The Call publishes the report of the tri-partite commission sent to Samoa, making various recommendations regarding the new form of government decided upon by them as most suitable for the islanders. These resolutions are based upon the best features of the Berlin treaty and include the principal features of the proposed new treaty as amended and modified by the commissioners. The official report of the commissioners and the draft of the proposed amended treaty are said to be now on the way to the respective governments.

The report is signed by Commissioners Bartlett Tripp, for the United States, C. N. Elliott, for Great Britain, and H. Sternberg, for Germany, and is in substance as follows:

We have temporarily abolished the kingship and recommended that it be kept by the natives as an institution. It served no useful purpose. In recent years, at any rate, the king had no authority or practical power to even collect taxes beyond the limits of the municipality and within those limits his authority was superfluous. The greater part of the population was to all intents and purposes in permanent rebellion against him, and the mere fact that orders were issued through him was liable to provoke disobedience in many districts. Further, it seemed impossible to devise any plan by which an undisputed or even peaceful succession could be secured.

In the place of the kingship we propose to create a system of native government analogous to that which works successfully in Fiji. The islands will be divided into certain districts, each of which will be administered as nearly as possible with those recognized by Samoan usage, for each of which a chief will be responsible, and these chiefs will meet annually at a place in a native council to discuss such matters as interest them, and to make recommendations to the administrator and council. Native courts will be allowed to punish minor crimes according to native laws and customs, and every provision has been made to secure to the Samoan population complete independence and self government, unless otherwise provided for by the same laws which produced rival chiefs will long continue to produce rival chiefs who will claim the post of the provincial government and create continued dissension.

Perhaps the evils which it is least easy to cure are those which arise from the rivalry and mutual hostility of the different nationalities. This hostility permeates all departments of life. We propose to introduce an element of unity and centralization into the government by the appointment of an administrator, who will doubtless be chosen from some disinterested power. He will be assisted by a council of delegates from the three governments, who might exercise such consular functions as are necessary in Samoa. We propose to give this administrator a large measure of authority, which, exercised by a just and capable man, should enable him to put an end to many disputes.

We propose that the administrator and the three delegates should form a legislative council, and we have introduced into the act several clauses giving them power to modify existing ordinances.

We are of the opinion that the original act of Berlin was drafted and has been construed in too rigid a manner, and that greater elasticity in its provisions would have a beneficial effect. We have, therefore, empowered the council to make such alterations as it may think fit in the boundaries of districts, the details of native government and other matters enumerated in the proposed act.

We hope to create a greater harmony among the white residents by abolishing consular jurisdiction. We believe that in other parts of the world such jurisdiction prevails only where the laws of a country are, for religious or other reasons, not suitable for application to foreigners.

We believe that by abolishing this outward sign of separate national institutions and by submitting all nationalities to one court and one law, a great advance will be made in the direction of removing petty rivalries and jealousies and restoring good relations between the various white colonies.

The third class of evils arises from the lawlessness now prevailing in Samoa outside the municipality. For many years there has been no law in these districts, and native institutions permitted chiefs to commit crimes with impunity. We hope to improve this state of things by giving the chief justice an enlarged jurisdiction over all these islands so as to include all cases between natives and foreigners as well as the lower grades of crimes committed by natives against each other.

Fourthly, we have felt it our duty to deal somewhat severely with the importation of arms and ammunition into Samoa. The prohibition existing in the treaty has become a dead letter. We have recommended that customs regulations should be stringently enforced.

**AXLINE FAVORS MARTIAL LAW**

To Put an End to Cleveland's Street-car Troubles.

Cleveland, July 31.—Notwithstanding the fact that his crowds were upon the streets yesterday, there were no outbreaks of violence and apparently very little attention was paid to the Big Consolidated cars, which ran on all lines on schedule time. On the south side and out Broadway to Newburg the cars were run practically empty, but the east side lines, especially those running to the parks, were well patronized, though they carried fewer passengers by far than usual on fair Sundays.

Adjutant General Axline, speaking of the fear of the people to ride on the cars in certain sections of the city at night, said:

"This state of affairs is likely to continue for several weeks or months unless a settlement is reached. The only way to put a stop to it is to declare martial law. That will require 4,000 or 5,000 soldiers, and every street will be patrolled. Everybody will be required to remain indoors after a certain hour, and all who are out after that time without a permit will be arrested. But martial law would put an end to the trouble effectually."

The only exciting incident on the south side was the hold up of an ice cream wagon by a crowd of soldiers, who took from it a four-wheeled freezer full of cream. They offered money for the cream, but the driver of the wagon refused to accept it, saying he could not sell it. The soldiers say they ordered the cream several days ago, and the dealer promised to deliver it, but it did not come probably because of the boycott. When the soldiers saw one of the company's wagons coming yesterday they stopped it.

**PHILADELPHIA & Reading R'y.**

Engines Burn Hard Coal—No Smoke.

IN EFFECT JULY 1, 1909.

Trains leave Philadelphia as follows:  
For New York via Philadelphia, week days, 7:15, 7:30, 7:45, 8:00, 8:15, 8:30, 8:45, 9:00, 9:15, 9:30, 9:45, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00, 12:15, 12:30, 12:45, 1:00, 1:15, 1:30, 1:45, 2:00, 2:15, 2:30, 2:45, 3:00, 3:15, 3:30, 3:45, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 6:45, 7:00, 7:15, 7:30, 7:45, 8:00, 8:15, 8:30, 8:45, 9:00, 9:15, 9:30, 9:45, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00, 12:15, 12:30, 12:45, 1:00, 1:15, 1:30, 1:45, 2:00, 2:15, 2:30, 2:45, 3:00, 3:15, 3:30, 3:45, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 6:45, 7:00, 7:15, 7:30, 7:45, 8:00, 8:15, 8:30, 8:45, 9:00, 9:15, 9:30, 9:45, 10:00, 10:15, 10:30, 10:45, 11:00, 11:15, 11:30, 11:45, 12:00, 12:15, 12:30, 12:45, 1:00, 1:15, 1:30, 1:45, 2:00, 2:15, 2:30, 2:45, 3:00, 3:15, 3:30, 3:45, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 6:45, 7:00, 7:15, 7:30, 7:45, 8:00, 8:15, 8:30, 8:45, 9:00, 9:15, 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