

**Special Sale of  
BLANKETS  
for August**

Geo. Wyman & Co., offer during August, Bed Blankets at special prices.  
One line blankets, samples, in pairs and half pairs at 3/4 off from regular price, \$3.00 blankets for \$2.00, \$6.00 blankets for \$4.00, \$9.00 blankets for \$6.00 and so on.  
We also have regular line of blankets in cotton, 45c up to \$1.25. We also have the cotton sample blankets way under price. We make the blanket season in August.  
We offer every kind of blanket in wool and cotton for less money than anyone and have the goods to deliver.

**Underwear, Hosiery.**  
We offer one line gent's undershirts and drawers for 25c, worth 50c.  
One line hosiery, 10c, worth 15c, for ladies, misses, children and men.

**COME AND SEE US  
GEO. WYMAN & Co.  
SOUTH BEND, IND.**

Closed evenings except Saturday

The Old Reliable

## KIMBALL PIANOS AND ORGANS

Instruments that were *never* found wanting, though often tried. Faithful to the man who makes and guarantees them, the one who sells them and the one who buys and owns them.

**Equal to Any  
Superior to Many**

## Skerritt's Music Store

Branch House of the great W. W. Kimball Co. Chicago. Of course prices must be lower than at the store that handles a dozen makes.  
111 W. Washington St.  
**SOUTH BEND, IND.**

**"THE BEST SCHOOL"**

**22d year opens**

**Sept. 6, 1904**

Write us today for further particulars

**SOUTH BEND  
Commercial College**

SOUTH BEND, IND.

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**Escaped an Awful Fate.**  
Mr. H. Haggins, of Melbourne, Fla., writes, "My doctor told me I had Consumption and nothing could be done for me. I was given up to die. The offer of a free trial bottle of Dr. King's New Discovery for Consumption, induced me to try it. Results were startling. I am now on the road to recovery and owe all to Dr. King's New Discovery. It surely saved my life." This great cure is guaranteed for all throat and lung diseases by W. N. Brodrick, Druggist. Price 50c & \$1.00. Trial bottles free.

**Great Clubbing Offer For August.**  
The Michigan Farmer (weekly,) The American Poultry Advocate (monthly,) The Woman's Magazine (monthly,) from now until Jan. 1, 1905, and the Buchanan Record for one year, all for only \$1.25.  
This offer is good only during the month of August. Come in quick or you will miss this great opportunity.

**FOR RENT**—Store room recently occupied by W. S. Jones; the jeweler. One of the finest locations in town for jewelry store or other small business. Inquire of A. C. Roe. a26

Bring your printing to the Record

### FRIGHTFUL R. R. ACCIDENT

At the Michigan Central Depot  
Yesterday Afternoon.

#### BOTH FIREMEN INJURED

Two Wrecks by Same Train in One Day.  
Wrecking Crew Started Work  
This Morning.

Yesterday afternoon was an unfortunate one for the Michigan Central at Buchanan, and especially for the crew of an extra east bound freight. This train with Conductor Tom Frowley, engineer Wm. H. Howland, and fireman Rolla Munro, left Michigan City with twenty-three cars just after noon. When near Galien a box car was discovered to be on fire and when Dayton was reached the train was stopped and the fire extinguished. When the train passed Galien the operator at that place reported to the dispatcher at Michigan City that the train was on fire. The dispatcher at once wired the Buchanan operator to stop the train here. Mr. Drier flagged the train which was making a great run to get out of the way of the Grand Rapids flyer, due here at 3:16 when they were stopped, they backed into the south siding to let the Grand Rapids train pass. The conductor was not on the rear end of his train, so the engineer did not know how far he was backing in on the siding, until the cars struck the bumping post. They were going with such momentum, that the post, which was in a rotted condition, was broken off and the waycar and a flat car were backed off the end of the track.

The train crew worked alone until after five o'clock and had succeeded in getting the flat and part of the way car onto the track, when the wrecking crew came from Niles and finished the work. In the mean time the east bound passenger No. 14, due here at 5:19 came along and was flagged by a brakeman from the freight crew. After the passenger went through the flagman came in.

As soon as the passenger train had gone the freight engineer started to run out onto the main track in order to get the rest of their train which had been placed on the north side of the yards, out of the way, while they were working on the derailed cars. Just as they pulled out onto the main track another east bound freight came around the curve, and as the flagman had come in, as stated above, they did not know the track had been obstructed. Engineer Howland saw them coming and called to fireman Munro, who was running the engine, No. 259, to back onto the siding and do it quick. Mr. Munro reversed his lever and pulled the throttle wide open. The engine shot back onto the siding, but not in time to avoid the crash. The right cylinder of engine No. 609, pulling the east bound train struck the rear corner of the tank of No. 259 and raised it up in the air, tipping it on its side on the bank just across from the passenger depot.

Engineer Howland jumped but as the tank turned over he was buried by the coal, up to his shoulders, and held against the bank. Fireman Munro stayed by the engine and went over with it. He was struck on the right hip by the cab, causing a complete dislocation of the hip joint.

Engine No. 609 was in charge of engineer Ed White and fireman Wm. Zick, while conductor Andy Jenness had charge of the train. Fireman Zick jumped from the cab of his engine and struck his head and face on the ties and gravel, cutting and scratching him up, but nothing seriously. Engineer White stayed by

his engine and escaped without injury.

The injured men were taken charge of by kind hands from the crowd that gathered and medical aid was telephoned for. Mr. Zick was taken to M. J. Kelling's residence and Dr. Curtis dressed his wounds.

Mr. Munro was taken to John Shook's home and Dr. J. A. Garland came to his assistance. When the doctor discovered the nature of his injuries he had Dr. L. E. Peck called to assist him and in the meantime Dr. Curtis, having cared for Mr. Zick, also came and the three put the dislocated hip in place. Mr. Munro was taken to his home in Jackson this noon and although suffering much pain is getting along as nicely as can be expected, and will be all right in a short time. Mr. Zick was taken to Jackson last night.

One strange thing was, that although Engineer Howland was buried to his shoulders in coal he escaped injury except for a few bruises. The coal came against him so hard however, that the heels of his shoes were torn loose. The right cylinder of engine 609 was taken off as clear as if cut with a knife, the front trucks under the pilot were derailed, and the pilot demolished, aside from this it was unharmed. Engine 259 was damaged to quite an extent but can be repaired. The sidetrack was also torn up for a considerable distance. The disabled engine 609 was cleared from its wreckage and taken from the main track about 11:30 o'clock last night and the track was cleared for traffic. The large steam wrecking derrick arrived from Jackson this morning and at this writing is working upon the wreck.

Both train crews that were in the wreck are from Jackson, and Mr. Munro's relatives were notified, his uncle A. J. Munro, and two friends Cass Wagent and Fred Parr, all of Jackson came this morning.

The news of the wreck spread very rapidly and soon hundreds of people were at the scene, some of them staying until after midnight.

While it was a bad wreck, the trainmen had a most miraculous escape from instant death and are to be congratulated.

#### Burglary at Stevensville

Probably Work of a Gang of Tramps—  
Men's Clothes Taken.

Some time Friday night the store of E. S. and E. Z. Smith of Stevensville was broken into and a large amount of goods taken. There is no clue which can thus far be established which would lead even to a suspicion of who the guilty parties are.

It is not known at what hour the work was done. Mr. Smith closed the store at the usual time Friday night and when he opened it Saturday morning everything was in confusion and the entry and exit of the thieves was plainly marked, there being no effort made to cover up the tracks.

The thieves entered the store through a rear window, and at once proceeded to help themselves. An inventory hastily taken indicates that they took 20 to 25 pairs of men's pants ranging in price from \$1.50 to \$2.50, also 5 to 10 mens suits worth from \$2.00 to \$5.00 mostly mixed goods. From 19 to 25 pairs of men's shoes worth about \$2.50 are also missing.

Also 12 to 15 hats, black and white worth from 50 cents to \$2.00 and 6 or 8 razors that would sell for \$1.25 to \$2.00. A 32 caliber pistol, 25 knives \$2.00 in pennies and 20 cents in stamps are also gone.

It is thought that much other plunder of more or less value was carried away in a wagon, as the tracks are plainly visible.—St. Joseph Press.

**WANTED**—Children's plain and fancy sewing. Boy's waists a specialty. Mrs. Harry Wood. a 30 t.p.

### DREAM OF STEWART

Grand Rapids Paper Gives the  
Tribune Scheme a Boost.

#### COMING TO LIFE AGAIN

Lake Michigan Steamboat People Still  
at Idea.

The Grand Rapids Press gives life to the hope of Capt. John Stewart of the new City of Benton Harbor, while other captains still laugh at the idea. The Grand Rapids paper says:

From Chicago to St. Joe on Lake Michigan in ninety minutes, to South Haven in two hours, to Holland in three hours. The idea is not the dream of an imaginative fresh water sailor nor a passage from a Jules Verne novel, but is a plan, the foundation for which is now being carefully laid by marine men of wide experience and enough executive ability to carry it through.

The formal announcement of the personnel of the company undertaking this revolution in lake passenger service will be made before the end of the present marine season.

Within a short time a fleet of magnificent turbine power steamers will be operating out of Chicago to Michigan ports. The boats will be finer than any ever seen on fresh water, and are made possible by the rapidly increasing excursion and tourist business out of the lake metropolis, which now taxes to its capacity the fleet of boats in use.

The idea was born years ago, when turbine steamers were first used, Capt. John Stewart being its first advocate. It has been gradually assuming shape until it is now stated in Chicago marine circles that nothing stands in the way of its realization. The plan leaked out through the efforts of a representative of the men interested when he endeavored to get an option on a piece of dock property in an east shore port.

For a year men have been silently at work looking after these options. They have visited Michigan City, St. Joe, South Haven, Holland, Grand Rapids and Muskegon. A part of the plan is to furnish a veritable Coney Island resort at one of these points for the amusement of the Chicago hordes who leave the city Sundays. It will be in the nature of an Americanized Monte Carlo, providing the promoters can find a location where there would be no legal interference, but this is very doubtful.

The first operating point of the turbine steamer company will probably be Michigan City, as it is the point nearest Chicago, and a boat could make several trips a day. It is the plan to gradually extend the steamer service northward until all of the aforementioned ports are reached.

The plans for the first steamer of the fleet are now in the hands of a well-known shipbuilder, and a marine architect has been in Europe studying the construction of the turbine engines, which send the King Edward through the water at a maximum speed of forty miles an hour. He will make the necessary arrangements for the use of the Parson's turbine engine, the highest and best engine for great speed that human ingenuity has yet produced. The hulls and cabins of the steamers will be built on the great lakes, but the engines will be constructed at the shops in England.

The new boats will be a radical departure from the plans of present lake steamers of any class. They will be equipped with bilge keels to prevent rolling and will have a shell deck forward, in torpedo boat style, running from the stem to the lower edge of the pilot house. The tremendous speed will cover the forward part of the vessel with spray.

The interiors of the steamers will be decorated to a point not yet reached, excepting on the finest ocean greyhounds. The main deck will be one of the attractive features of the boats, owing to the intention of the

promoters to burn liquid fuel, thus doing away with the smoke and soot so noticeable on the present style of steamers. The liquid fuel system is already being used with great success on the Pacific ocean.

The turbine steamers will attain a speed which will outstrip the railroad schedules from Chicago to points on the shore of Michigan.

The first steamer to be built will be 310 feet in length over all, with a forty foot beam. The engines will have 4,800 horse power. The boats will be built entirely of steel and will be absolutely fireproof. Some of the leading marine men on lake Michigan are interested in the success of the venture.

One of the steamers, at least, will usher in the season of 1905.

#### M. C. FIGHTS R. R. MERGER

Will Run Trains Detroit to Cincinnati.

Cleveland, O. Aug. 27.—At a meeting held by officials of the Big Four, Lake Shore & Michigan Southern railroads a passenger and freight service was arranged for from Detroit to Cincinnati over the Michigan Central, Hocking Valley and Big Four roads. The freight will go by way of the Michigan Central and Lake Shore to Clyde, O., and thence by the Big Four. This arrangement reveals a split between the Vanderbilt lines and the Cincinnati, Hamilton & Dayton, over which line the Michigan Central has been running its parlor and sleeping cars into Cincinnati. The merger of the C. H. & D. and the Pere Marquette made this arrangement displeasing to the Vanderbilt lines.

The arrangement will go into effect Sept. 4. Three through trains will be operated daily between Detroit, Toledo and Cincinnati.

#### Mysterious Circumstance.

One was pale and sallow and the other fresh and rosy. Whence the difference? She who is blushing with health uses Dr. King's New Life Pills to maintain it. By gently arousing the lazy organs they compel good digestion and head off constipation. Try them. Only 25c. at W. N. Brodrick's Druggist.

#### Mystery of Many Years

Miss Julia Michael of Dowagiac, Mich. a pension agent, has undertaken to solve a mystery of just a quarter of a century ago. Mrs. Matthew Brimmingstool of Dowagiac, the second wife of her husband, now deceased, seeks a widow's pension, but to obtain it must prove the death of the first wife.

Brimmingstool and his family consisted of his wife and several small children, were in the habit of taking long wagon trips every summer, sometimes remaining away from home weeks at a time. From one of these trips Brimmingstool and children returned without Mrs. Brimmingstool. When asked about her whereabouts, he replied that she died on the trip and that he had buried her in the woods. Brimmingstool died refusing to tell the burial place of his first wife, and Miss Michael is now seeking to solve the mystery. A son of Brimmingstool lives somewhere in Indiana.

Summer Coughs are often the worst to cure. Coonley's Cough Balsam, 25c and 50c size sold by Dr. E. S. Dodd & Son, will stop the coughing and check the irritation at once. One or two doses taken when your cough commences may save you from pneumonia or consumption.

**FOR SALE**—Forty acres of land. Inquire of Enos Holmes.

Gasoline 18c per gallon at Buchanan Cash Grocery.

Nearly Forfeits His Life.

A runaway almost ending fatally started a horrible ulcer on the leg of J. B. Orner, Franklin Grove, Ill. For four years it defied all doctors and all remedies. But Bucklin's Arnica Salve had no trouble to cure him. Equally good for Burns, Bruises, Skin Eruptions and Piles. 25c at W. N. Brodrick's Drug Store.





