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Now is the time to get a special bargain in **Shoes, Hosiery and Millinery!** at MISS ANNA M. FRAZAR'S, No. 37 Second street, Maysville, Ky.

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DENTIST,
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DR. DEWITT C. FRANKLIN,
Dentist,
Office: Sutton Street, next door to Postoffice.

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Next to Bank of Maysville.

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Will call at your house at all hours for baggage or freight for steamboats and trains. Leave orders at James & Wells' livery stable, Market street. 55dly

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Shop north side of Fourth street, between Limestone and Market, Maysville, Ky. 32dly

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MONUMENTS, TABLETS.
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WHITE, JUDD & CO.,
Furniture Dealers.

Mattresses and Bedding of all kinds in stock and made to order. No. 12 E. Second St. Maysville, Ky.

State Takes Charge.

Johnstown Being Rapidly Restored.

VERY SLOW AND TEDIOUS WORK.

It is Now Almost Ascertained How Many Lives Were Lost at Johnstown—Requisition on Pittsburg for Food Immediately Responded To.

JOHNSTOWN, Pa., June 13.—Gen. Hastings to-day distributed the work to be performed among a number of contractors who are already prepared with men, teams and appliances to push the work with vigor. Gen. Hastings has to-day proved himself equal to the occasion, and if his plans are carried out, the restoration of Johnstown is assured, and that before very long.

But very little outside work was accomplished, but by to-morrow the labor of clearing the wreck will be resumed with determination. Col. H. T. Douglass, chief of the Baltimore and Ohio railroad engineering corps, reported to Gen. Hastings and tendered his services. After a consultation with Gen. Hastings Col. Douglass was placed in charge of all of the engineering features connected with the task the state has undertaken.

To facilitate matters the valley has been divided into districts. Number one includes Cambria City and all points below the railroad bridge down to Morrellville. Five hundred men in charge of Contractor Ridge, of Pittsburg, will work on this division.

The gorge at the viaduct will be known as division No. 2, and will be cleared up by James McKnight, of Pittsburg. Mr. McKnight will use twenty hoisting machines, twenty teams and 700 men to begin with. Nearly all of the city of Johnstown and that part west of it, is included in Division No. 3, and will be taken care of by Coburn & Mitchell, of Altoona, with F. Lafeland, engineer. Division No. 4 includes Conemaugh, and will be taken care of by McLain & Johnson, of Pittsburg. Kerrville is the fifth district, and James McKnight has undertaken to clear it up. Each district will be under the supervision of a competent civil engineer.

Col. Douglass, the chief engineer in charge of the work, says the cost of clearing the valley won't be more than a half a million dollars. He could not estimate just how long it would take.

Relief From Pittsburg.

PITTSBURG, June 13.—Yesterday the following order was received from Commissary General Spangler, at Johnstown. Please ship at once 100,000 pounds of fresh bread, 20,000 pounds to be shipped each day for five days, 10,000 via Baltimore and Ohio and 10,000 via Pennsylvania railroad, 8,000 quart cans of tomatoes, half via Baltimore and Ohio and half via Pennsylvania railroad, 4,000 quart cans of corn, ditto; 10 barrels of vinegar, ditto; 2,000 boxes pepper, ditto; 60 bushels onions, ditto; 100 cheeses, ditto. The emergency is very great, and unless shipments begin to-day there will be a famine in this entire valley.

Orders were placed within a few minutes for the entire amount of the requisition, amounting to about \$8,000, and the first shipment was made yesterday. In this connection Mr. Reuben Miller remarked that such orders as this one furnished the best refutation needed of the reports current that there is a superabundance of supplies at Johnstown, and every reason why contributions should be continued right along for the present.

After to-day the railroads leading to Johnstown will be relieved of the embargo placed upon them by the general relief committee, and people can come and go at pleasure without first securing the special order and a handful of passes that have been necessary. Contributions to the relief fund continue to come in with encouraging regularity, but the amounts are growing smaller.

Fear is expressed that the action of the governor in undertaking to take entire charge of the distribution of the fund, will tend to interfere with subscriptions. Up to last night the amount received by the treasurer was \$505,640.

Word was received yesterday evening that Contractor William Flinn, who is still in Johnstown, had been taken suddenly and seriously ill.

The work of paying the workmen was completed at 2 o'clock yesterday afternoon. About \$110,000 was distributed among them. Nearly of them were provided with transportation to this city.

Official Figures.

JOHNSTOWN, Pa., June 13.—The bureau of registration reported to-day that 15,678 survivors have registered. Many registered twice, and some a half dozen times, which caused the list to run up to 31,000. For the past twenty-four hours there have been very few names registered, scarcely more than a score, showing that the work is nearing completion. The number of bodies recovered is 1,192, of which 628 have been identified.

As Reported to Washington.

WASHINGTON, June 13.—The following message has been received from L. S. Emery, the agent sent by the Washington relief committee to Johnstown:

"City is under military control from this morning. If they co-operate with the citizens in giving employment and distributing relief will be an improvement. The military have been essential in protecting property and maintaining good order. The sanitary condition is necessarily bad, but no epidemic is apprehended yet. I have worked assiduously aiding the distribution in a civilized way. All was confusion at first, and the longest and strongest arms got the most. One carload of goods, with others, was taken possession

of by employees of a contractor, and I was obliged to call the soldiers to protect it until delivered to the proper authorities."

The relief fund now exceeds \$50,000.

Will He Be Sustained.

PITTSBURG, June 13.—A Harrisburg special to The Times says: Governor Beaver and his cabinet have become dissatisfied with this scheme to take \$1,000,000 out of the state treasury to pay the expenses of clearing away the Johnstown wreck. Offers to endorse his bonds are few and far between, and he will probably try to raise enough money to pay the expense by loans from citizens who will take the chance that the legislature when it meets in 1891 will reimburse them.

THE CRONIN AFFAIR.

What Took Place Just After Sullivan Was Arrested.

CHICAGO, June 13.—When Alexander Sullivan appeared in the court room, shortly after 4 o'clock, and made a dignified bow to the bench, he was as cool as a cucumber. To see his calm face, his self-possessed air, his spotless linen and faultless attire, no one would have imagined that he had been taken from his bed the night before and confined the interval in a not over inviting cell in the county jail.

At the outset State's Attorney Longenecker filed a demurrer to the proceedings on the ground that the evidence against Sullivan had not been incorporated in the petition for the writ of habeas corpus, but it was soon developed that the opinion he cited in support of the position had been rendered twelve years before the enactment of the present habeas corpus act. Stirring arguments in behalf of Sullivan's admission to bail were then made by A. S. Trude and ex-Senators Gilbert and Duncan.

They held that there was not a jot or tittle in the evidence presented at that inquest that justified the deprivation of Sullivan of his liberty; that a dog would not be judged on the mass of gossip and suspicion that went to make up the case against him, and that the verdict of the jury lacked cohesiveness or definite character. In replying the state's attorney admitted that the case against Sullivan was not so strong as against some of the other prisoners, but objected to action being taken while the grand jury was considering the case.

Judge Tukey reviewed the situation at length. He said that on the facts presented he should be inclined to discharge the prisoner, were it not for the fact that the grand jury had the case in hand. The verdict was exceedingly indefinite and informal. The state's attorney he thought should show that there was sufficient cause to hold the prisoner. A long discussion ensued and finally, at Mr. Sullivan's request Mr. Trude agreed to join issues with the state and let the judge read over the testimony taken at the inquest. Judge Tukey saying that he would consider it legally and without prejudice. Sullivan was then remanded to jail until 10 o'clock Friday morning, when the court will render a decision. If the evidence is not sufficient in the courts opinion, he can discharge the accused if no indictment is returned, and admit him to bail if there is an indictment.

The grand jury was in session for three hours yesterday, and listened to a repetition of some of the testimony given at the coroner's inquest.

Hattick, the furniture salesman, is almost positive that the photograph of Maroney, under arrest in New York, is that of the man to whom he sold the goods found in the Carlson cottage. White, the expressman, is absolutely certain that it was Maroney that hired his wagon and carried the articles into the cottage. The Chicago detectives with requisition papers will reach New York to-morrow night.

Probably the Right Man.

CHICAGO, June 13.—Salesman Hatfield, of Alexander Revell & Company, has identified a photograph of John J. Maroney, who was arrested in New York yesterday as the man who bought the furniture for the apartments at 117 Clark street. Bookkeeper Throckmorton of the same firm said the photograph greatly resembled the man that bought the furniture, but he could not be positive.

A Mine Caves In.

WILKESBARRE, Pa., June 13.—The roof of the Hollenbeck mine, operated by the Lehigh and Wilkesbarre Coal company, caved in this morning with a terrible crash. The men and mules were gotten out safely and there was no loss of life. This disaster also affected the Hillman vein mine, operated by private individuals. Both mines are badly damaged, and it will take months to repair the Hollenbeck mine. There are big crevices in Madison street, within a square of the court house, and much gas is escaping and fears of an explosion are entertained. The cave-in is considered a very disastrous one, in its effect much valuable property on the surface being damaged. At 11 o'clock last night it was learned that five acres are affected. The cracks can now be traced 1,800 feet along Main street, underneath hundreds of houses, many of them being costly residences. The Hollenbeck employed 600 men, and the Hillman vein 400, most of which will be thrown out of work.

St. JOSEPH, Mo., June 13.—The Daily Herald, St. Joseph's morning Republican newspaper, has been sold to Maj. John L. Bittenger, of this city, who will assume control and be the editor next Monday. Maj. Bittenger was at one time an editor of The Kansas City Journal.

Nearly Half Million.

HARRISBURG, Pa., June 13.—Additional contributions for the flood sufferers were received by the governor yesterday from all parts of the country. The total amount received to date is about \$498,000.

Disaster in Ireland.

A Serious Accident on a Railroad.

SEVENTY-TWO PEOPLE KILLED.

An Excursion Train Loaded With Children Destroyed in a Collision—It is Believed That at Least Four Hundred Were Injured.

DUBLIN, June 13.—An excursion train containing a large number of passengers was thrown from the track near Armagh Wednesday morning. The cars were reduced to splinters, and a number of persons were killed. The number of wounded is not definitely known, but it is large, and some of the injured will die.

The railroad accident near Armagh is without a parallel in the history of rail-roading in Ireland. The train carrying the Sunday school excursion bound for the popular little seaside resort of Warrenpoint was made up of two sections, and fully 12,000 children and their relatives and teachers were on board. This train, a short distance out of Armagh, was ascending a steep grade to a bank that rises to a height of fifty feet, when the engine of the rear section gave out and was unable to draw the heavy train.

In some way, which is not now clearly understood, several of the rear cars became detached from the balance of the train and started down the steep grade. In a few seconds the cars were going down hill at a terrific rate of speed, with the brakes either utterly useless, or from negligence on the part of the guard, without proper attention. Had the track on the level just below the grade been clear for any considerable distance, the detached cars might have lost their momentum and the terrible accident that followed been averted, but unfortunately, the regular train from Armagh followed just behind the rear section of the excursion train, and with the locomotive of this train the detached cars came into collision with terrific force, wrecking the locomotive as well as the cars themselves.

The scenes at the wreck immediately after the accident were heartrending in the extreme. The rear section of the excursion train, from which the ill-fated cars had become detached was stopped after proceeding but a short distance and the passengers, as well as those of the forward section, soon ran back to render assistance to the little children in the wrecked cars, where maimed and mangled bodies showed symptoms of life. The dead and the dying little ones were scattered in inextricable confusion among the jagged timbers and twisted iron work of the wreck, and the groans of the imprisoned sufferers mingled in an awful din with the shrieks of their more fortunate companions who stood by powerless to afford assistance.

People from the surrounding country flocked to the scene, and set to work to remove the victims from the wreck. Physicians were summoned by telegraph from Belfast and other points and attended to the wants of the injured, while the dead were taken from the ruins as fast as possible and placed in rows upon the grass.

The engineer, fireman and guard of the rear section of the excursion train and the traffic manager's clerk were arrested, charged with causing the accident, and remanded without bail.

The passengers on the hind train were not injured. They alighted and assisted in the work of relief. The scenes on the identification of victims by friends or relatives were painful in the extreme. All the bodies have now been taken from the wreck. The total killed are seventy-two, of which sixty-four have been identified.

The number of injured is about one-third of the entire number of passengers. Many of these are certain to succumb to the effects of their injuries.

Sounds Chestnutty.

VIENNA, June 13.—The Tageblatt publishes a special dispatch from Belgrade stating that a plot had been discovered in the royal palace at the Serbian capital to dethrone Alexander and proclaim the pretender, Prince Peter Karageorgievitch, son-in-law of the prince of Montenegro, king of Serbia.

Partial Remains of Three Persons Found.

COLUMBUS, O., June 13.—In the public dump, southwest of the city, yesterday, the partial remains of three persons were found. It was ascertained that the remains came from the Columbus medical college. It is believed that the law requires that such remains shall be buried, and if such requirement is not made by law, the law should be amended so as to require it. A public dump is certainly not the place to dispose of such matter.

Railroad Collision.

HAVRE DE GRACE, Md., June 13.—At 5 o'clock yesterday morning two freight trains on the Baltimore and Ohio railroad collided. Joseph McKean, aged 22, of Hagerstown, brakeman, was killed. Both engines were telescoped and there was scarcely a car of either train that escaped injury. Travel was suspended three hours. The engineer of the southbound train claims that the telegraph operator here was at fault.

Bank Assigns.

WAHAPETON, Dak., June 13.—The Bank of Wahapeton, W. J. Van Deever, president, assigned yesterday to J. W. Blanding. There had been a heavy run on the bank. Assets and liabilities unknown.

The Sangamon River on a Tear.

DECATUR, Ill., June 13.—Unprecedented high water in the Sangamon river has done considerable damage to levees and destroyed crops in the bottom.

A CONFLAGRATION.

Great Damage Done by Flames at Grinnell, Iowa.

GRINNELL, Iowa, June 13.—Fire broke out at 12:30 yesterday in Treat & Company's elevator on the town side of the Rock Island track, situated in the southwest part of town. A brisk wind was blowing from the southwest, and the flames spread rapidly to adjacent buildings and soon reached the heart of the business center of the town. The fire department was slow in getting in action, and after water was finally turned upon the roaring flames it was powerless to stay its course. Aid was summoned from Brooklyn and Marshalltown, but it was two hours in getting here, and was entirely too late to render assistance.

Forty-one business houses were burned, comprising nearly all the business portion of the city. The losses so far foot up \$160,000, and the insurance \$75,000. The stocks of goods were largely saved, being piled up in the park and placed under guard of Company G, third regiment of state militia. The heaviest losers are Treat & Company, elevator, \$6,000; Bowler Brothers, hardware, \$9,000; Herald printing office, \$10,000; Morrison McIntosh & Company, glove factory, \$10,000; Arthur Seaman, \$5,000; Cass & Wirbs, \$12,500; H. P. Proctor, \$14,500; J. G. Johnson & Company, \$4,000.

Grinnell was devastated by a cyclone seven years ago. About seventy-five houses was blown down and forty people killed.

JUDGE LYNCEY.

Farmer Lemay's Assaultants in the Hands of a Mob.

INDIANAPOLIS, June 13.—On Friday night last near Corydon, Ind., James Deavin and Charles Tennyson attempted to burglarize the residence of James Lemay. Lemay resisted, and was shot through the body and dangerously, but not fatally, wounded. A niece of Mr. Lemay was also seriously shot, but not fatally.

The men were arrested in New Albany, and afterward transferred to Corydon, the county seat of Harrison county. Since their arrival at Corydon threats of lynching have been prevalent, and they are likely to be put in effect. At 1:15 this morning the Journal's Corydon correspondent telegraphed: "About 200 men have just taken Deavin and Tennyson out of jail, and they will be lynched in a few minutes."

Will Act in Concert.

PITTSBURG, June 13.—The employes of Carnegie's Homestead mills have positively declined to accept or be governed by the scale of wages submitted by the firm, and have so reported to the Amalgamated Association of Iron and Steel workers' convention now in session here. The Amalgamated convention has resolved unanimously to sustain the mill men. The employes have also resolved that should the firm attempt to discharge any of the day laborers and fill their places with new men in order that they may learn something of the duties of the skilled workmen prior to July 1, the time the Carnegie scale is to go into effect, they will stop work immediately.

It Must Go.

NEW YORK, June 13.—The National Association of Cigarmakers and Packers, at its last session, decided to have labels of the organization registered in every state, in order to secure protection. The following officers were elected for the ensuing year: N. T. M. W., Anthony Seninger, of Pittsburg; N. T. W. F., Henry Gruber, of Jersey City; N. T. R. and F. S., Albert Hoffman, of Covington, Ky.; treasurer, Joseph Richardson, of Hamilton, Ont. Executive board, Joseph Richardson, H. C. Gruber, Ang. W. Beambach, of Milwaukee; Henry Wichtedahl, of New York; John Fernan, of Pittsburg, and T. L. Davis, of Baltimore.

Looking for Relief.

NEW YORK, June 13.—At a meeting of the finance committee of the relief fund for the Conemaugh valley a resolution was adopted that in view of the large amount of money in the hands of the committee unappropriated, Gen. W. T. Sherman, chairman of the executive committee, be invited to go to Harrisburg and confer with Governor Beaver as to the situation, not only at Johnstown, but in other parts of the state where the loss of life and property has been greatest, and where the most aid is required. Money is still coming in rapidly.

Cut Nail Association Goes to Pieces.

WHEELING, W. Va., June 13.—The regular monthly meeting of the Cut Nail association, held here yesterday, adjourned without being able to come to any agreement whatever, looking either to a curtailment of production or a change in the selling schedule. One of the mills gave notice that it would probably not be represented at the next meeting. The feeling seems to be that the association is mutually dissolved for the present.

Fell With a Defective Scaffold.

CHICAGO, June 13.—The scaffolding in the power house, in course of construction for the new West Side cable road, fell from overweight yesterday afternoon, carrying with it a dozen or more bricklayers, eight of whom were badly injured, and were conveyed to the hospital. The scaffolding was thirty-five feet high, and was too lightly constructed for the quantity of building material placed upon it.

Rich Newspaper Men.

NEW YORK, June 13.—Hon. Joseph Medill, editor of the Chicago Tribune and daughter, A. M. Palmer, theatrical manager, Tony Pastor and wife, Hon. Thomas Sherman, United States consul at Liverpool, sailed for Europe yesterday by the steamship City of Paris. Among the passengers on the steamship Aller for Bremen, was the Countess Arco Valley.