

Firestone TIRES

— have an unbroken ten year record of leadership on quality and service.

Sold by all dealers who consider quality

PONTIAC

(Continued from page 2.)

the guests of the latter's sister, Mrs. M. Foster, left Wednesday morning on their return home.

Fred E. Fisk, formerly a resident of Eppards Point township and a former supervisor from that town, but now a resident of Parma, Idaho, is here visiting among old friends and acquaintances.

John D. Kane who has been spending several months in Canada looking after spring work on his farms, is in the city for a short visit with his wife and family and also to attend to some business affairs.

Mrs. Mattie Davis, of Boston, Mass., who is returning from an extended visit to the Pacific coast, arrived here Wednesday morning on her way home for a short visit with her cousin, Judge N. J. Pillsbury.

Frank Campbell left Tuesday for Ashland, Ore., to visit his brother-in-law, Ezra Finley, a former resident of this county. Mr. Campbell goes via San Francisco. He expects to spend the summer in the west.

It is now well known that not more than one case of rheumatism in ten requires any internal treatment whatever. All that is needed is a free application of Chamberlain's Liniment and massaging the parts at each application. Try it and see how quickly it will relieve the pain and soreness. Sold by all druggists.

Fine Job Printing at this Office.

GOODFARM

WEST GOODFARM.

Children's Day exercises at the chapel Sunday.

Thos. Cusick and wife spent Sunday with home folks.

Mrs. Karl Davis is entertaining her sister from Texas this week.

Mrs. Nora Redmond spent Sunday with her sister, Mrs. D. Smith.

Miss Myra Wolcott spent the past week at the F. Brownsey home.

Pat Silk finished husking his last year's crop of corn on Tuesday.

Mr. and Mrs. Joe Small, of Gardner, spent Tuesday with relatives here.

Mrs. Hattie Baker returned to her home near Lincoln, Neb., Tuesday.

Mrs. Wm. Kavanaugh is entertaining her mother, Mrs. Corrigan, this week.

Mr. and Mrs. D. Lewis spent Sunday afternoon with M. A. Stitt and family.

Mrs. C. Thompson entertained Mrs. Thorpe and Mrs. Bunker Tuesday afternoon.

A few from here attended the high school graduating exercises Friday evening at Mazon.

Miss Bernice Smith left Saturday for Normal, Ill., where she will attend summer school.

Miss Agnes Neville and Myrtle Cruse spent Tuesday night with their teacher, Miss Lindberg.

Jas. Williams and A. J. Burkhardt are possessors of new Krit autos. C. Sprout also has an auto.

Mrs. Zelma Waite, of Denver, Col., came last week to visit her mother, Mrs. Sarah Paxton, and other relatives.

The Neville school held a picnic in the woods Friday, the pupils and invited friends being present. All had a pleasant outing.

Miss Eva Fellingham taught the Neville school Thursday and Friday while Miss Lindberg attended the commencement at Onarga, Ill.

Miss Rose McCabe, of Streator, formerly of near Verona, was operated on for appendicitis at the Streator

WEATHER REPORT.

Report of the weather for the week ending June 12, 1912, at 6 o'clock p. m., showing highest and lowest temperature, also precipitation as compared with same period one year ago.

1912—

Date	Max.	Min.	Prec.
6.....	74	58	.00
7.....	63	45	.00
8.....	71	36	.00
9.....	76	42	.00
10.....	81	49	.00
11.....	87	55	.00
12.....	78	60	.00

Average—Maximum, 75.7 degrees; minimum, 49.3 degrees; total precipitation, none.

1911—

Date	Max.	Min.	Prec.
6.....	85	66	.01 rain
7.....	81	57	.00
8.....	82	53	.00
9.....	102	66	.00
10.....	101	72	.00
11.....	85	66	.08 rain
12.....	76	57	.00

Average—Maximum, 87.4 degrees; minimum, 62.3 degrees; total precipitation, 0.09 of an inch.

The average low temperature, together with the lack of any rainfall during the past week, has caused weather conditions of an unfavorable character. A trace of frost appeared on the morning of the 8th. The mean temperature, 62.5 degrees, was 7.4 degrees below normal, and 12.4 degrees colder than the corresponding week, 1911. Cool and cloudy mark conditions at the close of the week.

E. O. WELCH, Observer.

Resolution Notice.

Dwight Camp No. 1777, Modern Woodmen of America.

Whereas, It has pleased Almighty God, the supreme ruler of the Universe, to remove from us to his home beyond the grave our Neighbor Leonard Hoffman, who departed this life on the fifth day of June, nineteen hundred and twelve; therefore be it

Resolved, That while we bow in submission to the will of Him who doeth all things well, yet we feel the loss of our faithful Neighbor, and it is with sorrow that we record his passing.

And be it further Resolved, That these resolutions be incorporated on the record of this Camp, and a copy be transmitted to the bereaved family.

NATHAN EPERSTEIN,
HUGH WILLIAMSON,
W. H. GILES,
Committee.

Advertised Letters.

List of letters remaining in the post-office at Dwight, County of Livingston, State of Illinois, unclaimed June 13, 1912.

If not delivered will be sent to dead letter office June 27, 1912.

Anselment, Will (post card)
Cofeld, John
Fisher, Henry
Larsen, Fred
Ludlow, Thos. J. (post card)
Makutchan, H. Verne
Peterson, Alvina (post card)
Rubej, John
Wilson, Harry (post card)

To obtain any of the above letters call for advertised letters, giving date of list.

WM. G. DUSTIN, Postmaster.

RAILROAD NEWS

The damage done to the cars of the Alton Limited train Saturday afternoon in the Shirley wreck is given out as \$7,000. The mail car was damaged the worst, the damage amounting to about \$2,500.

Conductor Corey did not come out on his run on the Alton Limited Monday afternoon, being confined to his home on account of the injuries received in the wreck at Shirley Saturday. Conductor Gill was in charge of the train.

Supt. L. J. Ferritor is anxious that all enginemen guard against loss through ash pan fires. He cites a number of cases where ash pans were dumped on ties and the engine left before the crew cooled the cinders with water. The result was the burning of the ties upon which the cinders fell. There have also been two cases of bridge burning of late and it is believed that these were due to ash pans.

It is intimated that Union Pacific is to have a greater representation in the board of the Chicago and Alton than heretofore. Not only has Union Pacific a large interest in Alton preferred, but it is furnishing the funds to the bankers who recently purchased \$4,500,000 of the new \$20,000,000 6 per cent gold mortgage bonds, and naturally is entitled to more say in Alton affairs than it has been enjoying as a mere stockholder.

The Alton officials are preparing to equip all switch engines with the new safety attachments which are required by the new federal law. The 398 was placed in the shops Tuesday and will be the first to be given the additional appliances. There are numerous grab irons, hand holds and other connections both on the forward and rear of the engine in order that employees may be able to save themselves in case of a misstep. The law was passed some time ago but will shortly go into effect, all roads being required to have their switching power equipped within a specified time. The blacksmith shop is now engaged in turning out various sections of the attachments and they will be applied as rapidly as each engine goes through the shops.

The Chicago and Alton Limited, leaving Bloomington ten minutes late at 3 o'clock last Saturday afternoon, left the track eight miles south of the city. Three cars rolled partly down the embankment, while the engine and the rear of the train kept the rails. Passengers in the overturned cars crawled out of the windows to tell each other they were not much hurt. Half a dozen persons suffered cuts and other injuries, but what might have been an appalling disaster turned out to be chiefly a loss of money for the road in injury to train, roadbed and track. The cause of the wreck lies probably in a softened roadbed and the spreading of the rails thereby. The cars derailed were the baggage, mail cars, the combination smoker and the chair car. The last car left the track and the front end plunged half way down the embankment, but did not turn over, and the passengers, most of whom were women, left the car in the regular way, suffering only from the shock and the fright. The other chair cars, the parlor car, the diner and sleepers did not leave the rails. It was apparent that some force had lifted the rails from the ties. The spikes were pulled up and the rails for 300 feet were off the ties, twisted and broken. One rail was broken squarely off in the middle. It was apparent that one of the front cars had jumped the track, plowed its way through the ties, dragging the rest of the train, spreading the rails and tearing them up. As the train stood after the wreck the front wheels of the engine were on the track and all others back to the second car were off. In every case the bodies of the cars had left the trucks.

Summer Tourist Fares.

To New York, Boston, Atlantic City, Ontario, Michigan, Minnesota, Wisconsin, New England, Colorado, Washington, Oregon, California, Arizona, Mexico, Utah, Montana and British Columbia. Tickets on sale June 1st to September 30, 1912. Return limit October 31, 1912. Liberal stop-overs allowed anywhere on going and return trip. Plan with the Chicago & Alton Ticket Agent for a summer trip. H. L. Drennen, Agent, Dwight, Ill.

Catarrh Cannot be Cured

with LOCAL APPLICATIONS, as they cannot reach the seat of the disease. Catarrh is a blood or constitutional disease, and in order to cure it you must take internal remedies. Hall's Catarrh Cure is taken internally, and acts directly on the blood and mucous surfaces. Hall's Catarrh Cure is not a quick medicine. It was prescribed by one of the best physicians in this country for years and is a regular prescription. It is composed of the best tonics known, combined with the best blood purifiers, acting directly on the mucous surfaces. The perfect combination of the two ingredients is what produces such wonderful results in curing Catarrh. Send for testimonials free.

P. J. CHENEY & Co., Toledo, O.
Sold by Druggists, price 75c.
Take Hall's Family Pills for constipation.

Get your job printing done at this office.

We can do it satisfactorily.

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Just as superior to other tires as Michelin Red Inner Tubes are to other tubes

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24-34

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British Columbia	Mexico	North Dakota	Virginia
California	Michigan	Oklahoma	Washington
Colorado	Mississippi	Oregon	Wisconsin
Florida	Missouri	South Carolina	Wyoming
Georgia	Nebraska	South Dakota	

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The First and Third Tuesdays of Each Month

Almost 150 Railroads with which the Chicago & Alton connects have joined us in this proposition to give the landseeker, the visitor, etc., these genuine transportation bargains.

Call upon or write to H. L. Drennen, Ticket Agent, Chicago & Alton Railroad, Dwight, Ill., for details of fares, conditions and complete particulars.

24-34

You Can Afford a Victor-Victrola

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A new Victor-Victrola is here! A genuine Victor-Victrola, bearing the famous Victor trademark, priced at only \$15.

Come in and see it and hear it. No obligation to buy, but after hearing it you won't want to be without one.

Other styles \$25 to \$250. Victors \$10 to \$100. Easy payments if desired.

\$15.00 to \$250.00

We represent the Victor Talking Machine Co. in Dwight and vicinity and are authorized to allow you a free trial of a Talking Machine in your own home. Are you ready to try one?

C. M. BAKER & SON
Dwight Illinois

CHICAGO & ALTON RAILROAD

NEW SERVICE TO TEXAS

Commencing Sunday, May 19th, the Chicago & Alton Railroad in connection with the Iron Mountain, Texas & Pacific and International & Great Northern Railroads, will inaugurate through Electric Lighted Drawing Room Sleeping Car Service, between Chicago and Houston, Texas, and between Chicago and El Paso, Texas, on the following schedule:

SOUTHBOUND			CHICAGO TO HOUSTON			NORTHBOUND		
C. & A.	1st day	9:00 P.M.	Lv. Chicago	Ar.	7:55 A.M.	C. & A.	3rd day	
C. & A.	2nd day	7:01 A.M.	Ar. St. Louis	Lv.	11:45 P.M.	C. & A.	2nd day	
I. Mtn	2nd day	9:05 A.M.	Lv. St. Louis	Ar.	8:30 P.M.	I. Mtn	2nd day	
I. Mtn	2nd day	7:50 P.M.	Ar. Little Rock	Lv.	9:20 A.M.	I. Mtn	2nd day	
I. Mtn	2nd day	10:15 P.M.	Ar. Hot Springs					
I. Mtn	3rd day	12:40 A.M.	Ar. Texarkana	Lv.	5:05 A.M.	I. Mtn	2nd day	
I. & G. N.	3rd day	8:01 A.M.	Ar. Palestine	Lv.	10:58 P.M.	I. & G. N.	1st day	
I. & G. N.	3rd day	2:10 P.M.	Ar. Houston	Lv.	4:25 P.M.	I. & G. N.	1st day	
I. & G. N.			Ar. Galveston	Lv.	2:40 P.M.	I. & G. N.	1st day	
I. & G. N.	3rd day	6:30 P.M.	Ar. San Antonio	Lv.	1:55 P.M.	I. & G. N.	1st day	

SOUTHBOUND			CHICAGO TO EL PASO			NORTHBOUND		
C. & A.	1st day	9:00 P.M.	Lv. Chicago	Ar.	7:00 A.M.	C. & A.	4th day	
C. & A.	2nd day	7:01 A.M.	Ar. St. Louis	Lv.	9:00 P.M.	C. & A.	3rd day	
I. Mtn	2nd day	9:05 A.M.	Lv. St. Louis	Ar.	6:45 P.M.	I. Mtn	3rd day	
I. Mtn	2nd day	7:50 P.M.	Ar. Little Rock	Lv.	8:00 A.M.	I. Mtn	3rd day	
T. & P.	3rd day	7:50 A.M.	Ar. Dallas	Lv.	8:10 P.M.	T. & P.	2nd day	
T. & P.	3rd day	9:05 A.M.	Ar. Ft. Worth	Lv.	6:50 P.M.	T. & P.	2nd day	
T. & P.	4th day	8:55 A.M.	Ar. El Paso	Lv.	8:15 P.M.	T. & P.	1st day	

THE COAST LINE TO MACKINAC

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A Cleveland to Mackinac special steamer will be operated two trips weekly from June 15th to September 15th, stopping only at Detroit every trip and Colerick, Ont., every other trip. Railroad Tickets Available on Steamers. Special Day Trips Between Detroit and Cleveland, During July and August.

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