

Democratic Watchman

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Bellefonte, Pa., July 1, 1892.

P. GRAY MEEK, Editor

State Democratic Ticket.

FOR PRESIDENT.
GROVER CLEVELAND.

FOR VICE-PRESIDENT.
ADLAI STEVENSON.

FOR CONGRESSMAN AT LARGE.
GEORGE A. ALLEN, Erie.
THOMAS P. MERRITT, Berks.

FOR SUPREME JUDGE.
CHRISTOPHER HEYDRICK, Venango.

FOR ELECTORS AT LARGE.
MORTIMER F. ELLIOTT, Tioga.
JNO. C. HULLITT, Philadelphia.
THOMAS B. KENNEDY, Franklin.
DAVID T. WATSON, Allegheny.

FOR DISTRICT ELECTORS.
Samuel G. Thompson, Clem's R. Wainwright.
Adam S. Conway, Charles H. Lafferty.
W. Redwood Wright, George R. Guss.
John O. James, William Molan.
James Duffey, Charles D. Brock.
S. W. Frazier, Samuel S. Leidy.
Azur Lathrop, T. C. Hipple.
Thomas Chaffin, H. B. Himmelright.
P. H. Strubinger, H. B. Piper.
Joseph D. Orr, Charles A. Fagan.
Andrew A. Payton, John D. Braden.
Michael Leibel, Thomas McDowell.
J. K. P. Hall.

Have the Political Blues.

Whatever Republican politicians may say, and whatever pretense the office-holding faction of that party may make of having no fears of the result of the election, there is a down right dread in the minds of the most earnest leaders of that organization, that there is something wrong some where, and to others the shadows of an overwhelming defeat, hang upon their hopes like arape on the door knob of the house in which funeral ceremonies are being conducted.

The Philadelphia Inquirer, the organ and mouthpiece of Senator QUAY, has sounded the alarm a half dozen times since the nomination, and now toots its mournful horn about the mistake of turning CLARKSON down as chairman of the National committee, and putting in his place, an inexperienced and unknown man like CAMPBELL, to conduct a campaign that is to be "no child's play," and in which the "strongest efforts must be made to insure success."

J. SLOAT FASSETT, the representative of boss PLATT of New York, is another of the active leaders of that party who is not so blind as to fail to see the desperate condition of the Republican party, and in a speech to the National committee on Monday last, tersely stated it as follows: "We are confronted at the outset with the appalling spectacle of Wisconsin and Illinois in the list of doubtful States, and Iowa by no means certain, with the religious differences rife in the Northwest and a threatened coalition of the Democracy with the Alliance. The Democrats have nominated, to my mind, the strongest man they could have placed in the field, especially so far as the thirty-six electoral votes of New York are concerned."

And Mr. FASSETT and the Philadelphia Inquirer, are not the only representatives of Republicanism who have the political blues over the situation and prospects. There is Mr. BLAINE, Mr. PLATT, Mr. QUAY, Mr. CLARKSON, Mr. DUDLEY, Mr. INGALLS, Mr. WOLCOTT, and in fact four-fifths of those who have borne the political burdens and heat of Republican conflicts, see it in the same light and are hopeless of results.

It is these signs, with a knowledge of the strength and worth of their own candidate that should encourage Democrats, from this, the opening of the campaign, until it closes in November, to bend every energy and put forth every effort, to make their victory as complete and overwhelming as possible.

But they must remember, that Republican discouragement will not make a Democratic victory. It will require the best efforts and the united energies of every opponent of extortionate tariff taxation, force bills, and Republican profligacy, to secure the success, that is now admitted to be within their grasp.

The decision of the court of common pleas which precludes the possibility of certain Philadelphia street railway companies substituting electric for horse power will doubtless please the cranks who have been fighting the trolleys ever since their proposed introduction. There was nothing else for the court to do than decide as it did but the consequence will be the retrogression of rapid transit in that city until special legislation legalizes the substitution. It is only a question of time until Philadelphians will awaken to a realization of the fact that they have spent half their lives on the old horse cars, while other cities are distancing it as commercial maris through superior systems of transit.

—Take the WATCHMAN during the campaign. It is the only truly reliable Democratic organ in the county.

Another Horror.

The frightful accident in which so many innocent lives were sacrificed, at Harrisburg, last Saturday morning, is another evidence of criminal neglect. It seems that the greater the degree of mechanical perfection for safety in railroading, the more careless operatives become. The Block signalling system, supposed to be the greatest triumph in railroading, is here directly connected with the loss of eleven lives and the injury of more than a score of people simply because the man in charge of the tower set his own judgment up against all the rules of the company and of the system which he was working.

The fact that "he is an unsophisticated country youth" and that "he is now losing his mind" in the Harrisburg jail, where he is held on the charge of manslaughter, will not bring back the lives of those who, without a moments warning, were crushed into eternity, nor will it dispel the pall of death which his carelessness has spread over so many homes.

The miraculous escape of the occupants of "Glen Eyre," the heavy private car owned by GEORGE WESTINGHOUSE, the Pittsburg inventor, is an excellent illustration of the additional safety in coaches of heavier build than the ordinary passenger car. Though it was the first one struck by the colliding engine, not one of its occupants was injured while the cars on the front of the train were completely telescoped. Had the heavy car been made up on the front of the train the fatalities might have been far greater, but as it was, much of the momentum of the second section was spent in plowing under the "Glen Eyre."

—CLEVELAND and HARRISON will leave the silver question to flourish in rural politics. They'll fight it out on the tariff line this fall.

A Good Ticket.

Our Democratic friends in Clearfield have done themselves proud by nominating the following excellent ticket. Congress, GEO. M. BRISBIN; Assembly, JNO. K. GORMAN and CHAS. F. KING; Prothonotary, DORSEY D. GINGERICH; and Recorder, KINE BOOZER. With a number of these gentlemen, the writer has a personal acquaintance, and knows them to be just the kind of men and candidates that every Democrat should take pride in voting for. Morally, intellectually and politically they are worthy the warmest support of all citizens who desire to see careful and conscientious men in charge of public positions, and while there is no question about their election, we hope to see our Clearfield brethren give them an unusually large majority. They deserve it.

An Available Candidate.

The Democrats of the entire state, or at least those who have a personal acquaintance with J. HENRY COCHRAN Esq., of Williamsport, will be glad to learn that a movement is now on foot, to make him the Democratic nominee for Congress in his district. It is a largely Republican district, but with Mr. COCHRAN's personal popularity, his connection with the business interests of his section, his strength among the laboring people, whose welfare he has always advocated and whose necessities he has so often assisted to alleviate, his well known interest in every enterprise that tends to develop the industries or wealth of the countries forming the district of which he is a resident, it is believed by the Democrats and conceded by many Republicans that he can be elected. Two years ago the Democrats would have elected Mr. ELLIOTT, to represent this same district but for the treachery of certain Clinton county politicians, who had pulled enough on party-workers to require them to give the county to HOPKINS. This could not have been done had Mr. COCHRAN been on the ticket, and with him as the nominee at the coming election the breach then caused in the party would be healed and all factions and all interests would turn in to secure his election. He would make not only a popular, but an able and influential Representative, and add strength and standing to the Democratic majority in Congress.

Mr. ELLIOTT, who was so unjustly treated, by members of his own party along the West branch, refuses as we understand, to be considered a candidate. Himself and friends however, will give a cheerful and hearty support to Mr. COCHRAN if he will accept, and in case he can be induced to allow his name to go upon the ticket, we can look for one of the most hopeful and hottest fights ever made in the Sixteenth district.

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Doing Their Duty.

Some of the larger property owners in Bellefonte are making no little ado about the increase in valuations that has been made under the new assessment. For years back a number of business blocks in this place have been upon the assess books, valued at a little more than double the amount of their annual income, and at less than one fourth the figures, their owners would ask, for them if they desired to sell. While these properties were away down in valuation, ordinary dwelling houses and the realty of the masses, was put at almost its full value, and throughout the county farm land was valued in many instances at a higher figure than it would sell for. To equalize these unfair valuations, and have all persons pay their just and proper proportion of taxes, is the duty of the Commissioners. It is a difficult job but they are earnestly and honestly, trying to do it, and while we commend them for their efforts, we also congratulate the smaller property owners, who have heretofore been paying more than their share of the taxes, on the prospect of an equalization of values, that in the end will lessen the exorbitant taxation that has for years been fastened upon them.

In this matter the people will stand by the Commissioners.

—Allentown Democrats are first in the field with their preparations for the fall campaign. On Saturday evening, but two days after the nomination, three CLEVELAND clubs were organized, with an aggregate membership of over 500; arrangements for a monster ratification meeting was made, and if the old tenth legion is not worked up into a political excitement, such as has seldom been experienced, the fault will not lie at the door of the immediate neighbors of Chairman WRIGHT. When the Democrats of that section lead in the good work, they will find that those of other sections will neither fear nor fail to follow.

Eleven Killed in the Wreck

The Story of the Fatal Railroad Crash at Harrisburg. Hemmed in Telescoped Cars and Crushed to Death, Operator Hayes' Admission at the Coroner's Inquest. He Frankly States He Is Responsible for the Disaster—Under Arrest and Confined in Jail—The Fatal White Light—Train Hands Testified—A Conductor's Thrilling Story.

HARRISBURG, June 25.—Eleven persons are dead, three are dying and others are lying in the City Hospital seriously injured, the result of the collision on the Pennsylvania Railroad near the city limits early yesterday morning. That more were not killed is almost a miracle, for the whole thing occurred in almost an instant. The rain, falling in torrents at times, added to the confusion and mingled with the pitiful cries of the unfortunate passengers pinned here and there in the wreck.

THE TRAIN WAS A TRIFLE LATE.

The Western express is due here at 12:15 o'clock a. m. This morning, however, it was several minutes late leaving Philadelphia and had not made up the lost time when it reached here. It was made up of one baggage car and one express car, three day coaches and the private car of George Westinghouse, the Pittsburg inventor of the air brake. Robert Pitscain, of Pittsburg, was also with the Westinghouse party. As the train rolled into Harrisburg it was stopped a few minutes at Dock street, east of the station, to allow some shunting in the yards, the flagman being sent back to signal the second section, which was following close behind.

THEN CAME THE CRASH.

He was soon called in, and the train had just started when the second section dashed around the sharp curve a few yards away. Then came a horrible grinding and crushing sound, and immediately after, the groans and shrieks of the injured and dying passengers. It was an awful moment. The heavy train, made up of Pullman sleepers and one express and baggage car combined, plunged into the handsome private car of Westinghouse and drove it forward, crushing the three day coaches ahead into kindling wood in the twinkling of an eye. The locomotive ploughed its way through the rear of the private car, but not a single member of the Westinghouse party was scratched.

THE SCENE AFTER THE CRASH.

The scenes in the cars immediately following the crash baffled description. The two coaches in which most of the casualties occurred were broken to pieces and occupants of the car were thrown in every direction. Arms and legs were broken, faces were crushed and lacerated, and scarcely a passenger escaped without cuts and bruises more or less serious. One man shot through the broken top of a car and landed alongside the track, not receiving a single scratch. There were many other remarkable escapes.

LIST OF THE DEAD.

The total number of dead up to a late hour this evening was eleven, as follows: G. L. Smith, a professor in the Normal School at Baltimore. John Black, a machinist of Altoona. Lizzie Blair, Twenty-first and Dickinson streets, Philadelphia. Robert S. Raymond, Columbus, Ohio, horse dealer. E. M. Whitlock, 133 Arlington street, Cleveland, O., chief clerk of a railroad company. Daniel Mason, Hagerstown, Md., a

telegraph operator on the Middle Division, Pennsylvania Railroad.

Rev. Da Costa Pomerene, 3611 Hamilton street, Philadelphia.

Mrs. Uriah Heebner, Norristown.

Winfield Heebner, her son, aged 17 years.

Charles E. Lee, of 1 Windsor street, Allegheny City, supposed to be a telegraph operator.

Richard Adams, Harrisburg, furniture dealer.

A FRIGHTFUL SPECTACLE.

The dead bodies were put in a freight car and taken to the Union Station where a large crowd assisted in removing them to the dead house.

The only bodies recognized before their removal were those of Richard Adams, the furniture dealer, of South Second street, this city, who was coming from New York, where he had been on a business trip and that of Robert S. Raymond, brother of the horse dealer, of Harrisburg. Other dead bodies were lying along the track with a rain like unto a cloudburst pouring down upon them.

NOT EVEN TIME TO THINK.

Harry Neal, the fireman on the second section, says that the wreck was so sudden that there was not even time to think of it. It seemed that Providence was with the men on the engine, as the telescoped Pullman car went clear up against the cab in the front and the tender of the engine was stove into the baggage car, thus completely cutting off every means of escape.

A YOUNG TELEGRAPH OPERATOR SAYS HE IS TO BLAME.

H. S. Hayes, the telegraph operator at the Steelton tower, practically admitted before the Coroner's inquest this afternoon that he was responsible for the frightful wreck. Hayes, who is a young man of 22, was arrested to-night at the instance of Coroner Hoy, on a charge of manslaughter. He is now in jail and his mental distress is terrible. Fears are expressed that he may lose his mind.

HE WAS A SUBSTITUTE.

Last night he was on duty at the Steelton tower as a substitute for William Good, the operator. He allowed the second section of the express to enter the block before the first section had passed out at the western end against the rules of the company, and the disaster is the direct result of the violation of the rules.

When informed of the wreck and loss of life, he became almost frantic, and the day operator was ordered on duty. He simply assumed that the first section had passed the block without troubling himself about any notification from the Dock street tower to that effect.

HE WEPT BITTERLY.

Hayes was closely questioned, and during his examination was greatly agitated, frequently breaking down, and weeping bitterly. He is an unsophisticated youth and but lately left the farm in York county. He frankly admitted that he gave Engineer Kelly the white signal to go on without first having been notified that the block was clear, but thought he was not wholly responsible for the accident. He said other operators had made the same serious mistake.

Hayes also admitted that there had been two other persons in the tower with him, and that in that he had broken another and rigid rule of the company.

HE GOT THE WHITE SIGNAL.

Hugh Kelly, of Philadelphia, the engineer of the second section, said when he came in sight of the Steelton tower he got the white signal. Near the Dock street tower he received the red signal. He whistled, applied the brakes and reversed the engine, as he saw the other train just ahead on the same track. When the first section was struck it was sixty yards west of the Dock street tower. He would have been able to discover the signal at the tower if the weather had been better and the rails dryer. Under more favorable circumstances he would probably have been able to stop the train.

Kelly said the operator at the Steelton tower had thought the block clear and given him the white signal. Charles B. Rettew, conductor of the second section, believed Engineer Kelly to be a competent engineer, and that the Steelton operator had no authority to allow two trains on a block at one time.

Importance of Health.

Carlylesays: "But you are to consider throughout, much more than is done at present, and what it would have been a very great thing for me if I had been able to consider that health is a thing to be attended to continually that you are to regard that you are to regard that as the very highest of all temporal things for you. There is no kind of achievement you could make in the world that is equal to good health." Carlyle was not only badly trained or "brought up" for soundness of body, but he inherited a tendency to excitability of the nervous system. His mother and the race behind her for some time had drank tea and quarreled over Scotch theology and abused their bodies in other ways, till Thomas came as an eccentric concentration of nervous energy with no muscular balance. I am not writing to discourage those who are by inheritance or hopeless errors, frail and feeble. To such there is the fine duty, not of doing what others can do, but what they can do themselves. To touch our own best is our duty; not to touch the duty goal of some one else.

—Dr. B. H. Warren, State Ornithologist of Pennsylvania, is preparing a mounted collection of the birds and animals of this State of exhibition at the World's Fair.

—There's a field for Dr. Parkhurst.

Where? Scouts have discovered another abandoned city in Mexico.

The Pennsylvania Railroad's Twelve-Day Excursions to the Shore.

THE OPENING OF THE SEASON.

The extraordinary success of the series of Pennsylvania Railroad excursions to the New Jersey Coast for several years back demonstrates the enormous popularity of these trips. Last year the success was unprecedented. For the season of 1892 the best dates have been selected and every detail to promote the comfort and pleasure of the excursionist will be made. The dates are July 7th and 21st, August 4th and 18th, 1892. These dates cover the time when sea bathing is the finest, fishing is in its prime, and all manner of seaside attractions in the best form for thorough enjoyment. One who misses the opportunity of taking one of the series gives up a delightful experience of the summer.

The tickets include the choicest points on the coast, and are available for Cape May, Atlantic City, Sea Isle City, or Ocean City at the same rate.

The excursion tickets, good for twelve days, are to be sold at the rate of \$10.00 from Pittsburg, and at corresponding low rates from other stations.

A special train of parlor cars and day coaches will leave Pittsburg at 8.50 a. m. for Philadelphia, stopping at all important junction points, where connections will be made with trains from branch lines. Passengers will spend the night in Philadelphia and proceed to the seashore by regular trains of the next day.

Tickets will be sold also from East Liberty, Irwin, Uniontown, Connellsville, Scottdale, Alverton, Greensburg, and Johnstown for regular trains leaving Pittsburg 4.30 and 8.10 p. m., with Pullman sleeping cars attached, arriving in Philadelphia next morning, whence passengers will proceed to the seashore by regular trains of that day.

Application for information and tickets should be made to nearest ticket agent, or address T. E. Watt, Passenger Agent Western District, Pittsburg, Pa.

ADDITIONAL LOCALS.

—The ladies will do well in looking up Meyer's bargain sale of this week. See another column.

FOUND.—A black fascinator on Allegheny street, on Saturday night. Owner can recover property by calling at this office.

GOLD WATCH CONTEST.—Misses Sue C. Holter, Eva May Roby, and Clara Waite, are engaged in a contest for a beautiful gold watch, now on exhibition at the jewelry store of Frank Galbraith. The contest will terminate on October 1. Proceeds for the benefit of the Coleville M. E. Church.

By order of the committee, George Bohle, F. A. McMULLIN, Mrs. A. HOLDER.

MORE FACTS.—Is the title of a very handsomely illustrated fifty page pamphlet just issued by the Chicago Milwaukee and St. Paul railway company. Everybody should have one of them, sent free to any address upon application to Geo. H. Haaford, General Passenger agent, Chicago, Ill., or to John R. Pott, District Passenger agent, Williamsport, Pa.

MARRIAGE LICENSES GRANTED.—Following is a list of marriage licenses granted during the past week: Call Gehret, of Bellefonte, and Annie Tipton, of Howard.

Ed. M. Greist, of Flemington, and Cornelia Rumberger, of Philadelphia.

Frederick Morley, and Maud A. Gibson, both of Philadelphia.

James C. Bate, of Philadelphia, and Carrie Divine, of Houtzdale.

F. L. Hartsock, of Howard, and Ruth Gray, of Buffalo Run.

COMING FROM EVERYWHERE.—Camps 195 and 161, P. O. S. of A., of this city, and Putnam, Commandery P. O. S. of A., will go to Bellefonte on the early train next Monday morning to take part in the parade in that place. They will be accompanied by the Good Templar band.

The Renova camp, accompanied by a band, will reach this city Sunday night on the midnight train, and will go to Bellefonte on the same train that carries the Lock Haven camps.—L. H. Express.

A TEAM OF MASCOTS.—Mr. John G. Uzzle, the popular proprietor of the Washington House, at Snow Shoe, this county was working a sulky harrow in corn, when the storm of Monday came up. Having no time to unhitch the team he got out to hold them, when one of the horses stepped on a dog, that had crept under the sulky for shelter.

The dog yelping added to the excitement of the horses which broke away and ran through the lot, jumped a five foot wire fence, taking the sulky with them, and through a young orchard without touching a tree and into a second fence, all without breaking a thing or doing a dollars worth of damage, except to the fence. John says that he would have sold that team very cheap when he saw them go into the fence, but that their price is away up now, as he considers them a pair of mascots.

—We have been unable to learn any of the particulars but Edward M. Greist, son of A. J. Greist, the John Wanamaker of Unionville and ex-county Commissioner, was married, on Wednesday, to Miss Ada Cornelia Rumberger, of Philadelphia. The bride is the daughter of G. W. Rumberger, who was Commissioner's clerk during A. J. Greist's incumbency, and is a young lady of exceptional attainments;

fully competent to make Edward an excellent helpmeet. The ceremony was performed at the bride's home. A reception will be given them at the home of the groom's parents this evening. Edward M. Greist, the groom, is a young man whom it is a pleasure to meet. His sterling business qualifications and integrity have won the esteem of every one in his community.

Mrs. SUSAN MCKEE DEAD.—On last Saturday morning at 10 o'clock Mrs. Susan McKee, the mother of Bellefonte's two prosperous young hardware men, died at the home of her son-in-law, H. C. Love, on Lincoln Avenue, in Tyrone. From the Herald we glean the following particulars:

Deceased had been afflicted for three years past with cancer and it was from the inroads of that dread disease that she passed away.

She whose loss is now so deeply mourned was the daughter of Daniel and Elizabeth Beck. Daniel Beck was one of the old-time residents and one of the most highly esteemed citizens of Half Moon valley. Susan Beck was born at Centre Line in that valley April 11, 1830, and at death she was aged therefore sixty-two years, two months and fourteen days.

On August 18, 1850, she united in marriage to Dr. James McKee, a physician widely known during his life in this section of the state. He practiced his profession at Stormstown until his death in that place August 3, 1877. After that time Mrs. McKee continued to reside in Stormstown until 1880 when she removed with her family to Bellefonte. In 1888 she came to Tyrone and since that time had lived with her daughter Mrs. H. C. Love.

Surviving the deceased are three children, H. A. and James McKee, of Bellefonte; and Mrs. Mary E., wife of H. C. Love, of Tyrone. Five brothers also survive, John and Joseph, of Fort Scott, Kansas; Jacob, Isaiah and Isaac, of Centre county. Mrs. McKee was during her lifetime a faithful and devoted member of the Presbyterian church, and was a lady rich in the possession of true Christian virtues.

Funeral services were conducted at the residence of H. C. Love on Monday morning last at ten o'clock, by Rev. J. R. Davies. Interment in Tyrone cemetery.

THE NEW LUTHERAN CHURCH.—The corner stone of the new Lutheran church, at the corner of Linn and Allegheny street, was laid, with impressive ceremonies, on Sunday afternoon.

For several years the foundation has been complete, but owing to a division in the congregation as to the material of construction, the work has remained at a standstill. This Spring an agreement was reached and the work has begun which when complete will add another beauty to the architecture of Bellefonte churches.

Since the big fire of 1885 which consumed the old church edifice, on east High street, the Lutheran congregation has been holding services in the hall in the Centre county bank building. There on last Sunday morning, Rev. W. E. Fisher, of Centre Hall, President of the Pennsylvania Synod, preached a most able preparatory sermon and in the afternoon the same minister, delivered what was known as the corner stone laying sermon from the pulpit of the Reformed church, just one square distant from the site of the new building. His text from Eph. 2:20-22 was beautifully handled and elicited much praise from all who heard it. Rev. Edward Hoshour, pastor of the church, assisted in the services. After the ceremony all repaired to the foundation where the Rev. Fisher, with the benediction, laid the grey sand stone corner. Inside it was placed a copy of the Lutheran Observer, the DEMOCRATIC WATCHMAN, Gazette, Republican, Democrat, Centre Reporter and Millheim Journal along with a bible, smaller catichism, minutes of the Central synod, Luther's statue medal and list of congregation and Sunday school membership.

The new edifice will be of pressed brick, with hewn stone turnings, of modern architecture and an ornament to that end of town. Those who have its construction in charge are Clement Dale, H. Y. Stitzer, Isaac Miller, J. H. Sands, Daniel Wian, Daniel Everhart, Henry Beck, W. P. Markle, J. A. Finkbinder and G. A. Harbaugh.

Tribute of Respect.

Resolutions of respect and condolence passed by the Howard Temperance Society, of Howard, Pa.

WHEREAS, It having been the Divine will to remove from our midst our late brother, Reuben Fletcher, therefore be it

Resolved, that in his removal our Society has lost a faithful member, the cause of Temperance a firm friend and earnest advocate, and the community a good citizen, one who will not soon be forgotten.

Resolved, that we deeply sympathize with the family of the deceased and commend them to the mercies of Him who is "too wise to err and too good to be unkind."

Resolved, that in respect to his memory we drape the Hall in mourning for 30 days.

Resolved, that these resolutions be recorded in the minutes of the society, a copy be sent to the family of the deceased and to the county papers of Bellefonte.

S. E. HENSTL, Com.

Geo. Long, H. T. Lova, N. B. Saxton.