

THE CENTRE REPORTER.
FRED. KURTZ, Editor and Prop'r
CENTRE HALL, PA., August 17, 1887.

An exchange says August is the meteor month. Pahaw—we found we could meet her any month in the year.

The oldest lawsuit in Illinois has been on the docket for 42 years. It began about a \$2 hog, and has cost the principals about \$7,000.

In Wyoming Territory capital punishment is inflicted by shooting. The execution of Fred Hopt on Thursday was conducted by a marshal and a firing party of five men. The case is a remarkable one for the Western territorial region, where punishment is swift and not always according to the forms of law. The crime was committed in 1880, and seven years have been spent in the law's delays.

The distillers of the West are combining to form a great whiskey pool with a view of controlling the wholesale liquor trade of the United States. The capital represented by the members of the pool is estimated at \$25,000,000. It is proposed to monopolize the production of liquor in this country and regulate prices. Incidentally the combination will take part in resisting the growth of "temperance fanaticism," and will oppose the passage of laws "calculated to injure the trade." The temperance cause will find a new and powerful enemy in this whiskey monopoly. Twenty-five million dollars is a large sum to fight against.

It certainly looks like a case of the blind leading the blind, or of the potent influence of the money of the "American Protective Association," when a convention of laboring men calls for the abolition of taxes on whiskey and a perpetuation of the war taxes on sugar, salt, clothing, and other necessities. Do these men ever stop to think that every monopoly of which they complain has grown up and that every "reduction of wages and loss of employment" which they lament has occurred under the high tariff which they plead to have kept at the war maximum? Fetich worship is not a help to progress.

The White River Utes, under old Col. Crow, are again on the warpath in Garfield county near the Utah line. The settlers are fleeing to Meeker and the nearest towns for safety. The ranchmen have already organized a volunteer company. Gov. Adams received most urgent telegrams from Glenwood Springs, asking for protection. He has telegraphed the War Department the nature of the troubles, and hopes to obtain the assistance of United States troops from Utah.

The reports from the frontier are still quite meagre, but the Indians are said to have fired on the whites and then to have sent to the reservation for more warriors.

The great conspiracy case in Chicago has ended in the conviction of all the accused parties. The latter include an ex-Warden of the Cook County Insane Asylum, four ex-members of the Board of County Commissioners and seven members of the present Board. The verdict of the jury fixes the punishment of four of the convicted men at a fine of \$1,000 each, and of seven others at two years in the penitentiary. One of the twelve pleaded guilty and his sentence has yet to be pronounced. Considering the enormity of the offence the sentences inflicted are very light, especially the four fines. The verdict affords another illustration of the loose workings of our jury system. The eleven officials were equally guilty and should have been served alike, but one jurymen voted to acquit them all, and could only be brought to an agreement by a compromise which let off four of the convicted men with a slight fine. But Chicago will be rid of seven rascals for two years; and that is something gained.

THE COAL BARONS AND THEIR SERFS.
[From the Chicago Herald.]
Pennsylvania is a nice State, which invariably shows up a majority of Mr. Randall and of 79,999 other Republicans for the protective idea. The Hazelbrook miners are Republicans, too, and as for protective idea, why, they fairly dote on it. It is literally the breath of their nostrils. For if coal mined by the paper labor of Europe were allowed to enter the country and compete with them they would not be able to continue in their role as friends of the American laborer at 90 cents a day. Neither would they be able to tax the people of the United States \$6,250,000, as they did the other day in a little back room on Wall street, by adding 50 cents to the price of coal. The Hazelbrook and other mine owners are stout Republicans of the Foraker kind, too. They think that the rebellion should be suppressed and slavery wiped off the face of the earth. That is why they import cargoes of white slaves from Hungary and Italy and forge the chains of absolute dependence about them in the mines. They have a "company store" as well as a company doctor. No, no. It is a very tiresome story this, and who should pause to listen when he has only to incline his ear Ohioward and hear the lively fictions of Mr. Foraker and the wicked 30,000 Georgia Democrats who hold their 270,000 fel w-citizens in bondage.

SIXTEEN CROWDED CARS PLUNGE THROUGH A BRIDGE.

KILLED 118 AND MORE THAN 900 INJURED.

An excursion train, carrying 960 passengers, bound to Niagara Falls, about midnight of Wednesday 10, plunged through a burned bridge near the town of Chatsworth, Ill., on the Toledo, Peoria and Western Railway. The list of dead numbers 118, and of the 200 wounded it is probable that many will die. The corpses of the dead and the persons of the injured were plundered of money and jewelry, and this fact gives rise to the suspicion that the bridge was purposely fired in order to cause the disaster and furnish opportunity for the robbery.

The excursionists hailed from various points in central Illinois, the bulk of them, however, coming from Peoria. Some of the passengers came from Canton, El Paso, Washington and, in fact, all stations along the line; some from as far West as Burlington and Keosauk, Ia. A special and cheap rate had been made for the excursion, and all sorts of people took advantage of it.

Three miles East of Chatsworth is a little slough, where the railroad crosses a dry run about ten feet deep and fifteen feet wide. Over this was stretched an ordinary wooden trestle bridge, and as the excursion train came thundering down on it what was the horror of the engineer on the front engine when he saw that the bridge was a-fire. Right up before his eyes leaped the bright flames, and the next instant he was among them. There was no chance to stop. Had there been warning it would have taken a half mile to stop that onrushing mass of wood, iron and human lives. A trestle within 100 yards of the red-tongued messenger of death before they flashed their fatal signals into the engineer's face. But he passed over in safety, the first engine keeping the rails. As it went over the bridge fell beneath it, and it could only have been the terrific speed of the train which saved the lives of the engineer and his fireman.

Down in the ditch lay the second engine, McClintock, dead, and Fireman Applegate badly injured. On top were piled the three baggage cars, one on top of another like a child's card house after he had swept it with his hand. Then came the six day coaches. They were telescoped as cars never were before, and three of them were pressed into just enough space for one. The second car had mounted off its trucks, crashed through the car ahead of it, crushing the woodwork aside like tinder, and lay there resting on the tops of the seats, while every passenger in the front car was laying dead and dying underneath. Out of that car but four people came out alive. On top of the second car lay the engine and its bottom was smeared with the blood of its victims.

And to fight the fire there was not a drop of water and only some fifty able-bodied men who still had presence of mind and nerve enough to do their duty. The only light was the light of the burning bridge. And with so much of its aid the fifty men went to work to fight the flames. For four hours they fought like lions, and for four hours the victory hung in the balance.

FIGHTING THE FIRE WITH EARTH.
Earth was the only weapon with which the foe could be fought, and so the attempt was made to smother it out. There was no pick or shovel to dig it up; no baskets or barrows to carry it, and so desperate were they that they dug their fingers down into the earth, which a long drought had packed almost as hard as stone, and heaped the precious handfuls thus hardly won upon the encroaching flames and with this earthwork, built handful by handful, kept back the foe.

So they dug up the earth with their hands, reckless of the blood streaming out from broken finger nails and heaping it up in little mounds, while all the while came the heartrending cry "For God's sake don't let us burn to death!" But finally the victory was won, the fire was put out after four hours of endeavoring, and as its last sparks died away a light came up in the East to take their place and dawn came upon a scene of horror.

While the fight had been going on, men had been dying and there were not so many wounded to take out of the wreck as there had been four hours before. But in the meantime, the country had been aroused; help had come from Chatsworth, Forest and Piper City, and as the dead were laid reverently alongside of each other out in the cornfield, there were ready hands to take them into Chatsworth, while some of the wounded were carried to Piper City. One hundred and eighteen was the awful toll of the dead, while the wounded number four times that many.

No sooner had the wreck occurred than a scene of robbery commenced. Some band of unspeakable miscreants, went into the cars when the fire was burning fiercely underneath and when the poor wretches who were pinned there begged them "for God's sake to help them out," stripped them of their watches and jewelry and searched their pockets for money. When the dead bodies were laid out in the cornfield these byenas turned them over in their search for valuables, and that the plundering was done by an organized gang was proven by the fact that this morning out in the corn field sixteen purses, all empty, were found in one heap. It was a ghastly plundering and had the plunderers been caught this afternoon they would surely have been lynched.

A HUSBANDS SUICIDE.
There was one incident which stood out more horrible than all of those horrible scenes. In the second coach was a man, his wife and little child. His name could not be learned to-day, out it is said he got on at Peoria. When the accident occurred the entire family of three was caught and held down by broken woodwork. Finally, when relief came the man turned to them friendly and feebly said: "Take out my wife first. I'm afraid the child is dead." So they carried out the mother, and as a broken seat was taken off her crushed breast, the blood which flowed from her lips told how badly she was hurt. They carried the child, a fair-haired, blue-eyed girl of 5, and laid her in the cornfield, dead, alongside of her dying mother. Then they went back for the father and brought him out. Both his legs were broken, but he crawled through the corn to the side of his wife, and feeling her loved features in the darkness pressed some brandy to her lips and asked her how she felt. A feeble groan was the only answer and the next instant she died. The man felt the forms of his dead wife and child, and cried out: "My God, there is nothing more for me to live for."

now," and taking a pistol out of his pocket, pulled the trigger. The bullet went surely through his brain, and the three dead bodies of that little family are now lying side by side in Chatsworth waiting to be identified.

A CHAIN OF BRIGHT RESORTS, OF WHICH SEA ISLE CITIES IS A SHINING LINK.

Did you ever notice how many of the seaside resorts on the New Jersey coast are on islands? From Sandy Hook to Cape May, a distance of one hundred and twenty-seven miles, is a string of resorts, fully seventy-five in number. For at least two-thirds of this distance the cities by the sea are planted upon sandy beaches out in the sea. From Sandy Hook to Bay Head the resorts are on the main land. These include Long Branch, Asbury Park, Ocean Grove, Ocean Beach, Spring Lake and Sea Girt, and a dozen places not as well known. From Bay Head, at the top of famous old Barnegat Bay, it is possible to sail all the way to Cape May without going outside the chain of islands.

First you will sail down Barnegat Bay, passing Lavallette, Ortle, Berkely, Seaside Park, and Island Beach. You cross Barnegat Inlet and skirt the shore of Long Beach (an island), passing Barnegat City Beach, Harvey's Cedars, Beach Haven, and Sea Haven. Across Little Egg Harbor Bay, and you enter Absecon Bay, Brigantine Island being between you and the ocean. At the sunken end of Brigantine you cross the famous inlet and find yourself at Atlantic City. Though the Throughfare and your boat takes you to Longport at the end of the island, Absecon, which has Atlantic City at the northern extremity. Across Great Egg Harbor Bay and you reach Peck's Beach with Ocean City. Another throughfare carries you past the island to Corson's Inlet at the northern end of Jodlam's Beach, likewise an island, upon which Sea Isle City is built. Then comes a series of bays and inlets which lead you by Holly Beach and Anglesea to Sewell's Point and Cape May.

What a marvelous coast this is! And where can anything like it be found? And all these resorts have been made possible and developed by the Pennsylvania Railroad. It touches everywhere. Some syndicate purchases a strip of beach and improves it. Next we hear of a Pennsylvania Railroad branch penetrating it, and lo! it blossoms forth into a full-fledged resort with hotels and cottages. Before many years there will be a continuous line of rails from Sandy Hook to Cape May Point, with not a mile of unoccupied beach land.

Among these resorts you can make your choice. There is the fashion of Long Branch, of Key East, of Sea Girt, and Spring Lake; the less fashionable but still very nice and temperate Asbury Park; the great Methodist camp at Ocean Grove; the restless, crowded cosmopolitanism of Atlantic City, and the quiet elegance of Old Cape May. Then there is the grand fishing and sailing of Barnegat Bay and the resorts of the neighborhood, and the equally good fishing of the bays south of Atlantic City. Everybody goes to Atlantic, and rich and poor jostle each other on the beach, and in the hotel lobbies. But if you would be rid of all that; if you would travel with a bag instead of a trunk, and enjoy a free and easy life free from the dictates of fashion, go to Barnegat City Beach, Longport, Ocean City, Sea Isle City, and Anglesea.

One of the newest places is Sea Isle. It is of easy access, and express trains over the West Jersey road take you directly to it in two hours. It is only about five years old, and yet it rejoices in several hundred cottages and various hotels. Many of these are built almost upon the very edge of the sea, being separated from it only by a sea wall five or six feet high. The beach is hard as a plank. It is of peculiar quality. The dazzling white of so many beaches is absent in this. Fine black sand is mixed with it in such quantities as to make it easy for the eye. And there is no safer beach to be found anywhere. Its sea wall is a novelty. The wall makes it possible for houses to be built close to the water, something which is very rare. Atlantic City and other resorts might take an idea from Sea Isle. A like wall at Atlantic would utilize many hundreds of acres.

You can do as you please at Sea Isle, for fashion will not dictate. If you are tired of the hurlyburly and wish to escape the crowd there there is no better place. You can be comfortable and enjoy life by the sea in its purity. Fishing, sailing, and crabbing will give you diversions on the water, and excursion trips to Cape May, Ocean City, Longport, and Atlantic City will help you pass the time.

COMMON SENSE

Tells anyone that it is an utter impossibility for a merchant to sell goods continually
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A legitimate business can never be conducted on such a basis, as taxes, rent, insurance, etc., must be paid and a living earned. We do not conduct our business upon such a principle, and we only ask a reasonable advance on all our goods. We believe in
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Glass, Iron,

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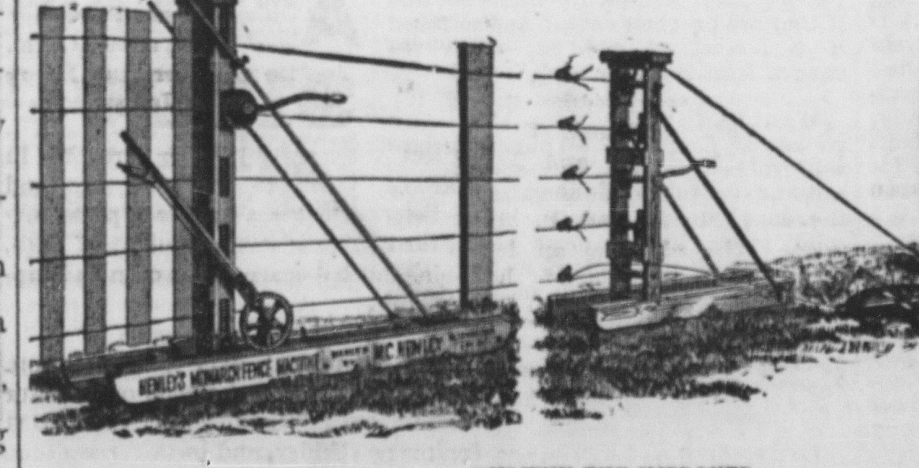
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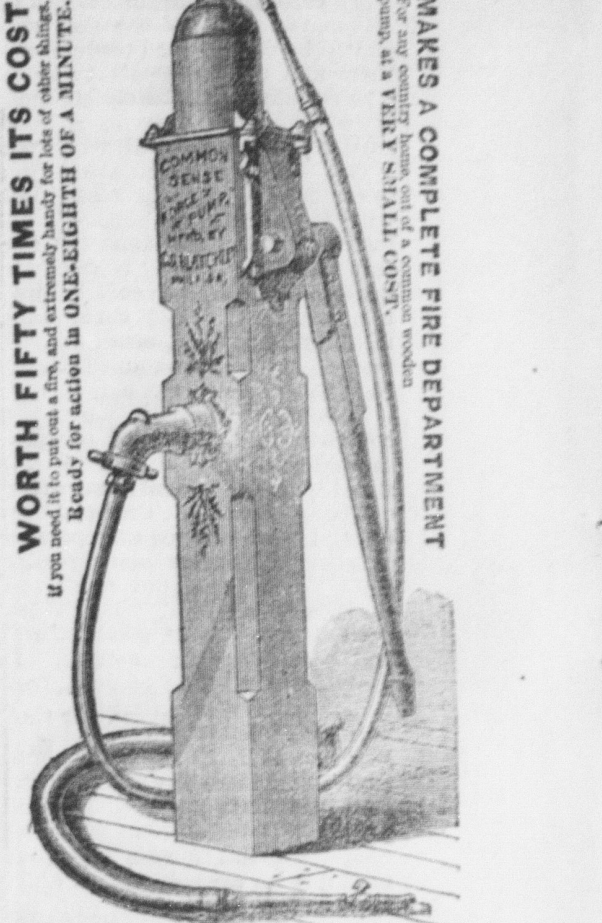


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- 1 Because the wire is stretched the full length of the field before the weaving is commenced.
- 2 Because any sized wire can be used, and either 2, 3, 4, or 5 double strands can be used, weaving all with equal facility.
- 3 Because any size, length, or style of picket, or slat, or board, can be used, weaving fancy iron pickets equally well and solid.
- 4 Because it will make a fence over rough and uneven ground, or up and down hill alike, making as good a fence as on even level ground; and the machine being adjustable, the pickets are all woven plumb.
- 5 Because the Monarch machine stretches the wire tighter, thus making the strongest and best wire and picket fence.
- 6 Because any one, man or boy, can operate it, and there are no parts to get out of order and repair.
- 7 Because it is made of the best materials, and with proper care, will last a life-time.
- 8 Because the price is within the reach of every farmer.
- 9 Because it is the only machine that forces the slat or picket firmly against the wire, thus securing the slat in such a solid and permanent manner that it cannot be pulled out, and breakage is impossible.
- 10 Because the fence made by this machine will turn all kinds of stock, and is much stronger than any barbed wire fence, and completely obviates all danger of injury to stock.
- 11 Because by weaving past the post, and fastening the wire strands to the posts with staples, and not nailing the slats to posts, thus keeping the wood parts from coming in contact with each other, it will not hold the moisture or rot. This is a very important matter, as all boards in board fences soon rot off at post, and occasion continued expense for repair.
- 12 Because all kinds of old material can be used for making new fence.

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PENNSYLVANIA RAILROAD—(Philadelphia and Erie Division)—on and after Jan. 30, 1887.

WESTWARD.

ERIE MAIL leaves Philadelphia	11:25 p.m.
..... Harrisburg	3:20 a.m.
..... Montandon	5:35 a.m.
..... Williamsport	7:10 a.m.
..... Jersey Shore	7:25 a.m.
..... Lock Haven	7:55 a.m.
..... Renovo	8:50 a.m.
..... Erie	9:50 a.m.
NEWS EXPRESS leaves Philadelphia	4:30 a.m.
..... Harrisburg	8:10 a.m.
..... Montandon	10:25 a.m.
..... Williamsport	11:50 a.m.
NIAGARA EXP. leaves Philadelphia	12:10 p.m.
..... Harrisburg	11:25 a.m.
..... Montandon	1:15 a.m.
..... Williamsport	2:15 p.m.
..... Lock Haven	3:30 p.m.
..... Renovo	4:30 p.m.
..... Erie	5:30 p.m.
FAST LINE leaves Philadelphia	11:00 p.m.
..... Harrisburg	8:45 p.m.
..... Montandon	10:55 p.m.
..... Williamsport	12:10 p.m.
..... Lock Haven	1:25 p.m.
..... Renovo	2:25 p.m.
..... Erie	3:25 p.m.
SUNDAY MAIL leaves Philadelphia	4:30 a.m.
..... Harrisburg	9:20 a.m.
..... Montandon	11:35 a.m.
..... Williamsport	1:40 a.m.
..... Lock Haven	2:55 p.m.
..... Renovo	3:55 p.m.
..... Erie	4:55 p.m.

EASTWARD.

SEA SHORE EXP. leaves Lock Haven	7:05 a.m.
..... Jersey Shore	7:35 a.m.
..... Williamsport	8:15 a.m.
..... Montandon	9:17 a.m.
..... Harrisburg	11:30 a.m.
..... Philadelphia	1:15 p.m.
DAY EXPRESS leaves Harrisburg	10:30 a.m.
..... Renovo	10:30 a.m.
..... Lock Haven	11:15 a.m.
..... Williamsport	12:20 p.m.
..... Montandon	1:22 p.m.
..... Harrisburg	3:15 p.m.
..... Philadelphia	4:05 p.m.
RENOVO A.C.N. leaves Renovo	5:05 p.m.
..... Williamsport	6:05 p.m.
..... Montandon	7:20 p.m.
..... Harrisburg	9:30 p.m.
..... Philadelphia	10:25 p.m.

Sunday Train—RENOVO Accommodate East runs also on Sunday.

ERIE MAIL leaves Erie..... 2:45 p.m.
..... Renovo..... 11:00 p.m.
..... Lock Haven..... 11:05 p.m.
..... Williamsport..... 1:25 a.m.
..... Montandon..... 2:45 a.m.
..... Harrisburg..... 4:30 a.m.
..... Philadelphia..... 5:25 a.m.

ERIE Mail East, Niagara Express West, and Day Express East make close connection at Lock Haven with B. & O. R. R. Trains.
ERIE Mail East and West connect at Erie with trains on L. S. & M. S. R. R. at Corry with B. P. & W. R. R. at Emporium with B. N. Y. & P. R. R., and at Driftwood with A. V. R. R.

LEWISBURG AND TYONE RAILROAD.

BELLEFONTE, NITTANY AND LEMONT R. R.
Daily Except Sunday.

Westward.	STATIONS.	Eastward.
1:40 P.M.	5:50 Montandon	9:10 A.M.
1:40 P.M.	6:05 Lewisburg	9:00 P.M.
1:48	6:15 Birch	9:05
1:56	6:22 Vicksburg	9:15
2:09	6:38 Millinburg	9:03
2:22	6:48 Millmont	9:15
2:37	7:00 Learton	9:10
2:51	7:35 Paddy Mountain	9:48
3:00	7:49 Coburn	9:58
3:40	7:56 Zorby	10:15
3:50	8:10 Rising Spring	10:28
4:00	8:18 Penn Cove	10:35
4:07	8:27 Centre Hall	10:40
4:12	8:34 Gregg	10:45
4:25	8:45 Linden Hall	10:55
4:37	8:52 Oak Hill	11:07
4:39	8:56 Lemont	11:20
4:38	9:03 Dale Summit	11:21
4:48	9:14 Pleasant Gap	11:25
4:51	9:19 Axemann	11:25
5:50	9:25 Bellefonte	11:50

Additional trains leave Lewisburg for Montandon at 5:30 a.m., 9:55 a.m., and 7:30 p.m., returning leave Montandon for Lewisburg at 9:30 a.m., 5:00 p.m., and 7:30 p.m.

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