

THE CENTRE REPORTER

FRED. KURTZ, Editor and Prop'r

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CENTRE BUILDING, PA., THURS., NOV. 6.

KILLED BY THIEVES.

A Constable at Tarentum Murdered While Discharging His Duty.

PITTSBURG, Nov. 4.—Constable Harry Mateer, of Tarentum, seventeen miles east of this city, was murdered at that place last night by thieves.

At 8:30 o'clock three thieves broke into the tailoring establishment of Bihl Bros., in Tarentum. They were surprised by the son of one of the proprietors of the store, who gave the alarm and the thieves broke out a side door, each with an armful of clothing, and ran towards the river.

Constable Mateer was notified of the theft and with a party of citizens went in pursuit of the robbers. At Paterson, a half mile below this city, Officer Mateer boarded the Blairsville express on the West Penn road to look for the thieves and as he walked into the smoking car the thieves, recognizing him, jumped off the train with Mateer after them.

He caught one of the men and struck him with a billy. As he did so the thief shot at him, the ball striking one of his pant buttons and causing a slight flesh wound. Mateer pulled his revolver and shot another of the men, who came up at this moment, and as he did so he was struck by a billy again and rolled into the ditch. The third man came up at this time and shot the private officer, the ball striking at the base of his spinal column, from the effects of which he slowly sank, dying at 10 o'clock.

All this happened inside of a minute. The trainmen and some passengers rushed to the rescue of Mateer, when the express ran away. They have not yet been captured. Great excitement prevails in Tarentum and searching parties are out all along the West Penn railroad from Allegheny City to Tarentum in search of the murderers.

Officer Mateer captured Alexander Killian, who was lately convicted of the murder of Mrs. Paul Ruder.

No Chance for Stangley.

MAUCH CHUNK, Pa., Nov. 4.—Being without money and entirely ignored by his family and friends, there is no longer hope for a successful effort to have the case of Oliver W. Stangley, who was recently sentenced here to be hanged for the brutal murder of Mrs. Sybilla Walbert, of Weatherly, brought before the board of pardons for a commutation of sentence. Stangley is a singular being. At times his speech and actions are rational and then again he is found weak in mind. He is a much broken down man, and since his imprisonment, Oct. 12, 1888, his weight has been reduced from about 140 pounds to 92.

Killed While Coming from Work.

BLOOMSBURG, Pa., Nov. 4.—When the 7 o'clock train on the Delaware, Lackawanna and Western road pulled into the depot at Kingston, the cowcatcher and front of the engine was noticed to be spattered with blood and small fragments of human flesh. A searching party went back along the track and found the body of a man horribly mangled about half a mile from the station. The man was evidently coming from mines, as he was still unwashed and carried a dinner pail. The remains are still unidentified.

Heating Cars by Steam.

PHILADELPHIA, Nov. 4.—The Philadelphia and Reading Railroad company are just finishing at their shops in Reading the fitting up of nine of their finest locomotives with apparatus for steam heating passenger cars. The engines are to be used on the Royal Blue line on the Bound Brook division of the road. The passenger coaches of the line are being fitted with the pipes requisite for this style of heating, it being the desire and intention of the company to comply with the popular demand to abolish the car stove.

Rev. Humbert Locked Out.

BOWEN'S STATON, Pa., Nov. 4.—R. V. D. K. Humbert, who was recently "locked out" at the Hill church, in which congregation there is a difficulty, has resigned. The Lutheran synod had decided in Rev. Humbert's favor, but he concluded that there should be no further trouble in the congregation on his account. An election will now be held to fill the vacancy.

A Paper for Teachers.

DOYLESTOWN, Pa., Nov. 4.—The subcommittee appointed at the recent Teachers' institute has decided to publish a monthly educational journal, to be devoted to the interests of the public school teachers of Bucks county. The first number of the journal will appear in December. An editor will be appointed and the paper will be made a creditable one to all concerned.

A Diphtheria Epidemic Feared.

POTTSVILLE, Pa., Nov. 4.—Diphtheria has made its appearance here, and it is feared it will spread until the epidemic becomes general. A 16-year-old daughter of B. Frank Geist, and a 6-year-old child of Rev. J. H. Umbdenstock have died. A number of children are critically ill.

Fell Through a Railroad Bridge.

MINERSVILLE, Pa., Nov. 4.—Daniel McMennamin of this place, aged 69 years, was found in the west branch of the Schuylkill river at Coal Castle. It is supposed that he fell through the railroad bridge at that place. His neck was broken by the fall. Mr. McMennamin leaves a widow.

Millions of Pounds of Butter.

BURLINGTON, Ia., Nov. 4.—J. H. Booth, general freight agent of the Iowa lines of the Chicago, Burlington and Quincy road, completed a statement which shows that for the year ending Oct. 31, 1890, his road has shipped out of the state 4,505,300 pounds of butter.

A Fatal Collision.

READING, Pa., Nov. 3.—Two freight trains on the Reading railroad came into collision at Royersford yesterday. James Doyle, fireman, of Cresona, was killed. Seven cars were demolished and traffic was delayed several hours.

DAVY JONES' LOCKER

Sixty-eight Souls Sent to the Bottom of the Sea.

SINKING OF THE STEAMER VIZCAYA

Run Down Off Barnegat Light by the Schooner Cornelius Hargreaves. Both Vessels Sink—All the Passengers Lost—A Number of the Crew Picked Up by Passing Vessels.

NEW YORK, Nov. 1.—Six short miles off Barnegat, on the Jersey coast, on Thursday evening, was the steamer Viscaya, on her way to Havana. Near by was an unknown and probably unsewn schooner. The night was clear, the moon shining brightly, the sea smooth, the hour half-past 8. Seven minutes later both vessels were at the bottom of the sea, and with them sank eighty-one of their passengers and crews. In those seven minutes a collision and death struggle with the waters had taken place; a scene had occurred which even the dozen survivors cannot give the details of without stopping to make sure that it is not all a terrible dream.

The Ill Fated Passengers.

The entire lot of passengers of the Viscaya were lost. Their names are: Senor Juan Pedro, a partner of the firm of J. M. Ceballos & Co., of New York, and one of the owners of the lost steamer; M. A. Calvo, wife and son; M. Furr and two children; Mr. A. Ruiz, Jose Acaibia, Ramon Alvarez, Juan F. Hiedman, Oscar Islam, Ligni Polian, and Jose M. Garcia.

Two of the crew of seventy-seven were saved from the steamer. The fate of the crew of the schooner is still unknown. The first news received of the disaster in this city was when the steamer Humboldt, from Brazil, arrived at her dock in Brooklyn, having on board the two survivors of the catastrophe, whom she had picked up at daybreak yesterday morning.

Capt. Black, of the Humboldt, said that at daybreak Friday morning his ship was off Barnegat light. Suddenly from off their port bow came a cry for help. Looking in the direction, through the mist of early morning, the officers of the Humboldt saw three masts sticking out of the water, and clinging to the yards and rigging people were seen. Quickly a boat was lowered and rowed to the unfortunate people. There were twelve of them—all sailors—clinging to the spars and their joy was unpeakable when they were taken into the boat.

The Twelve Survivors.

They all belonged to the steamer Viscaya, and their names are as follows: Felipe Hazas, first officer; Gabriel Covas, second officer; Francisco Serro, first engineer; Dr. Andres Rico, surgeon; Sereno Carlos, F. Lopez, Juan Seyjas, Angelo Leon, Jose Mindina, Carlos Ramon Martinez, Ramon Perez and Parediano, seaman.

The men were chilled to the bone from their exposure to wind and wave, and could hold out but a little longer. They were taken on board the Humboldt, brought to this city and taken at once to the office of J. M. Ceballos & Co., 90 Wall street, the owners of the Viscaya.

The Lost Steamer.

The Viscaya was one of the steamers of the Compania Trans-Atlantica, owned by J. M. Ceballos & Co. She had just been overhauled and this was her first trip after being refitted. She was of 7,300 tons register, 287 feet long, and had accommodations for fifty passengers. The cargo of the Viscaya was a general one, comprising lumber, provisions, hardware, furniture, and machinery. The whole cargo was valued at \$150,000. The vessel was insured by the owners. She was an iron vessel and formerly plied between New York and Mediterranean ports.

The Schooner Cornelius Hargreaves.

LEWES, Del., Nov. 1.—The tug Hercules arrived last evening, and reports that it was the schooner Cornelius Hargreaves which collided with the steamer Viscaya off Barnegat. Both vessels sank in fifteen fathoms of water. Ten men from the Hargreaves and seven from the Viscaya were picked up by the schooner Sarah L. Davis and were transferred to the Hercules.

The latter proceeded for the wreck to render assistance, but at midnight met the tug Rattler, which had been to the scene and found both vessels sunk and all hands gone. She picked up the body of a woman supposed to have been the stewardess.

The survivors report that nearly 100 people were clinging to the wreck at one time. The schooner Hargreaves was coal loaded from Lewes to Fall River, Mass.

Thirty-six Saved.

NEW YORK, Nov. 3.—The loss of life by the collision on Thursday evening last off Barnegat between the big coal laden schooner Cornelius Hargreaves and the Spanish steamer Viscaya is not as large as at first reported. After the steamer Humboldt rescued the twelve men in the rigging of the sunken craft on Friday morning, two other vessels picked up thirteen more exhausted Spanish sailors. In the list of the saved are the entire crew of the schooner, eleven men, and twenty-five of the Viscaya's men, including four officers. All of the steamer's sixteen passengers and fifty-two of her crew, a total sixty-eight persons, were lost.

Three Children in the Creek.

BUFFALO, Nov. 3.—Della Brown, aged 6, and Nellie Commons, aged 10, were hurled from a bridge by Miss Sarah McMillan at Murder creek, in the town of Akron, and Nellie was killed and Della badly maimed. The deed was prompted by jealousy and revenge, and the cruel murderers subsequently attempted suicide by drowning, but was rescued.

Harrison Goes Home.

WASHINGTON, Nov. 3.—The president and attorney general left this morning at 10 o'clock for Indianapolis, where they expect to arrive to-morrow morning. They will cast their votes at a convenient time during the day, and the president will leave for Washington in the evening.

Cuba and the McKinley Law.

MADRID, Nov. 1.—Advices by mail from Cuba state that the McKinley act is having a baleful effect there. Many of the smaller tobacco factories have been compelled to close.

OVER SIXTY-TWO MILLIONS.

Official Population of the Several States of the Union.

WASHINGTON, Nov. 1.—The census office has announced the population of the United States as follows. These figures may be changed by later and more exact compilations, but such changes will not be material. In 1880, the population was 50,155,783.

Table with columns: State, Population, Increase. Lists population for various states like Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, Missouri, North Dakota, South Dakota, Nebraska, Kansas, Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, District of Columbia, Virginia, West Virginia, North Carolina, South Carolina, Georgia, Florida, Tennessee, Alabama, Mississippi, Louisiana, Texas, Oklahoma, Arkansas, Montana, Wyoming, Colorado, New Mexico, Arizona, Utah, Nevada, Idaho, Washington, Oregon, California.

A SERIOUS SMASHUP.

Four Trainmen Killed in a Collision Near Syracuse, N. Y.

SYRACUSE, N. Y., Nov. 4.—The express train that left New York on the Delaware, Lackawanna and Western railroad at 9 o'clock yesterday morning and was due at 5:55 last evening, while descending the steep grade near Rock Cut, three miles from this city, crashed into a coal train standing on a switch and waiting for the track to be cleared for its passage southward.

Both locomotives were completely wrecked, and the baggage and mail cars were crushed to pieces. Of the other cars on the passenger train, four in number, three were thrown from the track, the force of the collision hurling them into a position almost at right angles with the rails. The single Pullman car, which was next to the mail car, kept its place.

Michael Burke, of this city, engineer of the passenger train and J. W. Boyle, of Great Bend, Pa., engineer on the coal train, were killed outright, with their firemen, Jerry Lee, of this city, and Merton Fernan, of Great Bend. The four men were buried under the wreck. Loyle was dug out by the train hands with the assistance of some of the passengers.

As by a miracle none of the passengers were killed.

Strike to Resist a Reduction.

LYNN, Mass., Nov. 4.—The armature winders of the Thompson-Houston Electric Light Co. have struck to resist a reduction in wages. Fifteen of the sixty men employed in the department left and the others will leave as soon as they have completed their work. The strike is now confined to those winding armatures for railway motors, a department in which the men are thoroughly organized. This is the first strike of importance in the works.

Disasters to Gloucester Shipping.

GLOUCESTER, Mass., Nov. 4.—The annual report of the loss of vessels from this port for the year shows that eighteen vessels have been lost, on which there was an insurance of \$97,523. The number of lives lost is eighty-six. During the previous year there were fourteen vessels lost, with an insurance of \$30,505. The number of lives lost was seventy. Eighty-five per cent. of the men lost were foreigners.

The Extra Session.

WASHINGTON, Nov. 4.—As soon as the president returns from voting he will issue his proclamation calling an extra session of Congress. The date fixed now for the convening is still undetermined, it being either November 11 or 18, most likely the latter. It caused some surprise that the proclamation was not issued before the president went, but he decided to wait until his return.

Express Rates Higher.

NEW YORK, Nov. 3.—The express companies advanced their rates Saturday in accordance with the tariff adopted at Chicago a week ago. The maximum increase is 50 cents a hundred pounds, and the expressmen in this city say that it is simply a restoration of the rates of two years ago.

Struck a Pot of Gold Coins.

KANSAS CITY, Nov. 4.—At the old Rupert homestead, just west of Argentine, Kan., John Rupert and James Hallway were excavating for a foundation for a barn, when they struck an iron pot filled with gold coin amounting to about \$5,000.

Departure of the Count of Paris.

NEW YORK, Nov. 3.—The Count of Paris and suite sailed for Liverpool on the Servia.

1890 November, 1890

Calendar for November 1890 showing days of the week and dates from Sunday to Saturday.

CLOTHING: AT: COST.

For the purpose of making certain changes in the organization of our business, and changing the entire line of our stock, as consisted at present, we shall offer our entire stock of

Men's Clothing & Furnishing Goods, Boots & Shoes

from now until December 1st—these goods must be sold.

LOOK AT THESE PRICES.

Table listing clothing items and prices. Columns include item name, old price, and new price. Items include Men's Suits, Men's Fine Black Suits, Men's Overcoats, D. Little Boys' Suits, Men's Pants, Boys' Overcoats, Men's Under-shirts and Drawers, All Wool Red Under-shirts and Drawers, Men's Flannel Overshirts, Men's Fine Flannel Dress Shirts, Men's Heavy Undershirts and Drawers, Gent's Fine Neckties, Men's Overall, Big Boys' Suits, Boys' Knee Pants, Men's Boots, One special lot of Men's Single Coats, Men's winter caps, Men's gum shoes, Men's working shoes, Men's Fine Dress Boots, Men's Fine Dress Shoes, Men's Fine Shoes.

This is not merely a blow to make money but is an actual bona fide reduction of all men's wearing apparel at wholesale cost prices for the purpose of making some radical change in our stock and to commence business on January 1st, or thereabouts, with an entire different line of goods. Remember that our entire stock is nearly all goods purchased this season. In our Dry Goods and Dress Goods we have the most complete stock in the county.

LYON & CO., BELLEFONTE.

ALLEGHENY ST., BELLEFONTE.

CLOTHING AT COST.

OVER \$30,000 OF CLOTHING AT COST!

Owing to the increase of our Dry Goods business, we are obliged to abandon our Clothing Department and have decided to close out the entire stock.

Everything must be sold. We mean exactly what we say.

Greatest Sacrifice Ever Offered!

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DR. HUMPHREYS' SPECIFICS are scientifically and carefully prepared prescriptions; used for many years in private practice with success, and for over thirty years used by the people. Every single SPECIFIC is a special cure for the disease named. These SPECIFICS cure without dragging, purging or reducing the system, and are in fact and deed the sovereign remedies of the World.

LIST OF PRINCIPAL SORES, CURES, PRECISE.

Table listing various ailments and their corresponding cures. Includes: Fever, Cough, Consumption, Inflammation, Worms, Cholera, Diarrhea, Dropsy, Rheumatism, etc.

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