Railroads.

Pennsylvania Railroad

TYRONE & CLEARFIELD BRANCH

ON and after Monday, NOV. 8, 1880, the Passenger Trains will run daily (except Sundays) between Tyrone and Clearfield, as follows:

CLEARFIELD MAIL.

LEAVE SOUTH.		LEAVE NORTH.	
Curwensville,	8.20, P. M.	Tyrone,	9.05, A. M.
Riverview,	8.30, "	Vanscoyoc,	9.20, "
Clearfield,	8.40, "	Summit,	9.30, "
Leonard,	8.49, "	Powelton,	10.00, "
Barrett,	8.54, "	Osceola,	10.12, "
Woodland,	8.61, "	Boynton,	10.17, "
Bigler,	4.08, "	Steiner's,	10.22, "
Wallaceton,	4.17, "	Philipsburg,	10.24, "
Blue Ball,	4.20, "	Graham,	10.28, "
Graham,	4.31, "	Blue Ball,	10.37, "
Philipsburg,	4.35, "	Wallaceton,	10.44, "
Steiner's,	4.39, "	Bigler,	10.52, "
Boynton,	4.46, "	Woodland,	10.59, "
Osceola,	4.52, "	Barrett,	11.07, "
Powelton,	5.03, "	Leonard,	11.12, "
Summit,	5.15, "	Clearfield,	11.19, "
Vanscoyoc,	5.25, "	Riverview,	11.25, "
Tyrone,	5.00, "	Curwensville,	11.40 A. M

CLEARFIELD EXPRESS.

LEAVE SOUTH.		LEAVE NORTH.	
Curwensville,	5.30 A. M.	Tyrone,	7.20 P. M.
Riverview,	5.39 "	Vanscoyoc,	7.45 "
Clearfield,	5.47 "	Summit,	8.05 "
Leonard,	5.53 "	Powelton,	8.17 "
Barrett,	5.57 "	Osceola,	8.26 "
Woodland,	6.02 "	Boynton,	8.34 "
Bigler,	6.08 "	Steiner's,	8.39 "
Wallaceton,	6.15 "	Philipsburg,	8.43 "
Blue Ball,	6.21 "	Graham,	8.47 "
Graham,	6.25 "	Blue Ball,	8.55 "
Philipsburg,	6.29 "	Wallaceton,	9.02 "
Steiner's,	6.32 "	Bigler,	9.10 "
Boynton,	6.37 "	Woodland,	9.17 "
Osceola,	6.42 "	Barrett,	9.25 "
Powelton,	6.53 "	Leonard,	9.30 "
Summit,	7.05 "	Clearfield,	10.07 "
Vanscoyoc,	7.23 "	Riverview,	10.15 "
Tyrone,	7.45 "	Curwensville	10.29 "

PHILIPSBURG & MOSHANNON BRANCHES

LEAVE SOUTH. P. M.	A. M.	A. M.	STATIONS.	LEAVE NORTH. A. M.	P. M.	P. M.
2.30			Morrisdale,	7.15	12.40	
2.40		7.50	Philipsburg,	7.00	12.25	5.00
2.45		7.55	Steiner's		12.22	5.06
2.49		7.59	Boynton,		12.14	4.58
2.55	10.20	7.58	Osceola,	9.50	12.04	4.40
3.10	10.35	8.11	Moshannon,	9.34	11.52	4.30
3.15	10.43	8.19	Sterling,	9.30	11.45	4.25
3.23	10.48	8.25	Hostdale,	9.25	11.40	4.20
3.30	10.53	8.35	McCauley,	9.20	11.35	4.15
3.35	10.58	8.41	Kendrick's,	9.15	11.30	4.05
3.40	11.13	8.49	Ramey,	9.10	11.25	4.00

BALD EAGLE VALLEY BRANCH.

Ex. Mail. P. M.	A. M.			Mail. P. M.	Exp. A. M.
7.08	8.20	leave Tyrone	arrive	6.32	7.55
2.23	8.37	Bald Eagle		6.17	7.42
2.01	9.16	Julian		5.38	7.05
3.24	9.43	Milesburg		5.15	6.42
3.32	9.51	Bellefonte		5.05	6.32
3.45	10.03	Milesburg		4.55	6.22
9.08	10.20	Howard		4.31	6.00
9.42	11.08	arrive L. Haven	leave	3.55	5.25

TYRONE STATION.

EASTWARD.		WESTWARD.	A. M.
Cincinnati Exp.,	9.52	Pittsburgh Exp'ss,	1.55
Pacific Express,	8.57	Pacific Express,	8.12
Johnstown Express,	9.07		P. M.
	P. M.	Way Passenger,	1.15
Chicago Day Ex.,	12.16	Chicago Express,	3.31
Mail Train,	3.00	Mail Train,	7.01
Huntingdon Acc'n,	6.20	Fast Line,	7.30

Close connections made by all trains at Tyrone and Lock Haven.

S. S. BLAIR, Superintendent.
my17-tf.

STAGE LINES.

A stage leaves Curwensville daily for Reynoldsville, at 1 o'clock, p. m., arriving at Reynoldsville at 6 o'clock, p. m. Returning, leaves Reynoldsville daily, at 7 o'clock, a. m., arriving at Curwensville at 12 o'clock, m. Fare, each way, $2.

A stage leaves Curwensville daily, at 1 o'clock, p. m., for DuBois City, arriving at DuBois City at 6 o'clock, p. m. Returning, leaves DuBois at 7 o'clock, a. m., daily, arriving at Curwensville at 12 o'clock, m. Fare, each way, $1.50.

Allegheny Valley Railroad.

LOW GRADE DIVISION.

ON and after Monday, Nov 15th, 1880, the passenger trains will run daily (except Sunday) between Red Bank and Driftwood, as follows:—

EASTWARD.—Day Mail leaves Pittsburg 8.55 a. m.; Red Bank 11.35; Sligo Junction 11.51; New Bethlehem 12.55 p. m.; Maysville 1.10; Troy 1.35; Brookville 1.55; Fuller's 2.20; Reynoldsville 2.38; DuBois 3.00; Summit Tunnel 3.21; Penfield 3.42; Tyler's 3.55; Benezette 4.31; arrives at Driftwood at 5.20.

WESTWARD.—Day Mail leaves Driftwood 12.20 p. m.; Benezette 1.00; Tyler's 1.28 Penfield 1.39; Summit Tunnel 2.08; DuBois 2.15; Reynoldsville 2.38; Fuller's 2.54; Brookville 3.15; Troy 3.32; Maysville 3.53; New Bethlehem 4.09; Sligo Junction 4.47; Red Bank 5.03; arrives at Pittsburg at 7.40 p. m.

☞ The Reynoldsville Accommodation leaves Reynoldsville daily at 7.45 a. m.; and arrives at Red Bank at 10.50 a. m., Pittsburgh at 1.40 p. m. Leaves Pittsburgh at 2.15 p. m.; Red Bank at 5.55 p. m.; arriving at Reynoldsville at 9.05 p. m.

Close connections made with trains on P. & E Railroad at Driftwood, and with trains on the Allegheny Valley Railroad at Red Bank.

DAVID McCARGO, Gen'l Sup't.
A. A. JACKSON, Sup't L. G. Div.

FARE FROM CLEARFIELD, TO			
Bellefonte, Pa	$2 60	Middletown	$5 00
Lock Haven	2 70	Marietta	5 55
Williamsport	3 60	Lancaster	5 80
Huntingdon	1 80	PHILADELPHIA	7 00
Lewistown	2 90	Altoona	1 65
Marysville	4 50	Johnstown	2 35
Cuwensville	20	Philipsburg	51
Osceola	65	Tyrone	1 22
HARRISBURG	4 75	PITTSBURG	3 15

Miscellaneous.

SHOEMAKING.—I hereby inform my patrons, and mankind in general, that I have removed my shoemaking shop to the room in Graham's row, over S. I. Snyder's jewelry store, and that I am prepared to do all kinds of work in my line cheaper than any other shop in town. All work warranted as good as can be done anywhere else. Positively this is the cheapest shop in Clearfield. JOS. H. DEERING.
Dec. 11, 1878-tf.

Clearfield Nursery.

ENCOURAGE HOME INDUSTRY

THE undersigned, having established a Nursery on the 'Pike, about half way between Clearfield and Curwensville, is prepared to furnish all kinds of FRUIT TREES, (standard and dwarf,) Evergreens, Shrubbery, Grape Vines, Gooseberry, Lawton Blackberry, Strawberry, and Raspberry Vines. Also, Siberian Crab Trees, Quince, and early scarlet Rhubarb, &c. Orders promptly attended to. Address,
J. D. WRIGHT, Curwensville, Pa.
sep20-68-y

OPEN FOR ALL!

LOTS OF

NEW GOODS,

CHEAP FOR CASH.

Come to Frenchville!

I HAVE just received the largest stock of goods ever brought to this section of the county, which I will sell for cash or produce as cheap as they can be bought elsewhere. My stock consists of

DRY GOODS,

Groceries, Boots & Shoes,

HARDWARE,

☞ Nails a Specialty. ☜

Ready Made Clothing.

A full stock of FISH. Salt in large or small sacks, or by the barrel.

CROCKERY WARE,

stone or clay. QUEENSWARE, all styles and quality. In short, I have everything needed by the farmer, the mechanic, the laborer, or anybody else, which I will sell just as cheap as the goods can be purchased anywhere else. Please call and examine my goods and prices before investing elsewhere.

L. M. COUDRIET.
Frenchville, Pa., Mar. 2, '81-tf.

New Advertisements.

E. S. HENDERSON,

UNDERTAKER

BURNSIDE, PENN'A.

THE subscriber now offers to the citizens of Burnside and vicinity, an improved specialty. Hereafter all kinds of Caskets and Coffins will be kept on hand, and orders filled at once.

Funerals Attended Anywhere.

I will furnish the finest as well as the cheapest articles dedicated to funerals. All orders left at the store of JOHN C. CONNER will receive prompt attention. For further particulars, call on or address E. S. HENDERSON.
Dec. 16, 1879-tf.

DIRECTIONS.

For catarrh, hay fever, cold in the head, &c., insert with the finger, a particle of the Balm into the nostrils; draw strong breaths through the nose. It will be absorbed, cleansing and healing the diseased membrane.

For earness.

Apply a particle into the ear.

ELY'S CREAM BALM

HAVING gained an enviable local reputation, displacing all other preparations in the vicinity of discovery, is, on its merits alone, recognized as a wonderful remedy wherever known. A fair trial will convince the most skeptical of its curative powers. It effectually cleanses the nasal passages of Catarrhal virus, causing healthy secretions, allays inflammation and irritation, protects the membranal linings of the head from additional colds, completely heals the sores and restores the sense of taste and smell. Beneficial results are realized by a few applications. A thorough treatment as directed will cure Catarrh. As a household remedy for cold in the head it is unequaled. The Balm is easy to use and agreeable. Sold by druggists at 50 cents. On receipt of 50 cents will mail a package. Send for circular with full information.

ELY'S CREAM BALM CO., Owego, N. Y.

For sale by the Clearfield Druggists, and by Wholesale Druggists generally.
April 6th, 1881-6m.

NEW WASHINGTON NORMAL INSTITUTE.

Opens Monday, April 18th, 1881, to Continue 12 Weeks.

THIS school commends itself to public favor for the following reasons:

First. Boarding can be had in good families at from $2 to $2.50 per week.

Second. Location is healthful and society refined and cultured.

Third. The course of study embodies the State Normal School features, and is particularly adapted to the wants of those who expect to teach.

Fourth. The students have the advantage of a well-conducted Literary Society, before which will be delivered a series of free lectures.

Fifth. The work of the school is stimulated by the encouragement and favor of an intelligent community.

Sixth. Special attention will be given the Normal class by the Principal, who is a graduate of a State Normal School, and the instruction in Theory of Teaching, Government, &c., will be made to accord with the modern ideas of advanced educators.

TUITION:

NORMAL DEPARTMENT.

Common Branches with School Economy	$5 00
Common Branches and School Economy with Algebra, Geometry, Physical Geography, Natural Philosophy, Civil Government, Latin, etc.	5 00

GRAMMAR DEPARTMENT.

Highest class	$5 00
Lower classes	3 00

For further information address,
W. AMBROSE, Osceola, Pa.,
MATT SAVAGE, Clearfield, Pa.
Mar. 9, 1881-tf.

A. E. WOOLRIDGE & CO.,

—DEALERS IN—

Dry Goods, Groceries and General Merchandise,

WOODLAND, CL'F'D CO., PA.

Respectfully solicit their patrons and the public generally to call and examine their new stock of

Spring and Summer Goods,

CONSISTING OF

Cashmeres, Velveteens, Delaines, Lawns, Ginghams, Prints, Unbleached and Bleached Muslins, Fancy Skirts, Sheetings, Tickings, Carpets, Rugs, Oil Cloths, HOSIERY, Laundried, White, Cheviot and Percale Shirts, Gloves, Neckwear, Men's and Boys' Clothing, Hats, Caps, Boots, Shoes, etc., etc.

Groceries & Gen'l Merchandise

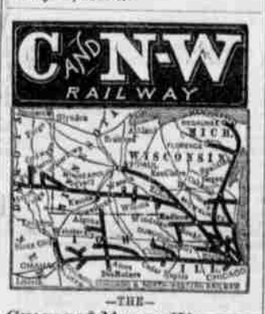
Will be found of first quality, and satisfaction is guaranteed. The following are always kept on hand, (some few only in their season):

Sugars, Teas, Coffees, Spices, Syrups Confectioneries, Oranges, Lemons Bananas, Figs, Dates, etc., Hardware, Queensware, Glassware, Tinware, Wood and Willow-ware, Paints, Oils, Clocks, Trunks, Valises, Mirrors, Stationery, Furniture, & Miners' Supplies.

ALSO, DEALERS IN

BARK, R. R. TIES & SHINGLES.

July 28, 1880-tf.



—THE—

CHICAGO & NORTH WESTERN RAILWAY

Is the OLDEST, BEST CONSTRUCTED, BEST EQUIPPED, and hence the

LEADING RAILWAY

—OF THE—

WEST AND NORTH-WEST!

It is the shortest and best route between Chicago and all points in

Northern Illinois, Dakota, Wyoming, Nebraska, Iowa, California, Oregon, Arizona, Utah, Colorado, Idaho, Montana, Nevada, and for

COUNCIL BLUFFS, OMAHA, DENVER, LEADVILLE, SALT LAKE, SAN FRANCISCO,

Deadwood, Sioux City, Cedar Rapids, Des Moines, Columbus, and all points in the Territories, and the West. Also, for Milwaukee, Green Bay, Oshkosh, Sheboygan, Marquette, Fond du Lac, Watertown, Houghton, Neenah, Menasha, St. Paul, Minneapolis, Huron, Volga, Fargo, Bismarck, Winona, LaCrosse, Owatonna, and all points in Minnesota, Dakota, Wisconsin and the North-west.

At Council Bluffs the Trains of the Chicago & North-Western and the U. P. Railways depart from, arrive at and are the same joint Union Depot.

At Chicago, close connections are made with the Lake Shore, Michigan Central, Baltimore & Ohio, Ft. Wayne & Pennsylvania, and Chicago & Grand Trunk Railways, and the Kankakee and Pan Handle Routes.

Close connections made at Junction Points.

It is the ONLY LINE running

Pullman Hotel Dining Cars

BETWEEN

CHICAGO and COUNCIL BLUFFS.

☞ Pullman Sleepers on all Night Trains. ☜

Insist upon Ticket Agents selling you Tickets via this road. Examine your Tickets, and refuse to buy if they do not read over the Chicago & North-Western Railway.

If you wish the best traveling accommodations you will buy your tickets by this route, ☞ AND WILL TAKE NONE OTHER.

All Ticket Agents sell Tickets by this Line.

MARVIN HUGHITT,
2d V. P. and General Manager,
Chicago.
apr28, '81-1y.

Miscellaneous.

John Irvin & Bros.,

CURWENSVILLE, PA.,

—DEALERS IN—

All Kinds of Merchandise,

—SUCH AS—

Dry Goods, Groceries, Etc.

MANUFACTURERS AND DEALERS IN

SQUARE TIMBER,

AND EVERY DESCRIPTION OF

SAWED LUMBER CUT TO ORDER.

The Only Manufacturers in Clearfield County of the

NEW PROCESS FLOUR!

FLOUR, CHOP AND FEED ALWAYS ON HAND!

☞ Cash paid for all kinds of Grain—Wheat, Rye, Oats, Etc.

Curwensville, Pa., June 2, 1880-tf.

HOFFER'S Cheap Cash Store

ROOM NO. THREE, OPERA HOUSE,

Clearfield, Pa.,

WHOLESALE & RETAIL DEALER IN

DRY GOODS,

Comprising Dress Goods of the very latest styles, consisting in part of Cashmeres, Manchester Fancies, Alpacas, and all manner of

Fancy Dress Goods,

Such as Cretons, Mohair Lusters, Plaids, Dress Ginghams, Dress Fancies of the very latest styles, and as cheap as they can be sold in this market.

NOTIONS,

Consisting of Gloves for Gents, Ladies and Misses, Hose of all shades, Silk Fringes, Laces, Fancy Dress Buttons, Ladies' Ties of all shades and styles, Cuffs and Collars, Ribbons of all kinds and qualities, Merino Underwear, Trimmings, etc.

BOOTS AND SHOES,

GROCERIES,

Queensware, Hardware, Tinware,

Carpets, Oil Cloths,

WALL PAPER,

LEATHER, FISH, Etc.,

Which will be sold wholesale or retail. Will take

Country Produce

In Exchange for Goods at Market Prices.

WM. J. HOFFER.
Clearfield, Pa., Sept. 24, 1880-tf.

MORRIS & IRELAND'S

NEW IMPROVED

EIGHT-FLANGE

Fire-Proof Safes.

The only 8-Flange Safe in the World,

AND CONTAINING

More Improvements than any Safe made, such as

The PATENT

Inside Bolt Work,

More secure from Burglars than any Fire-Proof Safe, and no expense in repairing Bolts or Locks.

Patent Hinged Cap,

Four-Wheel Locks,

Inside Iron Linings,

Solid Angle Corners.

These Safes are now being sold in this State in

LARGE NUMBERS,

And give the

Greatest Satisfaction,

Being the Most Highly Finished,

Best Made, and Cheapest First-Class SAFE ever Produced.

These Celebrated Safes had the

Champion Record

IN THE

Great Boston Fire,

And since that time GREAT and IMPORTANT IMPROVEMENTS have been made.

Before giving your order to any other concern, send for prices and descriptive Catalogue.

MORRIS & IRELAND

BOSTON, MASS.

Dec. 22, 1880-1y.

THE REPUBLICAN.

CLEARFIELD, PA.

WEDNESDAY MORNING, JUNE 8, 1881.

TWO JOURNEYS.

"I go on a journey far away,"
He said—and he stooped and kissed me then—
"Over the ocean for many a day—
Good-bye," and he kissed me once again.
But only a few short months had fled,
When again I answered my husband's kiss:
"I could not tarry away," he said;
"There is never a land as fair as this."

Again I stood by my husband's side,
"I go on a journey, sweet, to-day;
Over the river the boatmen glide—
Good-bye; I shall linger long away;"
"Ah, he shall come back soon, I know,"
I said, as I stooped for the parting kiss;
"He cannot tarry, he told me so,
"There is never a land so fair as this."

But many a month and many a year
Have flown since my darling went away,
Will he never come back to meet me here?
Has he found the region of perfect day?
Over the ocean he went and came;
Over the river and lingers there!
Oh, pallid boatman! call my name—
Show me the region so wondrous fair.

—*The Argosy.*

TERRIBLE DISASTER.

SUDDEN COLLAPSE OF AN EXCURSION STEAMER—ONE HUNDRED AND SEVENTY-FIVE PERSONS DROWNED.

London, Ontario, like its namesake in Old England, is on the river Thames, and the Navigation Company of that stream has three pleasure boats which carry excursionists to the groves and Summer resorts in the vicinity. Monday, May 23d, being the Queen's birthday, many people went down the river for a holiday to Springbank, a favorite suburb, yesterday the rates were lowered to accommodate many more. Of the boats employed, the Victoria was an old one, but it had been satisfactorily repaired this Spring and approved by the manager of the line, Geo. Parrish, and put on for her first trip on Tuesday.

The boats ran full all day and at 6 P. M. there was a great rush for accommodations on the return trip. The Victoria left Springbank about 6 P. M. with about 400 men, women and children on board, and the crowd was so great that the manager was expostulated with and urged not to let the boat go out in that overcrowded condition, but he replied: "All right, I know my business." Mr. Samuel Stewart, stove merchant, one of those who protested, left the boat at Springbank with his family. Several hundred more remained there, unable to get passage, and had to walk home, a distance of four miles, no conveyances of any kind being available. They escaped a watery grave by that necessity. The boat stopped first at Ward's dock and left there safely, but overcrowded and shaky and proceeded along slowly. A band was on board—said to have been a detachment of the band of the Seventh Fusileers, (militia)—and the people on board had cleared a space on deck for dancing, thus throwing the crowd on the forward part of the boat. The evening was fine but somewhat foggy. On reaching the Woodland Park dock 200 more people were crowded on board. As the vessel swung out from Cove railroad bridge, a mile below the city, she keeled a little to one side, and the excursionists, now numbering 600, rushed to the other side. The boat gave a lurch and sank almost immediately, going completely to pieces. Her small boats and life belts were in good order, but the vessel capsized so suddenly and was smashed so quickly that there was not time to use them. Boats at once put out from the shore and the crews of a few skiffs on the river made haste to the spot and took off large numbers. The Victoria was lying almost on her side and the people were clinging to the boat and the wreckage that floated from her. The men made desperate efforts to save their wives and children, but in the confusion in was a hard matter to recognize a face, and the cries for help coming from every side, familiar voices could not be distinguished in the appalling uproar.

Meantime the crowd of interested people, awaiting in vain the arrival of their friends at the Ontario dock, were startled by the first news that reached the city, brought by survivors who struggled through the streets, wet and weary. The news fell like a thunderbolt, and a stampede took place for the spot.

Arriving there a horrible sight met their view. Fifty or sixty bodies had already been recovered and were lying on the green sward some distance up the bank. Those arriving from the city from every direction crowded around, anxious to see if any relatives were on board. About one thousand families were represented on the excursion, and the wail of anguish that arose at the sight of the victims was heart-rending. Fathers, mothers, brothers and sisters rushed about panic stricken endeavoring to identify their friends.

By seven o'clock about eighty bodies were recovered from under the wreck. Almost every minute some victim was brought to the surface and conveyed to the bank. The steamer Princess Louise was early brought to the spot and the victims were placed on the upper decks. Fires were lighted on the bank overlooking the river, petroleum torches were brought and the search was continued until night. The following dispatch to-day indicates the extent and further details of the awful calamity which has stricken the city:

ONE HUNDRED AND SEVENTY CORPSES.

LONDON, Ont., May 25—3:20, A. M.—The work of recovering bodies at the scene of yesterday's disaster is still going on actively. Up to this time 170 have been found and most of them were brought to this city. All the undertaker shops are besieged, and coffins are going out by the score. The crowds at the river bank and at the steamer landing have not diminished. The excitement seems to increase as the night advances. The list of the identified is still incomplete. A large number of bodies remain on the grounds at the Sulphur Spring bath awaiting claimants.

LATER.

LONDON, Ont., May 26.—It is estimated that 700 persons were on board the steamer Victoria when she capsized in the Thames river on Tuesday afternoon. Of this number about 240 were lost. Captain Rankin says that he tried to keep the crowd from coming on board, but they rushed on the after part of the boat as soon as it landed, and before he could get the passengers on the down trip off, jumping and climbing on board in every direction. He ordered them off the top and main decks, and threatened that he would not leave the wharf until midnight if some of them did not get off. Very few paid any attention to his orders, and fifteen or twenty only went off the boat. As to the accident the Captain says:

"After we started, a number of people on the lower deck began singing and moving around. Presently I noticed a slightly different action of the boat, and I sent a boy down to the engineer to ascertain if there was any danger. He returned with word from the engineer that unless we could straighten the boat there was danger. I was looking forward to a sand-bar about two hundred yards ahead, on which I intended to beach the boat. Just then two rowboats came alongside, the occupants of which were racing. The crowd rushed to the side of the boat to see them. The engineer then sent up word that water was coming in. Just then the crowd made a rush to the port side, and as they did so the vessel took a lurch and went with the port bow down. Then the boiler shifted from its position and went through the side, and as it went it carried away the main deck, and that let down the upper deck with the crowd on it. There were not 100 people on the lower deck, because the space below was largely taken up with the boiler and machinery. The aft part of the boat went down, but the fore part came to the surface, and the boat was spread about six feet apart. The result was that many of the passengers were imprisoned between the water and top deck, but they had a breathing space of about a foot or so which would have saved many had not the others persisted in climbing on the floating deck, thus crushing it down and smothering those underneath. I rescued one man who had been under this deck for four minutes before it went down. I did all I could to prevent the people from climbing on it. A great number had the presence of mind to swim out from under the deck at the side or end, and in this way were saved. In a few minutes all who were thus imprisoned were drowned. I do not think we had more than 450 on board, because there is not standing room on the boat for more, at eight inches space for each person."

To-day this is a city of the dead. Business is practically suspended, except such branches as are connected with the arrangements of the funerals. In the poorer quarters of the city the authorities have been giving away coffins as in the winter they bestow doles. The feeling abroad is one of utter desolation. No one speaks or seems to think of anything else than the great calamity. From an early hour to day the bells have been tolling and funeral processions wending thro' every street on their way to the several cemeteries. All the places of business are closed, and a Sabbath stillness has settled over the city. At no time could one walk a block without meeting some solemn procession. The longest procession was that attending the remains of Willie Glass and Miss Cooper, who were engaged to be married next month, and who perished together in the water. Two hundred well filled vehicles attended, and the hearses passed along side by side. Every kind of coffin is in use, and the dead are being conveyed to the burial places in every class of vehicles. The remains of Mr. William McBride were carried in a light wagon, which was followed by a procession a mile long. The clergymen, who have worked nobly all through, are worn out, and cannot reach the graves fast enough. In many cases the members of different families are put in one grave. The various societies are on hand, and are doing their utmost to facilitate the burials.

The scenes in the afflicted houses are heart-rending in the extreme. In several cases entire families, with one or two exceptions, have perished. Mr. James Coughlin's children and grandchildren, numbering five in all, are lying dead in his house. He is thus left alone. His daughter Jennie was married to a young man named Swazzee on the day before the accident, and they were both drowned. The family of W. Hall loses five members also. In another instance a whole family were lost, and the first the neighbors knew of the accident was when one of the shopmates of his father called for him to go to work and found them all in their grave clothes.

The searchers for the dead this morning raised two little girls clasped tightly in each other's arms, just as they no doubt had fallen together into the water.

A WELCOME END!

The present session of the Legislature will end on Thursday, June 9th, and it is no extravagant expression to say that the people of the State of all parties will welcome the adjournment with a general and most grateful sense of relief. If there are any who would rejoice to have the session extended, they are unknown to the public journals of the Commonwealth. On many issues which have divided the present Legislature there is honest diversity of opinion, but there is only one sentiment in all sections on the question of adjournment and that favors the earliest day the Legislature can disperse.

It would be most unjust to the large majority of both the Houses, to assume that they have aided to bring so large a measure of public reproach upon the Legislature. It is only just to say that no previous House has had more honest and reputable members than the present body, and the same is true of the Senate. Quite two-thirds of each House have been guiltless of anything to bring shame upon our law-making authority, but they have been powerless to assert themselves or to maintain the dignity of the bodies. Both the Senate and House were organized unjustly to the honest sentiment of the members. The presiding officers were the chosen instruments of ringsters; the committees were packed to defeat all measures of reform, and the rulings of both President Newell and Speaker Hewit have been simply the echoes of those who created them to do their appointed work. By such methods, all reform measures have been throttled and strangled in the Senate, without the courage of the more reckless ringsters of the House.

The House has been a live volcano of eruptions of legislative indecorum, indecency and infamy, and it is the sober truth that, regardless of the large majority of reputable members, it has made itself infamous before the people of the State and a lasting stench in their nostrils. This is chargeable to two leading causes, both of which are as clear as noonday to the public. Speaker Hewit crawled into the chair by shameless deceit and falsehood; by the insolent betrayal of the honest element of the House, and by the surrender of the high prerogatives of the chair to corruptionists. A few were deceived for some weeks, but the flaunting roosters who have made it their almost daily business to cloud the body with open shame understood Speaker Hewit from the start and they were not content until they dragged him before the multitude, his conspicuous position, to exhibit in his naked degradation. They were not satisfied to have him defy the rules to serve them, but they bade him strip off the thin semblance of respectability under which he masqueraded, and revel in the mire with themselves. With a Speaker thus the dependent of characterless ringsters, it is not surprising that they could violate all the proprieties of legislative action from day to day without restraint from the Chair, or that they finally dragged their figure-head down to accept a full measure of their disgrace.

It is to Speaker Hewitt, "the abettor of ringsters," and the "base blackguard," as Representative Wolfe has publicly branded him, that the people of Pennsylvania and the large majority of reputable members of the House, are indebted for the public contempt that has been visited upon the present Legislature. It is not the fault of the press, for it has only been faithful to the people in noting the errors of the Legislature. It is wholly the fault of Speaker Hewit and the rooster tribe that he has protected and fraternized with, that the Legislature will adjourn on Thursday with universal approval and sense of relief among the people; and the reputable majority of the House should well consider how it has been made to suffer for the unpardonable wrongs of the Speaker, whose sworn duty demanded that he should jealously protect the dignity, the intelligence and the honor of the body. They will have the opportunity to resent the injustice they have suffered before the session closes, and they should resolutely vindicate themselves by branding the Speaker, who prostituted his position to promote indecency in debate and and disorder in legislation, and the ringsters he so shamelessly abetted, as a stain upon the Legislature and the State.—*Philadelphia Times.*

A FAST TRAIN'S CRASH.

WRECKED WHILE GOING FIFTY-FIVE MILES AN HOUR.

THE AFTERNOON TRAIN FROM NEW YORK JUMPS A SWITCH—TWO PERSONS KILLED AND SEVENTEEN INJURED.

A fast express train from New York to Philadelphia, while traveling at the rate of fifty-five miles an hour, struck a switch, which jolted two coaches off their trucks, on Monday of last week, to 30th ult., resulting in two deaths and injuries to seventeen others. The train leaves Jersey City at 3:20 P. M., and usually reaches the West Philadelphia depot at 5:15. Travel was light on Monday because of the holiday. Engine No. 724 left Jersey City in charge of engineer Osmund, hauling a combination car, a Pullman parlor car and three passenger coaches. In the parlor car were fifteen passengers, and in the coaches which followed were sixty-seven passengers, including the Harrison Troupe, Topsy Venn, leading lady of Rice's Surprise Party, and Senator Roberts, of Crawford county, this State.

Conductor Louis Silance, who had charge of the train, says it was moving along between fifty-five and sixty miles an hour, and was on time, or at least was not a minute behind, when the engine struck a siding switch near Bear's Swamp, a few miles beyond Trenton. The exceedingly short and sharp curve gave the engine a severe jolt, but it kept the track. The tender jumped off the track, however, but so great was the momentum of the train that after the tender had been hauled a rod or more it struck the rails again. The combination car and the heavy Pullman car clung to the track, while the wheels under the first of the three coaches which followed the Pullman jumped the switch. The forward part of the train was now dragging the first coach toward the siding, while the trucks passed from under it and allowed it to fall on the side, jolting sharply over the rails and ties and breaking it in pieces. The rear truck of this car collided with the following coach and caused the greatest damage, killing Mr. Augustus Rutter instantly. The two cars were completely wrecked and broken up, while the last car was pretty well battered.

The passengers in the rear coaches first felt a jolt, then the seats flew and and the people were thrown in all directions. Mr. G. P. Bealston, of Pittsburgh, had a baby in his arms. A timber struck the father's head, completely scalping him. The baby was tossed by the concussion into the lap of Mr. P. H. Deacon, of New York, who found himself and baby jammed through the window and landed on the ground with their heads in the mud.

Occupying a forward seat in the fourth car were Mr. Augustus Rutter, a book-keeper, living at 635 Morris street, Philadelphia, and employed at Ditman's stationery establishment, Sixth and Jayne. Mr. Rutter's wife was seated by his side with their baby in her lap. The truck of the third car collided with the following car and dashed Mr. Rutter under the wheels, where his lifeless body was found immediately afterward. The wife was badly shocked, but otherwise uninjured, while the baby was thrown thirty feet distant. It was also uninjured.

Mrs. L. Pennington, an old lady of 84 years, living on Fortieth street, below Spruce, was accompanied by her granddaughter. The shock prostrated the old lady, and she died by the time Trenton had been reached. Her granddaughter is credited with great presence of mind in caring for her aged charge and helping other passengers.

Hotels.

LOYD HOUSE,
Main Street,
PHILIPSBURG, PENN'A.
Table always supplied with the best the market affords. The traveling public is invited to call.
jan.1,'76. ROBERT LOYD.

WASHINGTON HOUSE,
NEW WASHINGTON, PA.
This new and well furnished house has been taken by the undersigned. He feels confident of being able to render satisfaction to those who may favor him with a call.
May 8, 1872. G. W. DAVIS, Prop'r.

TEMPERANCE HOUSE,
NEW WASHINGTON, PA.
H. D. ROSE, . . . PROPRIETOR.
☞ The best of accommodations for man and beast. A liberal share of public patronage is solicited. (sep29,'80.*

SHAW HOUSE,
CLEARFIELD, PENN'A
ANDREW PENTZ, JR., Proprietor.
This hotel is kept in first-class style at reasonable rates. Best location in town for business men. Free bus to and from all trains. Good sample rooms.
Clearfield, Pa., Feb. 16, 1881-tf.

WASHINGTON HOUSE,
GLEN HOPE, PENN'A.
THE undersigned, having leased this commodious Hotel, in the village of Glen Hope, is now prepared to accommodate all who may call. My table and bar shall be supplied with the best the market affords.
GEORGE W. DOTTS, Jr.
Glen Hope, Pa., March 26, 1879-tf.

SUSQUEHANNA HOUSE,
CURWENSVILLE, PENN'A.
☞ This old and well-established Hotel has been leased by the undersigned, and he feels confident of rendering satisfaction to those who may patronize him. Good stabling attached.
LEWIS C. BLOOM, Proprietor.
April 21, '80-tf.

ALLEGHENY HOUSE,
CLEARFIELD, PENN'A.
WILLIAM H. DEAN, Proprietor.
☞ This house is pleasently located on East Market street, and convenient to the Court House and all business places of the town. It has recently been refitted and refurnished from cellar to attic. Bar supplied with choicest liquors. Table furnished with the best the market affords. Good stable attached. Rates moderate
April 13, 1881-tf.

Banks.

DREXEL & CO.,
No. 34 South Third Street, Philadelphia
BANKERS,
And Dealers in Government Securities.
Application by mail will receive prompt attention, and all information cheerfully furnished Orders solicited. April 11-tf.

F. K. ARNOLD. G. W. ARNOLD. J. S. ARNOLD
F. K. ARNOLD & CO.,
Bankers and Brokers,
Reynoldsville, Jefferson Co., Pa.
Money received on deposit. Discounts at moderate rates. Eastern and Foreign Exchange always on hand and collections promptly made.
Reynoldsville, Dec. 16, 1874.-1y

County National Bank,
OF CLEARFIELD, PA.
ROOM in Graham's Brick Building, two doors east of T. A. Fleck's Store.
Passage Tickets to and from Liverpool, Queenstown, Glasgow, London, Paris and Copenhagen. Also, Drafts for sale on the Royal Bank of Ireland and Imperial Bank of London.
JAMES T. LEONARD, Pres't.
W. M. SHAW, Cashier. jan1,'81

Dentistry.

J. L. R. HEICHHOLD,
SURGEON DENTIST,
Graduate of the Pennsylvania College of Dental Surgery. Office in residence of Dr. Hills, opposite the Shaw House. mch15, '78-tf.

DR. E. M. TH