The Carbon Advocate.

H. V. MORTEIMER, ... EDITOR

LEHIGHTON, PA.:

SATURDAY MORNING, JULY 28, 1877.

—In the New York stock market the first news of the strikes on the coal railways appears to have advanced instead of depressing their shares, the street arguing that these strikes would curtail the amount of coal sent to tide-water and tend to raise prices.

—The coal sales that were to have taken place at New York Wednesday were postponed. President Sloan, of the Delaware Lackawanna and Western Railroad Company, announced that the sale by his company was postponed on account of the unsettled condition of transportation. A similar announcement was made on behalf of the Pennsylvania Coal Company by Vice-President Hoyt.

—Trade and travel have been interrupted, enterprise checked, property has been destroyed; the peace of the community, so essential to prosperity, has been widely shocked, many lives sacrificed, and numbers of people maimed for life through the strike. It is almost impossible to estimate the amount of damage done to all kinds of business by the outbreak; and with all this evil accomplished, in what particular is the condition of the strikers, who have caused all this violence and bloodshed, improved?

Railroad Strikes.

During the latter portion of last week a strike occurred upon the Baltimore and Ohio R. R., caused by a ten per reduction in the wages of brakemen and firemen, which strike was followed by that of the employees of the Pennsylvania and other roads. These strikes were accompanied with great violence, theft and destruction of property. Martinsburg, Va., Baltimore, Md., Pittsburgh and Reading, Pa., and other important points, were especially noted for the outrages committed by the desperadoes—millions of dollars worth of property having been destroyed by incendiarism and a large number of persons killed and wounded in the conflict between the militia and the people. The residents along the line of the Baltimore and Ohio R.R. in the State of West Virginia sympathized with the strikers, hence Governor Matthews was compelled to call upon the President of the United States for aid to put down this riot. The President of the Baltimore and Ohio Railroad joined with the Governor in representing the interests which were at stake and the powerlessness of the State authorities to meet the emergency. The President, as soon as he was assured of the necessity, ordered General French with two hundred and fifty Federal troops, to march for Martinsburg, West Virginia, the centre of the riotous demonstration, and enforce a proclamation, which he sent on in advance, commending the rioters to disperse.

This ought to have ended the strike, and at one time it seemed to have done so. But the strike had become infectious, and on Friday the train-men of the Pennsylvania and of the Erie Roads began to quit their trains and array themselves against their employers. Riotous demonstrations were again made on the line of the Baltimore and Ohio Railroad at Cumberland, and assumed such proportions that Governor Carroll of Maryland deemed it needful to issue a proclamation and order a regiment of soldiers to the spot. As these soldiers were proceeding from their armory in Baltimore they were assaulted by crowds of the friends of the riotous strikers, and finally compelled to fire upon the mob, when eight men were killed and a score or more wounded. The Governor of Pennsylvania called out the several regiments and ordered the rioters on the line of the Pennsylvania Railroad to disperse. In consequence of difficulties on the Pittsburgh and Fort Wayne Railroad, Governor Young of Ohio called out four companies to suppress the strike at Newark Ohio, and Governor Robinson of New York issued a proclamation and sent the Twenty-third regiment to Hornellsville on the Erie railroad to prevent disturbances there.

The widespread character of these strikes would seem to imply a general dissatisfaction on the part of the employees with their wages and treatment, and something like a systematic plan of operations to force the railroad companies to comply with their demands at the risk, in case of denial, of ruining the business of the roads and inflicting incalculable damage upon the whole country. The question which is now presented is not whether the workmen have been injured in the reduction of their wages, or not; they have prevented the answer to all such questions, which might have gained them public sympathy and aid in resisting powerful corporations, by their lawless action. But the question is, whether a body of discontented men shall be allowed, in spite of all authority, to take a railroad and its property out of the hands of its lawful owners?

The public do not care to discuss the question of wages with men who have armed themselves to defy the law and destroy private property. Whatever sympathy may exist for workingmen in hard times,—and there is no lack of it,—is alienated from them as soon as they become public enemies by acts of lawlessness and trades-union tyranny. Any employe can appeal to the law against a breach of contract, and can appeal to public sentiment against injustice and oppression, with a fair chance of success. But when he takes the law into his own hands, and by violence endeavors to redress his real or imaginary wrongs, he forfeits his claims to sympathy and help, and becomes an outlaw who is the enemy of every good citizen and dangerous to society. The whole idea of the striker is erroneous. It is a foreign notion fostered by our democratic institutions, and a licentious freedom; but no individual nor company can yield to it without being forever in bondage. The Times speaks truly when it says:

The end of these strikes ought not to be doubtful whatever temporary success they may meet with. No company as powerful and as extensive as the Baltimore and Ohio Road could expect to do business for one month, if it did not resist intimidation of this lawless character to the end. To succumb to it would be to invite all the ruder and more ignorant portion of the employees of the road to try a game whenever it suited them. A demand for higher wages would serve just as well for an occasion as resistance to proposed reduction. The company would simply surrender its complex and delicate affairs into the hands of the least intelligent and most reckless of those whom it employed. It would be equivalent to voluntary bankruptcy. Nor can the States of West Virginia and Maryland allow the public peace to be broken and their laws to be set at defiance with impunity. The strikers ought to be shown at once that they are putting themselves against an indefinite power, which will increase steadily with any success which they may gain for the time being, until complete and absolute supremacy of law is assured. Such a result, if the authorities do their duty, is only a question of time. And when the matter is all over with, the strikers will have the poor comfort of knowing that they have broken the laws, interrupted business, caused a large expense to the public treasury, accomplished nothing for themselves.

Referring to the damages to railroad and private property by the mob, the Ledger of last Wednesday says:

It is a fact that the damages inflicted by mob violence must in the end, be paid for by the public, and gives two or three instances of such payment. The most serious riots before the present time were the draft riots in New York in 1863. These riots cost the treasury of New York, in money paid for private property destroyed, the large amount of $1,748,556 39. That similar payments must be made in the case of the present riots is expressly provided for by the laws of Pennsylvania. On May 31, 1841, the Pennsylvania Legislature passed an act which will be found in Brewster's Purdon's Digest, page 1953, which provides that "in all cases where any dwelling house or other building or property, real or personal, has been or shall be destroyed within the county of Philadelphia, in consequence of any mob or riot, it shall be lawful for the person or persons interested in and owning such property to bring suit against the same county where such property was situated, being for the recovery of such damages as he or they sustained by the destruction thereof and the amount which shall be recovered in said action shall be paid out of the county treasury on warrant drawn by the Commissioners thereof, who are hereby required to draw the same as soon as said damages are finally fixed and ascertained." By a subsequent law, passe March 21, 1849 and which will be found on page 1954, the provisions of this law are extended to Allegheny county. By decisions of courts made subsequently to the passage of this law it is provided that buildings burnt through fire communicated from other buildings fired by a mob are within the act, and that corporations can take advantage of it as well as individuals. The jury are not to give exemplary damages, but the full value of the property destroyed at the time of its destruction, with interest to the date of their verdict. There can be no doubt that the various railways that suffered losses by the destruction of their property by the Pittsburgh mob can recover full damages from Allegheny county. The same could be done in Philadelphia if a mob destroyed railway property. In New Jersey, the law upon the subject is substantially similar to that of Pennsylvania, and we quote it, as follows: "Whenever any buildings or other real or personal property shall be destroyed or injured in consequence of any mob or riot, the city in which the same shall occur, or if not in a city, then the county in which such property was situated shall be liable to any action by or in behalf of the party whose property was thus destroyed or injured for the damages sustained by reason thereof."

The Destruction at Pittsburgh.

PITTSBURGH, July 22.—The sun dawned this morning on one of the most terrible scenes ever witnessed except in the carnage of war. The fire raged with unabated fury, and the flames kept creeping steadily toward the the depot. At 5 o'clock the large machine shops by the tracks, between Twenty-sixth and Twenty-seventh streets caught fire, and burning cars were switched on to the Allegheny Valley railroad and sent down that track in Liberty street, setting fire to many of the houses. Superintendent Pitcairn's and other offices of the company, were next, and all the Philadelphia soldiers were driven into the outer round house by the flames. At 7:30 the military made another desperate sally to escape. They formed in solid column and came out through the lumber yard, and went down Twenty-fifth street to Liberty with a Gatling gun in front. They made for the Allegheny Arsenal. After they had disappeared some ten soldiers, supposed to be deserters, were seen going along the Liberty street wall waving their caps.

It is known that several of the soldiers were killed in the round house during the night and many wounded. Twenty are known to have been killed, and it is feared that many more stayed in the buildings and were destroyed by the flames. Eight hundred soldiers went in there last night, and the number who have escaped the fire and the mob is positively stated at only six. With a Gatling gun before them the surviving Philadelphians marched through Penn avenue, driving the mob before them and being pursued by another not less formidable. The soldiers were short of ammunition and so fired but little. They were finally dispersed to the Arsenal, and continued their retreat. The rioters then numbered about 8,000.

When these regiments left the Union Depot, last night they had no rations with them, and frequently along Penn avenue they stopped to beg people standing in the doors and windows for bread and water. Their suffering was intense. They were driven through Lawrenceville, out to Sharpsburg, six miles up the Allegheny and outside the city limits, as the rioters had sworn, eight soldiers were killed and several others wounded during the retreat, the infuriated men allowing no one to touch the fallen bodies save some Catholic priests from a rectory in the neighborhood. About sixteen more citizens are also reported killed this morning.

At 9:30 the Union Line Office at Twenty second street was burned to the ground. Meantime the flames from the two round houses, machine shops, and cars became magnificent and appalling. One hundred and twenty-five locomotives were burned, valued at three millions of dollars and the loss on the outbuildings increases that loss to $4,000,000. At the morning the freight cars between the Union Depot and the hill were being broken open by the pounders, and hams, sewing machines, boots, shoes, tobacco in every form, and every article of merchantable ware were removed and carried off by the people through the streets to homes, or auctioned to the highest bidder.

There is a heavy grade leading down into the Union Depot, about 250 yards long. As the fire approached the crest of this grade, at about 12 P. M., burning cars were cut thundering down toward the hole. Most of them were turned into sidings so that they did not enter the depot; but some passenger cars standing near the despatcher's office at the outer end of the depot, caught fire, and at 2 o'clock the depot itself was in a blaze. The iron and brass work, filled with a compact, dense mass of pillagers, who were beaten back from the burning cars only by the rapidly advancing flames. Women and children were there by thousands, carrying off all they could. Some of them took from carriers and rolled them into the tunnel of the Panhandle road for safe keeping till they could be carted off. Fifty thousand people thronged the hillside above the depot and tracks.

The excitement in every part of the city knows no bounds. In Liberty street, about twelve buildings are on fire, and in the neighborhood of Twenty-eighth street the flames are spreading toward the Allegheny rapidly. Hundreds of families in the section of the city between the railroad tracks and the Allegheny, three squares, and the Eleventh street Union Depot and Thirty-second street, spent the afternoon in moving their most valuable effects out of the city. At 3½ the Union Depot Hotel caught fire and was destroyed. During the burning of the depot more than a dozen terrific explosions occurred, but whether from powder secreted there by the mob, or from the contents of the cars, or the ammunition of the soldiers, is not known. At 4 o'clock the Rush House, opposite the depot, on Liberty street, caught fire. The Fire Department worked all the afternoon to keep the fire from catching the Rush House block, as it will burn very rapidly and is directly contiguous to the whole lower part of the city, while the depot is, or was, more by itself. Three thousand five hundred cars, all told, have been destroyed, the value of which, with their contents, is variously estimated at from four to eight million of dollars.

At 12½ P. M. a mass meeting of citizens was called, and a committee of five, consisting of Bishop Trugg, James D. Bennett, the Rev. Dr. Scoville, James P. Barr, and Dr. Dennedy, appointed in accordance with the following resolutions:

Resolved, That a committee be appointed to confer with the State, county and city authorities, and also the employees, workmen and the Pennsylvania Railroad officials, to secure the protection of property from wanton destruction, and an arrangement of the difficulties between the railroad company and the striking employees.

Resolved, That in making this effort we pledge our faith to the workingmen that we have no purpose to facilitate the introduction of an armed force, but look solely to the protection of the rights and interests of all by amicable means.

At 4½ the large grain elevator looking toward the city from the depot across an open square caught fire, and before 4¾ it became evident that the Fire Department were powerless to save it, and streams were piled upon the neighboring private buildings. From the crest of the hill behind the depot a continuous line of fire, flame, mouldering ruins, and smoke extended along the tracks a distance of 3 miles. The mob was still triumphant, and not a drop of water has been allowed to be thrown on the company's property. The scenes were terrific. Many of the stores burned near the depot contained grog and whiskey, from which barrels were taken and from which gallons were distributed. The Atlantic and Pacific wires along the track have all been cut. The Adams Express Company have moved everything from their depot store house to offices on Fifth street. They have lost heavily during the morning. There was no wind in the early part of the day, but during the afternoon a southwest breeze started up, which has since freshened to a steady wind, and a pall of smoke overhangs the lower part of the city east of Smithfield street, and reaching to the Monongahela. At 5 o'clock buildings on the side of the hill east, and on the opposite side of the tracks from the elevator, caught fire, and by 5:30 the fire had extended a block and a half up Washington street, from which street the fire spread both ways on Webster street. This is a district on the hill covered with low tenement houses, which are closely packed with workingmen and their families.

Consternation has taken possession of the property holders of the city. Their only thought is by some means to bring about a reconciliation, no matter on what terms, between the Pennsylvania Railroad and the strikers. All who are in favor of quelling the riot were entreated to meet at the Mayor's office at 5:30. Carts and express wagons, with families of from four to ten children, with what little household furniture has been saved from the flames, are continually passing through the streets for Allegheny and Birmingham, across the Monongahela.

8:30 P. M.—Nothing has been more striking during the day than the apathy with which the tens of thousands that throng the city have looked upon the riots, the bloodshed, and the burning of millions of property as they would look at a sensational drama. As evening approached they wended their way peacefully home, remarking carelessly that it was all very terrible, and that the Pennsylvania Railroad had almost bankrupted the city and had only got what it deserved.

As a result of the call to the Mayor's office 150 special constables were sworn in to protect the Baltimore and Ohio depot, and the large freight depots of the Pennsylvania Company at the foot of Liberty street, on the Monongahela quay. Volunteer vigilance committees were also formed, about 200 strong, and furnished with arms at Municipal Hall. Many of the richest, however, are in sympathy with the rioters. The Fourteenth and Nineteenth Regiments of Pittsburg have disbanded. The 2,000 Philadelphia troops which left the East yesterday are stopped at Walls, twenty miles east, and nothing since has been heard from them. Mails from the East are being brought from Latrobe, via the West Pennsylvania Railroad, twelve hours delayed. One of the strongest rallying cries of the rioters has been, "Let her burn boys! It will give us work to do."

10:12 P. M.—Parton's apostrophe to Pittsburg, at night as he stood on the heights of Mount Washington—"It looks as though we were on the brink of hell and the lids were off" was never so true as to-night. Thirty fifty miles of hot rails ten times the size of a side, wide as many miles of burnt into glowing coals, and tons on tons of iron car skeletons and wheels almost at a white heat. Hundreds of coal and coke cars are still at full blast; two hotels, an elevator, and many dwellings are burning furiously, and hundreds of smaller buildings along the line are still in a blaze, with the intermittent flashes of [illegible] in the embers of the round house and machine shops.

Away from the fiery ring the city at six o'clock was all in turmoil. A band of men set fire to the Fort Wayne offices, a large five-story building at Tenth street and Pennsylvania avenue, but the attempt was discovered and little damage was done. In the sacking of Mr. Jordan, A. L. Pearson's house, nothing was left whole from garret to cellar. His family, however, were not injured. Gen. Pearson himself is believed to be dangerously wounded, if not killed. The officials of the Pennsylvania Railroad Company have kept themselves under very close cover for fear of their lives. It is firmly believed that Tom Scott himself is here, but none of his closest friends know where he is. The troops at Wilkinsburg not come in, because no engineer would risk his life by bringing them here. It is understood that they have returned home.

A telegraphic despatch dated at Pittsburg Tuesday at 5 o'clock p. m., states that the riots there have subsided to the citizens' vigilance committee. After destroying millions of property belonging to the railroad company, pillaging the stores of the merchants, and causing the loss of many lives, the mob yields to the law. Was there ever so wanton and useless a sacrifice of life and property.

The Conflict in Reading.

READING, July 24.—Yesterday evening at 6 o'clock a body of twelve Coal and Iron police under command of Captain Emerson, arrived with the Philadelphia train. Upon making their appearance they were greeted with a most unwelcome welcome by a mob composed of six or seven hundred persons. No attention was paid to the taunts of the mob until it became necessary to interfere on behalf of humanity. The train that came here from Philadelphia at 6:20 had arrived, and its engineer seemed likely to lose his life. Miles removed from the mob. Upon coming within sight of Reading the engineer observed the situation of affairs, and determined to take his train through or leave the track. At the corner of Seventh and Penn streets the latter was piled high with coal, but through this obstruction the engineer dashed at full speed, arriving at the depot on time and in good condition.

The mob at the depot had observed the approach of the train, and no sooner had it stopped than a deputation visited the engineer and treated him in such a manner that the Coal and Iron police were witnessed the affair felt constrained to interfere. Forming his men, of whom there were twelve, in fours, Captain Emerson drove them back, surrounded by most overwhelming numbers. The Coal and Iron men marched steadily forward and drove the mob from the depot, but at length, being entirely surrounded, the coal region men were compelled to retreat, a feat that was performed in good order, and facing the enemy.

At 7 o'clock a special train arrived from Pottsville, and landed twelve Coal and Iron policemen under Captain Heisler. Joining with the police already on the spot, the entire body marched from the depot to the car shops under the command of Captain Lamon. The maneuvres of the police were watched with interest by a constantly increasing throng whose attention was soon attracted by the arrival of another train bringing to the seat of war three military companies, one from Allentown, another from Catasauqua, and the well-known Grays from Easton, the whole under command of General Gangewer.

As soon as the troops formed at the depot and received orders to march to "the cut," situated on Seventh street, between Washington and Penn streets, where the 8:20 down passenger train was in the hands of the mob.

The cut proved to deserve some little description, especially as it will ever be remembered by the people of Reading and the men who marched through it on the night of the 23d of July, 1877. The track runs along Seventh street and between Walnut and Penn streets is on an average of ten or fifteen feet below the level of the street, though at some points the street towers above the track some twenty five or thirty feet. Three bridges cross the cut and give the people living on either side an opportunity of crossing without the trouble of going around. To march through this defile seemed flying in the face of Providence, but General Gangewer gave the order, and his men, to the music of the fife and drum, marched steadily forward.

Upon arriving in the cut they were completely surrounded. The overhanging walls were completely crowded by mobs of excited men and boys, who launched large lumps of coal and missiles of every description at the men who, obeying their orders steadily pushed forward in the direction of the train manned by the strikers and continuously upon them poured a shower of coal and bricks, the mob having torn up the sidewalks in their frenzy.

After enduring a cruel fusillade for several minutes, the troop received orders to fire a blank volley. They did so, but upon the crowd it had no visible effect. Not only were the walls of the cut crowded with excited rioters, but the cut itself was literally jammed with a mob of swaying, gesticulating humanity, who dared the troops to advance. Every moment the situation became more critical, until at last the troops could bear it no longer. Bringing their muskets up they fired, and with frightful effect. The cut, as I said, was packed with people, and the discharge of a volley of bullets did terrible execution.

Such a scene as occurred upon the first discharge of lead beggers description. Surging, swaying and twisting, the mob tried to force its way into Penn street, while those upon the walls of the cut never ceased to shower missiles upon the troops, who, maddened by such treatment, fired again. The shrieks of the wounded, mingled with the curses of strong men trampling the weaker under foot in their efforts to escape, filled the air and rendered the scene terrible in the extreme.

Here and there a victim to mob rules fell exhausted with his struggle to escape death upon the street, and every where could be seen wounded trying to escape to a place of shelter. Within five minutes after the first shots had been fired the "cut" was cleared and the military were enabled to march to Penn street.

Reaching this point they wheeled and thence marched to Fifth street from which they wended their way to the depot. During their march through the "cut" several of their number dropped from the ranks disabled by the wounds received from the fiery shower to which they had been subjected and some of these falling into the hands of the crowd were mercilessly beaten.

One of these was knocked down and kicked in a frightful manner, while others through inability to keep up with their companions either surrendered themselves to citizens or were seized by the mob and used as the latter saw fit. For hours subsequent to the shooting it was impossible to obtain a correct account of the killed and wounded.

At 11 o'clock but few citizens were on the streets and all was quiet except in the neighborhood of Seventh and Penn streets. There a body of half drunken boys having possessed themselves of the rifles stored in the armory busied themselves in tearing up the track and doing other damage to Philadelphia and Reading railroad property. At the car shops the Coal and Iron Police stood guard during the night and were on the alert. They were not molested however, and the night passed quietly without further alarm.

About half past 4 o'clock this morning a body of troops from Norristown made their appearance and marched to the depot.

READING, July 24.—Up to the present all has been quiet this morning. The Northampton and Lehigh county troops paraded the principal streets and were industriously hissed by the crowd. One man struck a soldier with a stone and narrowly escaped being shot. The depot is filled with militia but very few citizens are to be seen in the neighborhood. No trains have arrived or departed up to this hour, but men are busily employed in repairing the track that was torn up last night.

The tearing up of the track could easily have been prevented by the presence of a few soldiers but the latter probably thought they had done sufficient for one night. There are but very few strikers in this movement against the Philadelphia and Reading Company, and all the trouble is caused by half-grown boys and strange rongus.

The Situation Wednesday A. M.

Telegrams received up to Wednesday morning show that the strike has extended to the New York Central and Hudson River, Morris and Essex, Delaware, Lackawanna and Western, Delaware and Hudson, and Lehigh and Susquehanna Railroads. Notice is given of a strike on the New Jersey Central Wednesday. The Philadelphia and Erie train men at Sunbury struck on Monday night and compelled the shop men to strike Tuesday. The employees of the Missouri, Kansas and Texas Railroad at Sedalia, Mo., strike Tuesday morning. Almost everywhere Tuesday the aspect of affairs was improved. In this State, quiet prevailed in Pittsburg and Harrisburg, and no serious occurred to heading, though the strikers remained masters of the situations there. Passenger trains ran West as well as to Washington on the Baltimore and Ohio Railroad. The strikers on the New York Central road, following the example of some of their brethern in the West, detailed men to guard the railroad property from tramps, and disclaimed any connection with the Communistic element. The strike has become general at Chicago.

Scranton.

The Scranton Republican of Wednesday morning says the employes of the Lackawanna Coal and Iron Company, and the firemen on the Delaware, Lackawanna and Western and the Delaware and Hudson Railroads struck on a strike. Trains were at once taken to Hoyt's Junctions, and everything was conducted very quietly. The result: the forcing out or temporary of thousands of miners and laborers and employes in other branches of business depending upon railroad transportion. The workmen proclaimed themselves on the side of law and order, and say they will protect life and property, if need be, with their lives.

NOTES.

The engineers, firemen and conductors on the Fort Wayne Road held prayer meeting after the company announced increased wages.

At Newark, Ohio, engineers could not be induced to move an train without a regular fireman behind him.

The strike is over at Pittsburgh as the Pennsylvania road has nothing more to strike against.

At Collingswood, Ohio, 300 head of cattle were turned loose in the fields, the strikers guarding and taking care of them.

Several of the soldiers at Reading gave their ammunition to the strikers. One soldier said he would sooner put a bullet through Frank Gowen than a striker.

Peace prevails at Harrisburg, the strikers are guarding the railroad property.

The workingmen of Danville are asking for work or bread.

Adam Brown, of Mahanoy City and some men from Gilmore vale and Shenandoah, that followed after the companies on Sunday morning were captured by the strikers at Harrisburg on their arrival their guns taken from them and they sent on their way to find their companies.

The 1st and 2nd Philadelphia regiments were thoroughly demoralized last Saturday at Pittsburgh.

The strike extends from the Atlantic to the Pacific.

Luzerne County men both railroaders and miners are in a very unsettled state. They may all be out at any hour.

Whilst the militia were on retreat at Pittsburgh on the 23d, a citizen, whose brother had been killed during an hour's fight snatched a gun from a lagging militia man and shot two soldiers dead.

The 14th and 19th Pennsylvania regiments refused to serve, at Pittsburgh, during the riot.

The employees of the Union Pacific Railroad who had received notice of a reduction of the wages to take place on the 1st of this month have been notified that that order has been rescinded.

The strikers at Harrisburg, several times crossed the river after squads of militia men, caught them, disarmed them, fed, and well treated them, and took them to the Arsenal and delivered them up into the care of Gen. Gantzel with a recommendation to him to take care of them.

A Riot at Shamokin.

POTTSVILLE, July 25.—The excitement was great to-night when the news came that the Lost Creek store and been gutted by the employees of the Philadelphia Coal Company and a report that their collieries had been fired. It is generally believed that the Philadelphia Coal Company committed a serious act to make a reduction of wages when an epidemic for striking was prevalent. Colonel Brown denies that any reduction has been made but it is conceded the employees caught to know.

In Shamokin the trouble is assuming monstrous proportions. Another meeting of the miners was held to-day, and the demand for employment at eighty cents a day or bread renewed. The meeting was addressed by the editor of the Times and William H. M. Oram, who counseled them to be peaceable and not commit outrages or violence. The Sheriff's posse of twenty-five men left here an hour ago for Lost Creek. The story of the trouble at Shamokin to-night is this: The strikers would not agree to a offer made by the town authorities, who offered them employment at eighty cents a day, as at first asked, but demanded on dollar per day. The citizens held a meeting and agreed to give bonds securing their order, but without avail, and the mob rushed to the Pulaski pits and Reading warehouse and gutted it. Then they went to the Northern Central depot. On their way they met a crowd and a online took place.

The rioters fired in the crowd after the police on duty had fired into them to intimidate them from doing further damage. The scene which followed was terrible. The police mortally wounded a man named Weal, a storekeeper, and injured several others among them Robert Thomson and a lad named Shoops, who were among the spectators. The latter who was shot in the head, will not survive. After the fire shooting the citizens held a meeting in the Presbyterian church and after they had rallied through which they found to reserve buildings had been fired. The mob was finally dispersed by the Burgess and his posse of police.

SHAMOKIN, July 25.—During the riot last night a false alarm of fire was sounded on Market street for the purpose of drawing the Vigilance Committee from the depot and the central part of town. The fire department turned out in full force, and were promptly on the ground. The fire companies are doing all they can to preserve property and order. Everything is quiet this morning, but the streets are crowded with excited people, waiting for something to turn up. Business is almost at a standstill.

JUST RECEIVED,

Another Large Invoice of

Specialties FOR Summer Wear

Such as

Suitings,
Linens,
Lawns,
Cretonnes,
Chintzes,
Percales,
Grenadines,
White Goods,
Embroideries, &c.

Special line of BLACK ALPACAS;

Also, another lot of Ladies'

READY-MADE LINEN SUITS.

We will rush off the above at very Low Prices. Call early and be convinced of the Bargains we have in store.

Respectfully,

J. T. NUSBAUM & SON, Original Cheap Cash Store,

LINDERMAN'S BLOCK, opposite Public Square, LEHIGHTON, PA.

SPRING STYLES:

Dress Suits, Business Suits,

Youths' Suits, Boys' Suits.

Made up from the Best Material, in the Latest Styles, and Perfect Fits Guaranteed, at LOWEST PRICES FOR CASH

ALSO, TREMENDOUS SLAUGHTER IN THE PRICES OF

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AN IMMENSE STOCK OF

BOOTS, SHOES,

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GAITERS,

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Ladies, Gents, Misses, Youths and Children.

Manufactured expressly for him, and to suit the wear of this section. All warranted to be as represented and sold at

Bottom Prices!

P. A. GERMAN,

Store in Semmel's New Block, opposite the Public Square, BANK STREET, Lehighton, Pa. mar.11-y1

WAR ON HIGH PRICES!

TILGHMAN ARNER,

Successor to D. BOCK & Co.,

At the "Mammoth Store,"

Opposite the L. & S. Depot, BANK Street,

Respectfully announces to his customers and friends that he is daily receiving additions to his stock of

LADIES' DRESS and DRY GOODS,
GROCERIES and PROVISIONS,
QUEENSWARE, &c., &c., &c.

Also, just received a car load of LIVERPOOL SALT, which I am selling at Bottom Prices.

SALT FISH a Specialty.

☞ If you really desire to know how large an amount of Goods you can get for a small sum of Ready Money, you should not fail to give me a call before making your purchases elsewhere.

Don't forget the Mammoth Store, opp. L. & S. Depot,

May 6, 1879-y1 LEHIGHTON, PENN'A.

Weissport Planing Mill & Lumber Co.,

Respectfully announce to Carpenters, Builders, Contractors and others, that having completed their NEW MILLS, they are now prepared to supply them, at VERY LOWEST PRICES, with every description of

DRESSED LUMBER,

Such as Siding, Floor Boards, Doors, Sash, Blinds, Shutters, Moldings, Brackets, Cabinet Ware, &c., &c.,

On the shortest Notice. Our Machinery is all New and of the Most Approved Kind, so that we have no hesitation in Guaranteeing Perfect Satisfaction to all who may favor us with their orders. If you have not time to call and select what you want send your orders and they will be filled promptly and at as low prices as though you were present.

Give us a Trial, and you will be convinced of what we say.

SOLOMON YEAKEL,
D. B. ALBRIGHT,
WM. BIERY,
JOHN BIERY.

Office and Mill, nearly opposite the Fort Allen House, WEISSPORT, Carbon county, Penna. June 10, 1876-y1