

FISHING FOR GUDGEONS.

A PAIR OF SWINDLERS WHO FAILED TO MAKE A HILL IN THIS CITY.

They Visit Business Places on North Queen Street and Attempt the Change Racket-Police After the Strangers.

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One man, answering the description of this pair of sharpers, made their appearance in Lancaster, and they tried to work their game between 11 and 1 o'clock Friday. They started in near the upper end of North Queen street and one of them seemed to be working on each side of the street.

While this man was working the western side of the street the other was on the opposite side. The latter stopped in Smeltz's store, at the corner of Lemon street, and purchased a box of talking powder; he gave a \$10 bill, but it was not changed.

A man named Kendig, who followed the men to North Queen street, and knew what their game was, informed Officer Burns and Constable Nehr. By that time the men had gone down North Queen street and gotten away. The man who was in Long's store was heavily built, and he would probably weigh about 185 pounds.

The men who tried the change game had plenty of \$10 and \$20 bills in their vest pockets. The note given to Mr. Long was taken to the bank, as there was some suspicion about it and it was pronounced genuine. There is no doubt that they are the same fellows who were in Columbia, but their game did not succeed here.

A Farmer Probably Fatally Injured. CHRISTIANA, July 12.—Robert Irwin, a farmer, living in West Salisbury, Chester county, while putting away his wheat crop on Thursday, fell from the square to the barn floor, a distance of eighteen feet, and injured himself seriously. The physician has little hope of his recovery.

The excursion yesterday to Mt. Gretna was thoroughly enjoyed by all who participated in it. It was not a success financially for the association who were the managers.

The political pot is simmering. Murmurs of discontent at the manipulations of Boss Quay, in setting up the Republican ticket, are heard from every quarter of the Republican camp, particularly among the farmers, many of whom openly avow their purpose to support Pattison, Black, and the whole state ticket. This is more especially the case in Chester county, where we expect a decided decrease in the usual Republican majorities.

The Horse Slipped the Bridle. The horse of John Apple, of Manheim borough, hitched to a buggy, slipped his bridle on Friday morning, in front of the residence of H. M. Mayer, near Petersburg, while Mr. Apple was in the house attending to some business. The horse ran to the city, and on Monday afternoon ran to the pavement, which he kept for some distance. At Orange and Mulberry streets a man crossing the street was knocked down by the horse, but was not injured. At Orange and Market streets the wagon struck the lamp-post and was badly wrecked. The horse was unable to drag the vehicle, which was caught in the post, and was captured. The buggy was badly wrecked.

A Warning Not Heeded. When the rush for the seashore and other summer resorts began some time ago, Chief of Police Berger, through the newspapers, gave the people a timely warning which few have heeded. He then said that if the people who went away and left their houses unoccupied should leave word to that effect, with the number of their residences at the station house he would instruct the police to keep their eyes on the premises, and give them special care. Very few of the people have paid any attention to this, although in some squares of this city there are as many as half a dozen houses without occupants. If thieves should break into these houses many of the people would be the first to inquire of the whereabouts of the police.

Failure of a Druggist. H. M. Houser, attorney for C. F. Herman, against Ralph C. Herman, druggist, of New Holland, for \$570.35. The sheriff closed his store to-day.

THE 40,000,000 GALLON RESERVOIR.

Provisional Steps Taken Looking to Its Construction at an Early Day.

The water committee of councils, as instructed by councils at the July meeting, visited the western section of the city on Friday afternoon. The object of the visit was to look for a site for a proposed new reservoir, to give the people of that section of the city a better water supply. The lands available for the new reservoir are located west of Franklin and Marshall colleges. The tract consists of twenty-two and a half acres, and is the property of J. G. Sweetman, of Philadelphia. The committee authorized Mayor Clark to enter into a correspondence with Mr. Sweetman, in reference to selling the same to the city, and the price at which he holds it.

Before this important work can be done an ordinance must be passed by councils authorizing the people for directing to increase the duty of the city to pay for the improvements. A vote on the question may be had at a special election or it may be held on the day of the regular election next spring.

IN BAD CONDITION. The Mayor and Water Committee Urgo Contractor Schwerts to Finish His Work on the end of South Queen street has been in an almost impossible condition for some weeks by reason of the extension of the electric street car line and the laying of a water main. After the street was dug up by the street car men and the ties laid, nothing further could be done on account of the non arrival of rails. An officer of the street car company was seen to-day and he says that it is impossible for the street and the water main to be laid until they have been here. When asked when they were ordered he said on the 3d of July and promised on the 7th. As preparation was made several weeks ago for the extension of this street car line, the ordering of rails was delayed unnecessarily.

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The Steam Engineers. Last evening the newly elected officers of the American Order of Steam Engineers were installed by H. G. Connors, of Philadelphia, grand chief engineer of the state. The officers were as follows: Chief engineer, Harry Shaub; first assistant engineer, J. J. Loller; senior master mechanic, P. H. Osterlund; junior master mechanic, Samuel Hainwright; recording engineer, George A. Kantz; financial engineer, Amos A. Heblan; corresponding engineer, H. B. Moberg; inside sentinel, H. D. Booth; outside sentinel, George Negley; chairman, Jacob Eckman; treasurer, Thomas Anderson; trustees, G. W. Simmons, Wm. Thacker and Hiram Bushong.

Harry Shaub was installed as chairman of the Grand Lodge, and the Rev. H. B. Underwood, of Philadelphia, delivered an address.

Pension Increased. The pension of Charles H. Fasnacht, Lancaster, has been increased.

SOUTH MOUNTAIN MINES.

AN INTERESTING SKETCH OF THE IRON ORE DEPOSITS AT CORNWALL, PA.

How Mining is Conducted—Novel Railway—Seven Furnaces Supplied by the Product of This Single Field.

Cornwall Cor., of Pittsburg Dispatch. Situated like a great barrier between two fertile valleys, which are now covered with increasing fields of grain, and at the base of one of the branch ranges of the South Mountain, which forms the dividing line between Lebanon and Lancaster counties, is a small town called Cornwall. The Cornwall ore hills, the general outline of which does not impress the traveler as being of any special interest, when viewed from a distance, but as they approached the peculiar rusty color of the surface, the few pine trees scattered here and there over them, and the noticeable absence of other vegetation attracted attention. But it is only when close to them that the gray color of the rock is seen, and this gives one the impression that some valuable mineral is contained in these hills, which makes one difficult to smile unless it has previously been "roasted" and most of the sulphur removed. In the Middle Hill, the largest of the three hills, are found in veins, some of which are more than three feet in thickness. Traces of other minerals are occasionally found, and many of the rocks and minerals which have been met with here.

The hills are all terraced and mining operations are conducted long the crests of the hills. The Big Hill is surrounded by a spiral railway which is connected by branch lines with each terrace from the base of the hill to the top. The cars are drawn up the hill by a locomotive, run into the mines and loaded, and then started down the mountain to the level of the next terrace. The Big Hill is a very steep and an accurate account of every ton of ore that leaves the hill is kept.

The amount of ore which leaves the hills annually is estimated at about 120,000 tons. In conversation with your correspondent Weighmaster Schools, of the Cornwall railroad, said: "I cannot give you the exact figures, but I know that more than 35,000 tons of this ore is transported over our road every month and I am positive that just as much is carried down the hill to the furnaces at Steelton and Lebanon railroad. During my stay with this company I have weighed between six and seven million tons of ore taken from the Cornwall hills, and I know that the furnaces are supplied with ore from this place. It is true that most of them are owned and operated by the different branches of the Coleman family, but I know that the furnaces, the Pennsylvania Steel company, at Steelton; the Duncannon Iron company and McCormick furnace, receive a big amount of ore from the Cornwall hills."

As early as the middle of the last century the Penn brothers made a grant of land to one Peter Grubb. The tract of land included what is now the Cornwall hills, and passed into the possession of the various branches of the Coleman family, although about one-sixth of it is still owned by the descendants of Peter Grubb. The G. Dawson Coleman heirs of North Lebanon, and Mr. William Freeman, of Cornwall, are the principal owners.

When the mine was made the mining interests of the country amounted (practically) to nothing, but as the years rolled on and Revolutionary times approached the iron ore was considered of greater value, and was drawn on largely to supply iron for in the war. It was then that the old charcoal furnace was built and the first blast furnace was erected. A rusty single track of railroad leads to this "Old Charcoal" furnace, which, for almost 100 years furnished the trade, but which of late years has been superseded by furnaces of larger proportions and capable of greater output. To-day several old furnaces are found in the furnace which had been built by the Coleman family.

Two competing lines of railroad carry the ore to its destination. Originally only one single track line was used to bring the ore to Lebanon, and this was the Cornwall railroad, or, as it is now called, the Cornwall railroad, which transfers its cars to the Reading road at Lebanon. The business of transporting iron ore from the Cornwall hills to the furnaces at Steelton and Lebanon was desired and not given, a new company was formed, with Mr. Robert H. Coleman, of Cornwall, as its head, and the Cornwall railroad was merged with the Lebanon railroad with its fine equipped cars and locomotives and every known appliance for safety in railway operation. The new company, the Cornwall and Lebanon railroad, was organized and on this line we pass Mount Gretna, the beautiful picnic park and an enchantment ground for state and national troops.

The Cornwall ore mines have been in operation since a period before Revolutionary times, and it is estimated that they have been working on a large scale. They are operated by the Cornwall Ore Bank company, of which Mr. J. Taylor Boyer is president. At Cornwall there are two other furnaces—the Anthracite furnace, owned by Robert H. Coleman, and the Hill Coleman furnace, owned by the Coleman family. The latter furnace has two stacks, and has a capacity of 2,000 tons per week. The North Cornwall furnace, which is a blast furnace, is owned by Mr. W. C. Freeman, who also owns the Doughmore furnaces at Lebanon. In 1880 Mr. Robert H. Coleman began building the Cornwall furnace at Lebanon, which to-day are two of the finest furnaces in this country, but, unfortunately, during the past year several fatal accidents occurred by the breaking out of the molten metal.

The Robesonia furnace, owned by Messrs. Borie & White, of Philadelphia, has a perpetual right to the Cornwall ore for one stack and during the past few years have erected an immense stack with a capacity of 300 tons per week. All these furnaces are supplied with iron ore from the Cornwall hills.

Three hundred men find steady employment at the ore mines and receive on an average \$1.25 per day. It is true that quite a number of these men are Hungarians, but a large number of Americans are also at work in these mines. Miners are killed by most of these men, and a picturesque place it is.

Lady Gay's Trips. "Lady Gay," Mr. Peoples' steamboat, does a rushing business every evening, on Friday evening the boat was crowded on every trip between Pitts Landing and Rocky Springs, and the ride was enjoyed by all. This enterprise will grow in popularity. It was a want long felt, but no one had the courage to risk any money in it until Mr. Peoples took hold.

A Large Funeral. The funeral of Henry Shaub, of Quarryville, one of the largest that ever took place in that section. His remains were interred at Mt. Hope cemetery and the services were conducted by Rev. C. B. Johnson, assisted by Rev. Coxson, of Mt. Nebo.

Showing in Quarryville. The showing in Quarryville is now in Quarryville for the last two days. It is doing a good business and giving people the worth of their money.

OVER ONE HUNDRED DROWNED.

A Crowded Ferry Landing Gives Way. Men, Women and Children Victims.

One of the most terrible disasters which has ever occurred in Nova Scotia happened in Dartmouth Friday night. At least one hundred people are believed to have perished. This is only a rough estimate and the total number may be even greater. The exact loss of life will not be known for several days, as it will take the length of time to compile the names of those who were killed and those saved.

The steamer Annex, bought in Brooklyn, N. Y., of a ferry between the wharf and Dartmouth across the harbor, arrived at Dartmouth on Friday night. The populace flocked to the vicinity, burst upon the gates and crowded the wharf down to inspect the new boat. There were hundreds on the dock, while about a hundred more stood on a bridge supported by two timbers, and sometimes take teams from ferryboats. In order to make the bridge perfectly safe and passable it was necessary that the end of the bridge be supported by a strong pile driven into the wharf about 100 feet from the vessel's deck.

The forward part of the Annex was a few feet from the edge of the bridge, and many people were crowded upon the deck and about the boat, but as they did so the crowd in the rear pressed forward, with the result that at nine o'clock the chains supporting the bridge gave way under the weight it bore and fully one hundred people, including women and children, were precipitated into the water.

The cries of the unfortunate passengers as they battled for life in the river were heartrending and seemed to paralyze the spectators. Some made a move to save them for some minutes, when the full nature of the accident became apparent. Then the men on the adjoining wharves began a systematic effort to rescue the drowning persons. Some were saved by holding on to the planks from the wrecked ferry stage until help arrived, but others who succeeded in clinging to the wharf were dragged down to their fate by the wild clutches of those who could not swim.

A woman with a helpless infant in her arms, who held her head and shrieked, "For God's sake, save my child!" waters closed over mother and babe no other bodies to be seen. Fifty or sixty small boats from all quarters rushed into the midst of the reeking mass of humanity and managed to save many lives. The bodies of those who were saved were a quarter of an hour, when quiet was resumed and the waters assumed their usual placid appearance. Gangs of men in row boats were sent to pick up the bodies of the dead, but it was too dark to make much progress. Only five bodies, those of a woman named Silver, and her child, and a young boy named Synott, and two soldiers were taken out.

The news of the accident spread like wildfire, and within half an hour a great crowd besieged the wharf, the office of the coroner and the police office. The police were busy inquiring anxiously for missing relatives and friends. HALIFAX, N.S., July 12.—No more bodies have been found at the scene of last night's disaster in Dartmouth and search has been abandoned, it being believed that the bodies of those who were saved by Edward Foster, who was taken out alive last night, died to-day. His daughter was among the drowned.

A STEAMER EXPLODES.

Nearly a Score of Men Killed and Many Injured at Chicago.

An explosion occurred on the lake steamer Tioga, at Chicago, Friday evening, while she was being unloaded. The explosion killed nearly a score of men, and injured many others. The cause of the explosion was the bursting of a boiler. The Tioga was a large steamer, and was carrying a large amount of cargo. The explosion occurred in the engine room, and the boiler burst into flames. The fire spread rapidly, and the steamer was soon a mass of flames. The crew and passengers were thrown about by the force of the explosion, and many were killed or injured. The cause of the explosion was the bursting of a boiler. The Tioga was a large steamer, and was carrying a large amount of cargo. The explosion occurred in the engine room, and the boiler burst into flames. The fire spread rapidly, and the steamer was soon a mass of flames. The crew and passengers were thrown about by the force of the explosion, and many were killed or injured. The cause of the explosion was the bursting of a boiler.

The work of rescuing the men who were known to be imprisoned in wreck beneath the after-cabin was pushed as speedily as possible. Friday night it was thought the list of killed numbered 17. Many were injured, and it is believed that the explosion was caused by gas generated from oil barrels, of which there was said to have been 200 near the fatal. The shock was so great that windows in the neighborhood of the Tioga were blown in. The damage to the big buildings. Scarcely a pane of glass was left on the river front. The explosion was felt in Washington and Randolph streets as far east as Franklin much damage was done. The damage to the Tioga was total. The after-cabin looked as though a torrent of the solid shot had swept through it. The sky light was thrown up into the air, and the steam of the explosion was seen in the distance. The Tioga was built at Buffalo three years ago to run in connection with the Erie railroad. She is 305 feet long, and is valued at \$250,000.

Chicago, Ills., July 12.—The estimated number of fifteen victims of the Tioga steamer explosion is thought to be incorrect. Sixteen laborers who were at work at the time of the explosion failed to answer the roll call this morning. It will therefore be safe to say that the number is not until the water has been pumped out of the steamer.

The Base Ball Games. The championship games played yesterday resulted: National League.—Philadelphia 10, Cleveland 9; Brooklyn 9, Boston 2; Boston 6, Chicago 9; New York 11, Pittsburgh 7; Players' League.—Cleveland 11, Philadelphia 6; Brooklyn 15, Buffalo 3; Chicago 7, New York 2; Boston 12, Pittsburgh 5; American Association.—Brooklyn 9, Toledo 8; Interstate League.—Lebanon 9, Harrisburg 3; York 10, Altoona 9.

The Lebanon club has shown wonderful improvement. They have a manager now, and the players do not spend the whole night in fast company. The Altoona had fifteen hits off Selden yesterday, yet they were beaten.

More Delamater Boomerangs. Evidence is already coming out that the Delamater boomerangs are being kept up their courage. Three days ago a letter signed J. R. Barr, a well-known resident of Grove City, Mercer county, was received by Mr. Delamater. It was from Mercer county would vote for Delamater. On Friday Mr. Barr declared he had not written the letter, and that the signature was a forgery. J. A. McCutcheon, justice of the peace of Grove City and a Republican, says fifty Republicans in that town will vote for Pattison.

Bradlock's Republican Revolt. Captain Isaac Mills, the leader of the Republicans of Bradlock who are for Pattison for governor, said on Friday that the work of forming a compact organization of Pattison voters in that town is progressing rapidly. "It is not the intention," he said, to have a spread-eagle club; but we will do hard work and will poll not less than 300 Republican votes for Pattison in this borough. We will do so not because we love Pattison particularly, but because it is the duty of Republicans to resent the methods by which the nomination of Delamater was secured."

Explosion in His Month. In Reading on Friday, Harry Auman, who was laid on his back by a fall from the Fourth of July, but it failed to go off. He placed it in his mouth, when an explosion followed and the last month and foot were horribly lacerated. He will die.

MR. LEA TALKS PLAINLY.

HE CALLS UPON REPUBLICANS OF THE STATE TO VINDICATE THEMSELVES.

The Domination of Quay Should Not Be Permitted—Delamater's Failure to Answer Two Serious Charges. Henry Charles Lea, of Philadelphia, has given a decided and emphatic answer to the ridiculous stories that he had decided to abandon his position as a thorough anti-Quay Independent Republican in the following letter:

To the Republicans of Pennsylvania: It is not only that any political organization has such an opportunity of redeeming itself from a corrupt domination as that which is offered to us in the November election, but it is also an opportunity which thoughtful members of the Republican party rose against the bossism of the Cameron clique and sought to purify our politics for a decade. Unfortunately, the fruits of that struggle were thrown away by the sinister and unscrupulous tactics of Mr. Quay to obtain a "vindication" by successfully competing for the office of state treasurer in spite of the rumors which connected his name with misappropriation of the public funds. It was then predicted that his next step would be to secure the coming senatorial vacancy and to supplant Mr. Cameron as the Republican candidate for Governor. These predictions have been, unfortunately, verified, and the results are seen in the degradation of our political position and the degradation of our political party and contempt throughout the Union.

The bossism of the Camerons had in its own elements of manliness. That of Mr. Lea, on the other hand, is a "policy" of "practical politics," based as it is solely on the adroit manipulation of patronage inspired by the meanest selfishness. It represents a determination to rule or ruin. The selfish ambition of the boss and his sycophants is exhibited in Cambria county, are those of the sneak-thief and foot-pat when the distribution of the spoils fails to effect its ends.

As in 1884 Mr. Quay again comes before you for a "vindication." Then the accusations against him were simply rumors, and he was able to clear his name by a course of investigation. Now these rumors have assumed the shape of public charges, strengthened by every claim of time and space by the press and the pulpit. They have added accusations of subsequent malfeasances committed by him, of even greater criminality, and have weighted them with the name of a Republican. It is not necessary to repeat to you the humiliating story of a public life stained with every variety of political immorality. This story is well known to you, and it is the land by journals of the highest standing, which have defiantly challenged him to assert and defend his innocence by a course of investigation. It is not necessary to repeat to you the humiliating story of a public life stained with every variety of political immorality. This story is well known to you, and it is the land by journals of the highest standing, which have defiantly challenged him to assert and defend his innocence by a course of investigation.

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AS GOOD AS HIS WORD.

Mayor Clark Gives Tom Kelly What He Said He Would.

When Thomas Kelly, the man who had struck Officer King on Thursday night, was before the mayor yesterday morning, he was told to get out of town, and that if he would again be arrested he would be sent to jail. Kelly paid no heed to the warning, but after getting a shave and fixing himself up he proceeded to get drunk. He was found lying on Vine street very drunk late in the day. Officer Keller tried to take him to the station house, but as Kelly is much larger than the officer he was unable to do so. Officer Seiber then came along and at once proceeded to remove the fellow. Kelly showed fight, but he was taken to the station house after much trouble. After he was searched at the station house he did not want to be put into a cell. He fought desperately, but Officers Steber and Burns overpowered him and he was landed in a cell. This morning the mayor was as good as his word and sent him to jail for 90 days.

Eva Shultz, a Polish woman, her little daughter Eva and son John, were in the station house over night. The woman said that she and her husband had come to America several years ago. They lived in Columbia up to a short time ago, when her husband deserted her. She heard he was in New York and they started to walk to New York. The mayor some time ago had a talk with the commissioners about the disposition of such people, and they told him not to send too many to the workhouse, as the workhouse had been full for some time. The mayor sent this party to the commissioners as the sample of the kind of cases he has to deal with. The commissioners purchased tickets for the trio and shipped them to Philadelphia at 11:30.

Confessed to Murder. MORRIS, Ill., July 12.—James Maxwell, alias A. Murray, who has been under arrest for some days charged with the murder of Chas. Decker, has at last broken down and confessed his guilt.

Murray and a negro named Williams broke into the house. The family were aroused by the noise, and Decker, who was by a blow on the head, and his mother beaten into insensibility. The negro accuses Murray of striking the blows and Murray says the negro did it. Murray only confessed after being confronted with the negro.

To Erect a Big Wire Factory. CHICAGO, July 12.—E. S. Lemmon, representing the great barbed wire firm of Washburn & Moen, of Worcester, Mass., is in this city. In an interview he said: "I have purchased about 60 acres of ground near Calumet and Steel Co.'s works for a site on which to put up a branch factory for the Washburn & Moen company. The preliminary work has begun and I am now going East to arrange the details of the enterprise. The plant will cost \$1,000,000 and a thousand men will be employed."

Apprentices Strike. BOSTON, July 12.—The bricklayers' apprentices on the jobs of Norcross Bros., this city, struck last night, in support of the bricklayers' apprentices, among whom are included the boys from New York Trade school. They claim that they have been obliged to instruct non-union bricklayers.

To Buy a Club's Franchise. CHICAGO, July 12.—The Chicago Tribune says that the mission of President Spalding, who is visiting New York, is to buy the franchise of the New York League club from Mr. Day, and that no one need be surprised to see him assume control of the New York club in the near future.

Considering the Silver Bill. WASHINGTON, July 12.—The House took up the report of the committee on the silver bill this morning, but at the hour this report closed the debate was still going on.

A Town Damaged by Fire. DELANO, Cal., July 12.—Two-thirds of the town was destroyed by fire yesterday; loss, \$100,000.

Death of a Well Known Lady. Mrs. Margaret McClure, the wife of Hon. Joseph McClure, of Bart township, died at her residence on the "Valley" in York, Pa., on Friday evening. Mrs. McClure's health had for a long time been somewhat impaired, and with increasing years she had gradually grown weaker. She was a most estimable woman and greatly beloved in the community in which, together with her venerable husband, she had lived for almost half a century. Mrs. McClure was a native of York, Pa., and was the daughter of William Spencer, of Strasburg. Besides her husband she leaves two children, Mrs. G. Wash, Collins, of Colerain, and Robt. S. McClure, of Bart. Her funeral will take place on Monday at 11 o'clock. Interment at the Octarou U. P. church.

Normal School Improvements. The executive committee of the board of trustees of Millersville Normal school opened bids for improvements to be made at the school during vacation. The following were awarded the contracts: Painting the building, John H. Apple; Manheim furnishing painting materials, Geo. M.