NEW ORLEANS, Dec. 14 -News early this morning of the steamer, J. Sara, on the Mississippi river. The lost. passengers were all asleep . hen the fire broke out and but few estimated to be between fifty and sixty. Further particulars of the calamity has not yet reached here.

LATER A SURVIVOR'S STORY.

Several survivors of the disaster reached this city to-ady. Colone James, who was in his stateroom managed to get ashore and had to walk two miles without coat, hat or shoes in the chilly winds before he could reach a railroad station. He was taken to his kome on his arrival, where he is in a critical condition. He stated that the sight was horrify ing and could not be told. Colonel James also positviely declared that there must have been sixty passengers lost, because out of sixty-five in the cabia he could only see himself and four others, among whom was H. C. Brown, state engineer; E. Denery, A Barber, Fred Gray, A Barter and J Collins, deck watchman.

A HORRIBLE SIGHT.

Denery said that he would never forget the sight he beheld at St Morris plantation, when the White was enveloped in flames. Lest night he said he was sure but one child had beed rescued and brought into St. Morris plantation. To his knowledge two cabin boys, two chambermaids, one fireman, one stevedore, besides E. R. Jackson, Amos Moss, Louis Walk. er, Piney Walker and another colored woman named Lucy. I do believe, continued Denery, that the boat burned up in about fifteen minutes!

THE ENGINEER'S STORY.

William McGrevy, chief engineer of the boat, says that about 10:30 o'clock last night, while landing at cotton below the boiler deck. Engineers Barry and Kenny, who were on watch, gave the alarm and the avail. The watchman gave the alarm Fairmont, Baltimore and Wheeling. by ringing the bell. Clerks Callahan and Bell aroused the people in the were four kegs of powder in the magazine and the moment the fire reach-€d them the flames shot up about 100 feet high. The sight was the most heartrending he ever witnessed. The shrieking of women and children crying for help was awful. He says that the superintendent of the Vidalia railroad was standing aft of the ladies cabin and threw his two little daughters into the water. He stood there and burned to death with his wife. There were in the cabin nine lady passengers and about eight men. At New Texas twenty deck hands were taken on board and all are supposed to be lost. It is learned that Andrew Pierce, a sailor, and Antonio Biebatta, a fireman, are the ones to whom all credit of saving the survivors is due.

NAMES OF THE SAVED.

The following officers are known to be saved: Captain Muz, clerks, A. McVay, Callahan and Bell; pilots, John Steward and Bob Smith; engineers, William McGrevy: Tom Barry F. G. Pallisen and Steve Jinny; mates, John Grant and Tom Trimbell; watchman, Miller, a sailor, and Andy Pierce; stewarts, Pat Ryan and Nonez. Among those lost are Lewis second cook Oscar, the baker, Amos, the porter, and Dick Randolph, a fireman, A prize ox takes at Viess burg was roasted to death and two of the five keepers perished.

WHAT THE CHIEF CLERK SAYS. Alexander McVay, head clerk of the steamer, says there were about fifteen or eighteen cabin passengers. No. 7 West Bishop St., including eight ladies. He first awoke the second clerk, John Callahan, and they went to each room and awoke the inmates. The terrified prssengers quickly got out, nearly all of them in their night garments. By this time the flames had reached the cabin, through which thick smoke was rolling. The panic stricken passengers at Schofields. quickly made for an entrance, s me to the stern and the others to the front. The fire burned so quickly one fresh last month, one will be fresh that it was in the days, the other now milking that it was impossible to see who was Inquire of

saved and who was lost. The deck was crowded with roustabouts and deck passengers, thirty of the latter has just reached here of the barning having got on the vessleat New Texas | Sore and Swollen Throat, Coughs, Etc. landing, just above where the boat M. White, of Vicksburg, near Bayou | was burned. Nearly all of these were

> EXPLOSION OF THE STEAM PIPE. While the passengers and crew were escaping from the boat the steam pipe blew up and was hurled three hundred yards in the air. The force of the explosion caused twenty bales of burning cotton to be hurled high in the air, where they revolved several times and then fell into the river.

> Immediately after the explosion shrieks were heard coming from the stern of the vessel. For an iestant two colored women were seen stand ng on the gallery just back of the wheel house, and the next instant they were hidden from view by the smoke and

> Those who escaped were taken a way from the scene by the steamboat St-lla Wild. When the Wild reach ed the river a loud cry of help came from the middle of the stream. A boat was lowered and was quickly pulled in the direction of the cry. Through the darkness the crew saw the figure of a man grasping a bale of cotton, but before they could reach him the bale turned over and when it was righted the man was gone.

> > Tne Trade Dollars.

WASHINGTON, Dec. 9 .- The bill introduced by Senator Sewell to-day for of the boat's employes there were lost the redemtion of trade dollars, pro vides that for a period of six month United States trade dollars, if not defaced, mutilated or stamped, shall be received at their face value in payments of all dues of the United States. For the same period, holders of trade dellars, on presentation of the same at the United States depositories may receive in exchange like amounts in tace value in standard silver dolars or subsidary coin. The trade silver dol Point Coupie, fire broke out amidship dars shall not be reissued, but shall between the engines on the top of the be recoined into the standard dollar.

Connelsville is to have a rival in Fairmont, where the newly chartered Montana Coal and Coke Company are to pumps were put to work, but without operate. The incorporators belong to

CINCINNATI, O., December 10. - It is stated that Mr. Dow, who is a Presbycabin. The fire spread rapidly and terian, will be asked by the synod of in less than fifteen minutes the boat that church to explain why his law was fessor of plain and ornamental penmanhad burned to the waters edge. There framed so as to be more liberal to ship. J. Philips, protessor of the theory, and practice of accounts. Authors, Teach saloonists in this city than in some ers, and Proprietors. other places. The Presbyterian clergy are about to discipline certain of their number who attended the American opera performances and saw the ballet. The Methodist clergy have also resolved to publicly condemn the ballot.

> SAVANNAH, Ga., Dec. 10 -Sam Hubbard, colored, was recently whipped to plan. death in Tattal county by a number of rial treatment is sent free to every' lady laborers from whom he had stolen \$250 | who is suffering from any disease com They used a buggy trace. Four men mon to the sex who sends her address were arrested.

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-Garman's.

ESTRAY NOTICE.—

There came to the residence of the undersigned in Snow Shoe, Centre county, Pa., about harvest time, a red and white bull, about one and a shalf years old, with a cut in the left ear. The owner is requested to come and prove property, pay charges of keeping and advertising, etc., otherwise the anismal will be sold according to law. JESSE FRAVEA,



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Potatoes, per bushel Butter, per fb...... Flour, Snowfiake, per sack... Flour, roller, per sack...... Suoulder sugar curedis.......

needay P. M. :

		ailroads.				
D	ALD EAGLE VA	LLEY R.	R-			
D	Time Table in effec	t Nov. 15.	186.			
	WESTWARD.	Mail.	Exp.			
		P. M.	A N.			
Los	ve Lock Haven	8 20	9 00			
1400	Flemington	3 24	9 05			
	Mill Hall	3 27	9 09			
	Beech Creek		9 25			
	Eagleville	3 42	9 80			
	Howard	8 52	9 44			
			9 54			
1	Mount Eagle		10 01			
	Curtin					
	Milesburg					
	Bellefonte		10 35			
	Milesburg	4 82	10 42			
1	Snow Shoe Int	4 85	10 48			
	Unionville	4 43	10 58			
	Julian	4 53	11 09			
1000	Martha		11 19			
	Port Matilda	5 08	11 27			
The state of	Hannah	5 16	11 86			
100	Fowler	5 19	11 39			
Eller.	Bald Eagle	5 28	11 48			
	Vail	5 31	11 53			
Ar	rive at Tyrone	5 42	12 05			
	EASTWA	RD. PM.	AM.			
Le	ave Tyrone	7 10	8 10			
	East Tyrone	7 17	8 17			
	Vail	7 20	8 20			
	Baid Eagle	7 25	8 25			
	Fowler	7 82	8 32			
	Hannah	7 87	8 36			
1	Port Matilda	7 45	8 43			
1.	Martha		8 51			
1	Julian	8 02	8 59			
1	Unionville	8 13	9 10			
	Snow Shoe Int	8 99				
100	Snow Shoe Int Milesburg	8 95	9 22			
100	Bellefonte	9 25	9 32			
1	Milesburg	9 50	9 47			
1	Milesburg	0 00	9 47			
1	Curtin	8 08				
1	Mount Eagle	9 03	10 66			
1	Howard	9 11	10 16			
1	Eagleville	9 22	10 30			
	Beech Creek					
70000	Mill Hall	0 00	10 50			

BELLEFONTE & SNOW SHOE R. R. Time Table in effect Nov 15 Leaves Snow Shoe 6.45 a. m., arrivesia Bellefonte 8:25 a. m.

Leaves Bellefonte 9:00 a. m., arrives at Snow Shoe at 11:00 a. m. Leaves Snow Shoe 2:50 p. m., arrives at Bellefonte 4:55 p. m. Leaves Bellefonte 7:55 p. m., arrives at Snow Shoe 9:55 p. m. S. S. BLAIR, Gen. Sup't.

LEWISBURG & TYRONE R. R. Time Tuble in effect Nov 15 86.

			100		
WESTWARD.					
		Mix	ed		
	P	M.	A	AM.	
Leave Scotia		15	5	00	
Fairbrook 1	2	40	5	20	
Penn's Furnace	1	05	5	40	
Hostier		15	5	50	
Marengo	1	25	5	55	
Loveville f			6	00	
Furnace Road			6	10	
Warriors Mark			6	25	
Pennington	2	12	6	40	
Waston Mill f			6	50	
L. & T. Junetion			6	55	
Tyrone			6	58	
EASTWARD.					
		Miz	red		
26 2018 10 10	P	M.		M.	
Leave Tyrone	4	30			

	Pennington	2	12	- 50	9
	Waston Mill f	2	25	6	5
	L. & T. Junetion				5
	Tyrone	2	35	6	4
	EASTWARD.				
			Mi:	ked.	
		P	M.	Δ	3
Leave	Tyrone	4	80	9	2
	L & T. Junction	4	84	9	2
	Weston Mill				2
	Pennington				4
	Warriors Mark				1
	Furnace Road				
	Loveville		26	10	
	Marengo		30	10	1
	Hostler	5	40	10	1
	Penn's Furnace		50	10	4
	Fairbrook				1
	Scotis		25		

DENNSYLVANIA RAILROAD. -(Phila. & Erie Division.)-On and after Nov 15, 1886: WESTWARD.

8	ERIE MAIL				
8	Leaves Philadelphia	11	20	p	1
-	Harrisburg		80		
1	Williamsport		10		
	Jersey Shore		35		
	Lock Haven		58		
y -	Renovo		55		
-	'Arrives at Erie		00		
8	NIAGARA EXPRESS				
١,	Leaves Philadelphia	7	40		À
	Harrisburg		25		
-	Arr. at Williamsport	2	55	p	t
e	Lock Haven		15		
-	Renovo	5	10	p	1
	Kane		03		
y	Passengers by this train arrive				
_	in Bellefonne at	5	05	p	1
+	FAST LINE				
T	Leaves Philadelphia				
	Harrisburg	3	25	p	1
	Williamsport	7	10	p	t
	Arr at Lock Haven	8	05	p	1

-Beads, Fringes, Gimps and Buttons LOCK HAVEN EXPRESS Leaves Lock Haven 7 00 am Williamsport 8 10 a m arr at Harrisburg 11 80 a m Philadelphia...... 3 15 p m DAY 6 00 a m Leaves Kane ... Renovo...... 10 05 a m | CIRCULARS, Lock Haven..... 11 15 a m Williamsport, 12 35 a m

arr at Harrisburg 3 43 p to Philadelphia..... 7 25; m ERIE MAIL Leaves Erie Renovo 10 4 m Lock Haven 11 45 p m Williamsport 1 00 a m Philadelphia..... 7 50 a m Erie Mail East and West connect at Erio with trains on L. S. & M. S. RR; at Corry with B. P. & W. RR.; at Emperium with B., N. Y. & P. RR., and at Drift-wood with A. V. RR. R. NEILSON,

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8	6 25		wl	Philipsburg, v. B.C., C.AS, W.	9	55	11 20
	10 00	12 0	0	Williamsport	5	50	12 40
	10 13			Lewisburg	114	33	11 36
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	12 20			Shamokin	3	20	10 54
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	1 40	3 4	Ö	Mahanoy City	1	59	9 33
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ŧ	2 50	4.5	2	Schuylkill Haven	12	50	8 40
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	3 37	5 4	2	Leesport	12	06	****
	3 50			Reading			7 40
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	4 28			Pottstown			7 0
	4 50				110	49	0.4
	5 10			Bridgeport			6.2
	******			West Conshobocken			6.2
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4	5 50			Philadelphia			5 5
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i	Th	roug	ħ	passenger coaches between	P	dilly	rude
a	and I	hilla	đ٤	elphia each way ,dally, except			
ø	1			C. G. HA			
N				Gen'l Pass, and	Tic	ket	Agt

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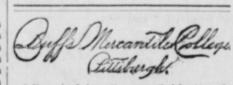
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