

ous Sounds-Miners Declare That the Noises Are Made by the Spirits of Six above the bridge, and the young people

### Men Killed in an Explosion.

New York, Dec. 15 .- The Sun's special cable letter from London says: The latest sensation for jaded lovers of uncanny things is a haunted coal mine. It is situated at the Morfa colliery in South Wales, The spooks first made their presence manifest last week by indulging in wailing and knocking all over the underground workings. There could be no doubt about it, as several hundred miners heard mysterious nds which were nulike anything they had ever heard before. They were se thoroughly scared that they threw down their tools and went to the surface and refused to resume work until the shosts had been laid.

Yesterday efforts to persuade the men that the mine was perfectly safe and spook proof, and that the noises were due to natural causes, succeeded, and the men reluctantly returned to their work. Some had begun to be somewhat ashamed of themselves, and made pretence that they had feared not ghosts. but some physical disaster, of which the roises were intended as a warning. But the majority fervently persist in the belief that there is a supernatural explanation, and incline to think that the trouble is due to the disturbed spirits of six workmen who were killed in an explosion which occurred six years ago, ose bodies were never recovered. ne of the men have declined to go down again until those bodies have been found and decently interred with Christian rites.

The evidence in favor of the supernatural theory is still considered abund-ant and plain enough for the average Weish miner. Scores of men heard dling noises, and several saw doors and brattices moving in the most unearthly manner. People abroad after dark are said to have heard the singing of dirges and the roll of muffled drums. The latter, however, may be merely the artistic finish given the story by one of the numerous newspaper reporters who have been investigating this strange

Mr. Wirt Sykes, who was formerly United States consul at Cardiff, pubhed an interesting book in 1879 upon the subject of Welsh miners' supersti-tions. This book gives a good deal of to "the coblyns" or fairles who are supopsed to dwell in mines, and it has been suggested that the trouble at the Morfa colliery is due to them. But miners themselves scout the idea. blyns, they say, are friends of the and when they knock or shout ow bits of coal dust about, it is purpose of letting the men know the best veins of coal are to be The suggestion that the mys-and terrifying walling came way the railroads lose considerable money. It was virtually divided to rs. and when they knock or shout throw bits of coal dust about, it is tomcat which had strayed from the mine stables and got lost in the is unanimously repudiated lenounced as unworthy trifling with a solemn subject.

747,487 tons.

Do.

At a meeting of the board of directors of the Lehigh Valley Railroad company in Philadelphin Tuesday Eugene Delano was elected to fill the vacancy in the board of the Lehigh Valley Railroad company in Philadelphin Tuesday Eugene Delano was elected to fill the vacancy in the board caused by the death of John R. Fell. Mr. Delano is well known and until recently the resident manager of Brown Bros. & receptions will be given this winter rnate Thursdays during the season president. The following list of dinners to President and Mrs. and has been arranged: Jan. 27, by stry and Mrs. Oney; Jan. 14, by Hoo-and Mrs. Carlisle; Jan. 21, by Attor-ment and Mrs. Harmon; Fob. 4, insuite General and Mrs. Wileon; by Generatry and Miss Herbert; by Generatry and Miss Britts; Fob.

The river is now entirely frozen over are enjoying some fine skating. Mrs. F. D. Lamb and son, Frank, and

daughter, Mary, have returned from a visit with friends and relatives in Royal, Pa. Saturday was pay day on the Dela-

ware, Lackawanna and Western at states. this point. Mr. and Mrs. George Smith. For about thirty miles the railroad loshen, N. Y., are visiting at the resi-

dence of Elmer Dacker, on Main street. RAILROAD NOTES.

neadows. This reservation covers 800,-Major Isanc P. Brown, superintend 000 acres. Land here is worth \$15 per ent of the bureau of railways, is still industriously at work on the statistics for the year, his last chapter having acre without irrigation, or \$50 an acre with irrigation. The reservation ends at the opening of the Yakima Gap. for the year, his list Chapter having reference to the earning and having. The total amount of revenues received by the railway companies for the transportation of paisengers in 1891 was \$61,815,125; in 1892, \$66,109,261; in where Rattlesnake and Simcoe come together and the Union Gap commences.

First View of Mt. Adams. Here on the left we get our first view 209,241,087; in 1894, \$61,815,968; 1895, 60,887,285. A marked disparity is noticed when the passenger revenues of Mount Adams, one of the highest peaks of the Cascade range. This and the number of pasengers carried in 1855 are compared with the freight mountain is snow-capped and 957 feet high, and its base is about fifty miles tonnage and the freight receipts for that year There is a large increase of tonnage and a small increase in the distant from our train, though seemingly nearer. Passing Union Gap through a lower revenues therefrom, while there is a decrease in the number of passengers carried one mile and in the receipts. tange of mountains, also covered with

bunch-grass to their summits, we enter This is owing undoubtedly to the fact that the passenger traffic in 1894 was swollen in a great degree by the world's Yakima Easin, a well cultivated and well watered basin where the Natchess and other tributaries of the Yakima fair traffic. The report for 1894 covers the last half of 1893, the period when river furnish abundant water supply for irrigation. This basin is about the largest portion of the world's fair traffic took place, and it is therefore not surprising to see a falling off in twenty miles wide and greatly resembles many of the California valleys

passenger traffic both as to receipts we traversed in 1892. the passenger traine both ha to receipts and number of pasengers in the report for 1895. The total revenue for the transportation of freight in 1891 was 3180,124,612; in 1892, 3199,522,802; in 1895. 3294,471,458; in 1894, 166,711, 253; in 1895. In the Moxee County. This district is known as the "Moxee Country." The winters are short and mild and the summers long and sunny 1 8294,471,458; in 1894, 166,711, 253; in 1895, 8180,817,675. The Pennsylvanid rail-road shows an increase in receipts from all sources from 1894 to 1895 of over three million dollars. During the five years from 1591 to 1895 inclusive, the highest tonnage was in 1892, when it reached 290,480,712 tons, and the low-act in 1894 when it reached 232,250,737. and all fruits of the temperate zone grow here to perfection. Here the products of the North and the South grow equally well. The tobacto flower blooms here beside the bearded grain The grape culture even now rivals some st in 1994, when it reached 223,250,72 ons. The tangang is the tang is the tangan of the best wine districts of California. tons. The tonmer in 1895 is classed as follows: Agriculture, 17,860,033 tons; animals, 6,675,799; products of mines, 17,982,129; products of forests, 14,545, 602; manufactures, 23,450,708; merchan-The pride of Yakima is its irrigated farms. (Irrigation and its wonderful results will be the subject of another letter.)

Travelers who desire to see irrigating disc, 5,763,518 tons; miscellaneous, 11, farming on a large scale should visit

the "Moxee Farm" near North Yakima The Trunk lines will continue to sell clergymen's tickets at one-half fare until March 1, by which time the Joint This farm embraces about two thousand acres under ditch and cultivation. and has an extensive stock range of many thousands. On this farm irrigation is carried on by both the flooding question which has been a trouble-some one for the roads. A number of the lines are in favor of continuing the and small ditch systems. There are over four hundred miles of irrigating ditches and canals in these productive valleys, instigated and mainly developed by the enterprising officers of the Northern Pacific railroad-the ploneers in developing the irrigation problem.

way the rainvacus lose considerable money. It was virtually decided to do away with the special rates for reinisters, but at a meeting last week the Trunk lines agreed to extend the time to March 1, and then turn the matter over to the new association. A Typical Western Town. After passing several small stations along the line of the reservation, where we witnessed the shipment of large droves of fine horses and cattle, we arrived at the enterprising town of North

Yakima, situated near the eastern entrance of Yakima Canyon-a county seat and the center of all the valleys embraced in the Yakima Basin. Here we find a population of 3000; about sixty-five mercantile establishments, several

five mercantile establishments, several hotels, a handsome public school build-ing of brick, a Catholic seminary, two banks, three weekly papers, an United States Land office a good creamery and a large flouring mill, run with the water power of the 'rightion canal, taken from the Martess river, which have The coal shipments over the Hunting-don and Broad Toy railroad last week were 63.341 tons, an horsase of 9,05 tons over the same week last year. For the pear to date the shipments are 2,355,331 tons, an increase of 20,27 tons.

green corn, hops, tobacco and fruit as are found in the irrigated lands of the Yakima valley-the beautiful dark, rich cal Hand-Book for 1896 will green of an alfalfa field from April till December inclusive, is one of the attractive features of the Yakima valmore complete, claborate and reley, especially so in contrast with the never ending brown of all the bunchliable work of its kind than has grass regions of the Rocky mountain ever before been published in this section of the state, and consequently of much greater value to runs northwesteward through the Simadvertisers. Its pages will con-Yakima Indian reservation. tain a vast volume of information, which is well settled and contains facts and statistics of all kinds, many irregated farms and verdant constituting it a book of reference for all classes of people during the entire year. It will be of special interest and value to the people of Northeastern Pennsylvania,

including the counties of Lackawanna,

Luzerne, Susquehanna,

# Wayne, Wyoming,

Monroe. The work is being prepared with the greatest care by conpetent hands and an immense edition will be printed.

Issued on January 1st, 1896. Compiled, printed and published The Tribune

Publishing Co., Scranton, Pa.

by

o Whom It May Concern. THE ARTICLES P BLISHED IN THE different papers of the city in reference to the agent E. R. Hunt, of Philadelphia, and manager of the London Guaractee Fire Insur-ance G. mrany, investigating the accounts and operations of H. A. Gardner: This is to say that this publication in no way has refer-ence to H. N. Gerdner, resident manager of the H-ckimann Real Estate Company, who is also agent for saveral Fire Insurance Com-panies of New York (ity, whose offices are at No. 400 Spruce street, Scranton, 2.

### Charter Application.

Charter Application. IN THE COURT OF COMMON PLEAS FOR its county of Lackawanna, No. 383 Janu-ary Term, 1805. Notice is hereby given that an application will be made to the sail cont on the slat day of December, 1866, at 0 a. m., under the Act of Assembly of the Commonwealth of Penn-sylvania, entitled. "An act to provide for the incorportion and regulation of certain cor-porations," approved the 20th day of April, 1874, and the supplements thereto, for the charter of an inte-ded corporation to be eilled. "The Beranton Club," the character and ob-ject where so it at the maintenance of a club for social enjoyments, and for this purpose to have, possess, and enjoy all the rights, bene-tits any plements. The proposed charter is now os file in the Protheonizer's office. EVERET! WAHRED. Solicitors.

Farm for Sale.

# ADIEST CAMPACT LOCAL PROPERTY IN

ce street spaces reserved for that purpose in The Tribune Annual and Politi-cal Hand-Book for 1896 will and bath. 71d Olive street. please make their contracts at an early day. This will be a much FOR RENT-SIX ROOM HOUSE ON WEST Lackawanna avenue. Address THOMA: E. EVANS, near 1132 Lugerne, Hyde Park. FOR RENT-NICELY FURNISHED HALL suitable for lodge rooms, JOHN JER-MYN, 119 Wyoming ovenus.

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RAILROAD TIME-TABLES

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Central Railroad of New Jersey. (Lehigh and Susquehanna Division.) Anthracite coal used exclusively, insur-ing cleanilmess and comfort. TIME TABLE IN EFFECT NOV. 17, 196. Trains leave Scranton for Pittston, Wilkes-Barre, etc., at 3.20, 20, 20, 20, 20, 20, 20, 20, 50, 500, 710 p. m. For Atlantic City, 3.20 a. m. For Atlantic City, 3.20 a. m. For Atlantic City, 3.20 a. m. For New York, Newark and Elizabeth, 8.20 (express) a. m. 1.20 (express with Buf-fet parlor car), 2.65 (express) p. m. Sun-day, 2.15 p. m. Train leaving 1.20 p. m. For Mauch Chunk, Allentown, Bethle-hem, Easton and Philadelphia, 8.20 a. m., Sunday, 2.15 p. m. For Long Branch. Ocean Grove, etc., at S.20 a. m., 1.20 p. m. For Reading, Lebanon and Harrisburg, Via Allentown, 8.20 a. m., 1.20 p. m. Runday, 2.15 p. m. For Reading, Lebanon and Harrisburg, Via Allentown, 8.20 a. m., 1.20 p. m. Runday, 2.15 p. m. For Reading, Lebanon and Harrisburg, Na Mather Work Nork, 500 of Lib-erty street, North River, at 9.10 (express) a. m., 1.0, 1.30, 4.30 (express with Buffet parlor car) p. m. Sunday, 4.30 a. m. Teurning leave New York, fool of Lib-erty street, North River, at 9.10 (express) a. m., 1.0, 1.30, 4.30 (express with Buffet parlor car) p. m. Sunday, 4.30 a. m. Leave Philadelphia, Reading Terminal, 9.00 a. m., 200 and 4.30 p. m. Sunday 6.37 a. m. Eric and Wyoming Valley. Trains leave Scranton for New York and intermediate points on the Eric rail-road at 7.00 a.m. and 3.29 p.m. Also for Honesdale, Hawley and local points at 7.00, 9.40 a.m. and 3.29 p.m. All the above are through trains to and from Honesdale. Trains leave for Wilkes-Barre at 6.30 a. m. and 3.19 p.m. NEW YORK

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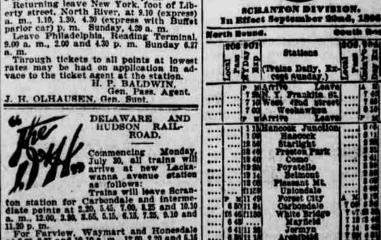
11.20 p. m. For Farview, Waymart and Honesdale at 7.00, 8.25 and 10.10 a. m., 12.00, 2.20 and 5.15

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Effect Monday, June 24, 1895. Trains leave Scranton as follows: Ex-press for New York and all points East 40, 2.50, 5.15, 8.09 and 9.55 a. m.; 12.55 and

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