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1899 OCTOBER, 1899

Calendar table with columns for Sun, Mo, Tu, We, Th, Fr, Sa and rows for days of the month.

BOROUGH OFFICERS.

Burgess.—K. C. Heath. Constables.—Joseph Morgan, J. T. Dale, W. F. Blum, Jas. D. Davis, Chas. Clark, T. E. Armstrong, H. H. Shoemaker.

FOREST COUNTY OFFICERS.

Member of Congress.—J. K. P. Hall. Member of Senate.—A. M. Neely. Assembly.—Dr. S. S. Towler. President Judge.—W. M. Lindsey.

Regular Terms of Court.

Third Monday of February. Fourth Monday of September. Church and Sabbath School. Presbyterian Sabbath School at 9:45 a. m.

BUSINESS DIRECTORY.

TIONESTA LODGE, No. 369, I. O. O. F. Meets every Tuesday evening, in Odd Fellows' Hall, Partridge building. FOREST LODGE, No. 184, A. O. U. W. Meets every Friday evening in A. O. U. W. Hall, Tionesta.

P. M. CLARK, ATTORNEY-AT-LAW. Office over Hotel Agnew, Office, cor. of Elm and Bridge Streets, Tionesta, Pa.

T. F. RITCHIEY, ATTORNEY-AT-LAW. Tionesta, Pa.

SAMUEL C. CALHOUN, ATTORNEY-AT-LAW. Tionesta, Pa.

J. W. MORROW, M. D., Physician, Surgeon & Dentist. Office and Residence three doors north of Hotel Agnew, Tionesta.

L. O. BOWMAN, M. D., Physician & Surgeon, TIONESTA, PA.

DR. J. C. DUNN, PHYSICIAN AND SURGEON. Office over Hotel Agnew, Office, cor. of Elm and Bridge Streets, Tionesta, Pa.

HOTEL AGNEW, C. F. WEAVER, Proprietor. This hotel, formerly the Lawrence House, has undergone a complete change, and is now furnished with all the modern improvements.

CENTRAL HOUSE, H. W. HORNER, Proprietor. Tionesta, Pa. This is the most centrally located hotel in the place, and has all the modern improvements.

FANCY BOOT & SHOEMAKER. Shop in Walters building, Cor. Elm and Walnut streets. Is prepared to do all kinds of custom work from the finest to the coarsest and guarantees his work to give perfect satisfaction.

J. F. ZAHNINGER, PRACTICAL WATCH-MAKER and Jeweler of 25 years' experience, is prepared to do all work in his line on short notice and at reasonable prices.

DEWEY'S RECEPTION.

Two Days Demonstration In Honor of Our Admiral.

A Magnificent Naval Parade Followed by a Brilliant Display of Fireworks—A Land Parade Which Surpassed Everything of the Kind Ever Arranged—Presentation of a Flag and Golden Cup.

NEW YORK, Sept. 30.—The two days reception to Admiral Dewey has ended and will go down in history as one of the greatest honors ever bestowed upon one individual.

Two thousand members of civic organizations paraded before him besides tens of thousands of non-organizational citizens and in a roar of cannon, rockets and the blare red fire and the thunderous cheering of the populace and the war grating of the head of the nation, Dewey came to the National Capitol to a welcome such as has not been known here hitherto.

THE GOLD CUP



DEWEY CUP.

tombs and the reception of the North Atlantic squadron last fall all pale before the gigantic ovation to the sailor who, in a single morning, destroyed an enemy's fleet without the loss of a man or a ship.

At night the fireworks set off. Never before in its history has this city ever witnessed a greater pyrotechnic and electrical display than that which took place in the harbor and waters surrounding the island of Manhattan.

Crowds occupied every point of vantage along the New York shore, from Grant's tomb to Fifty-ninth street.

From the bay the letters on the Brooklyn bridge, "Welcome Dewey," were plainly visible and were one of the features of the celebration.

Admiral Dewey viewed the display from the flag ship Olympia for several hours and then retired, being fatigued by the very splendor.

Notwithstanding these two great events it was the land parade that capped the climax and was the wonder of modern times.

Admiral Dewey with Mayor Van Wyck rode at the head of the procession to the reviewing stand where for nearly five hours they remained and saw the various bodies march by.

Every man, woman and child of these 5,000,000 or more who saw Dewey's golden by will cherish that sight as their richest legacy.

One of the events of the reception was the presentation to Admiral Dewey by Mayor Van Wyck of New York of the city's golden by.

Another event was the presentation to Admiral Dewey of the first admiral's flag made for and floated by Admiral Farragut. This was presented to him by a committee from Washington.

DEWEY IN WASHINGTON.

A Great Tribute Paid to the Home-Coming of the Admiral.

WASHINGTON, Oct. 3.—The home-coming of Admiral Dewey for henceforth the national capital is to be his home—was made the occasion for the greatest tribute ever paid by Washington to any individual.

The citizens had made every preparation to make the occasion worthy of their hero. The decorations were elaborate.

Another event was the presentation to Admiral Dewey of the first admiral's flag made for and floated by Admiral Farragut. This was presented to him by a committee from Washington.

The insurgents attacked Imis, on the Bacor road. The latest advances from there were that the Americans had driven off the enemy, with five casualties. The insurgents' loss was estimated to be large.

UNDER CONTROL.

Very Satisfactory. HAVANA, Oct. 3.—The yellow fever report for September shows that there were 18 deaths, eight of the victims being Americans and eight Spaniards. The others were one Frenchman and one German.

WRECK OF A STEAMER.

The Scotsman Ran Ashore Off the Coast of Belle Isle.

Fifteen of the Passengers, All Women and Children, Were Drowned—Two Hundred and Fifty Survivors on the Baren Rocks For Four Days—Looting and Robbery by the Crew.

MONTREAL, Sept. 30.—Two hundred and fifty scantily clad, baggage bereft men, women and children were on board of the Intercontinental special which steamed into Bonaventure depot.

It was not only a tale of shipwreck that they had to tell, but one of death, of suffering and pillage. For 15 at the Scotsman, the passengers perished, all suffering cruelly from cold and privation and almost the worst horror of all, the men who were supposed to succor and assist those committed to their care, in the hour of need, turned on the helpless passengers and with loaded guns and revolvers, compelled them to part with the few valuables saved.

The captain, Skrimshire, and his officers were noble exceptions. The passengers ascribe to them the role of heroes. For the honor of the British merchant marine the crime may be ascribed to the men engaged in it, but to a gang of wharf rats and hangers-on, picked up in the docks at Liverpool, to replace the usual crew of the Scotsman, which joined the seamans strike on the other side.

All of the passengers who perished were women. This is accounted for by the fact that they were the occupants of the first boat which left the steamer after she struck, and which was swamped before it could get clear of the ship.

The Scotsman sailed from Liverpool on Sept. 11. The passage of the Straits of Belle Isle was a fair one, though the green crew in the stoke hole lessened the speed of the ship, so that when she reached Belle Isle she was about a day's run behind her usual average.

Entering the Straits of Belle Isle on Thursday night, the Scotsman ran aground on the vessel and made navigation a matter of great caution at all times in the straits a precarious undertaking. The speed of the ship was reduced and she felt her way in.

At 2 o'clock there was a shock underneath the keel of the vessel, followed by another and another. The passengers were asleep in their berths, and all were awakened by the shocks.

One deck thick bank of fog shut out the sight of shore. Passengers ran hither and thither, but Captain Skrimshire and his officers went among them, calming their fears.

A superficial examination of the ship told the captain that she would be a total wreck and that she must be abandoned at once.

A port lifeboat was lowered and in this many of the women and children were placed. Hardly was it clear of the ship when it capsized, throwing its occupants into the water. Those who perished were in this boat. Some were saved, for the ship had listed to port and several ladies were washed back on to the deck. One lady clung to a rope for two hours before being rescued. The skin was torn from her hands.

Meanwhile disgraceful scenes were being enacted on board. Hardly had the vessel struck before men from the stoke hole rushed to the cabins, and, sitting open valises and bags, with their knives, took all the valuables they could lay hands on.

Several of them tried to force men to leave the cabins. It is said that some of the steerage passengers joined the firemen in looting the baggage of the first class passengers. In more than one instance rings were torn from the fingers of fainting and dying women.

Captain Skrimshire and his officers, busy in caring for the safety of the passengers, had no time to interfere with the vandals.

Many of the passengers suffered from the exposure. After much difficulty some overcoats and shawls were secured for the women, nearly everyone of whom had left the ship in their night clothes.

The passengers were obliged to climb up a rocky cliff nearly 200 feet high, before they could find a place large enough to rest. Here they stayed on the bare rock for four days and nights. The first night they had absolutely no shelter, but on Saturday the captain sent up some tarpaulins and blankets. These were very acceptable, as it had rained hard all night and was most bitterly cold.

A number of the passengers attempted to reach the lighthouse, which was eight miles away, as the crew flies. To do this it was necessary to climb about 1,200 feet higher before a practicable path could be reached, and there the difficulties had only begun.

The path is rocky and uneven and is crossed by high cliffs and gullies which were very deep. Altogether the distance by land must have been over 16 miles, and one gentleman took 11 hours to reach it, and only rested half an hour on the way.

It was not until the 25th that the Montfort came along and was signalled by the Belle Isle lighthouse. A number of the Scotsman's passengers had walked there from the wreck, eight miles, as the crew flies, but nearly 10 by the road. After bringing these people on board the ship, she proceeded to where the Scotsman lay. The wrecks were bright and clear. As soon as practicable the boats were launched and the work began.

Mazet Meeting Postponed. NEW YORK, Oct. 3.—Owing to the general suspension of business on Friday and Saturday, which has made it impossible for the Mazet committee to prepare necessary material, that body has decided not to meet until Thursday, Oct. 5.

Damages Claimed Against the State. ALBANY, Oct. 3.—Claims aggregating nearly \$3,000 were filed against the state by land and property owners of Madison and Wayne counties for damages caused by improvements to the Erie canal.

DEMAND FOR PIG IRON.

Bessemer Association Has Sold Its Product Up to Next April.

PITTSBURGH, Sept. 29.—The demand for all grades of pig iron seems to increase as the season advances, and the total output for the coming year is rapidly being bought up.

Northern foundry irons advanced 50 cents per ton during the past week and Southern irons of the same class are \$1 per ton higher.

Consumers of plates readily offer figures above the market quotations and the entire situation seems to indicate that iron and steel prices will go high before they take anything like a drop.

SOLDIERS REUNION.

The Sixth Pennsylvania to Meet in Pittsburgh Oct. 12.

PITTSBURGH, Sept. 29.—Arrangements for the reunion of the Sixth Pennsylvania Heavy artillery on Oct. 12, during the meeting of the Army of the Potomac, are being rapidly completed.

Headquarters will be established in Army hall, 510 Wylie avenue, where luncheon will be served the members and their ladies.

The business meeting will be held in Hays Post hall, 238 Fourth avenue, at 10 a. m.

Women accompanying comrades will be looked after by a committee from the ladies of the G. A. R. A trip to Parkersburg will be made.

The Ohio Coal Miners' Trouble Not Understood in Pittsburgh.

PITTSBURGH, Sept. 29.—Regarding the suit that has been filed in Columbus, O., against the New Pittsburgh Coal company, an Ohio corporation, for alleged violation of the law requiring operators to pay for coal as it comes from the mine without screening.

The Greek government has been informed that the earthquake around Smyrna, injured 800 and demolished 2,000 homes, including two villages.

The hurrikan that swept over Indiana killed fully 500 people and done a vast amount of damage to property.

By the collapse of a building in Colorado 19 persons were crushed to death.

Sam Johnson, a young colored man, was sentenced to death at Okla. d. M., for felonious assault upon a little girl living near Hagerstown.

Louis A. Van Tassel, late a sergeant of the First volunteer engineers, died at Newburg, N. Y., from a disease contracted in Porto Rico. He served 10 years in the regular army.

Two hundred and fifty girls had a narrow escape from a burning building in Chicago.

Eighteen families were rendered homeless by a fire in a flat house in Buffalo.

St. Peter's Lutheran, Evangelical church at Barron Hills, near Philadelphia, was destroyed by fire. It was built in 1761 and was once Lafayette's headquarters during the Revolution.

Joseph Rudd, aged 55 years, of Rochester, was run down and instantly killed while walking on a railroad.

The coroner at Dunkirk, N. Y., acquitted Cassius Wilson on the charge of killing his brother Lawrence on the ground of self-defense.

The Democrats of the First Maine district nominated Luther F. McKinney for congress to succeed the late Speaker Reed.

Joseph Constant, aged 6 years, was run over by a wagon in Rochester and so badly injured that he died within two hours.

Max Hoffman, aged 12 years, of Rochester, was instantly killed while trying to catch a ride on a freight train.

The North Atlantic squadron has left New York harbor and gone to Hampton Roads, where Admiral Farquhar will assume command, relieving Admiral Sampson.

A fire at West Norfolk destroyed 60 dwellings, a sawmill and two stores. The dwellings were occupied by about 120 negro families, employed in the mills.

Fire in the freight depot of the Cleveland, Cincinnati, Chicago and St. Louis (Big Four) railroad at Cincinnati, destroyed railroad property estimated to have been between \$500,000 and \$1,000,000.

Will E. Yates, a brakeman of Huntington, W. Va., employed on the Chesapeake and Ohio railroad, was killed while shifting cars at St. Albans, West Virginia.

John Groulx, an 18-years-old aeronaut, fell 100 feet from his balloon in Chicago and was terribly injured, although still alive.

BRIEF NEWS ITEMS.

Printed Paragraphs Chronologizing the Week's Doings.

Long Dispatches From Various Parts of the World Shorn of Their Tardings and Only the Facts Given in as Few Words as Possible For the Benefit of the Harried Reader.

Walter Finch, a night engineer in the electric light station at Catskill, N. Y., was caught in the machinery and instantly killed.

Rev. Daniel O'Connell, pastor of the Roman Catholic church at Coopers-town, N. Y., and widely known throughout the northern part of the state, died at Hudson.

Edward Gordon, a well known farmer residing near Schenectady, N. Y., was in his barn when the structure was struck by lightning and set on fire. Gordon was overcome by the shock, and before aid could reach him he was burned to death.

A daughter was born to Mr. and Mrs. Cornelius Vanderbilt.

The Beach House at Quogue, L. I., was destroyed by fire. Loss, \$15,000. All the guests escaped.

Five hundred tailors in Toronto are on a strike for an advance in wages of 10 per cent.

Great Britain has purchased 3,000 draught and pack mules in the vicinity of New Orleans and a ship has been chartered to carry them to South Africa, starting early in October.

Richard Cafrey, a prominent Lehigh Valley railroad official, died at his home in Bethlehem, Pa., aged 63 years.

General Henry M. Heath, the Confederate chieftain, died at his home in Washington of Bright's disease.

The body of a woman supposed to be Mrs. Jennie Perkins of Palmyra, N. Y., was found floating in the canal at Rochester.

George Guerneau, a wealthy citizen of Nyack, N. Y., died while seated at his desk, no one being in the room at the time. He was 63 years old.

Leonard B. Imboden, president of the Platers' bank of Kansas City, Mo., was found guilty of forging a draft for \$15,000 and sentenced to 10 years in the penitentiary.

A telegram from Johannesburg says an American named Blake is raising an American corps of 500 men for the Boers.

Two people were killed and several others injured by the collision of a freight train and a trolley car in Brooklyn.

Amos L. Allen former private secretary to ex-Speaker Reed, was nominated by the Republicans of the First Maine district for congress to succeed the late speaker.

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DISASTER IN INDIA.

The Story of the Destruction of the Ida Villa Told by Miss Stahl.

CALCUTTA, Sept. 29.—The story of the destruction of the Ida Villa branch of the American Methodists, is related by Miss Stahl, who saved many of the children. A landslide compelled the occupants to leave the buildings and Miss Stahl guiding the children commenced a perilous climb, finally gaining the Mall road. All the time rain was pouring down in torrents, the earth was shaking and the children were terrified.

The blackness of the night, falling boulders, the crashing of trees and fears of the earthquake finally compelled the party to return to the Ida Villa. Even then Miss Stahl had a struggle with the children who, fearing the collapse of the house, sought to fly into the night.

Miss Reid and Soudry finally made another attempt and escaped with the children. They were, however, overwhelmed by a landslide. The teachers escaped but many of the children perished.

In the meantime the Ida Villa had also been destroyed. Will Burles, the sole survivor, says that when it was seen that escape was impossible, a sister made them all kneel in prayer and while kneeling, the house was swept away.

It is estimated that the loss to the tea garden proprietors alone is about \$5,000,000.

Queen Victoria on hearing of the disaster telegraphed her profound sympathy to the bereaved families.

SET HERSELF ON FIRE.

A Deserted Wife Seeks Death in a Very Unusual Manner. SHELBYVILLE, Ind., Oct. 2.—Mrs. Albert Bright, of the town of Fairland, intended suicide in an unusual manner. Deserted by her husband, she became temporarily insane. Entering her father's store she saturated her hair and garments with coal oil and then applied a match. After this she ran into the street enveloped in flames.

When overtaken and almost smothered with blankets she was unconscious and horribly burned and cannot survive.

Mrs. Bright is the daughter of Postmaster Plymate of Fairland and was the prettiest and most popular girl in that locality. After the birth of her baby a short time ago, her husband ceased to love her and went away, leaving a note saying he was dissatisfied with his life and that he intended going to the Philippines.

MA KEI REPORT.

New York Money Market. NEW YORK, Oct. 2. Money on call, 6 1/2 per cent. Prime mercantile paper, 5 1/2 per cent. Sterling exchange, 4 1/2 per cent. Bankers' bills at 4 1/2 per cent. for demand, and 4 3/4 per cent. for sixty days. Posted rates, 4 1/2 per cent.

Commercial, 4 1/2 per cent. Silver certificates, 5 1/2 per cent. Bar silver, 5 1/2 per cent. Mexican dollars, 4 1/2 per cent.

New York Produce Market. FLOUR—Winter patents, \$3.00 per cwt; winter straight, \$2.95 per cwt; winter extras, \$2.90 per cwt; New York, \$2.85 per cwt; Minnesota patents, \$2.95 per cwt; Minnesota bakers', \$2.90 per cwt.

RYE—FLOUR—\$2.85 per cwt. RYE—No. 2 western, 65c; f.o.b. adroit State rye, 60c; New York car lot, 65c. BAKERY—Maltine, 40c; delivered; New York heating, 41c; f.o.b. adroit.

BURKHEAT FLOUR—\$2.50 per cwt. CORNMEAL—Yellow, western, 17 1/2c; city, 18 1/2c; brandywine, \$2.30 per cwt. WHEAT—No. 2 red, 75c; f.o.b. adroit; No. 1 northern Duluth, 82c; f.o.b. adroit. Options: No. 2 red Dec. 75c; May, 85c. CORN—No. 2, 4 1/2c; f.o.b. adroit. Options: Dec. 3 1/2c; May, 3 1/2c.

OATS—No. 2, 25c; No. 1, 25 1/2c; No. 1 white, 26c; No. 1 white, 26c; track mixed western, 25 1/2c; track white, 26 1/2c. HAY—Shipping, 50c; good to choice, 65c.

PORK—Family, 11 1/2c per lb. BUTTER—Western, creamery, 17 1/2c; factory, 15 1/2c; 15c; cream, 17c; imitation creamery, 15c; state dairy, 15 1/2c; creamery, 15c.

CHEESE—Large, white, 1 1/2c; small, do, 1 1/4c; large, colored, 1 1/2c; small, do, 1 1/4c. Eggs, 18c; part skims, 6c; full skims, 5c. EGGS—State and Pennsylvania, 20c; western, 18c.

Buffalo Provision Market.

WHEAT—No. 1 hard, 90c; No. 1 northern, 85c; winter wheat, No. 1 red, 75c. CORN—No. 2 yellow, 25c; No. 1 yellow, 25c.

OATS—No. 2, 25c; No. 1, 25 1/2c. RYE—No. 2, 65c. FLOUR—Spring wheat, best patent per cwt, \$4.20; low grades, \$2.00 per cwt; winter, best family, \$3.10 per cwt; Graham, \$3.40 per cwt.

AUTHEM—State and creamery, 18c; western, do, 22c. CHEESE—Fancy, full cream, 1 1/2c; choice, do, 1 1/4c; light skims, 6c; skims, 5c. EGGS—State, 18c; western, 17 1/2c.

East Buffalo Live Stock Market.

CATTLE—Extra export steers, \$5.00; good, do, \$4.50; choice heavy, \$4.00; cows and heifers, extra, \$3.50; calves, heavy fed, \$3.50; veal, \$4.00 per cwt.

HOGS AND LAMBS—Choice to extra, \$4.50; heavy, \$4.00; fair to choice sheep, \$4.00; common to fair, \$3.50; choice to extra spring lambs, \$5.00; common to fair, \$4.00.

PORK—Salted, \$14.00; medium and mixed, \$13.50; Yorkers, \$14.00; pigs, \$13.00 per cwt.

Buffalo Hay Market.

No. 1 timothy, per ton, \$14.00; No. 1 do, \$13.00; No. 2 do, \$12.00; baled straw, \$7.00 per ton.

Utica Cheese Market.

CHEESE—Sales at this market today were: 2,800 boxes large, colored, at 11c; 1,400 boxes do at 11c; 80 boxes large, white at 11c; 100 boxes do at 11c; 20 boxes do, 11c; 100 boxes small, white at 11c; 20 boxes do at 11c; 50 boxes do at 11c; 200 boxes do at 11c.

Little Falls Cheese Market.

Little Falls, Oct. 2. CHEESE—Following sales were made: 175 boxes large at 11c; 25 boxes large at 11c; 100 boxes large at 11c; 120 boxes small, white at 10c; 2,000 boxes small, white and colored at 11c. BUTTER—A few packages of dairy sold at 22c.

RATES OF ADVERTISING:

One Square, one inch, one week...\$ 1.00
One Square, one inch, one month... 3.00
One Square, one inch, 3 months... 5.00
One Square, one inch, one year... 10.00
Two Squares, one year... 15.00
Quarter Column, one year... 30.00
Half Column, one year... 50.00
One Column, one year... 100.00
Legal advertisements ten cents per line each insertion.

We do fine Job Printing of every description at reasonable rates, but it's cash on delivery.