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Regular Terms of Court. Fourth Monday of February. Third Monday of May. Fourth Monday of September.

Church and Sabbath School. Presbyterian Sabbath School at 9:45 a. m.

Proshyerian Sabbath School at 9:45 a. m. M. E. Sabbath School at 10:30 a. m.

BUSINESS DIRECTORY.

THE NESTA LODGE, No. 369, I. O. O. F. Meets every Tuesday evening, in Odd Fellows' Hall, Partridge building.

CAPT. GEORGE STOW POST, No. 274 G. A. R. Meets 1st Tuesday afternoon of each month at 8 o'clock.

CAPT. GEORGE STOW CORPS, No. 137, W. R. C. Meets first and third Wednesday evening of each month.

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WIRELESS AGAIN BRINGS SUCCOR

Liner Pannonia Receives Distress Signal and Responds

103 PASSENGERS ARE RESCUED

Spanish Liner, With Cargo of Cotton and Rum, Catches Fire at Sea and Sends For Help—Appeal Answered.

Wireless telegraphy has again been the means of saving a large number of lives at sea. The liner Pannonia, 1,200 miles south of Sandy Hook, received the distress signal from the Spanish liner Balmes, on fire 150 miles away.

The call "S. O. S." came out of the placid sky and the operator asked what was happening aboard the luckless liner. The response was from the Spanish liner Balmes, of the Pinaros line, bound for Cadiz from gulf ports and Havana with 103 passengers and a large cargo of cotton and rum.

The moment Captain Robert Capper learned of the plight of the Spaniard he headed for her under full steam. He figured her position to be about 180 miles to the south. The operator of the Balmes kept up his calls for help, perhaps with the hope of attracting a steamship somewhat nearer than the Pannonia, but he was unsuccessful in this. Meanwhile, the Pannonia's wireless man on duty sent messages telling of the Cunarder's progress. The seas were comparatively smooth and the Pannonia reeled off more than fifteen knots.

The Balmes' men were fighting the fire, which was in the cotton in a forward hold, and fearing momentarily that the blaze would get to the rum that formed a portion of the cargo and cause explosions that would end in the destruction of the ship and all her passengers and crew.

Captain Capper of the Pannonia came within sight of the burning ship before daylight. The Pannonia signalled the Balmes that she would stand by till daylight and then take off the passengers if necessary. When day came it was seen that the Spaniard was in a sorry plight and Captain Capper began launching lifeboats.

The transfer of the Balmes' passengers, made up mainly of Spaniards, returning from Cuba to their native land, was accomplished swiftly and without accident. Then Captain Ruiz of the Balmes conferred by megaphone with Captain Capper and announced that he and his crew would stick by the Balmes in the hope of saving her if the Pannonia would stand by and give help in case their efforts were futile.

Captain Capper agreed and both ships proceeded toward Bermuda, which was about 574 miles west-southwest of the position where the Cunarder fell in with the Balmes. As he neared Bermuda Captain Capper sent this message, which was received at the office of the Cunard line:

"The Spanish steamship Balmes, Pinaros line, 103 passengers, a cargo of cotton and rum, sent the S. O. S. call on Nov. 13 at 7 p. m. Am on fire, need assistance."

"The Pannonia was then 180 miles away. She reached the Balmes late that night and cruised around the burning ship until daylight, when the Balmes' passengers were transferred to the Pannonia. The captain will not abandon the ship unless he is compelled to do so. I have arranged to accompany him to Bermuda so as to render it perfectly safe for him. The Balmes is in a dangerous condition. Average speed about eight knots. All well. Am now at 10 a. m. New York time, 200 miles east of Bermuda. Expect to be at Bermuda at 11 a. m. tomorrow."

RAILROADERS GAIN VICTORY

Arbitration Board Grants Them Advance of 7 Per Cent.

The long controversy between railroads of the east and their conductors and trainmen over the latter's demands for more pay is ended. An increase averaging about 7 per cent was awarded the trainmen.

The demands affected 73,266 employees, of whom 19,503 are conductors and 53,763 are trainmen on roads east of the Mississippi and north of the Ohio and Potomac rivers. If the demands of these employees had been granted in full it would have increased the pay rolls \$18,000,000 a year and even according to the estimates of the leaders of the trainmen and conductors would have meant increases in pay aggregating 15 per cent.

Cocaine Sent in Postcard

Several grains of cocaine were found in an embossed postcard which was received for a prisoner at the Ohio penitentiary. The warden has the name of the sender of the card and will file the case before the postal authorities.

Pindell Cleared of Indiscretion

Following the announcement officially made that Henry M. Pindell, the Illinois editor, had been exonerated of charges of indiscretion, his appointment as ambassador to Russia will be sent to the senate.

HUERTA MAKES ALDAPE RESIGN

Too Friendly to United States to Suit Dictator

REBELS CELEBRATE AT JUAREZ

City on Border Line Surprised and Taken by General Villa and Many Federal Prisoners Are Put to Death.

Manuel Garza Aldape, minister of the interior in the Mexican cabinet, at the request of President Huerta, presented his resignation. The reason is believed to have been due to the activity of Senor Aldape in endeavoring to bring about compliance by Huerta with the demands of Washington to relinquish the presidency.

The minister had conferred with Nelson O'Shaughnessy, the American charge d'affaires, on the subject of reopening negotiations with John Lind, President Wilson's personal representative, looking to a settlement of the trouble between Mexico and the United States.

Senor Aldape was the last remaining cabinet officer appointed by agreement between President Huerta and General Felix Diaz at the close of the ten days' battle in the capital in February.

Foreign Minister Moseno, who is bitterly anti-American and an avowed enemy of Garza Aldape, is now General Huerta's chief adviser and the remainder of the cabinet are disposed to support the president's views.

It is not expected that General Huerta will make any definite move for several days, as influences are still at work looking to a peaceful settlement. The air is filled with alarming rumors and the exodus of Americans to Vera Cruz continues. The employees of the Waters-Pierce Oil company believe they are in danger of their lives as General Huerta is generally credited with blaming that company for the present trouble.

Ciudad Juarez has fallen—again! For the sixth time in three years the Mexican city across the Rio Grande changed governments when 2,000 rebels, led by General Pancho Villa, attacked and captured the town between 2:30 and 5 o'clock in the morning. Taken by surprise the Federal garrison of about 400 men put up a weak resistance.

Unprepared for battle were the federal defenders that Villa's troops actually reached the center of the town before a single shot was fired. Although an accurate count has not

been completed it is estimated that forty persons were killed in the fighting. The rebels lost five men, the federal dead is estimated at thirty and four or five noncombatants were killed. Among them was Charles Seggerson, an El Paso automobile driver, who was on the main street in Juarez in his automobile.

The rebels took 125 federal prisoners, 95,000 rounds of ammunition, two field pieces and two machine guns—all in addition to an important border port of entry and a military strategic point.

General Francisco Castro, commander of the Juarez garrison, is among the missing. It is the general opinion that he escaped. His scabbard, sword and epaulets were found in his residence and General Villa has them for souvenirs.

Hundreds of federal defenders and civilian sympathizers became prisoners of the former bandit chief. First of these to receive judgment at the hands of the new dictator was Captain Jose Torres. He was placed against an adobe wall in the plaza in the border of the city and his life was shot out.

From that time rifles were popping all over the city of Juarez, and Americans, who rushed across the river when the embargo on traffic was raised, came with horrifying tales of executions in all quarters.

Some told of men shouting "Viva Mexico!" as they knelt before the firing squad and paid the penalty for espousing the Huerta cause in place of Carranza. Others told of men being sent to a wife, a child or a father or mother. Others told of piteous appeals for a trial by civil office and jury. No appeals were listened to.

Villa was firm. "It must be done; traitors must pay the penalty," he declared. "Huerta murdered our Constitutional president; he would murder the liberty of Mexico. His supporters must die for the good of our fatherland."

Villa did not deny the executions, but declared that only men known to be traitors had been killed. He admitted the killing of Torres and also of Colonel Enrique Portillo, but excused the first execution with the declaration that Torres had been a Constitutional and had deserted to the federalists at Torreón.

He also declared that Portillo, while never actively embracing the Constitutional cause since the death of Madero, had done traitorous acts that made his death "necessary" to the liberty of Mexico.

Hunters Missing in Storm. Seven hunters are believed to have perished in the hurricane which swept Saginaw Bay, Mich. They were in duck boats on a partly submerged, rush-covered spot half a mile from shore.

LOSSES ON LAKES MOUNT STEADILY

At Least 15 Ships and 256 Seamen Perish

WORST DISASTER IN HISTORY

Corpses of Victims Continue to Wash Ashore. All Along the Lakes—Work of Identification Proceeds Slowly.

The storm which raged over the Great Lakes last week was the worst in the recollection of the oldest inhabitants, resulting in the loss of nearly 300 lives, the destruction of at least fifteen vessels carrying crews of from six to thirty men each, and a property loss placed at \$5,000,000.

The details of the storm, which literally swept from the western shore of Lake Superior to the eastern shore of Lake Erie, became known only when survivors began arriving in various ports with tales of hardships and heroic rescues seldom equaled on the lakes.

On land the storm hit hardest at Cleveland, where twenty-one inches of snow fell, five persons were killed and ten others lost and where \$2,000,000 damage was caused to property, chiefly telegraph and telephone systems, thus cutting that city out of direct communication for three days.

The list of wrecked vessels that resulted in death and the lives lost follows: Lake Huron—John A. McGeane, 28; Charles S. Price, 28; James S. Carruthers, 25; Regina, 20; Wexford, 20; Argus, 23; Hydus, 23; Scott, 23.

Lake Superior—Leafield, 15; William Nottingham, 30; Henry B. Smith, 30 (probably lost).

Lake Erie—Lightship No. 82, 6. Total, 276.

The overturned steamer is also proving a serious menace to navigation. It is charged, but it has been left without a marker to guide steamers passing up and down the lake. It is claimed there are many captains and wheelmen who are not yet familiar with the location of the derelict.

Messages indicate that Lake Huron holds another overturned mystery ship besides the one a few miles northeast of here—a red-bottomed steamer having been reported off Harbor Beach. The first report of this vessel came from Duluth. The Detroit headquarters of the Lake Carriers' association received a message confirming the Duluth report. Many believe she is the James S. Carruthers of Toronto. Besides the foregoing there are more

than a score of vessels which were either totally or partially destroyed without loss of life.

Interest centered again upon the identity of the overturned freighter which lies in the lake a few miles northeast of here.

SCORE KILLED, 200 INJURED

Excursion Train Wrecked by Broken Rail.

Twenty persons were killed and 250 injured when a Central of Georgia passenger train fell through a high trestle four miles east of Clayton, Ala. Five coaches made up the train, which was en route from Ozark to Eufaula, Ala.

Nearly all the dead and injured were whites. The train was running from Ozark bound for Eufaula, where the Harbour county fair was to open. It was late and going at a high rate of speed. While turning a sharp curve the three rear coaches of the five-car train, all crowded to capacity, were whipped off the track and rolled down a forty-foot embankment. The wooden coaches were torn to bits and hardly a single occupant, including scores of women and children, escaped unhurt. The locomotive and the first two cars remained on the track.

J. D. Clayton, a brother of Congressman Clayton, and Sheriff Teal of Harbour county, are among the badly injured.

Railroad officials say a broken rail caused the accident.

THREE KILLED IN WRECK

Freight Hits Derailed Cars on Pennsylvania Railroad.

Three men were killed and five injured when Pennsylvania passenger train No. 52, bound from Chicago to Pittsburg, was derailed three miles east of Wooster, O., and a westbound freight train crashed into the baggage car of the passenger train.

The Dead. George C. Scheidel, Pittsburg, brakeman. J. P. Hammer, Van Wert, O., race horse owner.

H. Krokke, Shreve, O., telegraph lineman. The injured are: Samuel Gascorgne, Avalon, fireman; C. W. Crease, Pittsburg, engineer; Demarest, Mansfield, O., express messenger; Harold Waddell, Shreve, O.; J. H. Wellmer, Mansfield, O.

Tener Visits Wrecked Bridge. Governor John K. Tener viewed the wrecked "V" bridge in the Shenango river at Sharon, Pa., and promised that it will be rebuilt immediately. The bridge is partly submerged and there is grave danger of heavy loss in case of a flood.

Hindu Wins Nobel Prize. The Nobel prize for literature was awarded to the Hindu poet Rabindranath Tagore.

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The greatest selection ever shown in this city of Women's Coats, Women's Dresses, Girls' Coats, Girls' Dresses, Furs, Sweater Coats, Petticoats, Dress Skirts, Men's and Boys' Suits and Overcoats, Underwear, &c. Just Received 200 new Women's and Children's Coats at nearly Half Price. 500 Men's and Boys' Overcoats at Half Price.

Table with 2 columns: Women's Coats. Items include \$30.00 coats sale at \$16.50, 25.00 coats at 14.50, 20.00 coats at 12.98, 16.50 coats at 10.98, 15.00 coats at 9.98, 12.00 coats at 6.98, 10.00 coats at 4.98, 7.50 coats at 3.98.

Table with 2 columns: Women's Suits. Items include \$40.00 Suits sale at \$20.00, 30.00 suits at 16.50, 25.00 suits at 12.98, 22.00 suits at 11.98, 20.00 suits at 10.98, 18.00 suits at 9.98, 14.00 suits at 7.98, 12.00 suits at 6.98.

Table with 2 columns: Women's Dresses. Items include \$20.00 Dresses sale \$8.98, 15.00 dresses at 7.98, 12.00 dresses at 5.98, 2.00 dresses at 98c, 1.25 dresses at 69c.

Table with 2 columns: Men's Suits. Items include \$20.00 Suits sale \$14.50, 16.50 suits at 10.98, 14.50 suits at 9.98, 12.00 suits at 8.98.

Table with 2 columns: Girls' Coats. Items include \$10.00 Coats sale at \$4.98, 7.50 coats at 3.98, 6.00 coats at 2.98.

Table with 2 columns: Dress Skirts. Items include \$7.50 Skirts sale at \$3.98, 5.00 skirts at 2.98, 4.00 skirts at 1.98.

Table with 2 columns: Girls' Dresses. Items include \$3.98 Dresses sale \$2.98, 2.98 dresses at 1.98, 1.98 dresses at 1.25, 1.50 dresses at 98c, 1.00 dresses at 49c.

Men's Overcoats \$16.50 Overcoats \$10.98, 15.00 overcoats at 9.98, 25.00 overcoats at 16.50. Men's Suits, Boys' Overcoats and Suits, Sweater Coats and Underwear at the Big Sale.

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