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Number 3.

Business Cards.

SONESTOWN FLAGGING Company,
Chas. F. Billamboz, Agents.
D. H. Lorch.
SONESTOWN PA.

FIRST NATIONAL BANK
OF DUSHORE, PENNA.
CAPITAL \$50,000.
SURPLUS \$10,000.
Does a General Banking Business.
B. W. JENNINGS, M. D. SWARTS.
President. Cashier.

LAPORTE HOTEL AND RESTAURANT,
LAPORTE, PA.
F. W. GALLAGHER, Prop.
Warm meals and lunches at all hours.
Oysters and game in season.
Bar supplied with choicest liquors, wine and cigars.
Good stable room provided.

LAPORTE LIVERY AND BOARDING STABLES.
Connected with the Commercial Hotel. First-class Horses and Carriages.
Rates reasonable.
T. E. KENNEDY Prop.

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This new hotel has been recently opened, newly furnished throughout and will be run for the special accommodation of the traveling public. The best stocked bar in the county. Rates are low.

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THOS. E. KENNEDY, Prop.
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This large and well appointed house is the most popular hostelry in this section.

HOTEL PORTER.
Canton Street,
SHUNK, PA.
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One of the largest and best equipped hotels in this section of the state.
Table of the best. Rates 1.00 dollar per day. Large stables.

Professional Cards.

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ATTORNEYS-AT-LAW,
Legal business attended to in this and adjoining counties
LAPORTE, PA.

E. J. MULLEN,
Attorney-at-Law.
LAPORTE, PA.
Office over T. J. Keeler's store.

J. H. CRONIN,
ATTORNEY-AT-LAW,
NOTARY PUBLIC.
OFFICE ON MAIN STREET.
DUSHORE, PA.

WM P. SHOEMAKER,
Attorney-at-Law.
Office in County Building.
LAPORTE, PA.

Collections, conveyancing, the settlement of estates and other legal business will receive prompt attention.

A. J. BRADLEY,
ATTORNEY-AT-LAW,
OFFICE IN COUNTY BUILDING
NEAR COURT HOUSE.
LAPORTE, PA.

Ellery P. Ingham. Harvey K. Newitt.
INGHAM & NEWITT.
ATTORNEYS-AT-LAW,
OFFICES 714-17 FRANKLIN BUILDING.
133 So. 12th Street Philadelphia.

Having retired from the office of United States Attorney and Assistant United States Attorney, will continue the general practice of law in the United States courts, and all the courts of the City and County of Philadelphia.

HENRY T. DOWNS,
ATTORNEY-AT-LAW,
OFFICE IN COURT HOUSE
LAPORTE, PA.

BLACKSMITH AND WAGON SHOP
Just opened at the Laporte Tannery.
Custom work solicited. All work guaranteed.
O. W. BENNETT, Prop.

To Cure Constipation Forever.
Take Cascarets Candy Cathartic, 10c or 25c.
If C. C. C. fail to cure, druggists refund money.

Educate Your Bowels With Cascarets.
Candy Cathartic, cure constipation forever.
10c, 25c. If C. C. C. fail, druggists refund money.

We have been
Cleaning House

For some time, but we are through at last. We are all fixed up in apple pie order for the

Spring Trade

with the largest and best stock of goods we have ever had.

Something for Everybody, come and look us over before purchasing. We think we can please the most critical buyer in Sullivan county.

Respectfully Yours,

RETTENBURY,
DUSHORE, PA. **THE JEWELER.**

Coles . . . FOR A GENERAL Hardware LINE OF HARDWARE
PAINTS, OILS, VARNISHES and GLASS.

SPECIAL inducements given on
STOVES and RANGES

and all kinds of HEATING STOVES for Wood or Coal, suitable for parlors, halls, churches, school houses, camps, etc. Attention to a line of Cheap air-tight wood heaters from \$3.00 to \$10.00. Also a line of coal heaters from \$2.50 up to \$35.00. My Special Bargain Sale is open on a line of heaters slightly damaged by water. Good as new, but they must be sold CHEAP. If in need of a cheap heater, call early.

My "Dockash" Ranges are without a question the finest in the market, made up of the best material and designed to be a handsome Range. Furnaces always the best on the market. In fact we are ready to heat the universe either in hot water, steam or air. Try us, we guarantee satisfaction.

STOV REPAIRS AND REPAIRING.
PLUMBING, STEAM FITTING AND SUPPLIES.
MILL SUPPLIES.

Coles Hardware,
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Wall Papering and CARPETING

NOW IS IN KEEPING and no where will you be better served.

Over 5000 Rolls in Stock

to select from, 25 patters of CARPET to select from 1000 Window Shades, 1000 yards of Oil Cloth, Barbed Wire, Wire Nails here by the Car Load.

Landeth's Garden Seeds are the most Reliable.

Earliest Seed Potatoes.

Jeremiah Kelly,
HUGHESVILLE.

AWFUL RAILROAD ACCIDENT

Fully Twenty-Five People Killed in Collision on Reading Railroad at Exeter.

SIGNALS DID NOT WORK

In Addition to the Killed There Were About Forty Injured by the Crash of Express and Special.

Expressive Running at Forty Miles an Hour Ploughed Through Day Coach and Drove Parlor Car Through Another Coach—One of the Most Appalling Disasters in the History of Pennsylvania.

Twenty-five human lives were sacrificed in the rear-end collision on the Philadelphia and Reading Railroad at Exeter, six miles from Reading, Pa. Sixteen corpses have been identified and many more have been recovered from the wreck. The exact cause of the disaster is unknown, but it is reported that a wrong signal sent the colliding special train into the rear of the regular express, which was waiting at Exeter for orders.

Details of Disaster

Reading, Pa., May 13.—At least twenty-five persons were killed and forty injured in the collision between two trains on the Philadelphia & Reading Railroad at Exeter station, six miles below Reading.

Among the dead are:
Auld, George H., Norristown.
Beatty, Samuel, Norristown.
Hunchbinger, Harris, Norristown.
Johnson, John, serious; Montclair.
Leaf, John E., Montgomery County.
Lewis, Milton, Norristown.
Shaw, George, Norristown.
Shelly, Hiram, Hatboro.
Shovers, Frank, Norristown.
Silvis, Benton, Reading.
Sister, William, Norristown.
Slinguff, John, Norristown.
Sowers, George, Norristown.
Street, Capt., Philadelphia.
Thompson, Harry, Norristown.
Wentz, Henry, Norristown.

The list of injured so far as obtained is as follows:
Smith, Eddie, Norristown.
White, Charles, Norristown.
O'Neil, Nathan, Norristown.
Clater, Luther, serious; Pottstown.
Johnson, John, serious; Mt. Clair.
Kerr, Patrick, Norristown.
Walters, Pascal, Swedeland.
Leister, Harry D., serious; Phoenixville.

Vandershede, L. B., Phoenixville.
Aldle, Thaddeus, Norristown.
Friedboro, William, Norristown.
Maddis, Charles, Conshohocken.
Fireman on Special, hurt by jumping.

Kautz, Harry, Norristown.
Special Railroad Officer Kirkpatrick, Philadelphia.
Maddelling, Miss Annie, Ashland.
Jacobs, Capt. Henry, Norristown.
Ashenbeller, A. J., Philadelphia.
Knicker, George, Philadelphia.
Steinbeck, Francis T., Camden.
Beaver, C. A., Philadelphia.
Carney, David, Norristown.

Orrell, Harry, Philadelphia; engineer of the second train.
Everett, W. L., Philadelphia, fireman of the second train.

The express train for Philadelphia was about half an hour late in leaving. Meantime many passengers on the train from Harrisburg went aboard the Philadelphia Express train while it stood in the station at Reading, but the number of Harrisburg passengers being too great to be accommodated on the express train, it was decided to send an extra train to Philadelphia to run as a second section to the express.

The extraordinary travel from Harrisburg was due to the number of people who went to the State capital to witness the exercises connected with the unveiling of the Hartman Monument. The second section left here about twenty minutes after the express train had departed.

At Exeter station the first train stopped for orders, and while standing still was crashed into by the second section with terrific force. The latter train at the time running at great speed. The locomotive ploughed clear through the two rear cars, reducing them to splinters, and then mounted the end of the third car from the rear. The first car of the second train was also wrecked.

The havoc wrought to the occupants of these cars was appalling. Many were crushed to death instantly, while others were mangled and maimed in a horrible manner. Norristown was the home of the late Gov. Hartranft, and many of that town had gone to Harrisburg to do honor to his memory by participating in the unveiling of the monument.

The first train consisted of two express cars, a mail and baggage car, a combination car, two day coaches, a parlor car and a day coach in the order mentioned. The second train consisted of the Sixth Regiment, National Guards, whose headquarters are at Norristown, and another car contained members of the Montgomery Hose Company, of Norristown.

The other four cars had regular passengers, including about twenty survivors of the Fifty-first Pennsylvania volunteers, Hartranft's old command. From recovering from the effects of the shock those who escaped injury, or who had been injured but slightly, set to work to rescue their more unfortunate fellow passengers.

Telegrams were hastily sent to Reading for assistance and two relief trains with surgeons and nurses were dispatched to the scene. Medical aid was promptly rendered to the injured upon the arrival of these trains at the scene, and those who could be removed were placed on trains and brought to the hospitals here. The bodies of twenty dead were also brought here.

The signal man should have displayed the red and green signal for the special, but it is said he failed to do so; whether on account of the signal failing to work or not, is not known.

While the express was standing on the tracks the crowded special came thundering along. On account of a curve the engineer of the special could not see the train standing on the tracks ahead of him until too late. The special tore into the express with a crash, and shrieks of agony filled the air.

The railroad at the scene of the accident runs over a hollow, and the embankment on which are the tracks is about fifty feet high.

Several passengers were hurled to the bottom of the embankment, but the cars all remained on the roadbed. Gen. E. Burd Grubb, of New Jersey, former United States Minister to Greece, and United States Senator Bois Penrose, of Philadelphia, were among the passengers on the Pullman car, on the first train. Both were badly shaken up, but neither sustained any injury. Senator Penrose, when questioned by a reporter regarding the accident, said:

"When the crash came I thought we would have been all killed. It was a terrific crash; people were thrown in all directions, and those who were not injured by broken wood were more or less injured by being bumped against the sides of the cars. The scene was a most distressing one, and I shall never forget it."

Philadelphia, May 14.—The Pottsville express, which was run into at Exeter arrived here after midnight with a few of the injured. They were: Barney, B., Philadelphia, arm and hip badly crushed.

Beaver, C., Philadelphia, arm bruised and head cut.

Knicker, George W., Common Councilman of the Twentieth Ward, this city, injured about the legs.

Steinbeck, Francis T., Camden, N. J., cut about the head and bruised about the body.
Three cars of the ill-fated second section which crashed into the first section of the "Cannon Ball" express train at Exeter arrived here with a large number of the injured and others who escaped injury. Some of the injured were taken off at Pottstown, and fifteen were removed to hospitals at Norristown. While the train was standing at the latter place two of the injured expired before they could be removed. Their names were not learned.

When the train arrived here there were on board Harry Orrell, the engineer of the second train; his fireman, W. L. Everett, both of whom were hurt. There were also on the train half a dozen of the uninjured passengers, all residents of this city.

The railroad employees warmly congratulated the engineer and fireman on their miraculous escape from death. As the oil-begrimed railroaders shook hands tears came to the eyes of many of them. Orrell had been reported dead but the only injury he received was a scalp wound. His head was bandaged and blood covered his face, hands and clothing. His fireman was slightly injured about the back.

Orrell said he could not account for the accident. He said:

"We left Reading a little late. We were going at the rate of between thirty-five and forty miles an hour, and everything appeared to be all right. Just before reaching Exeter there is a curve. After we had rounded it and had straightened out I was horrified to see loom up a few hundred yards ahead the first section."

"I instantly reversed the lever, but before I could stop the engine we went into the rear of the train ahead with a terrific crash. My engine ploughed through the day coach which in turn crashed half way through the coach in front of it."

"I did not know where I was for a time but finally discovered myself imprisoned among twisted iron, splintered wood and broken glass. I got out of the wreck unaided. How I escaped without more serious injury I cannot tell. I do not know how many are dead and injured, but they tell me the number is large."

Orrell and Everett were taken to the hospital where their injuries were dressed.

Everett escaped serious injury by jumping from the rear of the tender.

Death of Soldiers in Cuba.

Washington, May 15.—Gen. Brooke reports from Havana the following deaths among the soldiers in Cuba: At Santiazo, May 9, Private L. Morrow, Company A, and G. S. Smith, Company C, Second Volunteer Infantry, dysentery; May 11, Private Louis Clark, Company K, Ninth Volunteer Infantry, consumption. At Puerto Principe, May 11, Sergt. August Thue, and, Eighth Cavalry chronic dysentery.

To Design Changing Statue.

Boston, Mass., May 15.—The Art Commissioners have awarded the contract for designing and erecting a statue of the late William Emery Channing to Herbert Adams, of New York City, in the sum of \$30,000. The statue is to be placed in the Public Garden, and is to be completed within three years.

Woman Burned to Death.

Mount Vernon, May 13.—Mrs. George Schuster of 17 Grand Street, this city, was burned to death while fighting a fire in her kitchen. Several painters who were working nearby were alarmed by screams and through a window saw a blaze in the Schuster kitchen.

ANOTHER BID FOR A TRUCE

Filipinos Send Another Envoy to the American Commissioners in Manila.

TRYING TO GAIN TIME.

Agumaldo Said to Be About Ready to Give Up the Fight—Funds Nearly Exhausted.

Priest Brings Tidings That Two Thousand Natives South of Manila Want to Surrender—Peaceful Conditions in Manila. Have Caused Curfew Order.

Manila, May 16.—Lieut. Reyes, representing the Filipino General, Gregorio Pinar, entered the American lines on General Lawton's front with a flag of truce, and requested the permission of the Military Commission to pass on to Manila for the purpose of conferring with the American Philippine Commissioners. Lieut. Reyes came to Manila and called upon Gen. Otis, who told him that the Americans would at any time permit white flags to pass through the lines. He added, however, that he would leave the matter to the discretion of General Lawton. This is probably another attempt on the part of the Filipinos to gain time.

A Filipino priest, from the province of Cavite brings information that 2,000 insurgents are under arms in the province, but they desire to quit fighting. The priest also says that Gen. Trias, who is in command of all the Filipino forces south of the Pasig, has said that he would surrender if he would receive the promise of a pardon. Gen. Otis received a letter from Agumaldo, stating that the Filipino funds were almost exhausted and the soldiers worn out. Agumaldo suggested submission to the Americans and asked Gen. Trias's advice in the matter. Gen. Trias replied favoring surrender.

The Filipinos, the priest says, have started a new powder mill at Buena Vista, obtaining their sulphur from a volcano and their supply of saltpetre from a recently discovered mine. The priest also reports that Private Coates, of Company N of the First California Infantry, who has been held a prisoner at Paranaque, has been transferred to Batangas. Lieut. Gilmore, of the ambulance Yorktown, and his fellow prisoners are at Bacarrato. The peaceful condition of Manila has caused an extension of the order requiring the inhabitants to be in their houses at 7 o'clock in the evening to 8 o'clock.

Thirty scouts, under Capt. Birkheimer, have captured the trenches at San Ildefonso after a brisk fight, in which the Americans had two men wounded.

Closing in Luna's Army.
London, May 16.—A despatch received here from Manila says that the Filipino troops have been driven from behind their strong fortifications at San Ildefonso.

Washington, May 16.—The first information received by the War Department about the capture of San Ildefonso by Gen. Lawton's command was conveyed in press despatches. War Department officers said that Gen. Otis has made no announcement of the capture, but this is probably due to his waiting further developments before sending a despatch. It is probable, however, that the capture of San Ildefonso is a movement made to take the insurgents in the rear. The town is near the railroad and north of Bacoor and San Fernando, the headquarters of the rebel forces. The relative positions of San Ildefonso and Bacoor indicate that Gen. Lawton has accomplished the important task of getting in the rear of the Filipinos. It is, therefore, almost certain that he will move south upon Gen. Luna's army, while Gen. MacArthur's forces will move northward to attack them from two sides.

Killed By a Town Marshal.
Toledo, May 15.—Percy Burrill, of this city, was shot and instantly killed by Marshal Heidley at Bryan. Three men walked into the Kelly jewelry store and stole a quantity of jewelry. The marshal was notified and he set out in pursuit of the robbers. He overtook them and ordered them to surrender. Instead of doing so they ran. The marshal fired and Burrill was killed. The other men gave themselves up. Burrill leaves a wife and baby daughter here. He was considered up to the other men refuse to give their names. The dead man was identified through the picture of his baby as carried with him.

Demand \$150,000 From Columbia
Fort Scott, Kan., May 11.—After a confinement of about six years in a political prison in the Republic of Colombia, Archie McCarter, a civil engineer and contractor, prominent in this city until 1891, when he left for Yucatan, has just been liberated and returned here. He has made a demand upon the Colombian Government for \$150,000 indemnity, and has gone to Washington to enlist the aid of the Government in collecting it.

Bank Robbers Secure \$3,000 in Iowa.
Webster City, Ia., May 15.—The State Bank of Ellsworth, in Hamilton County, was entered by several men, who blew open a safe, secured \$3,685 and escaped. They stole a team and light buggy, which were later found three miles from Ellsworth. The bank officials have offered a reward of \$1,000 for the arrest of the men.