

# Republican News Item.

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Number 35

## Worth the Price!

**YOUR SAVINGS ARE WELL INVESTED WHEN YOU BUY RELIABLE JEWELRY.**

It wears and gives pleasure for years and is always worth the price paid for it. Our many years of business at the same stand with the same principles of keeping nothing but reliable jewelry is a testimonial of what our goods stand for.

We intend that this store shall be first in your thoughts when that buying reliable jewelry question come up. Our prices have reached the bottom scale, they can nowhere be made lower for the same grade of goods.

**Always Ready for Repairwork.**

Nothing but the best in repair work leaves our hands. To get values come here after them. Very respectfully,

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

## Coles Hardware

DUSHORE, PA.

Preparation for Winter should include a call here.

### Furnaces.

Nothing like them for house warming. Is your spare room a winter terror? Put in our new improved furnace and live in comfort.

### Plumbing.

Have it done now. This is the time for examining the plumbing. We'll make the best time and do the best work for you.

### Hardware.

Special low prices prevail here. No danger of inferiority. Our hardware line is as good as can be made. Steam Fittings, Stoves and Ranges, Farm Tools, Etc.

General Job Work, Bicycle Repairing.

## The Shopbell Dry Good Co.,

313 Pine Street,  
WILLIAMSPORT, PA.  
MID-WINTER CLEARANCE SALE.

This means a saving on a good many articles that you have either a present or future need for.

#### SILKS.

One lot of Fancy Silk for Waists, in stripes and corded effect, all good colors, for 50c, the regular price has been 75c to 87c.

One lot Fancy Waist Silk, large part of them this season's styles, worth 90c to \$1.25, sale price 75c. These are only a few of the silks reduced.

#### DRESS GOODS.

10 piece all wool Plaids and Mixed Suitings for 25c, reduced from 50c.

2 pieces 45-inch all wool Grey Serge and 2 pieces 50-inch Suiting, have been 75c now 50c.

One lot of plain and mixed French Dress Goods in brown, navy, greens, blue greys and fancies. 42 to 48 inches wide. These have been 75c to \$1.25 all go now at 50c.

#### FURS.

A leading furrier has consigned to us to be closed out, a large line of medium and fine Marten and Fox Neck Scarfs and Boas, which we can offer you at manufacturer's prices. We mention one item—a Marten Scarf with a cluster of 8 tails, for \$8.50, worth at least one-half more than that. Fox Scarfs 44, 60 and 80 inches long. Fur Jackets to close out at \$12.50, worth \$20.

#### COATS.

Ladies' and Children's Cloth Coats, Jackets, etc., will be closed out at a great sacrifice.

#### TAILOR-MADE SUITS.

A few Ladies' Tailor Made Suits in good colors with full flounced skirts and neat Jackets at one third and one half off the regular price.

#### FLANNEL WAISTS.

An assorted lot of Ladies' French Flannel Waists all new this season, in navy, old rose, reseda, cardinal, etc. Your choice at one half the market price.

#### WAIST CLOTHS.

Six pieces Half Bleached Table Linen, our regular 25c quality, for 20c.

One lot Full Bleached All-White, good patterns, 50c quality, for this sale 40c.

#### HOUSEHOLD LINEN.

Men's Full Fleece Shirts and Drawers—large sizes only—the shirts are double breasted, drawers re-enforced, were sold as a leader for 50c, now 39c to close out. Large men come and see them.

#### UNDERWEAR.

A lot of Men's, Ladies' and Children's Underwear in broken sizes, will be closed out at a great reduction.

Our entire stock of Men's, Ladies' and Children's All-Wool Underwear 10 per cent off the regular price.

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

T. J. & F. H. INGHAM,  
ATTORNEYS-AT-LAW,  
Legal business attended to  
in this and adjoining counties  
- LAPORTE, PA.

E. J. MULLEN,  
Attorney-at-Law.  
LAPORTE, PA.  
OFFICE IN COUNTY BUILDING  
NEAR COURT HOUSE.

A. J. BRADLEY,  
ATTORNEY-AT-LAW,  
Office Building, Cor. Main and Muncy Sts.  
LAPORTE, PA.

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

COMMERCIAL HOUSE.  
AVID TEMPLE, Prop.  
LAPORTE, PA.  
This large and well appointed house is  
the most popular hostelry in this section.

LAPORTE HOTEL.  
F. W. GALLAGHER, Prop.  
Newly erected. Opposite Court  
House square. Steam heat, bath rooms,  
hot and cold water, reading and pool  
room, and barber shop; also good stabling  
and livery.

T. J. KEELER,  
Justice-of-the Peace.  
Office in room over store, LAPORTE, PA.  
Special attention given to collections.  
All matters left to the care of this office  
will be promptly attended to.

HOTEL GUY.  
MILDRED, PA.  
R. H. GUY, Proprietor.  
Newly furnished throughout, special  
attention given to the wants of the travel-  
ing public. Bar stocked with first class  
wines, liquors and cigars. The best beer  
on the market always on tap.  
Rates Reasonable.

LIME  
At the OLD OPP KILNS  
Located near Hughesville.

This is the purest lime on the ridge. We will compete with any dealer on car load lots delivered on the W. & N. B. R. R. with our own cars, giving purchaser ample time to unload.

All correspondence will receive prompt attention.

Address,  
A. T. ARMSTRONG,  
SONESTOWN, PA.

IT'S WORTH WHILE

to step in and absorb a little General Knowledge that is to be found in a really down to date General Store.

The new things for Spring and Summer are now on

EXHIBITION

STEP IN AND ASK ABOUT THEM.

All answered at

Vernon Hull's Large Store.

Hills Grove, Pa.

## 17 DEAD IN N. Y. WRECK

Collision of Passenger Trains in New York Central Tunnel.

### HEARTRENDING SCENES OCCUR

Suburban Train Plunges Into Another and Plows Over Human Beings. Many Victims Crushed to Death in the Dark.

New York, Jan. 9.—In the New York Central railroad tunnel, that burrows under Park avenue, this city, two local trains collided yesterday. Fifteen passengers were killed and twice that number were injured. A dozen of the latter were seriously hurt, and the roster of the dead may be extended.

The dead are: Albert M. Perrin, B. D. C. Foskett, A. E. H. Mills, E. C. Hinsdale, Mrs. A. F. Howard, Frank Washburn, Williams Leys, Theodore Gorgardo, William Fisher, William Howard, Oscar Meyerowitz, Franklin Crosby, Ernest F. Walton, H. G. Diamond, Charles B. Mars. All of the dead are from New Rochelle, except William Leys, of B. Altman & Co., New York.

It was a rear-end collision between a South Norwalk local, that ran in over the New York, New Haven and Hartford railroad and was halted by block signals at the southern entrance of the tunnel, and a White Plains local, that came by the Harlem branch of the New York Central railroad. Most of the death, injury and damage was wrought by the engine of the White Plains train, which plunged into the rear car of the motionless train and was driven through to the middle of the car, smashing the seats, furnishings and splitting the sides as it moved forward. The victims either were mangled in the mass of wreckage carried at the pilot, crushed in the space between the boiler and car sides or scalded by the steam which came hissing from broken pipes and cylinders. The engine, in its final plunge of 40 feet, carried the rear car forward and sent twisted iron, broken timbers and splinters crashing into the coach ahead. Lights were extinguished, and from the wreckage and darkness came the cries of the injured and calls for assistance by those who escaped. Within a few minutes the work of rescue, marked by heroism and sacrifice, began. Alarms that brought every available ambulance in the city, the police reserves of five precincts and the firemen of the central-eastern district of Manhattan, were sounded at once. With police, firemen and surgeons came a score of volunteer physicians and half a dozen clergymen.

Ladders were run down the tunnel air shafts and the firemen and police attacked the debris with ropes and axes. Passengers already had rallied and were trying to release those imprisoned in the debris. Father Smith and Rev. Dr. Walkley, chaplains of the fire department, crawled in over the wreckage and ministered to the dying. Lieutenant Clark, of the fire department, forced his way to the point where Miss Rice and Miss Scott lay, and stood in water that scalded the flesh from his limbs until the two women were released. T. M. Murphy, a passenger, both of whose legs were broken and still held by the timbers, volunteered to remain as he was until those around him were assisted. Two policemen and Chaplain Walkley reached Mrs. Howard, and the chaplain gave her a stimulant. The policemen were cutting away the seat which held the woman down, when a pipe broke. The scalding steam drove them back, and when the rescuers returned Mrs. Howard was dead.

Responsibility for the disaster is unfixed, but Superintendent Franklin said that so far as he had been able to discover, J. M. Wischo, engineer of the White Plains train, is to blame. It is declared that when the South Norwalk train stopped a flagman ran back into the tunnel, and, besides placing a torpedo on the track, endeavored to flag the oncoming train. The tunnel was beclouded with steam and smoke, while the snow, which fell through the air shafts, tended to obscure the view. Engineer Wischo and Fireman Christopher Flynn were arrested.

Investigating the Wreck. New York, Jan. 11.—District Attorney Jerome and the state railroad commissioners resumed their investigation of the tunnel horror yesterday. The district attorney, Railroad Commissioner Baker, Assistant District Attorney Garvan and Superintendent Franklin, of the railroad, made a trip of inspection through the tunnel. The party left the Grand Central station on a locomotive with no car attached.

At the end of the district attorney's trip through the tunnel one of those who had accompanied him said they had found the atmosphere fairly clear most of the way, but at Ninety-sixth street they were enveloped in a cloud of smoke and steam so dense that

nothing could be seen. On the return trip the tunnel was clear. At Sixty-third street the green light showed plainly, that being the cautionary signal before entering the block below, and the observation engine slowed up until the red danger light was seen at Fifty-ninth street. The bell rang, but the torpedo did not explode. The engine was stopped, and the railroad officials explained that the little mogul, or observation engine, was not heavy enough nor its wheels large enough to explode the torpedo as a big passenger locomotive would do. The big engine came up and was run through the block. Again the torpedo failed to explode. Four more times the big locomotive was run through the block, and not once did the torpedo explode. The railroad officials explained this by saying that the mechanism throwing the torpedo into place had been pressed out of order, so that the flange of the wheels did not touch the torpedo.

### WISKER LEAVES PRISON

Released On \$10,000 Bail—Depew On Safety of the Tunnel.

New York, Jan. 13.—Engineer John M. Wisker was released from his cell in the Tombs on Saturday, the New York Central Company having secured bail in the sum of \$10,000 for him. The National Security Company signed the bail bond. Former Congressman



ENGINEER WISKER.

Jefferson M. Levy also offered to furnish bail for the accused engineer, but the bond was signed before Mr. Levy had an opportunity to make good his offer.

Wisker showed in marked way the effects of his confinement and the strain he has been under. As he came down the prison corridor on his way out of the Tombs he was made the recipient of many expressions of sympathy. It is said to be the intention of the railroad company to give Wisker a life position in the yards, and that he would enter upon his new duties as soon as the coroner released him.

The death list caused by the New York Central tunnel accident was yesterday swelled to 17. Winfield Slutze, who had submitted to the amputation of one of his legs, died at the Flower Hospital. He lived at New Rochelle. Richard Molineux, another New Rochelle man, who is at the same hospital, is reported to be in a precarious condition. The other patients are progressing favorably.

### Electricity May Solve the Problem.

Senator Chauncey Depew, who arrived home on Sunday, will not go to Washington to-day, as planned, but will stay over until to-morrow to have a conference with President Newman, William K. Vanderbilt, H. McK. Twombly and other managers and directors of the New York Central railroad regarding the accident in the tunnel last week, especially to discuss electrical and other improvements for that underground passage. If electricity is to solve the tunnel problem the senator seems inclined to pin his faith to a powerful motor.

"We all thought," said the senator, "that with the use of electricity the chances of accidents would be reduced to a minimum. But we all have read of the recent accident in the Liverpool tunnel. Then there was something wrong with the third rail; in an instant the train was on fire and 26 people were killed. That shows what may happen with a third rail."

### Steel Trust May Get Another Plant.

Joliet, Ill., Jan. 13.—It is unofficially reported here that the United States Steel corporation has purchased the Fox Pressed Steel company's works, and that that plant will resume this week under new management. Officials here cannot confirm the rumor. The Fox plant has been idle since last summer on account of labor troubles. The mill has the latest improved machinery, employs several hundred men and makes steel cars and trucks.

Washington, Jan. 13.—The Hon. Henry C. Payne, of Milwaukee, who is to succeed Postmaster-General Charles Emory Smith in the cabinet, reached here last night from Wisconsin. He was accompanied by Mrs. Payne and his niece, Miss Jones.

## THE WEEK IN CONGRESS

Nicaragua Canal Bill May Be Before Senate This Week.

### CUBAN RECIPROCITY IN HOUSE

Philippine Tariff Bill and Ship Subsidy Bill May Come Up in Senate During the Week—The Pension Appropriation Bill in the House.

Washington, Jan. 13.—The really important work of the house of representatives aside from the Nicaragua Canal bill is still in the committee stage, so that there is little of importance to be considered during the present week. To-day will be given to bills affecting the District of Columbia. After that the pension appropriation bill will be passed. Although this measure carries about \$139,000,000, it follows the department estimates and does not involve any serious issues, so that after a brief explanation its passage usually follows promptly. The ways and means committee has a few minor bills on the calendar, for the redemption of revenue stamps made worthless by the repeal of certain features of the war revenue act. With the disposal of these bills there will be little to engage the attention of the House, and there promises to be several periods of adjournment, during which time the committees will perfect the larger measures to be brought before the house. The chief interest of the week will center in the hearings on Cuban reciprocity, to begin at 10 o'clock Wednesday morning before the ways and means committee. The hearings will continue for several days, and it is expected that General Wood and others prominent in Cuban affairs, as well as the interest opposed to reciprocity, will address the committee.

### In the Senate.

The senate is still without any definite plan of action for the future, and the indications are that the present week will witness a greater display of activity in the senate committee rooms than in the senate chamber. There are very few matters of importance on the calendar, but enough to engage attention for a few hours each day until Thursday, when the senate probably will adjourn for the week.

Among the measures which there will be an effort made to get out of committee during the week are: The Nicaragua canal bill, the Philippine tariff bill and the ship subsidy bill. The indications are that the Nicaragua bill will be reported practically as it passed the house, and that the shipping bill will not be materially amended, but the Republican leaders have practically decided to make a material reduction of the tariff on Philippine imports. It is not probable that the discussion of either of these questions will begin for some time. The utmost that is to be expected in that direction is a preliminary arrangement for consideration. Which of the measures shall receive first attention is not yet determined, and considerable rivalry is likely to develop for precedence. All of the three measures will be debated at some length when taken up in the senate.

### OFFER OF PANAMA CANAL CO.

Its Secretary Appears Before the Senate Committee.

Washington, Jan. 13.—The offer of the Panama Canal company to sell its property to the United States is being considered by the president. He will not make any recommendation to congress in the premises until the Isthmian Canal commission passes upon the proposition.

M. Edouard Lampre, representing the Panama Canal company, appeared before the senate committee on inter-oceanic canals on Saturday. M. Jules Bououfe, of the French embassy, was also present. The meeting was held behind closed doors.

M. Lampre was questioned at length by the members of the committee. He said the offer to sell for \$40,000,000 had been made directly from Paris, and not by him. He said it was his understanding that the proposal included both the franchises and the property of the Panama company, but not the money in its treasury, of which there is about 16,000,000 francs.

M. Lampre was questioned especially concerning the title of the present Panama company. He replied that they had made their purchase through the liquidator of the old company, and that the transfer was regular.

### Old-Time Showman Dead.

Detroit, Mich., Jan. 11.—J. M. French, the oldest showman and at one time one of the wealthiest horse owners in the United States, died at his home in this city on Thursday night. He was 71 years of age and was known as the original 40-camel hand wagon man. He owned J. M. French's grand circus and Egyptian caravan.