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RATES OF ADVERTISING:

Republican State Ticket

For Governor, JAMES A. BEVERL...

For Lieutenant Governor, WILLIAM T. DAVIES...

For Secretary of Internal Affairs, THOMAS J. STEVANT...

For Congressman at Large, EDWIN S. ORBURN...

Republican County Ticket

For Congressman, EDWIN S. ORBURN...

For County Judge, AARON S. HELFRICH...

Thursday, Aug. 26, 1886

Are You Registered?

At the Perry County Republican Convention...

A circular has just been issued from the U. S. Treasury Department...

Twenty-three counties have filed their reports of their several tax assessments...

The National Convention of the Sons of Veterans will convene at Buffalo...

Democratic State Ticket

Meeting of the Republican Standing Committee.

Monday, Aug. 21, 1886. The Republican Standing Committee of Snyder county met in the Court House at Middleburgh, Aug. 21, 1886 at 2 p. m.

Chairman Willis was in the chair. The roll of the committee men was called and nearly every district was represented.

Dr. E. W. Tool of Trosborg, was elected Chairman, J. W. Swartz of Middleburgh, Secretary, A. A. Fish of Beaver Springs, Treasurer for the ensuing year.

As there was no nomination made at our last Primary Election for County Surveyor, the committee nominated for Jay James M. Middleburgh of Troyville as a candidate for that office.

Committee adjourned to meet at Middleburgh Sep. 28, 1886 at 2 P. M.

DEMOCRACY TAKES A TUNDEL

From the Philadelphia Record. The nomination of Chauncey Farnsworth Black as the Democratic candidate for Governor at Harrisburg Aug. 18 was in no sense due to a high estimation put upon Mr. Black's abilities by his party or to any personal following or popularity which belongs to him.

Mr. Black is an amiable, easy-going, indolgent gentleman without one attribute of leadership in his composition. His nomination is a triumph of Radicalism over Democracy.

There is hardly a case of principle involved. The tariff issue, which is the issue in national politics, is disgracefully dodged. The man mainly responsible for debating a moderate and fair reduction of the tariff which would have relieved manufacturers from a hopeless competition with manufacturing nations not one of which taxes raw material, according to the promise of the platform upon which Cleveland and Hendricks were elected, is mainly responsible for the nomination of Mr. Black.

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LET THEM HANG!

Seven of the Chicago Anarchist bomb-throwers were found guilty of murder in the Chicago Courts last week and one of wifal man-slaughter. The seven will be hung and the other one was sentenced to fifteen years in the Penitentiary.

The last intelligence that has been printed in many a day, wholesome and cheering to all who respect law and order and love their country, is that which comes from Chicago. Seven murderers and frantic scoundrels, men envenomed against all law, all reason, all decency, and the peace and welfare of a civilized people, are to be executed on the gallows for the murders of which they are guilty.

We have had no such task imposed on us in New York as has devolved on the authorities in Chicago, but we are quite equal to it should so deplorable a necessity arise. We have stout and a few other reptiles in jail, we have done fairly well with our foreign boycotters, and we have a police force that is equal to any emergency.

But all honor to Chicago for her example! She deserves the thanks and gratitude of every community in the country, and she has them to the fullest measure.

THE PUBLIC PRINTERSHIP

The many friends of J. B. Stoll, formerly of this county but of late editor and proprietor of a number of Democratic newspapers in Indiana, are pleased to learn that the President has decided not to make him Public Printer.

The more the rejection of J. B. Stoll, as a candidate for the office of Public Printer is examined, the more it will be discovered that he has been greatly misused by the administration of Mr. Cleveland, and we do not wonder that his friends feel quite sore over the position of affairs as connected with that appointment.

While J. B. Stoll is an ardent Democrat, and has been an efficient worker for his party in the State for many years, yet we deeply regret that the powers that be have seen fit to pass by his claims so favorably served. Especially do we regret the matter, as we understand that Rogers, the President's preference for the place, is a feeble, old man, entirely unable to fill a position requiring so much mental and physical labor, and who has not had any experience in the printing business for over thirty years.

On the other hand Mr. Stoll is in the prime of life, robust in health and vigor, and possesses a thorough knowledge of the intricacies of the printing business, so that there really is no comparison at all in reference to the respective qualifications of the two men—or, rather, whatever there may be, is wholly in favor of Mr. Stoll. What is more, Mr. Cleveland, we understand, from a perfectly responsible and reliable source, told ex-Senator McDonald in March last, that Indiana should have the office of Public Printer, and last September when Mr. Stoll, warned by the protected delay, proposed to withdraw his papers, the President himself protested against such a course.

In the following April Mr. Stoll again offered to withdraw from the contest, and the President again insisted that he should not do so. It is no wonder, then, that the many friends of Mr. Stoll, keenly feel that he has been misused by keeping him on the "magnifying glass" for eighteen months, only to throw him over at last in favor of a gentleman, who, if reports are true, is not nearly so able to fill a responsible and laborious position as that of Public Printer.

Of course, this is a question with which Republicans have no more interest than that the office shall be well and judiciously managed, yet at the same time, knowing that he has been kept on the "ragged edge" of expectancy for many months, they, too, feel that he has been misused, and this feeling will be more pronounced when they make a comparison of the respective qualifications of Mr. Stoll and Mr. Rogers, for filling no responsible place—one requiring in a fitful labor, close attention, and wide awake business sagacity—qualifications that Mr. Rogers cannot possess at his age and his long absence from a business that has been completely metamorphosed within the past fifteen years—so vast have been the improvements made in the printing business.

The five-tank cars contained about 150,000 gallons of crude oil, which was consumed. The contents of one tank, on being liberated suddenly, ran down the water way on one side of the track and passing under the road in a sewer or outlet, descended the steep bank into the river. The flames quickly followed the flowing oil and burned down to the water's edge, destroying all the vegetation and shrubbery in their course. Much of the oil escaped in the river and when the passengers were ferried back and forth between their trains they could see it floating on the water. All the wood-work of the five car trucks was consumed and the iron was twisted out of shape.

To show the intense heat caused by the burning oil it may be mentioned that in the rocks to the left were several layers of limestone, which was reduced into lime. The wreck was not an expensive one, the only loss being the oil, five tank cars, and the rebuilding of one hundred yards of track. But as oil is only worth about 60 cents a barrel what was lost will not amount to a great deal. There was greater loss, perhaps, caused by the detention of freight trains during the day, which had to be sidetracked at points up and down the road for miles. None of the crew of the wrecked train were injured.

ENGINE OWNERS, BEWARE.

The following extract from an act of assembly passed by the last legislature, shows clearly the duties of those handling portable engines along our public highways. There are many portable engines owned in Juniata county, and their passage through Middletown is an almost daily occurrence.

Approved the 30th day of June, A. D. 1865.

A BIG OIL BLAZE

FIVE OIL CARS BURNED AT SELINGS GROVE JUNCTION.

The correspondent of the Williamsport Gazette and Bulletin, was on the ground of the great conflagration of the oil at Selingsgrove Junction on Saturday 14th, gives the following graphic description of the accident.

SELINGS GROVE JUNCTION, Aug. 16.—Saturday morning soon after seven o'clock, a freight train going south on the Northern Central railroad, was wrecked a few hundred yards below Selingsgrove Junction, by the breaking of an axle of an oil tank car. The accident occurred at the point where the road rounds a high rocky promontory, and there is just room enough for the road-bed between the rocks and river. Owing to a hot box fire was communicated to the oil and a fierce conflagration immediately ensued.

Five oil tank cars were soon involved and the flames shot up for a hundred feet or more, whilst a black canopy of smoke overhung the mountain and a portion of the river. The rocks and shrubbery were soon very much blackened and scorched, and it will be months before the marks of the fire and smoke will be effaced. As it is useless to fight an oil fire, the only alternative was to let the contents of the tanks burn out as quickly as possible.

The heat soon became so intense that one could hardly approach the fire center than a hundred yards. In order to expedite the work of consumption, the best thing to do is to perforate the tanks with cannon or rifle balls, to free as much of the inflammable material as possible.

In this case no cannon could be obtained, but two men, Frank Byerly of Georgetown, and Gust Wadls of Burdett, were soon on hand with their Winchester rifles and commenced firing into the tanks from a safe distance. The balls perforated the sides easily but failed to go through the ends, as the iron was much thicker at those places.

Byerly fired about 60 shots and Wadls about 60, and whenever a ball entered the side of a tank the oil would spurt forth in a small stream and the fire would immediately seize it. In this way the work of emptying the tanks was hastened, and it took until nearly 4 o'clock in the afternoon before the oil was consumed and heated rocks and iron sufficiently cool to enable the wrecking crew to remove the debris and rebuild the track that was warped out of shape by the heat.

Firing at oil tanks is not entirely free from danger. One ball fired by Wadls rebounded and struck Byerly on the arm, causing a severe laceration. It was very much flattened, however, it might have caused a very serious wound.

The wreck being in such a narrow place, obstructed the movement of trains, as there was not room enough to build a track around it. Sappers intended Westfall, accompanied by Messrs. Rhoads, Brooks and Davis, hastened down on the morning passenger train from Williamsport and took charge of the wrecking crew. It was quickly decided to transfer the passengers to news express, which led below the wreck, and bring those of news express to near shore express, which was stopped near the Junction. This was done by gaining two large flats, or ferry boats. The passengers scrambled down the precipitous bank of the river, and stepping into the flat boats were pushed out on the river and carried about one-third of a mile, where they landed and another scramble up the steep bank commenced. In this way the passengers of both trains were exchanged in less than three fourths of an hour and continued on their journey. In the afternoon the passengers of the Niagara express were transferred in the same way in a little over thirty minutes. In the evening the flat boats were laid about an hour and a half at Trevorton Junction waiting for the track builders to lay about one hundred yards of new track, when it got through and reached Williamsport at 9 o'clock, only two hours behind time.

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Teacher's Examinations.

The public examinations of applicants for schools in Snyder county, for 1886, will be held at the following places:

Independent Dist. Examinations, August 27, 28, 29, 30, 31, and Sept. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, and Oct. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, and Nov. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, and Dec. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, and Jan. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, and Feb. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, and March 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, and April 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 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