

Tremendous Clearing Up BARGAIN SALE.

My present stock must be reduced and shelves cleared once to make room for in-coming spring goods.

DURING THE NEXT 20 DAYS

you will have an opportunity to buy at prices never before offered in this section of the country, in addition to already low prices—always lower than elsewhere—you will buy goods

AT A SPECIAL DISCOUNT

every Dollar's worth of Dry Goods, Notions, Boots and Shoes, Clothing, and in fact on everything

EXCEPTING GROCERIES.

that you may buy during this great clearing up sale. Few our prices now sold, for all goods sold on same discount reduced prices.

Ladies' Cloaks and Caps.
few left which will be close out at the following prices:
Cloaks, sold at \$12.00, now \$7.50
Caps, sold at 8.75, now 6.25
Coats, sold at 3.25, reduced to 1.75
Coats, sold at 5.75, now 3.25
Coats, sold at 2.50, reduced to 1.50
Coats, sold at 3.50, now 1.75
Coats, sold at 1.75, reduced to 95c

Men's Overcoats. Boy's Overcoats.
Overcoats worth \$8.75, now \$6.75
Overcoats worth \$7.00, now \$4.75
Overcoats worth 6.25, now 4.75
Overcoats worth 5.25, now 3.25
Overcoats worth 4.25, now 2.75
Overcoats worth 3.00, now 2.00
Overcoats worth 3.00, now 2.00
Overcoats worth 1.75, now 1.25

Bed and Horse Blankets, Comforts
Blankets, sold at \$5.25, now reduced to \$3.25
Blankets, sold at 4.00, now reduced to 2.75
Blankets, sold at 2.75, now reduced to 1.75
Blankets, sold at 1.50, now reduced to 90c
Blankets, sold at 75c, now reduced to 45c
Blankets, sold at 50c, now reduced to 35c
Blankets, sold at \$4.50, now reduced to \$2.75
Blankets, sold at 2.50, now reduced to 1.50
Blankets, sold at 1.75, now reduced to 1.20
Blankets, sold at 1.25, now reduced to 90c
Blankets, sold at 1.10, now reduced to 75c
Blankets, sold at 75c, now reduced to 45c

A Job Lot Shoes. Gum Boots.
Shoes, sold at \$3.00, now at \$1.50
Shoes, sold at 2.25, now at 1.00
Shoes, sold at 1.50, now at 75c
Shoes, sold at 1.00, now at 50c
Gum Boots sold at \$3.00, now \$2.60
Gum Boots sold at 2.75, now 2.25
Gum Boots sold at 1.75, now 1.25
Gum Boots sold at 1.75, now 1.25
Submarines Overs, now 2.25

F. H. MAURER'S, New Berlin, Pa.
7. Cor. Front and Union Sts.,

OPPENHEIMER'S GREAT BARGAIN STOCK

Everything New and Complete in the Line of the LATEST STYLE FALL HATS

Just been received. You can be sure of honest prices.

Shoes! Shoes! Shoes!
You make no mistake in buying from us. We always give you a rich deal.

Home and Bse Clothing.
We are prepared to give you suits at rock bottom prices. At the old stand they use you right.

H. OPPENHEIMER, Selinsgrove Pa.
Market St.,

General Adjustments. Prompt Payments.

REMEMBER HARVEY SCHOCH, GENERAL INSURANCE AGENCY, SELINSGROVE, PA.

By the Oldest, Strongest Cash Companies, Fire, Life, Accident and Tornado.

Assessments No Premium Notes.
Aetna Founded A. D., 1819 Assets \$11,055,513.88
Home " " 1853 " 9,853,628.54
American " " 1810 " 2,409,584.53

The Standard Accident Insurance Co.
The New York Life Insurance Co.
The Fidelity Mutual Life Association.
Your Patronage Solicited.

For the Latest News

Read the Middleburg Post.

HEAD ON CRASH.

Fearful Collision on the Lehigh Valley at Duncellen, N. J.

THIRTEEN PASSENGERS DEAD

And Thirty-four Were Injured, Some of Them Fatally.

PENNSYLVANIA EXCURSIONISTS.

The Train on Which the Fatalities Occurred Was Crowded With Residents of the Schuylkill Valley Who Were En Route to New York on a Three Days' Pleasure Tour—The Accident Was Caused by a Mistake in Orders, For Which the Train Crews Were Not Responsible.

Bound Brook, N. J., Jan. 10.—By a head on collision between two passenger trains of the Lehigh Valley railroad at West Duncellen yesterday 13 persons were killed and over 25 were injured.

West Duncellen is three miles from Bound Brook and about 30 miles from New York city. At the spot where the disaster occurred there is a sharp curve in the Lehigh Valley tracks and a steep cutting, but the accident was due in the first place to some terrible mistake in train orders, and in the second place to another accident that occurred at Bound Brook earlier in the day. The scenes which accompanied the collision, the suffering of the injured and the panic that reigned among the 400 passengers were well nigh indescribable. The blood stained wreck of tangled and twisted iron and wood bore witness to the truth of the general verdict of railroad men that this was one of the worst collisions in recent years.

Freight Wreck Led to Greater Wreck
A head on collision on a double track road was made possible only by a freight wreck which occurred at Bound Brook at 6 o'clock in the morning, when the axle of a freight car broke and nine cars were piled on top of each other. This completely blocked the east bound track, and all Lehigh Valley trains bound for New York switched from their own track to the west bound track, going over these rails from Bound Brook to Newmarket, a distance of six miles, and changing at the latter place back to their right side of the road. To permit this mode of traffic all west bound trains were held at South Plainfield until their own line was clear of trains going in the opposite direction.

Train No. 20, which left Shamokin, Pa., at 7 a. m., was so heavy with human freight that it had to be broken into three sections. The first sections arrived at Bound Brook, switched over to the other track, switched back at Newmarket and reached New York in safety. The third section of this train was almost an hour late. Its seven cars were crowded with 400 excursionists, most of them from Mount Carmel and Shamokin, Mahanoy City, Hazleton, Ashland and Pottsville, Pa. The party was travelling under the auspices of the Business Men's excursion, an annual event which many patronize for a three days' visit to New York. Not a few of the excursionists were going to witness the McCoy-Sharkey fight. Their train switched over at Bound Brook and proceeded, like the preceding sections, on the west bound track.

Meanwhile there had been waiting at Newmarket a local train (No. 71) that plies regularly between New York and Bound Brook. Owing to the traffic all going on one track it was almost an hour late. At last the train dispatcher at South Plainfield gave it permission to go. Just before reaching West Duncellen Engineer Rick slowed his train down, because he stops for passengers, if there are any. Martin Brennan, the signal man, threw up his arms and waved them, as if to say there were no passengers, so the local put on steam and headed round the curve, going at about 25 miles an hour. There were only four passengers on the local.

Plunging Forward to Death.
In the cab of the excursion train was James Prendergast, the engineer, with his fireman, George Cheshire. They saw the local as it started on the curve with shrieking whistle and brakes grinding sparks from the wheels the excursion train bore down to what seemed certain destruction. The passengers, alarmed at the continued whistle, opened the windows, mothers snatched their children in their arms men started from their seats, but before they had time to find out what was the matter they were hurled headlong, knocked senseless and many killed outright. The two engines, now pilotless, for both crews had jumped, came together with an awful crash. The excursion train was probably going at about 15 miles an hour. The local engine, as if tripped in its faster flight, turned a complete somersault and came crashing down beside its now demolished obstruction. But its career was not ended before it had jammed the tender of the excursion train almost from one end to the other of the first car from Shamokin. The tender stopped a few seats from the rear door. The car, or what was left of it, rolled over, carrying with it the imbedded tender, the fragments of a dozen bodies and the imprisoned wounded.

It was in the first car of the excursion train that all the deaths and most of the casualties occurred. The other cars, though their occupants were badly shaken, stayed on the track and were in condition to be hauled off.

The baggage car in the front of the local train was rather smashed up.

The engineers and firemen of both trains jumped. Engineer Prendergast, who weighs almost 300 pounds, jumped too late, for he was caught under his engine and for three hours lay pinioned in frightful agony. When at last a huge crane lifted the iron off his body he was found so badly injured that he is expected to die. Engineer Rick, of the local, was found on the tracks so badly injured that little hope was entertained of his recovery. Despite the blood that flowed from his mouth Rick gurgled out: "Some one gave wrong orders. I know how it happened, but I can't speak now."

Block System Not in Use.
On this section of the Lehigh Valley the block system is not in use. The train dispatcher at Easton, who has charge of the territory, is said to have wired the operator at South Plainfield to let No. 71, the local, come through, but later there was a message from Easton to hold all westbound traffic. It is alleged that the latter message was overlooked. Some say it was not handed to the operator, but whichever way it was the westbound train was allowed on its track, and from everything that could be learned the collision was plainly due to a mistake in orders and to no negligence of the train crews.

Dr. Brakely, of Duncellen, was one of the first on the scene. He said: "We got into the overturned car and groped among the debris for the dead. Teeth, arms, brains, splintered wood and twisted iron were mixed up in an indescribable mess. The wounded, most of them suffering from broken legs, were all jammed together at the rear end. The dead we got out piecemeal. Among the ruins we found a baby about 4 months old, in long clothes. We thought it was dead and laid it on the bank beside the half dozen other mangled bodies we had extricated. Just as I was leaving I noticed signs of life. The baby was alive, and a careful examination showed it had sustained only a bruise of the head. We put it in the cars for Plainfield."

A Baby's Marvelous Escape.
This baby belonged to Mrs. Mary Parreca, of Mount Carmel, who was accompanied on the train by her husband, two young sons and the infant in question. Mrs. Parreca said: "I was nursing the baby, when the whistle began to blow. My husband started to open the window. Then I was thrown to the back of the car and lost consciousness. My baby was gone. I almost went frantic when I awoke, but at last I found my child peacefully sleeping in the other train, and apparently none the worse for the experience."

L. S. Walter, a lawyer of Mount Carmel, was pinned in the debris of the front car for two hours. Despite the fact that he was seriously, if not fatally, injured, Mr. Walter directed the attention of the rescuers to other sufferers and from his point of vantage superintended their efforts. When finally taken out Mr. Walter was carried to a nearby vacant house, where he was cared for. The vicinity of the railroad crossing where the trains crashed is somewhat deserted. The occupants of the few houses nearby did everything in their power to assist the wounded, the women tearing up sheets as bandages for the wounded and easing in countless ways their sufferings.

The Killed and Injured.
The dead are: Martin Keenan, hotel-keeper, Mount Carmel, Pa.; W. H. Hinkle, contractor, Mount Carmel; Jacob Heller, tailor, Mount Carmel; H. E. Weikell, 25 years old, Mount Carmel; Frank Fischer, shoe dealer, Mount Carmel; William H. Lender, 24 years old, dry goods dealer, Mount Carmel; only recently married; Frank Markel, 54 years old, Shamokin, Pa.; Theodore S. Kohn, Shamokin; Abner S. Kiefer, carpenter, Pottsville, Pa.; William H. Markel, Shamokin; James Jarvis, 12 years old, Mount Carmel; two women, who are still to be identified.

The injured are: Arthur Tregebo, Llewellyn, Pa., both legs broken; Nicholas Parreca, Shamokin, legs crushed; Henry John Parreca, Shamokin, legs crushed; Louis Parreca, Shamokin, legs crushed; Mrs. Mary Parreca, Shamokin, internal injuries, may die; O. E. Schaeffer, fireman, South Easton, Pa., skull fractured, may die; Edward W. Rick, engineer, legs broken and body crushed, expected to die; Joseph Miesky, Shenandoah; Mary Jarville, Mount Carmel; — Maicosta, Shenandoah; George Launesky, Mount Carmel; unidentified man with "J. J." on his cuffs; James Prendergast, engineer, Easton, Pa., likely to die; — Joseph, full name and residence not known; Orlanda Staine, Sunbury, bruised and ankle sprained; Harry R. Foster, plumber, Pottsville, both legs broken, sent home; Mrs. Henry Lockhaven, Big Mine Run, legs crushed, sent home; Mrs. Lockhaven's mother, legs crushed, sent home; Mrs. Loudenslager, not very seriously; Miss Annie Johns, Shamokin, seriously injured about the legs; John Prentice, Marblehead, Mass., not seriously, proceeded home; Frank E. McIntyre, Mauch Chunk, cut and bruised, went to a hotel in New York; L. S. Walter, lawyer, Mount Carmel, legs broken, left in a house in Duncellen; William Feely, Pottsville, leg fractured, taken to a hotel in New York; Mrs. John Ballou, Sunbury, shock, severe bruises; John Ballou, husband of Mrs. Ballou, similar injuries; Abraham Alliger, Mount Carmel, slightly injured, taken to a hotel in New York; Mrs. Blitze, Ashland, both legs broken, sent home; Conductor Price, of the local, slightly injured; Harry Riddle, conductor of the excursion train, slightly injured; Ralph L. Reed, baggagemaster of the local, slightly injured; P. O. Helm, Sunbury, scalp wound and hands injured; Stanley Day, New Market, N. J., bruised about body and legs; William Corrie, New Market, similar injuries. The first 14 are at the Plainfield hospital.

THE DREYFUS AGITATION

Receives Renewed Impetus From Beaufort's Resignation.

COURT OF CASSATION DIVIDED.

In a Published Statement Beaufort Virtually Protests Against What He Suggests Is a Conspiracy on the Part of the Court to Exonerate Dreyfus.

Paris, Jan. 10.—A telegram from Cayenne, capital of French Guiana, has been communicated to the court of cassation embodying the reply of Dreyfus to questions put to him by the public prosecutor there. Dreyfus energetically denies that he ever confessed that he was guilty to Captain Lebrun-Renault, in whose charge he was placed at the Ecole Militaire at the time of his condemnation and degradation, and he re-protests his innocence.

The Echo De Paris this morning publishes a statement by M. Quesnay de Beaufort of the reason of his resignation of the civil section of the court of cassation. He virtually protests against what he suggests is a conspiracy on the part of the court of cassation to exonerate Dreyfus. But he practically admits his partiality by declaring that his resignation was intended to avenge the army and its generals for the sufferings they have had to endure in silence. Undoubtedly the action of Beaufort will precipitate a crisis which may prove the gravest of the Dreyfus affair has yet involved.

Of all the scandals produced by the Dreyfus affair the resignation of M. Beaufort is certainly the gravest. What is beyond doubt is that the nationalists, who have not had a single man whose name was imposing or whose ability was dangerous, now appear to have found a chief. Although his aim is still far from clear. With M. Beaufort leading the Nationalists and anti-Semites, Paul Deroulede leading the League of Patriots and Godfrey Cavaignac at the head of the Patrie Francaise the republic, if it escapes, will have a hard time.

Yesterday's revelations of various kinds tend to show that the members of the court of cassation are themselves divided into two fiercely opposed camps of Dreyfusards and anti-Dreyfusards. M. Beaufort's explanation of the causes for his resignation will probably lead to the fall of the cabinet, since he complains bitterly of the way M. Lebert, the minister of justice, conducted the interview with him when he offered to the minister a statement of the relations between M. Bard, of the criminal branch of the court of cassation, and colonel Picquart.

The Paris correspondent of the London Daily News telegraphs his paper: "The action of M. Beaufort in resigning is astonishing. He throws up one of the easiest and most honorable posts and the salary of £1,000 a year which might have gone on indefinitely at a time of life when men cease to be fortunate if they plunge into new ventures. It is believed that he intends to stand for the senate, the academy and, later, for the presidency of the republic."

Four Killed on the Union Pacific.
Sidney, Neb., Jan. 10.—Four deaths and injuries to seven people were caused by a wreck on the Union Pacific at Sunal, 15 miles east of here, yesterday. The dead are Engineer Deil Bonner, fireman John C. Coleman, a young woman supposed to be Miss Myrtle Armstrong, of Paxton, Neb., and an unknown man. An east-bound passenger train had stopped to take the side track, but had not been able to clear the main track when a westbound passenger train, running at the rate of 45 miles an hour, crashed into it.

Internal Revenue Receipts.
Washington, Jan. 10.—The monthly statement of the collections of the internal revenue shows that during November, 1898, the receipts amounted to \$22,494,405, against \$18,959,296 for November, 1897. For the five months of the fiscal year the receipts aggregated \$161,129,843, an increase, as compared with the same period in 1897, of \$44,341,118. At this rate of increase the receipts from all internal revenue sources during the present fiscal year will aggregate about \$275,000,000.

Delaware Deadlock Ended.
Dover, Del., Jan. 7.—The deadlock which had been hanging in the Delaware house of representatives since Tuesday was broken yesterday, after 91 ballots had been taken, by electing Theodore F. Clark, of Delaware City, as speaker. Benjamin F. Sheppard, of New Castle county, was elected clerk on the first ballot. Andrew Esham was elected sergeant-at-arms on the fifth ballot. Rev. Joseph Brown Turner (Presbyterian) was elected chaplain on the fourth ballot.

Attempt to Wreck a Train.
Washington, Del., Jan. 10.—Train No. 93 on the Delaware railroad was derailed near Cheswold last night by cross ties which had been placed on the tracks by unknown persons. No one was hurt, but the passengers were greatly shaken. On Saturday night Engineer Hardman, of the same train, discovered several cross ties piled on the track at the same place, but he stopped his train before any damage was done.

Approaching a Climax at Manila.
Manila, Jan. 10.—The situation is rapidly approaching a climax and it is just possible that tomorrow will see a peaceful solution. Meanwhile all sorts of alarmist rumors are in circulation. The United States authorities are taking every precaution. The troops in quarters are under arms, and the Callifornians have disembarked from the transports.

Thieving Lawyer Gets Seven Years.
New York, Jan. 10.—Lawyer G. W. Byram, of Newark, who was recently convicted of uttering a check for \$15,000 on the Fidelity bank, with fraudulent intent, was yesterday sentenced to seven years at hard labor in state prison and to pay a fine of \$500 and costs.

A WEEK'S NEWS CONDENSED.

Wednesday, Jan. 4.

The battleship Oregon, now at Callao, has been ordered to proceed to Honolulu.
General Gomez issues a proclamation opposing the disbandment of the Cuban army until the soldiers are paid.
Grand Duke Cyril Vindimirovitch, of Russia, in an interview at New York, predicts that we will have war with the Philippines.

The boiler of a Philadelphia and Reading engine exploded at Bowers Station, Pa. Engineer Weaver was killed and three others injured.
In a list of volunteers ordered mustered out is the Sixty-ninth New York, Fifteenth Pennsylvania, Third New Jersey and Third North Carolina.

Pennsylvania Republican legislators nominated M. S. Quay to succeed himself in the national senate. But it was not a full caucus, and he lacks 19 votes.

Thursday, June 5.

Spain's floating debt amounts to 554,810,595 pesetas.
Minnie French Evans, the actress, died in New York of apoplexy.

The Massachusetts supreme court declares the indeterminate sentence act unconstitutional.

General Ludlow, at Havana, has suppressed immoral dances at the theaters and indecent literature.

Maine Republicans' senatorial caucus unanimously renominated United States Senator Eugene Hale.

Joseph H. Choate, the eminent New York lawyer, has been selected by the president for ambassador to England.

Barrooms on our transport vessels, at which exorbitant prices were charged the soldiers, may lead to the dismissal of two quartermasters.

Comptroller Dawes has decided that the Philadelphia Record must be sold to protect the interests of the failed Chestnut Street bank depositors.

Friday, Jan. 6.

Mrs. Moore, the financial backer of Keeley, of motor fame, died in London, aged 75.

The British completely routed the dervishes on the Blue Nile, but Emir Ashmed Fedli escaped.

General Polavieja, ex-governor general of the Philippines, may succeed Sagasta as Spanish premier.

It is reported that Count Leo Tolstol will be banished from Russia for championing the cause of the dissenters.

Captain Sigbee's share of the prize money for the British ship Rothermel is \$768.88. Sailors get \$4 and \$5 each.

In a fight with six fleeing robbers at Chicago Policeman Wallner was killed and Policeman McCauley wounded. The robbers escaped.

British steamer Rosshire and French steamer Duquesnel collided off Revose Head, Wales. Eleven of the latter's crew were drowned.

Saturday, Jan. 7.

Stringent regulations have been issued for regular inspections of army camps.

At a shipbuilding works at Barking, England, a boiler exploded, killing nine people.

Exploding acetylene gas killed Gustav Kiel, a prominent merchant of Pemberville, O.

Governor Roosevelt rode on a locomotive from Albany to New York in record breaking time.

Rev. Newell D. Hillis, of Chicago, has been chosen for the pastorate of Plymouth church, Brooklyn, vice Lyman Abbott.

J. B. Berthoff, Western Union manager in Jersey City, has been indicted for "aiding and abetting a green goods swindle," in accepting the sharpers' telegrams.

Monday, Jan. 9.

Tornado destroyed a country school-house in Scott county, Ark., killing three pupils.

General Lawton proposes to take with him to the Philippines the flower of the American army.

A head on collision on the Southern railroad, near Elk Valley, Tenn., killed four railroaders.

Philippines insurgents have "kerosened" Iloilo, preparatory to burning the town if attacked by Americans.

The report of the late Colonel Waring on the filthy condition of Havana warns the government against delaying sanitary reforms.

Fire in the Richelieu hotel at Pittsburgh resulted in the death of A. S. Landis, Grapeville, Pa.; G. A. Walters, Camden, N. J.; Mrs. Catherine Boyls, Pittsburgh.

THE PRODUCE MARKETS

As Reflected by Dealings in Philadelphia and Baltimore.

Philadelphia, Jan. 9.—Flour well maintained; winter superfine, \$2.25@2.50; Pennsylvania roller, clear, \$1.50@2.00; city mill, extra, \$2.00@2.25. Rye flour quiet and steady at \$3.10 per barrel for choice Pennsylvania. Wheat firm, but quiet; No. 1 red, January, 75¢@76¢; corn steady; No. 2 mixed, old, January, 41¢@42¢; do. do. new, 40¢@41¢; No. 2 yellow, new, for local trade, 41¢@42¢. Oats firm, but quiet; No. 2 white, 35¢; No. 2 white, clipped, 35¢. Hay steady; choice timothy, \$11.50 for large bales. Beef firm; beef hams, \$18.50@19. Pork quiet; family, \$12@12.50. Lard steady; western creamery, 5¢@5.50. Butter steady; western creamery, 15¢@16¢; factory, 14¢@15¢. Eggs, 15¢@16¢. Imitation creamery, 12¢@13¢; New York dairy, 13¢@14¢; do. creamery, 14¢@15¢; fancy Pennsylvania prints jobbing at 24¢@25¢; do. wholesale, 22¢. Cheese firm; large, white and colored, 10¢@11¢; small do., 11¢; light skims, 7¢@8¢; part skims, 7¢@8¢; full skims, 2¢@3¢. Eggs easier; New York and Pennsylvania, 22¢; western, fresh, 24¢; southern, 22¢.

Baltimore, Jan. 9.—Flour dull; western superfine, \$2.25@2.60; do. extra, \$2.60@3.15; do. family, \$3.35@3.60; winter wheat, patent, \$7.00@7.50; spring do., \$3.75@4.25; spring wheat, straight, \$2.50@2.75. Flour easier; spot and month, 75¢@76¢; Wheat firm; 75¢@76¢; steamer No. 2 red, 75¢@76¢; southern, by sample, 70¢@71¢; do. on grade, 70¢@71¢. Corn dull and steady; spot and month, 65¢@66¢; February, 65¢@66¢; southern, white and yellow, 65¢@66¢. Oats steady; No. 2 white, 34¢@35¢; No. 2 mixed, 24¢. Rye firm; No. 2 near by, 55¢; No. 2 western, 52¢. Hay firm; No. 1 timothy, \$10.50. Grain freights quiet; steam to Liverpool, per bushel, 35¢; January; Cork, for orders, per quarter, 3s. 6d. @ 3s. 7d. January; 3s. 6d. February. Sugar strong; granulated, 5.00. Butter steady; fancy creamery, 30¢; do. imitation, 13¢@14¢; do. ladie, 15¢; good ladie, 12¢@13¢; store packed, 12¢@13¢. Eggs steady; fancy New York, large, 16¢@17¢; medium, 14¢@15¢; do. small, 12¢@13¢. Lettuce at \$1.25@1.50 per bushel box. Whisky at \$1.25@1.50 per gallon for smoked goods in carloads; \$1.15@1.12 for jobbing lots.