Evening Herald.

PUBLISHED DAILY, SUNDAY EXCEPTED

H. C. BOYER, Editor and Publisher.
WM. J. WATKINS, Local Editor.

ALL THE NEWS FOR ONE CENT

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LAKESIDE DATES.

Figures Demonstrate the Popularity of the Resort.

Aug. 27.—Young Men's Democratic Club, Mahanoy City.

FATAL EXPLOSION.

One Killed and Many Wounded in a New Jersey Quarry.

NEW BRUNSWICK, N. J., Aug. 26.—Information has reached here that a fatal explosion occurred in Shandley's quarry on the outskirts of New Brunswick.

Daniel Haggerty was killed, and two boys named Young and Sweeney, as well as several Italians, were wounded. Physicians from Princeton attended the injured, none of whom are supposed to be seriously hurt.

This is the third fatal explosion which has occured in the quarries at that place in the last two years.

Fall trade will soon begin to open.

Vacation days are becoming fewer

Grapes will be plenty.

Dog days ended.

Consistency is a jewel. It is not fashionable to wear much jewelry.

The squirrel season will open Tuesday, September 1st only a week off.

The excursion season will soon be over and the fall routine will begin.

Completed to Deadwood.

The Burlington Route, C., B. & Q. R. R., from Chicago, Peoria and St. Louis, is now completed, and daily passenger trains are running through Lincoln, Neb., and Custer, S. D., to Deadwood. Also to Newcastle, Wyoming. Sleeping cars to Deadwood. tf

ALMY BEHIND THE BARS.

Christie Warden's Murderer Placed in Manchester Jail.

MANCHESTER, N. H., Aug. 26.—George S. Abbott, alias Frank S. Almy, the murderer of Christie Warden, is now in jail here. While on his way to this city a number of people boarded the train and tried to get a glimpse of the prisoner as he lay in his cot in the special car. In the car besides the murderer were Sheriff Brighorn and deputies and several newspaper men.

At Canaan, Hon. George W. Murray, who defended Abbott at his trial for the burglaries in Vermont, passed through the car and immediately recognized the prisoner as his former client.

On the arrival of the train at Concord the crowd was so great that Abbott's car had to be run into the yard to await the making up of the train for Manchester. Warden Phillsbury, of the State prison, came into the car here, and taking the prisoner by the hand said: "How do you do, Abbott?" The prisoner replied: "I do not know you." He appeared to be afraid of the crowd, and drew a sheet over his face to prevent recognition.

Officer Foster, who lives near the Warden farm, on leaving Abbott, grasped his hand, when the latter said "good-bye" and burst into tears.

Almy denies that he is Abbott. He says he wants to be tried for the murder of Christie Warden, but not branded as a horse thief.

HE SAVED HER LIFE.

Ex-Bank President James D. Fish Rescues a Woman at a Fire.

SEA GIRT, N. J., Aug. 26.—About 2 a. m. the residence of John J. Butler here was discovered to be on fire by Mrs. J. B. Brown, who was the only occupant of the house. Almost overcome by smoke, Mrs. Brown made her way to a balcony and cried for help.

An old man occupying the next house heard her call, and crossing from the adjoining balcony saved the woman from the flames, which were fast approaching her.

The old man proved to be James D. Fish, ex-president of the Marine Bank of New York, who was sent to State Prison for wrecking the bank in connection with the failure of Grant & Ward, and pardoned by President Cleveland.

The building and contents were damaged to the extent of $16,000.

DIGGING FOR BODIES

The Ghastly Work in New York Still Continues.

OVER 60 VICTIMS THUS FAR.

A Large Force of Men at Work on the Ruins To-day.

How Many More Bodies Lie Buried Time Will Tell—Many of Those Recovered Are Torn Asunder—Preparing the Unidentified at the Morgue for Burial. More Heartrending Scenes.

NEW YORK, Aug. 26.—The Park place ruins are yielding up their dead. Stubbornly they cling to the bodies, making the rescuers fight for every inch of vantage. This is the fourth day since the collapse of the building, and no one yet knows how many are buried there.

In a hundred homes are wailings of women mourning for their lost ones. Many have not even the melancholy comfort of having their dead with them. So all day long they haunt the morgue or the scene of the disaster.

Up to 1 o'clock the bruised and burned bodies of sixty victims of the Park place fire had been taken from the ruins. How many more blackened corpses are still under the mass of bricks, broken timber and twisted iron is yet only a matter of conjecture, but there will probably be forty more unearthed before the debris has been cleared away.

Crowds Surround the Ruins.

The crowds of people with morbid curiosity continue in the streets adjacent to the scene of the disaster. They fight and push and maul each other for places near the police line, where they may see at least the boxes that contain the mangled and burned bodies of the victims as they are lifted out. They can see nothing else, yet they stand and fight for hours. The roofs, the fire escapes, the windows of the adjoining buildings are all crowded, and in those crowds are women, dozens, hundreds of women, all anxious to see a burned human being.

Many Ghastly Scenes.

From midnight until daylight the scenes witnessed by the watchers confirm the belief that the greater number of the victims will be found under the center of the debris where the full weight of the building fell.

From hour to hour the scenes around the ruins differ but little. It is the same ceaseless round of digging at the wreck, broken by the occasional finding of another body. If there is any change at all it is that the fact is brought more and more strongly to the mind of the great extent of the tragedy. Every now and then during the day the Italians unearthed parts of human beings all in a very decomposed state, legs, arms, feet, and in one or two instances heads were found and placed carefully away with any parts of clothing that may have been found near them for the purpose of identification if possible.

At 7:15 a fearfully mangled body was recovered from the east side of the ruins. One-half of the head was completely crushed, and nothing was found which might lead to identification.

At 8:50 another bruised form was found. As the coroner stepped up to view it as it was being raised by the firemen, the head dropped off and disappeared in the black depths below. The body was that of a young girl about 17 years old. At this time three mangled forms were in sight. These three, and also another one, were taken out by 10 o'clock. The last four bodies recovered were those of men.

The Dead Wagon in Demand.

The police on duty have made of a muddy plank from the wagon a sort of counter, upon which the papers and valuables taken from each body as it is dug out are ranged for official registration and examination by the friends present. Alongside of the officer who does this stands the coffin containing the charred corpse that is being searched. It is usually the top of a pile three or four high. Periodically the dead wagon comes for its load, and the pile is removed or dwindles down to one. But ere long it has grown again to its former height. The dead wagon has many a weary journey ahead before it shall have made its last trip down Park Place. It will not be to-day, and maybap neither to-morrow, nor the day after.

THE UNKNOWN DEAD.

To be Taken from the Morgue and Buried To-day.

NEW YORK, Aug. 26.—The scenes at the morgue to-day were, if it were possible, more pathetic and touching than on any other day since the dreadful calamity.

The "body" room is lined with pine boxes each containing its grim corpse, some of which are becoming so far advanced in decomposition that the odors within the building are most offensive. Some women looking for the remains of missing husband, son or brother, fainted, and had to be carried out of the building.

The clothing, what remains of it, and anything else that might possibly lead to identification, will be preserved and separately marked with the number of the box in which the body was, and the bodies will each be buried separately in marked graves, so that they can be identified and readily exhumed in case they are claimed by the friends or relatives.

The Italian Thief Sentenced.

NEW YORK, Aug. 26.—Rossi Savarini, the Italian who picked the pocket of a waistcoat which he found in the ruins of the Park place fire, has been sentenced to the penitentiary for six months.

Another Italian Robbing the Dead.

NEW YORK, Aug. 26.—Another of the Italian laborer was detected last night searching a coat which he found in the ruins. He was hustled off to jail at double-quick speed.

Crushed to Death.

DANBURY, Conn., Aug. 26.—James Barry was crushed to death last evening by the caving of a ditch on Liberty street. Several other men were partially buried and received serious injury. Those of John Hiland will probably prove fatal.

The Western Strike Ended.

PEORIA, Ill., Aug. 26.—The switchmen's strike is at an end. The strikers made an unconditional surrender.

Big Dry Goods Store Burned.

BROOKLYN, N. Y., Aug. 26.—The dry goods store of Burke & Ryan, on Atlantic avenue, was burned last night. Loss, $100,000; insured. The fire was caused by the ignition of some light fabrics by a gas jet in the window.

Transfixed With a Piece of Wood.

BALTIMORE, Aug. 26.—John W. Perkins, while at work here at a circular saw in the mill of Schneider & Fuchs, was transfixed with a piece of wood which the saw hurled at him. He died of his injuries in a few minutes.

Two Drowned While Bathing.

CONCORD, N. H., Aug. 26.—Flavius Labbe and Theo. Lessard were drowned last evening while bathing in the Merrimac river near Pouneook. Neither could swim.

Lehigh Valley Railroad.

ARRANGEMENT OF PASSENGER TRAINS.

MAY 10, 1891.

Passenger trains will leave Shenandoah for Mauch Chunk, Lehighton, Slatington, Catasauqua, Allentown, Bethlehem, Easton, Philadelphia and New York at 5.47, 7.40, 9.08 a. m., 12.52, 3.10, 5.26 p. m.

For Belvidere, Delaware Water Gap and Stroudsburg at 5.47, a. m., and 5.26 p. m.

For Lambertville and Trenton, 9.08 a. m.

For White Haven, Wilkes-Barre and Pittston 5.47, 9.08, 10.41 a. m., 3.10 and 5.26 p. m.

For Tunkhannock, 10.41 a. m., 3.10 and 5.26 p. m.

For Auburn, Ithaca, Geneva and and Lyons 10.41 a. m., and 5.26 p. m.

For Lacey ville, Towanda, Sayre, Waverly, Elmira, Rochester, Buffalo, Niagara Falls, Chicago and all points West at 10.41 a. m., and 5.26 p. m.

For Elmira and the West via Salamanca at 3.10 p. m.

For Audenried, Hazleton, Stockton, Lumber Yard, Weatherly and Penn Haven Junction at 5.47, 7.40, 9.08 a. m. and 12.52, 3.10 and 5.26 p. m.

For Jeanesville, Leviston and Beaver Meadow, 7.40, 9.08 a. m., and 5.26 p. m.

For Scranton at 5.47 9.08, 10.41 a. m. 3.10 and 5.26 p. m.

For Hazle Brook, Jeddo, Drifton and Freeland at 5.47, 7.40, 9.08, 10.41 a. m., 12.52 3.10 and 5.26 p. m.

For Quakake at 5.47 and 9.08 a. m., and 3.10 p. m.

For Wiggans, Gilberton and Frackville at 5.50 and 9.08 a. m., and 4.16 p. m.

For Yatesville, Mahanoy City and Delano 5.47, 7.40, 9.08, 10.41, 10.58 a. m., 12.52, 3.10, 5.26, 8.03, 9.25 and 10.27 p. m.

For Lost Creek, Girardville and Ashland 4.27, 7.46, 8.52, 10.15 a. m., 1.00, 1.40, 4.10, 6.36, 8.10 and 9.14 p. m.

For Darkwater, St. Clair and Pottsville, 7.40, 9.08, 10.58 a. m., 12.52, 3.10, 4.10, 5.26 and 8.03 p. m.

For Buck Mountain, New Boston and Mores, 7.40, 9.08, 10.58 a. m., 12.52, 3.10, 5.26 and 8.03 p. m.

For Raven Run, Centralia, Mt. Carmel and Shamokin, 8.52, and 10.15 a. m., 1.40, 4.40 and 8.06 p. m.

Trains leave Shamokin for Shenandoah, 7.55 11.55 a. m., 2.10, 4.39 and 9.30 p. m., arriving at Shenandoah, 9.05 a. m., 12.52, 3.10, 5.26 and 11.15 p. m.

SUNDAY TRAINS.

For Lost Creek, Girardville and Ashland, 8.50, 9.10 11.35 a. m., 2.45 p. m.

For Darkwater, St. Clair and Pottsville, 8.50, 8.00, 9.30 a. m., 2.45 p. m.

For Yatesville, Mahanoy City and Delano, 9.00, 11.35 a. m., 1.40, 4.40, 6.03 p. m.

For Lofty, Audenried and Hazleton, 8.00 a. m., 1.40 p. m.

For Mauch Chunk, Lehighton, Slatington, Catasauqua, Allentown, Bethlehem, Easton and New York, 8.00 a. m., 1.40 p. m.

For Philadelphia, 1.40 p. m.

E. B. BYINGTON,
Gen'l Pass. Agt., Bethlehem.

Philadelphia and Reading Railroad

Time Table in effect July 16, 1891

TRAINS LEAVE SHENANDOAH AS FOLLOWS

For New York via Philadelphia, week days, 2.10 5.25, 7.20 a. m. and 12.33 2.50 and 5.55 p. m. Sunday 2.10 and 7.48 a. m. For New York, via Mauch Chunk, week days, 5.25, 7.20, a. m. and 12.33 and 2.50 p. m.

For Reading and Philadelphia week days, 2.10, 5.25, 7.20, a. m., 12.33 2.50 and 5.55 p. m. Sunday, 2.10 and 7.48 a. m., 4.30 p. m.

For Harrisburg, week days, 2.10, 7.20 a. m., 12.0, 5.55 p. m.

For Allentown, week days, 7.20 a. m., 12.33 2.50 p. m.

For Pottsville, week days, 2.10 7.20 a. m., 12.33 2.50 and 5.55 p. m. Sunday, 2.10 and 7.48 a. m., 4.30 p. m.

For Tamaqua and Mahanoy City, week days, 2.10, 5.25, 7.20, a. m., 12.33 2.50 and 5.55 p. m. Sunday, 2.10 and 7.48 a. m., 4.30 p. m. Additional for Mahanoy City, week days 7.00 p. m.

For Lancaster and Columbia, week days, 7.20 a. m., 2.50 p. m.

For Williamsport, Sunbury and Lewisburg, week days, 3.25, 7.20 and 11.30 a. m., 1.35, 7.00 p. m. Sunday 3.25 a. m., 3.05 p. m.

For Mahanoy Plane, week days, 2.10 3.25, 5.25, 7.20 and 11.30 a. m., 12.33, 1.35, 2.50, 5.55, 7.00 and 9.25 p. m. Sunday, 2.10, 3.25 and 7.48 a. m. 4.05, 4.30 p. m.

For Girardville (Rappahannock Station) week days, 2.10, 3.25, 5.25, 7.20 and 11.30 a. m., 12.33, 1.35, 2.50, 5.55, 7.00 and 9.25, p. m. Sunday, 2.10, 3.25, 7.48 a. m., 3.05, 4.30 p. m.

For Ashland and Shamokin, week days, 3.25, 5.25, 7.20, 11.30 a. m., 1.35, 7.00 and 9.25 p. m. Sunday 3.25, 8.02 a. m., 3.05 p. m.

TRAINS FOR SHENANDOAH:

Leave New York via Philadelphia, week days, 7.45 a. m., 1.30, 4.00, 7.30 p. m., 12.10 night. Sunday, 3.00 p. m., 12.15 night.

Leave New York via Mauch Chunk, week days, 4.30, 8.45 a. m., 1.00 and 4.00 p. m.

Leave Philadelphia, week days, 4.10, and 10.00 a. m. 4.00 and 6.00 p. m., from Broad and Callowhill and 8.35 a. m. and 11.30 p. m. from 9th and Green streets. Sunday 8.00 a. m. 11.00 p. m. from 9th and Green.

Leave Reading, week days, 1.45, 7.10, 10.05 and 11.50 a. m., 5.35, 7.37 p. m. Sunday 1.35 and 10.45 a. m.

Leave Pottsville, week days, 2.40, 7.40 a. m., 12.50, 6.11 p. m. Sunday, 2.40, 7.00 a. m. and 2.15 p. m.

Leave Tamaqua, week days, 3.20, 8.48 and 11.18 a. m., 1.21, 7.13, and 9.18 p. m. Sunday 3.20 7.43 a. m. and 2.50 p. m.

Leave Mahanoy City, week days, 3.40, 8.18 and 11.47 a. m., 1.51, 7.42 and 9.44 p. m. Sunday, 3.46, 8.17 a. m., 3.20 p. m.

Leave Mahanoy Plane, week days, 2.45, 4.00 8.36, 9.35, 11.59 a. m., 1.05, 2.00, 5.20, 6.20, 7.57, and 10.00 p. m. Sunday 2.45, 4.00, and 8.17, a. m. 3.37, 5.01, p. m.

Leave Girardville (Rappahannock Station) week days, 2.47, 4.07, 8.36, and 9.41 a. m., 12.05, 1.12, 5.26, 6.32, 8.03 and 10.00 p. m. Sunday, 2.47, 4.07, 3.33 p. m., 5.41, 8.17 p. m.

Leave Williamsport, week days, 3.00, 9.45 and 11.55 a. m. 3.35 and 11.15 p. m. Sunday 11.15 p. m.

For Baltimore, Washington and the west via B. & O. R. R., through trains leave Girard Avenue station, Philadelphia, (P. & R. R. R.) at 4.16, 8.01 and 11.27 a. m., 1.34, 4.21, 5.55 and 7.23 p. m. Sunday, 4.16 8.02 11.27 a. m., 4.24 5.55 and 7.23 p. m.

ATLANTIC CITY DIVISION.

Leave Philadelphia, Chestnut Street Wharf and South Street Wharf.

For Atlantic City.

Week-days—Express, 5.15, 8.00, 9.00, 10.45 a. m. and 1.30 (Saturdays only, 1.30), 2.00, 3.00, 3.30, 4.00, 5.00, 6.00 p. m. Accommodation, 7.40 a. m., 4.15, 6.30 p. m.

Sundays—Express, 5.15, 7.00, 7.30, 8.00, 8.30, 9.00, 9.30 a. m. and 4.30 p. m. Accommodation 8.00 a. m. and 4.45 p. m.

Returning, leave Atlantic City, depot corner Atlantic and Arkansas avenues.—Week-days Express, 7.00, 7.30, 8.00, 9.00, 10.00 a. m. and 3.15, 4.00, 5.30, 6.30, 7.30, 9.30 p. m. Accommodation 6.00, 8.10 a. m. and 4.40 p. m. Sundays—Express, 3.30, 4.00, 5.00, 6.00, 6.30, 7.00, 7.30, 8.00, 9.30 p. m. Accommodation, 7.30 a. m., 5.05 p. m.

C. G. HANCOCK, Gen'l Pass'r Agt.
A. A. MCLEOD, Pres. & Gen'l Manager.

PENNSYLVANIA RAILROAD.

SCHUYLKILL DIVISION.

On and after Nov. 24, 1890, trains will leave Shenandoah as follows:

For Wiggan, Gilberton, Frackville, New Castle, St. Clair, and way points, 6.00, 9.15 a m and 4.15 p m.

Sundays, 8.00, 9.40 a m and 3.10 p m.

For Pottsville, 6.00, 9.10 a m and 4.15 p m.

Sundays, 900, 9.40 a m and 3.10 p m.

For Reading, 6.00, 9.10 a m and 4.15 p m.

Sundays, 900, 9.40 a. m. and 3.10 p m.

For Pottstown, Phoenixville, Norristown and Philadelphia (Broad street station), 6.00, 9.10 a m. and 4.15 p m week days

Sundays, 900, 9.40 a m 3.10 p m

Trains leave Frackville for Shenandoah at 10.40 a m and 12.14, 7.42, 10.09 p m. Sundays, 11.13 a m and 5.40 p m.

Leave Pottsville for Shenandoah, 10.15 and 11.46, a m 7.15, 9.42 p m. Sundays, 10.40 a m 5.15 p m.

Leave Philadelphia (Broad street station), for Pottsville and Shenandoah, 5.37, 10.28 a m 2.10, 4.10 and 7.00 p m week days. Sunday 8.28 a m and 1.10 p. m.

For New York, 3.20, 4.05, 4.40, 5.35, 6.50, 7.30, 8.20 8.30, 9.50, 11.00 and 11.15 a m, 12.00 noon, (limited express, 1.08 and 4.50 p m.) 12.44, 1.40, 2.30, 3.20, 4, 5, 6, 6.30, 6.50 7.13 8.12 and 10.00 p m, 12.01 night.

On Sundays, 3.20, 4.05, 4.40, 5.35, 8.12, 8.30, 9.50, a m. and 12.00, 3.20 (limited 4.50), 5.28, 6.30, 6.50 7.13 8.12 p m and 12.01 night.

For Sea Girt, Spring Lake, Belmar, Ocean Grove, Asbury Park, and Long Branch 3.20, 11.15, a. m. 4.00 p. m. week days For Freehold, 3.20 p. m. week days.

Baltimore and Washington, 3.50, 7.20, 8.21 9.10, 10.20, 11.18 a m, 12.[illegible] (limited express) 3.42 4.41 6.37 and 7.40 p. m., and 12.03 night. For Baltimore only 3.02, 4.1, 5.08 and 11.30 p. m. On Sundays, 3.50, 7.20, 9.10 and 11.18 a. m. 4.41 6.37, 7.40 p m. 12.03 night. Baltimore only 3.02 and 11.30 p m.

For Sleemond and the South 7.20 11.18 a. m., (Limited Express 12.05 p. m.) 12.03 night, week-days. Sundays, 7.20 a. m., 12.03 night.

Trains leave Harrisburg for Pittsburg and the west every day at 12.25 and 3.10 a m and 3.00 (limited) and 3.40 p m. Way for Altoona, 8.15 a m and 4.10 p m every day.

For Pittsburg only, 11.20 a m daily and 10.20 p m week days.

Leave Sunbury for Williamsport, Elmira, Canandaigua, Rochester, Buffalo and Niagara Falls 5.10 a m daily, and 1.43 p m week days. For Watkins, 5.30 p m week days.

For Erie and intermediate points, 5.10 a m., daily. For Lock Haven, 5.10, and 9.58 a m. daily, 1.34 and 5.30 p. m. week days. For Renova 5.10 a m 1.43 and 5.30 p m week days, 8.00 a. m Sundays.

CHAS. E. PUGH, Gen. Man'r
J. R. WOOD, Gen. Pass. Agt.

WILMINGTON & NORTHERN R. R.

Time table in effect May, 10, 1891.

Trains leave Reading (P. & R. station) for Gibraltar, Seyfert, Birdsboro, Joanna, Springfield, Waynesburg Junction, Coatesville, West Chester, Chadsford Junction, B. & O. Junction, Wilmington and intermediate stations, daily except Sunday, at 6.25 and 8.30 a.m. and 3.15 p. m. Sunday only at 3.05 p. m.

For Warwick, St. Peters and intermediate stations, daily except Sunday, at 9.30 a.m., and 5.19 p. m. Sunday only 8.15 a. m.

For Birdsboro and intermediate stations, Saturday only, at 12 m.

For Baltimore and Washington (B. & O. R. R.) daily except Sunday at 6.25 and 8.30 a. m. and 3.15 p. m. Sunday only at 3.05 p. m.

Trains arrive at Reading (P. & R. station) from Wilmington, B. & O. Junction, Montchanin, Chadsford Junction, West Chester, Lenape, Coatesville, Waynesburg Junction, Springfield, Joanna, Birdsboro, Gibraltar, Seyfert and intermediate stations, daily except Sunday at 10.20 a. m. 5.52 and 8.17 p. m. Sunday only at 11.24 a. m.

From St. Peters, Warwick and intermediate stations, daily except Sunday, at 8.23 a. m. and 2.25 p. m. Sunday only at 6 p. m.

From Birdsboro and intermediate stations, Saturday only at 1.40 p. m.

From Washington and Baltimore, daily except Sunday, 10.20 a. m. 5.52 and 8.17 p. m. Sunday only at 11.24 a. m.

BOWNESS BRIGGS, Gen'l Pass. Agt.
A. G. MOCAUSLAND, Supt.