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God Hess Our Land 25 Old Organ Blower,
Go, Pretty Rose,
60 Our Last Waltz
40 Over the Mochili Sea,
In Old Madrid,
50 Swoot Katte Connor,
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ISOLDIERS GUARD THE BUFFALO YARDS

Two Regiments Ordered to the Scene Early This Morning.

CENTRAL AND WEST SHORE SWITCH-MEN MAY ALSO STRIKE.

The Desertions of Deputies So Disgusted the Sheriff That He Decided to Call Out the Militia--Assaults Upon Non-Union Men-Many Fires Started in the Lehigh Valley Yards Yesterday-Great Damage Done-Demands of the Men-Trouble at Other Points.

BUFFALO, N. Y., Aug. 16.—This morning everything is quiet at the East Buffalo yards. Both buttations of he 74th and 65th regiments are on duty in the yards, and it is unlikely that any more trouble will occur at present.

Several small fires were started in the Lehigh Valley yards last night, but they were easily extinguished. The strikers were in session until 2 a.

m. in Gammell's Hall, but no more At a late hour I at night Sheriff Beck

was notified by officials of the New York Central and West Shore roads that they would expect him to protect their prop-erty in the event of a strike on their There is not the slightest doubt in the

minds of those posted in railway matters but that the New York Central and West Shore switchmen at this point will quit work unless the difficulty between the men now on strike and their employers Sheriff Beck seems to have met with

Ill-success in answer to his call for deputies at \$3 a day. All they did was to desert as fast as they reached East Buffalo. The desertions so disgusted the official that he decided to call out the militia.

Yesterday morning the striking switch-men renewed their destruction of railroad property.
One bundred and fifty cars were set on

fire on the tracks outside the city line be-tween 10 and 4 o'clock and burned fiercely. The purpose of this latest out-rage was to block the tracks so that trains

rage was to block the tracks so that trains cannot be sent through.

The fire being outside of the city limits the Fire Department could not go there and it raged unfought. It was thought that the engines might remain inside the city and run out long lines of hose for the railroad men to handle, but that was found to be impracticable after water had been spread on a few cars which were near the line. Over 4,000 feet of hose

were run out in one case, There were probably 1,500 cars between Buffalo and Lancaster and as nothing

was done to stay the progress of the flames they were destroyed. When the Lehigh freight No. 86 at-tempted to get out of the yards it was held up by the strikers.

beld up by the strikers.

The train had moved slowly as far as Balley avenue, when suddenly a mob of strikers darked out from among the cars on side tracks and other places of goncesiment and commanded the engineer and from an to get down and give the and fireman to get down and give the train into their hands. They were com-

pelled to do it. At 1 o'clock a message from the opera-tor at William street station said that the fire had broken out at three different places in the yards and indications were

that serious damage would be done as the fire was burning flercely.

Nothing could be done by the engines attached to the trains as the crews were driven from their engines and threats were made if the men attempted to move

burned forcely.

Here and there, at intervals of a few minutes, fires broke out all along the line and as many as a dozan different line and as many as a dozan different line line line. binzes were seen at one time, the sky being lurid with the reflection of the flames. At about this time all the switch lights stween Smith street and the Western strikers are in complete possession. len, and the switches could not be seen

in the darkness.

A wrecking train left the city at 2 a. m. to bring in t e passengers from train No. I on the other sale of the fire and Lehigh

train No. 25 from Philadelphia.

The trains were both into as they approached the city and were thrown from o raths by the turning of switches.
At \$145 o'clock train No. 1's passengers were brought into the city tired and also guested. They were not molested by the strikers, but the ladies and children were considerably frightened by the rioting and

the bunfires of trengat cars.
Libigh Valley train No. 25 arrived at the station at 3 a.m. It had been lying at William street since 10 o'clock at migh The strikers had the impression that the extra train, which was filled with actors from the "Hands Across the Sea" comthe place of strikers.

The strikers searched it, but falling to find any non-union men they withdrew without injuring anybody. Members of the theatrical company

Alembers of the bleatrical company stated that the confussion and fire just berond William street was appalling. Around the burning cars strikers and their sympathizers were enjoying the result of their lawiess work. Perched high on lox cars they macked and juried at the railroad men working at the blazing works. Wrecks.

Amout a dozen men were assaulted and injured by the arrikers. Grand Muster Sweeney said this morn-

ing that he regretted the outbreak of lawlessness and condemued it, but he thought much of it had been committed by outsiders.

The trouble has been browing, of course

for a long time, and the tastics of the strikers in starting their fires outside of the city limits and their cunningness in making the fires shows a carefully pre-pared plur of campaign.

The switchmen sent the following inef-fectual doman to Supt Brann:

"Sin—The undersigned committee, rep-resenting the switch nea employed by your company at Suspension Bridge, Black Rock and Buffalo, beg have to present the following for your consideration: following for your consideration

Highest of all in Leavening Power .- Latest U. S. Gov't Report.

Baking

ABSOLUTELY PURE

Day foremen, \$65 a month; day helpers, \$60 a month; night foremen, \$70 a month; night helpers, \$65 a month; ten hours to constitute day or night work; overtime to be paid at an hour rate and computed as follows: Day foremen 25 cents an hour; day helpers, 23 cents an hour; night foremen, 27 cents; night helpers, 25 cents an hour. Crows working 30 minutes of any hour shall receive one hour's pay; less than thirty minutes not to be counted. When crows companies and to the counted. When crews commence work either day or night, they are not to be laid off for any cause other than their own acts and will work wherever the yardmaster may direct in yard service. Switchmen suspended or discharged will be given a fair, im-partial hearing within five days after date of suspension or discovered. suspension or dismissal before his im mediate superior, subject to an appeal to bigher official authority, and if he be found innocent, he shall be reinstated at

NO CONCESSIONS TO STRIKERS.

The Reading Taking Summary Action to Protect Its Property.

PHILADELPHIA, Aug. 16.—President Mc Leod of the Philadelphia & Reading Road has taken summary action to protect the road from damage and passengers from injury, in view of the strike of the Lo-high Valley switchmen at Buffalo. He has directed that printed notices be placed at all conspicuous points offering a re-ward of \$5,000 to any person or persons furnishing evidence which will lead to the arrest and conviction of any person or persons who shall be guilty of violence to the company's employes, or destruc-tion of its property. tion of its property.

President McLeod says no concessions

will be made to the strikers. The company views the trouble in a serious asspect, but expects to win. In speaking of the sending from this city of 50 non-union switchmen to Buffalo, he said to-

"There are 1,000 men who are ready and willing to take the places of the strikers. All that is needed is the assurstrikers. All that is needed is the assur-ance of the authorities that they will be protected. We wish our property to be placed under police protection and our employes guarded from danger. As for the rest we will attend to that."

In speaking of the loss of property at Buffalo, President McLeod said:

'The loss will not be much. If considerable property is destroyed the loss will not fail upon the company because we called upon the authorities to protect our property. If they do not protect it, then they are responsible for the damage and not the company. It is their duty to protect our property when we need no protect our property when we need notice. tect our property when we need protection and request it. As to the strike spreading to other points of the Reading system I have no fear."

TROUBLE AT SAYRE, PA. Strikers Refuse to Allow Cars to be Moved -3,000 Cars Tied Up.

SAVRE, Pa., Aug. 16. -Lebigh switchmen caused a good deal of trouble here by refusing to allow trains to be moved, and it is estimated that 3,000 cars are tied up in the yards. Sheriff Powell of Bradford county, accompanied by Sheriff Foley and a posse of 70 men arrived in Sayre at 11 o'clock and said that an effort would be made to run trains. At 1:40 an effort was made to start an engine and caboose up the new road. It was imme-

The Fire Department was unable to do anything on account of the absence of hydrants in the neighborhood.

One road had the stock trains ready to leave for the east at 6 o'clock but they were not moved as the strikers threatened to kill the crew if they left the yards.

At 2 a. m. a train of coal cars on the Lehigh Valley caught fire at each end and burned floresty. front of the Sayre depot, and finally suc-ceeded, despite violent objections by the men. The strikers soon succeeded in turning it back, and the engine remained motionless on the track. Superintendent

The Strike Felt in Jersey City.

JERSET CITY, N. J., Aug. 16.—The strike of railread switchmen in Buffalo is now beginning to make that felt at this terminal of the read in Jersey City. Freight traffic over all the reads that come into Jersey City from the Vest is partly suppended. Many trains are staked at and near Buffalo. Those that they explore the course of evolutions with the course of evolutions with the course of evolutions with the chown in velocipedes, bireach this city are, in a majority of cases.

FIVE JOCKEYS HURT.

curred yesterday afternoon on the Glou- eral rows along the entire others were closely bunched behind. Suddenly liurry Away stumbed and fell and thorse trappings and appliances will a half dozen other horses and their jock also be largely represented. The

scampered away.

The jockeys with the exception of Plankucaen, who rade Cavalier, were ly-ing all over the track insensible. Moore, the colored rider of Joe B, soon revived, but the other riders are mostly in a criti-

Cleary is the worst hurt of the lot. The colt tread upon his face and disfigured him fearinily. He is defining in a local hotel and had to be put in a straight-jacket. He may die Morrissy was taken to the Cooper Hospital, Camden, and is still unconscious. He had a severe contusion of the head, is injured internally and is hurt about the hips. His condition is serious. The others are badly hurt.

EVOLUTION IN VEHICLES.

The Progress in Modes of Transit Up to the Present Time.

An Interesting Exhibit for the Columbian Exposition—The Sledges of the An-elents and the Safeties of To-Day,

One feature which the department of transportation will bring to the front in the Columbian exposition is the evolution of vehicles of locomotion. This will be shown with great accuracy to detail, the only carriages or means of land transportation to be omitted being the railways. In connection with this all appliances associated with these vehicles or necessary to their operation will also be exhibited. The erude constructions of the builders of almost prehistoric times and those still in use in savage and semi-civilized lands will be grouped so as to bring into startling contrast the great improvements which characterize the means of locomotion employed in the present day.

Willard Smith, chief of the department of transportation, has already devoted a good deal of work to research as to the earliest vehicles used by man. Rough hewn logs or planks dragged along the earth were probably the first sledges used for the transportation of heavy burdens. Then the use of rollers was discovered. The immense blocks of stone used in the construction of the pyramids and temples of Egypt were moved from the quarries in this man-ner. The first sledge of which there is any authentic account is seen pictured in the sculpture on a temple at Hebes. This sledge had long runners, turned up in front and strengthened by numerous cross pieces. Later on rollers were dis-covered, and from them came the wheels, which at first revolved with the axle and then independent of it. Few original examples of these early contrivances can be found, but an effort

will be made to secure what there are. The first carriages will also be exhibited in the original when possible, by pictures when the originals cannot be secured. For this purpose the imperial stables of Russia form an almost inexhaustible source of supply. In these stables are the carriages and sledges used by the successive sovereigns for generations. Among these is the car-riage of Catherine the Great, which cost nearly.one million dollars, and is studded with precious stones. Another is a sledge made by Peter the Great, the royal carpenter, with his own hands. An imperial sledge owned by Catherine was drawn by sixteen horses and was fitted up with every imaginable luxury of the times. It was a large and beautiful parlor on runners with windows of double sheets of glass so that they could not become frosted over and ob-scure the view of the country through which the empress and her party might be passing

The progress of coach building in the United States will also be shown. In the early colonial days carts were first Then came quently carriages, most of which were imported from England. The "Conestoga" was a strong, heavy and large Sea Arbitration Board. covered wagon, drawn by six horses, and a favorite medium for travel among the farmers of Pennsylvania. It corresponded to the "prairie schooner" of the days of the California gold craze. Stevenson appeared on the scene, but his the days of the California gold craze. presence on the engine had no effect. The first stage coach for passengers as Later the locomotive trainmen held a meeting and resolved that they would not York and Philadelphia, and made the do switchmen's work. At present the trip in three days. At the time this coach tribbers are in complete possession. commenced its trips there were only thirty-eight public or private passenger vehicles in Philadelphia. Even toward

reach this city are, in a majority of cases, excits and tricycles. One of the mercal house late. beyele firms in the country in applying to Chief Smith for space for an exhibit promised to show hity-les and tri-cycles of every style known to the A Collision as Glone-ster that May Bessit trade from the first "hone-shakor" up to Groversten, N., J., Aug. 16.—An acrithe bigginy innoming parameters to dent which may result in two deaths ordispose of the cycle exhibit in sevcester track in the first race. The event of the building, allowing one hundred was 4 1-2 rurlongs and there were eleven and fifty square feet of space for each starters. As the horses were rounding exhibitor. One feature will be an imthe turn entering into the home-stretch, mense bicycle, periest in every part, the Sir Jim was in the lead with Hurry large wheel of which will have a diumeter of thirty foot.

a half degen other horses and their joek.

ays fell in a heap, like so many ten-pina. Wholesale Saddlery mas enation of the
The animals, strange to say, were not inInited states has provided a fund of
Jured, but picked themselves up and thirty-five thousand deliars for promoting a collective exhibit. Not only will home products have an ample and detailed display, but special agents have been commissioned to secure rare and ancient specimens from abroad. Cal condition They are florton, who rode
Patrick, Brooker, the rider of Catherine;
McGlone, rider of Hurry Away; Cleary,
on Wild Fire colt, and Morrissy, who was
mounted upon Come On.
Cleary is the worst burt of the lot. The Cleary is the worst hurt of the lot. The Brazil sets of bridle reins or raw bul-

INMAN WORKS RAIDED

More Convicts Refeased By Tennessee Miners.

THE STOCKADE WAS DEMOLISHED.

Guards Unable to Make Any Resistance-The Sheriff Refused to Act-Gov. Buchanan Ready to Furnish Troops When Called Upon-Situation at Coal Creek.

NASHVILLE, Aug. 16 .- A chain gang of 275 convicts were liberated from the Inman stochade yesterday by a mob of miners numbering 200. The guards were unable to make any resistance. The convicts are still under the guard of part of the mob. The convicts were taken to Vic toria for shipment to Nashville. The bottle? stockade was torn down, and the miners executed a war dance about the wreck.

The sheriff of the county was notified before the mob reached the stockade, but refused to act. He has been ordered to the scene by Judge Moon of the Circuit tured by the miners and disarmed.

Governor Buchanau telegraphed Sheriff Morrison to summon a sufficient posse to Morrison to summon a sufficient posse to rid the county of the hawbreakers, and added that he was ready to furnish as many State troops as might be needed.

Last night the convicts were sent hers in closed cars, under guard. They were received by the penitentiary officials. There was no room for them, the State prison being full already. The warden will put them in a tent or storeroom. The Tennessee Coal and Iron Company refuse to pay for the transportation or refuse to pay for the transportation or the support of the convicts, while here. The State Frison Board will meet here to-day to take some action. The whole State is greatly excited and demands are being made hourly by citizens that the Governor order out the troops at once and quell the disturbance

SITUATION AT COAL CREEK. Many Residents Leaving for Fear of a Battle.

KNOXVILLE, Aug. 16 .- There is no postive indication of serious trouble at Coal Creek or Oliver Springs, the only places in this section where convicts are employed. The leaders of the miners are very reticent, but it is believed that they have no desire of causing any further trouble at pr.s.nt.

There are no soldiers at Oliver, and the lessees of the convicts fearing an attack have more than doubled the number of guards. A company of 185 militiamen equipped with Spencer rifles and a gatling gun are stationed at Coal Creek, and an attack there would mean a desperate and bloody battle.

A company of infantry is stationed in a company of minnty is stationed in their armory in this city ready to march at a moment's notice. Many residents of the village of Coal Creek, fearing a bat-tic, have removed their effects to places of safety.

A NUMBER OF PRECEDENTS. The Question of Etigibility of the Mone-

tary Commissioners. Washington, Aug. 16. - Government officials attach no particular importance to the question raised in regard to the eligibility of the three Congressional Commissioners for the United States to the International Monetary Conference, namely, Senators Allison and Jones, and Representative McCreary.

It is said that the compensation as used in the Sundry Civil bill and as applied to the appointment of the Commissioners and the expenses of the Commission was and the expenses of the Commission was really intended to apply only to Meisra. Walker and Cannon, the remaining Com-missioners who have no connection with the Government, and to defray the various expenses incurred by the Commission such as traveling, clerk hire, printing

There are a number of precedents where members have served on various commis sions. A case in point and which is con sidered analogous, is that of Sanator Morgan, who is a member of the Bahring

The Granite Lockout.

Bosron, Aug. 16.—It appears from re-ports received up to date from 253 mem-bers of the Granite Manufacturers' Assoclation, out of a total membership of 446, that they have now in their employ 4, 340 bands in various departments. Of this number was 1000 departments. this number over 600 are journeymen cutters, besides 803 apprentices, making over 1,400 men in their cutting department alone. The report in circulation that the cutting department alone. that the manufacturers had agreed to end the lockout on Aug. 15, if the cutters did not return, is positively denied.

Spanier for Governor-

MELWAUSEE, Wis. Aug. 16.—Ex Sena-ter Spooner will be the Republican noral mer for Governor. This was the conducom, at least, of the gentlemen was at-tendant the conference has night. While Mr. Spooter heasted that he was not a combitate and did not want the office, he copt. This beaves his friends free to urge his nomination, and they but confident now that it will be made by socia-

Another Strike in Buffalos

Burpalo, N. Y., Aug. 16.—Another strike broke out yesterday. It was on the Maytham line of turs. The fremen walked out in a body. They asked an increase of \$15 a month wages. The managers offered the strikers \$5 a month inarcsec. This they retused. The company arcsec ded to does half their boars and pur ew men in place of the strikers on board their bonts. There was no disturbance

CHESTER, Pa., Aug. 16.—The third an ittial session of the State Federation of Labor is in session here. Charles A. Miller, who represents Typographical Union No. 14, of Harrisburg, presiden; J. S. Johnson, of Allegheny City, and A. Stauffer, of Lanenster, are the secretaries. Delogates are present from many of the principal cities of the State. The convention will continue two days longer,

A Murderer Gives Himself Up.

Conning, N. Y., Aug. 16.—Daniel Don-ahue, a union glass worker, who got into an alternation with William Frost, a non-union man, on West Market street saturday night and was shot, died yesterday. Frost made good his escape and went to Lindley, 12 miles distant. His friends persuaded him to return, and he gavy himself up to the police at the same time, that Donahue died.

\$10,000

us to make WOLFF'S ACME BLACK-ING at such a price that the retailer can profitably sell it at 10c.a bottle. At present the retail price is 20c. This offer is open until January 1st., 1893. For particulars address the undersigned.

ACME BLACKING is made of pure alcoholother liquid dressings are made of water. Water costs nothing. Alcohol is dear. Who can show us how to make it without alcohol so that we can make ACME BLACKING as cheap as water dressing, or put it in fancy pack-ages like many of the water dressing, and then charge for the outside appearance in-stead of charging for the contents of the

WOLFP & RANDOLPH, Philadelphia.

PIK-RON

the scene by Judge Moon of the Circuit is enough to make six scratched and dulled Court. Twenty watchmen on the way to cherry chairs look like newly finished masstrengthen the regular guard were cap hoganies. It will do many other remarkable things which no other paint can do.
All retailers sell it.



Hires' Root Beer.

KIRK'S DUSKY DIAMOND

Healthful, Agreeable, Cleansing, Chapped Hands, Wounds, Burns, Etc.

Removes and Prevents Dandruff. WHITE RUSSIAN SOAP.

Specially Adapted for Use in Hard Water SHILOH'S CONSUMPTION CURE.

The success of this Great Cough Cure is without a parallel in the history of medicine. All druggists are authorized to sell it on a pos-All druggists are authorized to sell it on a pos-live guarantee, a test that no other cure can suc-cessfully stand. That it may become known, the Proprietors, at an enormous expense, are placing a Sample Buttle Free into every home in the Ugited States and Canada. If you have a Cough, Sore Throat, or Bronchitis, use it, for it will care you. If your while heart to a cough, Sore Throat, or Bronchills, use it, for it will cure you. If your child has the Croup, or Whosping Cough, use it promptly, and relief us sure. If you dread that insidious disease Consumption, use it. Ask your Druggist for SHILOH'S CURE, Price 10 cts., to ots. and \$1.00. If your Lungs are sore or Back lame, use Shilloh's Porous Planter, Price 25 cts.

YEARS OLD

For sale by C. H. Hagenbuch.

SSS IS A WONDERFUL.
REMEDY—especially for old people. It builds up the general health. Treat-

DR. SANDEN'S

SWIFT SPCIFIC COMPANY,

