

Evening Herald.

PUBLISHED DAILY, SUNDAY EXCEPTED

E. C. ROYER, Editor and Publisher.
W. M. J. WATKINS, Local Editor.

ALL THE NEWS FOR ONE CENT

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OUR CANDIDATES:

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OF INDIANA.

FOR VICE PRESIDENT:
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OF OHIO.

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JUDGE JOHN DEAN.

CONGRESSMEN AT LARGE,
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JOHN J. COYLE.

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4TH LEGISLATIVE DISTRICT,
GEORGE W. KENNEDY.

5TH LEGISLATIVE DISTRICT,
SAMUEL A. LOSCH.

6TH LEGISLATIVE DISTRICT,
SAMUEL S. COOPER.

GOOD WILL RESULT.

It has often been asserted that there is no such thing as an unmitigated evil, and it is just possible, nay, more than probable, that good will come to our country by this cholera visitation. It will more than ever convince the people of the United States that heavy restrictions must be laid upon immigration. The evil that have followed it in many directions, that need not be recited now, have been immensely intensified by this latest, and it may be most disastrous, result of all. Our lawmakers, however averse to having this country regarded in any other light than as an asylum for the oppressed, cannot fail to see that immigration, encouraged as it has been, must eventually prove the ruin of the republic.

While there is room plenty for many thousands of honest, industrious foreigners, the misfortune has been that of the many who, within the past few years have sought our shores, there are hosts that bring neither capital nor industrious habits, and who have proved themselves anything else than desirable additions to our population. We are always proud of the growth of the country. In the numbers of its people, provided always that the increment is of the healthy order, and that those who come to us bring with them the means and disposition to be self-supporting, instead of a burden and worse than a positive nuisance, as so many have proven themselves to be. The subject of immigration is therefore likely to become a prominent one when Congress assembles, and it is rightfully should be, and it is much to be hoped that such measures will be adopted as will at least insure us in the future against such an influx of undesirable people.

This prize fighting business is disgusting; it is barbarous, and the influence thereby exerted upon the people is apt to be degrading. Still, we cannot repress a chuckle of real satisfaction over the fact that Corbett whipped that big duffer Sullivan. A man who will strike or insult a woman, whether drunk or sober, and plays the part of a low bully, deserves a good thrashing, and we guess Sullivan got it.

ONE of the most remarkable features of the cholera pest in Europe has been the deplorable condition of Hamburg; deplorable, we mean, in regard to preparedness for treatment of the sick and burial of the dead. A city as wealthy as Hamburg should have a more creditable record than is reported of her. There is no aid that is necessary in such cases that money will not supply. There can be no apology on the part of the authorities for the conceded pit-

able lack of facilities for the burial of the dead, and as far as can be learned the attendance upon the sick is far from what it should be. The wide prevalence of the pestilence cannot be denied, nor will there be any dispute in regard to the number of deaths; but admitting all this, the authorities have not shown themselves equal to the situation, and for that reason there are mutterings of discontent among the poorer classes, that may at any moment find broader expression in deeds of violence.

It is said that there are thousands of tons of Hamburg beet sugar on the two infected steamers, the Moravia and the Scubbenhuk. It may well be doubted whether any ordinary process of fumigation or disinfection of cargo will make that beet sugar proper for distribution through American markets. A German statistician, Herr Licht, estimates that nearly 1,000,000 tons of beet sugar were engaged for shipment from German ports to this country during the last half of August and the first half of September.

TWO HARVEST EXCURSIONS

Via the Chicago, Milwaukee & St. Paul R'y., August 30, and September 27. Where the grubbers are busy by the warring breeze.

And the birds are rich with the golden grain: Where the seaborner ploughs through the prairie weeds. To the destined port on the western plain: Where homes may never be sought in vain. And hope is the thirteenth plant that grows, Wherein may ever the right be maintained. And land is as free as the wind that blows. For further particulars apply to the nearest agent, or address John R. P. District Passenger Agent, 485 William Street, Williamsport, Pa.

Boy Keystone flour. Be sure that the name Lesco & Co., Ashland, Pa., is printed in every sack. 3-3-12

Lane's Family Medicine

Moves the bowels each day. Most people need to use it.

TRANSFERRING INSANE PATIENTS.

Changes Ordered by the New York State Lunacy Board.

ALBANY, N. Y., Sep. 12.—The State Commission in Lunacy have issued orders for the transfer of the remaining insane patients, 29 in number, in the Broome County Almshouse, and 61 patients now in the Willard State Hospital, who formerly resided in the counties of the Southern tier, to the Binghamton State Hospital, in order to have them nearer their friends and relatives for convenience of visitation.

These 100 patients will first fill the second of the State care cottages which have been erected on the grounds of the Binghamton State Hospital.

The vacancies thus created at the Willard State Hospital will be filled by the transfer thereto of 70 patients from the Buffalo State Hospital, which is at present somewhat crowded.

The Servia in Collision.

LONDON, Sep. 12.—The steamer Servia, which sailed from New York on Sept. 3, reached Queenstown yesterday. Capt. Dutton reported that on Sept. 6, longitude 53 deg. west, the Servia collided with the American ship Undanet. There was a heavy fog at the time and the Servia was proceeding very slowly. The vessels came together with little force, and neither one was damaged.

Want Corbett and Jackson to Fight.

New York, Sep. 12.—The Coney Island Athletic Club proposes to offer as much as any other athletic association in the country for a contest between Jackson and Corbett, and it is the belief of the management that it will succeed. Jackson has frequently announced his desire to again meet the colored man.

WHAT TO EAT

is a difficult problem with many people because but few articles of food agree with them. The doctor says

AVOID GREASE

and the result is unpalatable food. The reason the physician objects to grease is because lard is the article most used, and every physician knows that hog lard in any shape is unhealthy and indigestible.

Every one interested in pure and healthful food hails with joy the new product

COTTOLINE

which is composed of pure cottonseed oil and pure beef suet—nothing else—not even salt. It is better than either lard or butter for all cooking purposes, and one pound of Cottoline will do as much as two pounds of lard or butter, and it costs less than either.

Every housekeeper that tries Cottoline will find it just what she wants.

Beware of imitations—get the genuine of your grocer.

N. K. FAIRBANK & CO.,
CHICAGO, and
136 N. Delaware Ave., Phila.

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

Royal Baking Powder

ABSOLUTELY PURE

SAY A STRIKE IS INEVITABLE.

The Reading Difficulty—Deciding Conference To-Day.

CHICAGO, Sep. 12.—Grand Master Wilkinson of the Order of Trainmen held a conference yesterday with several men occupying various positions in the railroad labor organizations. The conference was held behind closed doors. Two representatives of local railroad labor organizations were closeted with the company for over two hours. It is said the subject under discussion was the trouble on the Reading.

Mr. Wilkinson is now on his way to Philadelphia to meet the heads of the other railroad organizations. As to the anticipated strike, this is what Mr. Wilkinson had to say: "I cannot tell you anything of the matter beyond that for a long time the men on the Reading Railroad have been complaining of the treatment they received. Now they have organized."

It is the opinion of Chicago men that a general strike on the Reading Road is inevitable.

PHILADELPHIA, Sep. 12.—The most prominent labor leaders in the country will be present at the conference with President McLeod to-day at the Reading Railroad's general offices in this city. They will include Chief Engineer F. A. Arthur of the Brotherhood of Locomotive Engineers, P. H. Morrissey, Chief of the Brakemen's Union, S. A. Wilkinson, Chief of the Trainmen's Brotherhood; Chief Ramsey of the Order of Railway Telegraphers and Chief Clark of the Order of Railway Conductors.

F. P. Sargent, the head of the Brotherhood of Locomotive Firemen, who is in Cincinnati, was telegraphed to attend, but replied that the business of the annual convention would prevent him.

As President McLeod will undoubtedly adhere to his declaration that all employees must be members of the Reading Relief Association, and that no new men will be hired on the Reading system, who belong to any labor organization or will join such, the outcome of the conference is awaited with interest.

PECK HAS NOT RESIGNED.

Re Characterizes the Published Report as Ridiculous.

ALBANY, N. Y., Sep. 12.—A local paper announced that Labor Commission Peck had resigned, and that the resignation had been requested by Gov. Flower. Mr. Peck was seen at his home to-day and said: "The report is perfectly ridiculous. I have no intention of resigning and nobody has requested such a thing from me. You may say that there is no truth in it."

It is said that Mr. Peck's counsel will try and secure delay at Kingston, and that even if Judge Furman gets out a writ of preliminary mandamus, allowing E. Elmer Anderson to look over Mr. Peck's figures, a restraining order will be immediately issued by some other judge in the Supreme Court.

\$70,000 Fire in Pittsburg, Pa.

WILKESBARRE, Pa., Sep. 11.—A destructive fire broke out in Pittsburg last evening. The Twin mine shaft and five dwellings were destroyed. The fire department and many citizens fought the flames for five hours before they could be extinguished. The loss will aggregate \$70,000 and three hundred miners are thrown out of work.

The Engineer Was Killed.

EASTON, Pa., Sep. 12.—A collision between a detached engine and a mixed freight train occurred on the Central road at Springtown, N. J., yesterday morning at 3 o'clock. Both engines and a dozen cars were wrecked. Henry Lott of Philadelphia, N. J., was killed, and Harry Billany, engineer of Mauch Chunk, was injured.

Pittsburg's Big Fire.

PITTSBURG, N. Y., Sep. 12.—The destruction of the big kindling wood factory by fire Saturday falls heavily on the owner, Benton Taylor, as there was little insurance on the concern. Besides the owner's loss one hundred men are thrown out of employment.

Burris Located in Paris.

NEW YORK, Sep. 12.—Elliot Burris, carriage cloth commission merchant of 55 and 60 North Street, who disappeared from the city July 6, having drawn \$5,000 cash from his bank and left liabilities of about \$150,000, has been found in Paris.

NEWS OF THE DAY.

—The colored voters of New Jersey will meet in convention at Trenton, to-day, to perfect an organization.

—The State Board of Fair Managers will probably select Sept. 8, 1893, as "New York's Day" at the Chicago Exposition.

—Lieutenant and Mrs. Peary and nearly all the members of the Peary relief expedition have arrived safe at St. Johns, N. F.

—Considerable of the crops in Trough Creek Valley, Pennsylvania, have been nipped and perhaps seriously injured by early frosts.

—The opening of the fall campaign was inaugurated at Pittsburg, N. Y., by a grand Republican torchlight parade Saturday night. Speeches were made by prominent local orators.

—The Surgeon-General of the Marine Hospital Service has appointed inspectors at Sandusky and Toledo, Ohio, and Eastport, Me., at the request of the State Board of Health at these places.

—Miss Elizabeth Powell, a beautiful woman, 21 years of age, was killed at Canaan, N. Y., and the Hudson River Railroad, on Saturday night as she was walking on the track with her sister.

—The Lombard Investment Company, of Boston, Philadelphia, London, New York, and Kansas City, is short at present \$50,000 by the dealings of its auditor, Montgomery H. Lewis, and its treasurer, H. W. Russell. Lewis and Russell are now in business in the City of Mexico.

WALKER OFF FOR VENEZUELA

Sent There to Check the Aggressiveness of Great Britain.

CALLS OF THE SOUTH AMERICAN REPUBLIC FOR AID.

The Admiral Directed to Pursue a Vigorous Policy in Dealing With the Situation—His Three Vessels to Confront Three English Ones—The Most Important Mission That Has Been Entrusted to an American Naval Officer for Years.

WASHINGTON, Sep. 12.—There are good reasons for believing that the sealed instructions which were yesterday delivered to Admiral Walker on board the Chicago entrusted him with a mission more important, perhaps, than any that has been confided to an American naval officer in recent years.

The protracted conference which President Harrison held with Acting Secretary of State Alden on his recent visit to Washington; the long consultation between Secretary of the Navy Tracy and Mr. Alden before Admiral Walker's instructions were finally agreed upon; the carefully worded official statement given out through these dispatches that Admiral Walker "was directed to pursue a vigorous course in dealing with the situation, especially in connection with foreign aggression," all take on new significance when the fact is stated that Admiral Walker's mission to La Guayra with his squadron will be to proffer the friendly intervention of the United States to the Venezuelan authorities, whoever they may be by the time he arrives out there, for the purpose of preventing the final absorption of Venezuelan territory by Great Britain and further to secure the restoration of the status quo as to boundaries as it existed prior to 1857, and to obtain consent for the submission to arbitration of the question of title to the territory in dispute between the two governments.

The keynote of the whole expedition is to be found in the following extract from a dispatch addressed to Mr. Blaine before his resignation of the State Department portfolio, by Mr. Peraza, the Venezuelan Minister at Washington.

"The Hon. Mr. Blaine is already aware that agents of the government of Great Britain have taken possession, unduly and forcibly, of the port of Barima, at the mouth of the Orinoco, which up to that time had been possessed by Venezuela, whose title to it was indisputable. It is only necessary to cast a glance at the map of South America in order to see the vast importance of this aggressive step of Great Britain. When a European maritime power has once obtained a foothold at Barima, it absolutely controls the Orinoco river and its numerous affluents. Through that artery it may penetrate as far as the Rio de la Plata. This is not a danger which threatens Venezuela alone; it threatens all America, and is more serious than the possession of the Panama canal by a European power."

Mr. Peraza, on behalf of the Venezuelan Government, earnestly and almost pathetically begged the United States Government to intervene to prevent the republic from final disruption and to secure the submission to arbitration of the question in dispute with Great Britain.

Of course the Venezuelan Government is not prepared to resist these bold encroachments, otherwise they would hardly be attempted. The government here has been endeavoring for more than six months past to re-establish diplomatic relations, restore the status quo of 1857, and have the question of boundary referred to arbitration, but without the slightest prospect of success.

It may be that with a powerful United States squadron in the harbor of La Guayra, under the command of an admiral especially instructed to aid and assist to the full extent of his power, Venezuela may be able to renew the overtures for arbitration to better purpose. Honors will at least be easy so far as the display of physical force is concerned.

Immediately after the consummation of the seizure of Barima the British authorities ordered three war steamers of their Barbados squadron, the Bellona, the Emerald, and the Cartridge, to rendezvous in Demerara waters for the supposed purpose of intimidating Venezuela and securing acquiescence in the seizure.

Admiral Walker's three cruisers, the Chicago, the Concord, and the Kennerly, will very nearly offset the British squadron and will just a little out-class them.

AT REDTIME I TAKE A PLEASANT HERB DRINK

THE NEXT MORNING I FEEL BRIGHT AND NEW AND MY COMPLEXION IS BETTER.

My doctor says it acts gently on the stomach, liver and kidneys, and is a pleasant laxative. This drink is made from herbs, and is prepared for sale as a healthy food.

LANE'S MEDICINE

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LANE'S MEDICINE

READING R. R. SYSTEM

Lehigh Valley Division.

ARRANGEMENT OF PASSENGER TRAINS.

MAY 15, 1902.

Passenger trains leave Shenandoah for Penn Haven Junction, Mauch Chunk, Lehigh, Slatersville, White Hall, Catonsville, Allentown, Bethlehem, Easton, Philadelphia, Harrisburg, Washington, Quantico, Delmar, and Mahanoy City at 5:57, 7:40, 9:18 a. m., 12:52, 2:10, 4:21 p. m.

For New York, 5:57, 9:08 a. m., 12:52, 2:10, 4:21 p. m.

For Hazleton, Wilkes-Barre, White Haven, Pottsville, Towanda, Sayre, Waverly, Elmira, Rochester, Niagara Falls and the West at 10:41 a. m., 12:10 p. m., no connection for Rochester or Buffalo or Niagara Falls, 8:10 p. m.

For Gettysburg, Delaware Water Gap and Stroudsburg, 5:57 a. m., 3:59 p. m.

For Lansbury and Trenton, 2:09 a. m., 10:41 a. m., 12:52, 2:10, 4:21 p. m.

For York, 5:57, 7:40, 9:08, 10:41 a. m., 12:52, 2:10, 4:21 p. m.

For Scranton, 5:57, 9:08, 10:41 a. m., 12:52, 2:10, 4:21 p. m.

For Hazleton, Jedd, Drifton and Freeland, 5:57, 7:40, 9:08, 10:41 a. m., 12:52, 2:10, 4:21 p. m.

For Ashland, Girardville and Lehigh Creek, 5:57, 7:40, 9:08, 10:41 a. m., 12:52, 2:10, 4:21 p. m.

For Raven Run, Centralia, Mount Carmel and Shamokin, 5:57, 7:40, 9:08, 10:41 a. m., 12:52, 2:10, 4:21 p. m.

For Yorkville, Park Place, Mahanoy City, Delmar, Hazleton, Black Creek and Lehigh Creek, 5:57, 7:40, 9:08, 10:41 a. m., 12:52, 2:10, 4:21 p. m.

Trains leave for Ashland, Girardville and Lehigh Creek, 7:30, 9:00 a. m., 12:30, 2:45 p. m.

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