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ONE ENJOYS

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is for sale in 50c and 81 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

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This brilliant Quarterly is not made up from the current year's issues of Town Topics, but contains the best stories, sketches, burlesques, poems, criticisms, etc., from the best writers of that unique journal, admittedly the crispest, ranciest, most complete, and to all MEN AND WOMEN the most interesting weekly ever issued.

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Everything in the tonsorial line done in first-class style. A fine bath room attached.

Unlike the Dutch Process No Alkalies

Other Chemicals are used in the preparation of W. BAKER & CO.'S Breakfast Cocoa

which is absolutely pure and soluble. It has more than three times the strength of Cocoa mixed with Starch, Arrowroot or Sugar, and is far more economical, costing less than one cent a cup. It is delicious, nourishing, and EASILY DIGESTED.

Sold by Grocers everywhere.
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RUPTURE

We, the undersigned, were entirely cured of rupture by Dr. J. B. Mayor, 31 Arch St., Philadelphia, Pa. St. James Phillips, Kennel Square, Pa.; T. A. Kretz, Slatington, Pa.; E. M. Small, Mount Alto, Pa.; Rev. S. H. Sherman, Sunbury, Pa.; D. J. Bellotti, 214 S. 12th St., Reading, Pa.; Wm. Dix, 1029 Market St., Philadelphia; P. L. Rowe, 309 Elm St., Reading, Pa.; George and Ph. Burkart, 429 Locust St., Reading, Pa. Sent for circular.

PENNYROYAL PILLS

Original and only genuine. Dr. J. B. Mayor's English Pennyroyal Pills. Sent for circular.

Hess' Livery Stable,

118 N. Market Alley.
NEW BUGGIES AND HARNESS, SAFE HORSES
Finest turnout in town.
Would be pleased to receive a share of the public patronage.

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Act on a new principle—regulate the liver, stomach and bowels. Dr. Miles' Nerve & Liver Pills. Sent for circular.

M. S. KISTLER, M. D.,
PHYSICIAN AND SURGEON.
202-127 N. Jardin Street, Shenandoah, Pa.

ARMED REBELS AT FIRE ISLAND

They Do Not Want the Place To Be a Pest Hole for New York.

MEN OF ISLIP THREATEN TO BURN THE SURF HOTEL.

GOVERNOR FLOWER ON THE SCENE.

The Cephus, on Which Are the Passengers of the Normannia, Not Allowed to Land—They Were Transferred from the Westless Stomington and Are Worse Off Than Ever—One Death Yesterday and Three New Cases on the Scandina—The Situation in Hamburg.

FIRE ISLAND, N. Y., Sep. 12.—Men from Islip, Babylon and other points on Long Island, appear to have decided to prevent the landing of quarantined passengers by force if necessary. They defy the Governor and the State health officers, and claim that their "common rights" justify them in guarding Fire Island from intrusion by people who may be infected with cholera.

They intimidated the pilot last night so that he refused to bring in the Cephus, and they threaten to burn the Surf Hotel, unless the attempt to use it for a quarantine station is abandoned.

Twenty of the men have been sworn in as special constables, and they have over 100 assistants. The men admit that they are armed, and declare that they will not give way to New York policemen, or any one else.

Forty French cooks and waiters, who were sent down from the Hoffman House, were stopped at Babylon and stoned. They were not permitted to embark for Fire Island.

Gov. Flower came down from Albany this morning to direct operations in person.

The munificent gift of the Sound steamer Stomington for the reception of the cabin passengers of the Normannia proved of little present avail. The boat was pronounced unseaworthy, and after she had been filled with passengers fleeing from the plague stricken Normannia it was found that there were not facilities enough on the Stomington for properly cooking their food. Accordingly the Normannia's cabin passengers were transferred again, this time to the iron steamer Cephus, which it was thought would land them as quickly as wind and tide would permit on Fire Island.

But, as above stated, the men on Fire Island determined to prevent them from landing at all hazards.

Cholera caused one death on the Scandina and there were three new cases yesterday.

The death list of the Scandina now totals up to 33, including two unknown. Fifteen cases have developed on her so far.

Now that the infected ships are clear of their passengers, the question arises as to what should be done with them. Of course the companies are anxious that they be allowed to proceed to their docks after thorough fumigation and a reasonable detention, but it has been suggested by a few that they be sent back to the ports from whence they came or to any other port outside the United States that is willing to receive them.

Just or unjust, Dr. Jenkins is coming in for a goodly share of abuse. The charges made by the Normannia's passengers have caused considerable adverse comment, and on the whole, many hard things are being said about him.

The chief topic was the alleged lack of fresh water on board the Normannia. When Captain Heblck's charge that the ship had been without a supply for two or three days after her arrival, during which time she had to depend on the supply in her tanks brought from the river Elbe, the doctor said the allegation was true. On the ship's arrival he had ordered her water supply boiled for the purpose of purifying it, and as it was the business of the Hamburg line to supply water as much as any other class of provisions, he had notified the company to that effect. They later reported it impossible to get water boats to go to the lower bay, owing to the crews, they being in fear of infection.

If the company did not furnish the water, the doctor said, he failed to see how he could be held responsible for their short-comings.

At the end of the second or third day finding the ship still without water he had sent one of the tugs at his command, with three thousand gallons drawn from local reservoirs.

As to the charge that disinfection and fumigation had been neglected, the doctor denied emphatically that such was the fact, because the work had been performed under the supervision of Dr. Sanborn, one of his most valued assistants.

He said the complaints of the cabin passengers were unreasonable in as much as they could not be permitted to leave their own part of the ship, to inspect the quarters of stowage and thus invite possible infection.

It is reported that a petition is being circulated by Mr. A. M. Palmer's family physician, addressed to the State government, demanding the removal of Dr. Jenkins.

When asked about it the health officer was inclined to believe that the alleged refusal was the result of his refusal to grant special privileges to the physician in question, the latter wishing to go alongside the Normannia, in which Mr. Palmer is a prisoner, in a steam yacht.

Dr. Jenkins to-day shows strong evidence of the strain on both mind and body which he is undergoing, and it would not be surprising should he break down.

Quarantine officials express the belief that it will not be necessary to detain the Normannia's passengers on Fire Island longer than a week, that is, of course, if cholera does not break out among them, and that the passengers transferred to Sandy Hook may be dismissed at the same time. As to the immigrants on Hoffman Island, there is no knowing now when they will get away, as the disease has shown itself there every day during the past week.

12,000 CASES, 7,000 DEATHS.

The Record in Hamburg Up to Date—Plague Not Decreasing.

HAMBURG, Sep. 12.—The expectations as to the abatement of the plague are not realized. Yesterday there were 810 fresh cases, or 22 more than Saturday. To-day there have been 798 fresh cases, or 12 fewer than yesterday, and 281 deaths, or 24 more than yesterday.

The number of persons in the cholera hospitals and barracks on Saturday was 3,154, and to-day has been 3,239. A city physician says that the average rate of mortality has been two cases to every five. Tomorrow official statistics for the whole plague will be given out by the municipal government.

There is much curiosity to know whether the sanitary officials have chosen to acknowledge that they have published falsehoods, or to keep on publishing falsehoods.

The agitation in Berlin in favor of curtailing the State rights of Hamburg has given a new motive for concealing the truth, and many influential citizens have secretly advised the authorities to minimize in their report the ravages of the plague, in order that the Imperial government may have less excuse for interfering with the city affairs.

The most conservative figures place the number of cases until to-day at 12,000, and the number of deaths at 7,000.

The want of food among workmen's families increases and Social Democratic organs call for government loans to alleviate it. They say that there are 15,000 persons in Hamburg who are absolutely destitute, with hardly clothes to cover them, and neither money nor food from one day to the next. The suburbs, Hammebrook, Horn and Barmbeck, are said to contain the largest number of impoverished families, and for all three immediate relief through government loans is demanded.

If such help is not forthcoming soon, the Social Democratic editors prophesy the city will experience such desperation and misery as no city has experienced since the revolution of 1848-49.

The President Replies to Gov. Abbott.

LOOKS LAKE, N. Y., Sep. 12.—President Harrison has replied to Governor Abbott's protest against the use of Sandy Hook as a quarantine camp, and also to his complaint that infected articles from the quarantined ships were being tossed into the bay with reckless disregard of health, that the Attorney-General would be instructed to look into the legal points involved in the case; that the Secretary of the Treasury would see that every precaution would be taken if the camp is established, and that the steamship companies would be warned to desist from the reckless practice or take the consequences.

Russia's Cholera Report.

St. Petersburg, Sep. 12.—The decline of the cholera, shown by recent official figures, was only temporary. The official figures for the whole of Russia for Wednesday are 4,679 new cases and 2,538 deaths, an increase of 918 new cases and 927 deaths over Tuesday. In St. Petersburg Friday 100 new cases and 25 deaths were reported, showing a decrease of 100 new cases and six in deaths since Thursday.

The Stubbenuk at Her Dock.

NEW YORK, Sep. 12.—The German steamer Stubbenuk, which left Hamburg Aug. 31, reaching this port on Sep. 11, and released Saturday afternoon, is now at her dock discharging her cargo. The Stubbenuk was stopped at Lower Quarantine on the morning of her arrival and kept there until the afternoon of the 4th, when she was ordered to Upper Quarantine, where she was anchored until released.

Immigrants for New York.

ASTWELL, Sep. 12.—The steamer Pennsylvania has started for New York with 600 immigrants. One death from cholera has occurred in the hospital in the last 24 hours, and three new cases were admitted. Fourteen deaths have occurred at Beer in the past week. At the docks 700 small vessels have been disinfected. Dock laborers are supplied with cocoa gratis.

Columbian Quarantine Regulations.

PANAMA, Via Galveston, Sep. 12.—According to the quarantine regulations now operative at all Columbian ports, every passenger originally from a cholera infected port, arriving on shipboard, must present, before being admitted a certificate signed by the Columbian Consul that he has resided in New York for ten days before sailing.

The Cargo of Hugs Can't Come In.

WASHINGTON, Sep. 12.—Surgeon General Wynand, of the Marine Hospital service, has notified the officers at the Delaware Quarantine station that the steamer Loch Erve from Germany, with rags on board, will not be admitted to any port in the United States and requested them to so inform her officers.

The Cholera in France.

PARIS, Sep. 12.—The sickness here is worse in the Clinique, Montmartre, Pere la Chaise, and Charonne districts. A letter from Havre says that 130 cholera patients are under treatment at that place, and that 80 of these are recovering from the disease. Two deaths from cholera occurred in this city to-day.

Bourke Cockran to Steer the West.

NEW YORK, Sep. 12.—Bourke Cockran will speak at Detroit on Sept. 20, Indianapolis on Sept. 30, Woodstock Park, near Cincinnati, on Oct. 1, and at various points in Indiana on Oct. 3, 4, 5, and 6. On October 7 he will speak in Chicago, and will also be heard in Milwaukee before he returns to the East.

The Independence of Canada.

TORONTO, Ont., Sep. 12.—Notice of the following resolution was given at the Trades and Labor Congress meeting here: Resolved, That this congress is in favor of the Canadian Parliament taking means to secure the establishment and recognition of the independence of Canada.

Bus Into and Sunk at Sea.

AMERSFORD, Mass., Sep. 12.—Admiral received here state that the new British steel ship Nora D. Hooper, Capt. J. A. Sillaway, was run into and sunk and that the crew, with the exception of the second mate, who was lost, had been landed at Havre, France.

Has Minister Porter Resigned?

WASHINGTON, Sep. 12.—Nothing official has been received at the State Department concerning the reported resignation of Minister Porter, but the report is generally believed in official circles.

THE ENGINEER BLAMED

Said He is Responsible for the West Cambridge Wreck.

THE DEAD NOW NUMBER NINE.

Thirty-six Injured, Some of Them Fatally—Three of the Hurt Died Yesterday—Horrible Scenes at the Wreck—Engineer Goodwin Had No Right to Run by the Signal, Even Though It Were Foggy.

Boston, Sep. 12.—To a dense fog and apparent carelessness on the part of the engineer of the freight train is to be charged the fatal accident on the Fitchburg Railroad shortly before 11 o'clock Saturday evening, at West Cambridge, by which six were killed and many injured, three of whom have since died.

The official investigation into the cause of the accident will undoubtedly result in placing the blame where it belongs, but the railroad men themselves do not hesitate to charge Engineer Goodwin with the responsibility.

The switches at the junction of the Watertown branch with the main line are moved from a signal tower and are protected by signals, which, under the interlocking system now in such general use by the railroads, cannot be wrongly set, and which, if seen and obeyed, will prevent even the possibility of accident.

That Engineer Goodwin ran by one of these signals set at danger is clearly apparent. It is also evident that had he seen and obeyed the signal and brought his train under control, as the rules of the road require, he would never have crashed into the rear of the passenger train.

While the fog may have obscured the signal from Goodwin's sight, it is said the rules of the road require that he should come to a full stop if necessary to see and read it before passing.

The complete list of killed and the injured so far as known follows:

KILLED.
S. J. SULLIVAN, 50 years old, a pawnbroker, of No. 12 Norman street, Boston.
LLOYD G. RAYMOND, of Wincendon, brakeman on the freight train.
JOHN HUNSON, 51 years of age, of Watertown, leaves a wife and eight children.
JAMES LANE, of East Watertown.
JOHN H. BARNES, Maple street, Newton.
MISS BETTA FEYLER, of Waltham.
BENJAMIN TUCK, an old man, of Waltham, died on the way to Cambridge Hospital.

MISS MARGIE ADAMS, of Waltham, a watch factory employe, died at hospital.
H. H. MERRIFIELD, of Watertown, died at his home.

INJURED.

Cornelius Doyle, Waltham, receiving clerk on Fitchburg railroad, left arm broken in several places and fatal injuries.
John Reagan, Watertown, sprained arm and knee.
Frank Mills, Watertown, very bad scalp wound, hands cut and sprained knee.
Andrew Doyle, Watertown, bad fracture of leg, severely scalded on side and hip.
Edmond Devle, son of above, scalp wound and cut near the right eye.
G. M. Spear, Waltham, scalp wound and contusions.
Thomas O'Connell, Waltham, scalp wound and contusions.
Fred Warren, Waltham, slight face wounds and badly shaken up.
Robert Orr, Newton, fractured collarbone and scalp wound.
Thomas Hinds, Waltham, badly bruised.

Herbert P. Goodwin, engineer of the colliding train, cracked rib, injuries not serious.
Mary Dardis, Watertown, slightly cut and bruised.
Eleanor O'Hearn, head injured and bruised.
Florence Clark, Boston, legs and feet injured.
Kate White, Cambridge, slightly cut and bruised.
G. S. Murphy, Waltham, cuts on head and face.
William O'Hearn, Watertown, cut on hand and facial injuries.
Peter Whitney, Watertown, hip injured.
John McFee, Watertown, broken ribs and bruises.
Patrick Oates, Watertown, side and head injured.
Patrick Downey, injured about the head.
Thomas E. Berry, head cut and bodily injuries.
George Good, ribs broken.
Mrs. Fahsy, slight injuries.
James Smith, slight injuries.
C. S. Hall, Waltham, head cut.
George Wright, Concord avenue, Cambridge, slight injuries.
Mrs. Mary Ann Elliott, 69 Moore street, Newton, badly shaken up and cut.
Harry Elliott, 69 Moore street, Newton, cuts and bruises.
Thomas Cane, Watertown, painful bodily injuries.
Thomas Leamon, Watertown, cuts and bruises.
John Cullin, Watertown, slight injuries.
Michael Mullin, Watertown, badly hurt.
Mrs. Stevens, painful injuries.
Mrs. Welch, Watertown, back injured.
Richard Hollis, Watertown, side and chest hurt.

The passenger train was heavily loaded, as is always the case on Saturday night, and had arrived at the junction, where it was waiting for an east bound freight to pass before crossing the main tracks to the Watertown branch road.

While the train was standing on the main line, the freight, which had followed from the Boston yard, crashed into the rear car, crushing it to pieces, and jamming its human freight beneath the ruins.

The force of the collision smashed the front end of the boiler and cylinders, and the screeching steam added horror to the situation of those already imprisoned.

As quickly as possible, word of the accident was sent to Boston, Cambridge, Waltham and other points within reach, and physicians were on the spot as quickly as they could get there by different modes of conveyance.

The work of removing the dead and injured was commenced, and the station at West Cambridge was converted into a morgue and hospital, wether the victims were carried.

Many of those taken from the wreck were terribly scalded, in addition to their other injuries.

Several terribly mangled and badly charred bodies were taken from under the wreckage several hours after the accident.

Elmer Smith, of Fitchburg, was a passenger on the wrecked train, having taken it by mistake, and intended to leave it at Waltham.

He was seated in the next to the rear car, with his feet on the seat, in a dose. He was thrown violently to the floor by the shock, and says that nearly every person in the car was also thrown down.

He says that two men and a boy jumped from the rear end of the car, and that they were not bruised in some manner, many being seriously hurt.

He says the engine ploughed through the rear car, splitting it in two, carrying through it the shocks and cries of the wounded, and hopes never again to be called upon to witness another such scene.

The dead and injured lay in every direction, and ambulances and wagons were taking the dead and injured to the hospital as fast as they could be loaded.

The passengers in the other four cars of the train were terribly shaken up, many being thrown from their seats.

He said that nearly every seat in the rear car was occupied when he passed through it before the train left Boston.

The work of removing the victims progressed as rapidly as possible, ambulances, express wagons and other conveyances being pressed into service.

CONVERSION MAY CONDEMN HER.

In Religious Frenzy a Woman Tells of a Murder and Gets Arrested.

MILLSBORO, O., Sep. 12.—Mrs. William Johnson recently became converted and confessed to some ministers holding revival services at Dresden that ten years ago she poured oil on the clothes of her weak-minded sister-in-law and set her on fire, letting her perish in the flames.

She told of this while in a state of religious excitement attendant upon her conversion. The ministers, after consultation, reported the matter to the grand jury, which thereupon found an indictment against Mrs. Johnson, and she has been placed in jail in await trial.

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