

Evening Herald.

PUBLISHED DAILY, SUNDAY EXCEPTED. H. C. BOYER, Editor and Publisher. W. M. J. WALKINS, Local Editor.

ALL THE NEWS FOR ONE CENT

The EVENING HERALD has a larger circulation in Shenandoah than any other paper published. Books open to all.

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MINERSVILLE

Newsp Notes and Happenings From a Bustling Town.

Will Ourler and John McCabe, of Shenandoah, employees of M. H. Maister, erected a monument on the Reize lot in the German Lutheran cemetery.

William Quandle left for Philadelphia to work.

George Landerman makes regular trips to Broad Mountain to visit his sister.

Will Karr flew an Antwerp pigeon from Philadelphia which arrived safely home, in a remarkably short time.

George Gansden, who has been at work in Philadelphia, returned home on Sunday last.

Superintendent Myers and other officials, of the Pennsylvania Railroad, passed over the new branch to make another inspection.

They also visited the Lytle Coal Co's works. At a pigeon match Saturday at Coal Fields, William Faulkner and Jack Evans shot at seven pigeons each and tied at one bird. This is not considered remarkable shooting.

Much speculation is indulged in here who will be the appointee to Council and the School Board to represent the new wards.

William Harris, who about ten weeks ago had his leg fractured by falling from the miners' train at Llewellyn, has returned home from the Miners' Hospital where he has been treated. He speaks well of the surgeons and nurses of the hospital.

Mrs. John Thomas, of Shamokin, was buried on Monday in the Welsh Baptist cemetery. Services were held in the Welsh Baptist church, the pastor, Rev. E. Edwards, officiating. The deceased formerly resided here and at the Delaware. She was the mother of William Howells, of Shamokin, formerly of Brauchdale.

A good house greeted the appearance of the "Merry Cobbler" at Mountaineer opera house last evening. In the third act a number of excellent specialties are introduced, consisting of dancing, recitations, singing and evolution exercises. In the latter the whole company participated. It is truly remarkable with what precision the children of the cast do their part. The sailor's hornpipe danced by the little four year old tot, Daniel Webster, was truly wonderful, and the unanimous encore he received was truly deserved. The dual dancing of the twin sisters was the prettiest ever witnessed here. They, too, were encored and cheerfully responded. The dancing of Misses Chandler and Franz received a very flattering encore. The stinging and acting by Mr. Cumpson, who essays the "Merry Cobbler," the title role, were well received. His rendition of that German character was good whilst his singing of the many pretty songs was superb. His sweet sympathetic voice and distinct articulation were indeed a pleasure not often heard.

Mr. and Mrs. John Brydon left on Monday for Philadelphia to transact business there.

Thomas Jones, of Williamstown, served quite a number of his customers with some of the choicest cigars on Monday last.

John Colocogian spent the latter part of this week with his brother Will, at Frackville.

Mr. and Mrs. A. B. Cushing, of Carrollton, Cambria county, spent Thanksgiving day in Philadelphia and Sunday in Minersville. Mr. Cushing returned home on Monday evening owing to pressing business which he was compelled to look after. Mrs. Cushing returns home via Philadelphia this morning.

Go to the opera house tonight to see the Yankee comedy, "Uncle Josh," given by the members of the Thespian Club.

The Lytle Coal Company have a gang of workmen employed opening the water levels and the old Star slope at the Delaware, to draw the water from their workings at Primrose, a distance of over one and a half miles from town. They have retimbered the old Star slope in the Black valley and are about erecting a pump at that point. Every precaution is being taken so that a repetition of the disaster last spring will not overtake them. There is a considerable body of water between the workings of the colliery and the Oak Hill works, operated at the Delaware by Leisenring & Co. It is said neither of these operators want to incur the expense of pumping. One is awaiting the other to do so. This, of course, delays pushing forward the work of both collieries in consequence. Some one will be obliged to do so shortly, however.

Mr. Muehl and family, of Pottsville, Sundayed with his father-in-law, Earnst Felsburg.

John Kellagher, professor of music, of Trumont, spent Sunday last with his friends of this vicinity.

The Good Templars of this place will hold another Democrat medal contest in the near future. Six boys and girls have already signified their willingness to participate. The previous contests have already been successful.

Miss Kaufman, of Tremont, spent Sunday in town.

William Ansty, son of ex-coal operator, John Ansty, of Lansdale, was the guest of Mr. and Mrs. George J. Merkle for the last few days.

Mr. and Mrs. John Williams, of Pottsville, were seen among our many Sunday visitors.

Miss Selome Brumm and Mrs. S. A. Wythe, both of town, spent Sunday with the latter's sister, Mrs. James H. Saylor, of Philadelphia.

Mr. C. E. Metzler, assistant transportation master, was around this vicinity the greater part of this week.

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FRACKVILLE

A. Faust, formerly of town, moved to Reading this week. He is a shoemaker by trade but went on the railroad and had an arm taken off about six months ago.

Mrs. C. C. Wagner and Mrs. John Orthor, of town, were in Minersville on a visit.

Samuel Burchill was in Pottsville yesterday on business.

Mrs. W. Nice was in Shenandoah this week.

Miss Sarah J. James and Miss Mame Dillman, both of town, are contesting for a gold watch, the proceeds to be used for the benefit of the children and wives of deceased members of the Knights of the Mytic Chain, who will hold a fair in Burke's opera house during the holidays.

Miss Martha J. Moore, daughter of Simon Moore, coal operator, who is attending the Millersville Normal school, will spend a week at home during the holidays.

John Coon was in Pottsville on Wednesday.

Thomas Bradley, tonsorial artist of town, had the electric lights put in his shop this week.

Will C. Haupt has been appointed driver for the firm of Seaman & Co. L. E. Hepler, formerly driver, is at work inside the store.

Thomas Davidson, agent for Seligman & Co., of Mahanoy City, was in town this week.

Miss Annie Seaman, daughter of the popular shoe dealer, who has been visiting friends in Berks county for the past ten weeks, returned home yesterday.

Miss Minnie Edwards, clerk in Sanner's confectionery, is on the sick list.

Dec. 3, 1892.

GILBERTON.

Mrs. D. J. Evans and daughter, Minnie, attended the funeral of a relative at Gordon.

Miss Lizzie Kell, of Sandy Run, has been visiting Mrs. William Burdon.

The Sydney Coal Company has suspended operations for an indefinite period.

Invitations are being issued for the marriage of E. J. Davis and Miss Annie Gorley, both of Malvern, on the 23d of this month.

Station Agent H. C. Datter has been transferred to St. Nicholas, and Mr. G. R. Sandel, of Sunbury, takes Mr. Datter's position here.

Dec. 3.

Coming Events.

Dec. 4.—Grand supper under the auspices of the Y. P. A. in Robb's opera house.

Dec. 16 and 17.—Drummer Boy; or Spy of Shiloh, in Ferguson's theatre, under the auspices of W. Camp No. 206, P. O. S. of A.

Dec. 22.—Grand fair, Columbia Hose & team Fire Engine Co.; Ferguson's front hall.

Dec. 26 and 27.—The Confederated Spy; or The Blue and Gray, under the auspices of Henry Horncastle Camp No. 49, Sons of Veterans, in Ferguson's theatre, for the benefit of Soldiers' Monument fund.

Electric Railway Bulletin.

Hereafter the electric railway cars will leave the corner of Cherry and Main streets at 5:30 a. m. daily and every 20 minutes thereafter until midnight, at which hour the last car will leave for Girardville. On Monday, November 17, 1892, the fare for any length of ride between Shenandoah and Girardville will be reduced to five (5) cents.

Type For Sale.

We have 500 pounds minion, more or less, which we will sell cheap for cash, having no further use for the same. Apply at Herald office.

Labourers Leave the "News."

LONDON, Dec. 3.—It is reported that Henry Labourer has severed his connection with the "Daily News."

Hamburg's Cholera Relief Fund.

HAMBURG, Dec. 3.—The cholera relief fund amounts to 3,593,999 marks.

ABANDONED THE STEAMER.

Captain and Crew of a Lost Steamer Safe in New York.

QUANTICO, S. I., Dec. 3.—The steamship Cynthiana, Capt. McKenna, which arrived from Hamburg last night, brought the captain and crew of the British steamer Lunedate, which was abandoned Nov. 21 in lat. 52° 37' N., long. 26° 20' W., on a voyage from Philadelphia to Copenhagen.

Capt. Lorimer, of the lost steamer, says that he had a succession of gales from the date of departure from Philadelphia, Oct. 31, to the time the ship was abandoned.

On Nov. 15 the machinery became disabled, and the ship listed heavily. From that time until Nov. 21 the ship drifted about at the mercy of the seas, when the Cynthiana was sighted.

Distress signals were hoisted, and the crew, 24 men in all, were saved, but nothing else. A heavy gale was blowing at the time of the rescue.

KILLED BY THE CARS.

Two Boys Struck by a Train at Elizabethtown.

ELIZABETHTOWN, N. J., Dec. 3.—A deplorable accident occurred near "Dick Switches" at Elizabethtown, on the Central railroad last evening. Two boys named Burhouse and Frederick Kranich, aged 7 and 10 years respectively, while walking on the tracks, were struck by a Blue Line passenger train, bound West.

Kranich, after being struck, fell in front of the locomotive and was instantly killed. Burhouse was thrown back on the pilot of the engine and hounded off, receiving terrible bruises and concussion of the brain. He will die.

The Austrian Premier Defeated.

VIENNA, Dec. 3.—Count Taaffe, Austrian Premier, was defeated in Parliament yesterday on the vote on the Secret Service fund. Although intended by the German Liberals as a vote of no confidence, Count Taaffe refused to accept the result as such.

Will Have to Sign a Scale.

HOMESTEAD, Dec. 3.—It is reported that the steel works will be shut down on the 27th inst. for two weeks for repairs, and that all the employees will be discharged. A scale will then be arranged which every man will be obliged to sign in order to secure employment at the works.

Respite for a Condemned Murderer.

WASHINGTON, Dec. 3.—William Douglas Cross, a colored man, who was to have been hanged in the District Jail this morning for the murder of his wife three years ago, was granted another stay of proceedings for thirty days.

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

Royal Baking Powder ABSOLUTELY PURE

FEARS FOR THE SPREE

No Doubt That an Accident Has Befallen Her.

APPREHENSIONS OF THE AGENTS

Believed That the Engines of the Steamship Have Broken Down—Not sighted by the Britannie—Probably Drifted Out of the Track of Westward Travel—Eight Hundred Persons on Board.

New York, Dec. 3.—The North German Lloyd steamship Spree is more than two days overdue. There is no doubt that an accident has befallen her.

Whether she has been in collision with another vessel or a submerged wreck, disabled by a storm or sustained injury to her engines, is a matter of conjecture.

Even her agents confess that "something" has happened to the steamship. The fears of the agents were known late yesterday, when they sent a messenger to interview the captain of the Britannie, which had just arrived, hoping to learn something of the overdue steamship.

Although the Britannie usually sights the Spree on one of the three last days of the voyage west, no sign of the Spree was seen.

The Britannie's officers, always accustomed to seeing the Spree, kept a lookout for her, and say they were surprised at not seeing her.

One fact known in connection with the Spree is that whatever has happened to her occurred on or before Sunday last. This is proved in this way: The Inman liner City of New York always passes the Spree on either the second or third day of the voyage to this port, both vessels traveling in the same direction.

The Spree, in turn, overhauls the slower vessel, the Britannie, a few hours later, and signals are exchanged.

These three vessels have never before failed to sight each other.

On the voyage, however, the fact that the Spree was not sighted tends to prove that she met with a mishap on or before Sunday, that day being the earliest period at which the Spree could have been spoken.

Agents give it as their opinion that her engines have broken down, and she is necessarily delayed while repairs are being made by the corps of engineers.

The prevailing winds would compel her to drift to the southwest, out of the track of westward steamship travel. If that is so, she will be sighted by an eastbound steamer (as the eastern track is more to the southward) and reported in time on the other side.

The Spree has fifteen compartments, any five of which instead would keep her afloat. She is a 19-knot vessel built of steel, and has a crew of 250 all told. Including the crew, there are 800 persons aboard.

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Found Frozen to Death.

NEWBURYPORT, Mass., Dec. 3.—Dennis Martin, a laborer, aged 31, was found frozen to death by the side of the railroad track and nearly covered with snow. It is believed he was intoxicated and fell by the wayside.

Killed by an Engine.

NEWARK, Dec. 3.—Ethan Stiles, a watch manufacturer, 87 years old, was struck by a drill engine at the Elm street crossing of the Pennsylvania road last evening and instantly killed.

Steamers Aground in the Elbe.

HAMBURG, Dec. 3.—The Elbe is lower than at any time in the previous 41 years. Between Medeburg and Lauenburg 93 grain steamers are aground.

Would you rather buy lamp-chimneys, one a week the year round, or one that lasts till some accident breaks it?

Common glass may break or not the minute you light your lamp; if not, the first draft may break it; if not, it may break from a mere whim.

Tough glass chimneys, Macbeth's "Pearl-top," or "Pearl-glass," almost never break from heat, not one in a hundred.

Where can you get it? and what does it cost?

Your dealer knows where and how much. It costs more than common glass; and may be, he thinks tough glass isn't good for his business.

Pittsburgh, Pa. G. H. O'CONNOR & CO.

N. H. Downs' Elixir WILL CURE THAT Cold AND STOP THAT Cough.

T. J. O'HAREN'S Barber Shop. COR. MAIN AND OAK STS.

Pennyroyal Pills

Scheider's

Saloon and Restaurant

First-class Eating Bar.

PERGUSON'S THEATRE.

THURSDAY, DECEMBER 8

Model Minstrels.

LEWIS' 98% LYE

READING R. R. SYSTEM.

Lehigh Valley Division.

ARRANGEMENT OF PASSENGER TRAINS. NOV. 15, 1892.

Anthracite coal used exclusively, insuring cleanliness and comfort.

Passenger trains leave Shenandoah for Penn Haven, Junction, Mauch Chunk, Allentown, White Hall, Catawungus, Hackett, Bethlehem, Easton, Philadelphia, Hackett, Weatherly, Quakertown, Delaware and Mahanoy City at 6:04, 7:40, 9:06 a. m., 12:52, 3:10, 5:27 p. m.

For New York, 6:54, 9:08 a. m., 12:52, 3:10, 5:27 p. m.

For Hazleton, Wilkes-Barre, White Haven, Pittston, Laceyville, Towanda, Sayre, Watery, Elmira, Rochester, Niagara Falls and the West, 10:41 a. m., (8:10 p. m., no connection for Rochester, Buffalo or Niagara Falls), 5:03 p. m.

For Pottsville, Delaware Water Gap and Stroudsburg, 6:04 a. m., 8:27 p. m.

For Lansburg and Trenton, 9:08 a. m.

For Tunkhannock, 10:41 a. m., 3:10, 5:27 p. m.

For Auburn, Ithaca, Geneva and Lyons, 10:41 a. m., 8:03 p. m.

For Jonesville, Loviston and Beaver Meadow, 7:40, 9:08 a. m., 5:27, 8:03 p. m.

For Andover, Hazleton, Stockton and Lumber Yard, 6:04, 7:40, 9:08, 10:41 a. m., 12:52, 3:10, 5:27 p. m.

For Scranton, 6:04, 9:08, 10:41 a. m., 3:10, 5:27 p. m.

For Hazlebrook, Jedd, Drifton and Freehold, 6:04, 7:40, 9:08, 10:41 a. m., 12:52, 3:10, 5:27 p. m.

For Ashland, Girardville and Lost Creek, 7:40, 9:08, 10:41 a. m., 1:00, 1:40, 4:10, 6:35, 8:10, 9:27 p. m.

For Raven Run, Centralia, Mount Carmel and Shamokin, 8:52, 10:15 a. m., 1:40, 4:40, 8:07 p. m.

For Yateville, Park Place, Mahanoy City and Delano, 8:52, 10:15 a. m., 1:40, 4:40, 8:07 p. m.

Leave Pottsville for Shenandoah, 6:04, 7:40, 9:08, 10:41 a. m., 12:52, 3:00, 5:30, 7:15, 9:30 p. m.

Leave Shenandoah for Hazleton, 6:04, 7:40, 9:08, 10:41 a. m., 12:52, 3:10, 5:27, 8:03 p. m.

Leave Hazleton for Shenandoah, 7:38, 9:15, 11:03 a. m., 12:45, 3:10, 5:38, 7:10, 9:06 p. m.

SUNDAY TRAINS.

Trains leave for Ashland, Girardville and Lost Creek, 7:25, 9:40 a. m., 12:30, 2:45 p. m.

For Yateville, Park Place, Mahanoy City and Delano, 8:40, 11:35 a. m., 12:55, 3:40, 6:07 p. m.

Leave Hazleton for Shenandoah, 8:30, 11:30 a. m., 1:00, 4:37 p. m.

Leave Shenandoah for Pottsville, 5:50, 8:40, 9:30 a. m., 12:35, 3:45 p. m.

Leave Pottsville for Shenandoah, 8:30, 10:40 a. m., 1:30, 3:15 p. m.

A. SWIFTGARD, Gen. Mgr.

C. G. HANCOCK, Gen. Agt.

A. W. NONNEMACHER, Asst. G. P. A.

South Bethlehem, Pa.

PENNSYLVANIA RAILROAD.

SCHUYLKILL DIVISION. NOVEMBER 15, 1892.

Trains will leave Shenandoah after the above date for Wigan, Gilberton, Frackville, Rock Castle, St. Clair, Pottsville, Hamburg, Reading, Pottsville, Phoenixville, Norristown and Philadelphia (Broad street station) at 6:00 and 11:45 a. m. and 4:10 p. m. on week days. For Pottsville and intermediate stations 9:10 a. m.

SUNDAYS.

For Wigan, Gilberton, Frackville, New Castle, St. Clair, Pottsville at 6:00, 9:40 a. m. and 3:10 p. m. For Hamburg, Reading, Pottsville, Phoenixville, Norristown, Philadelphia at 9:00, 9:40 a. m., 3:10 p. m.

Trains leave Frackville for Shenandoah at 10:40 a. m. and 12:14, 5:04, 7:42 and 10:09 p. m. Sundays: 11:15 a. m. and 8:40 p. m.

Leave Pottsville for Shenandoah at 10:15, 11:45 a. m. and 4:40, 7:15 and 9:30 p. m. Sundays at 10:40 a. m. and 5:15 p. m.

Leave Philadelphia (Broad street station) for Pottsville and Shenandoah at 5:15, 8:45, 9:40, 10:40 and 7:00 p. m. week days. On Sundays leave at 6:50 a. m. For Pottsville, 9:23 a. m. For New York at 12:48, 1:48, 3:48, 5:48, 7:48, 9:48, 11:48 a. m. and 12:48, 2:48, 4:48, 6:48, 8:48, 10:48 p. m. (limited express, 1:30, 3:45, 4:45, 5:45, 7:45, 9:45, 11:45 a. m. and 12:48, 2:48, 4:48, 6:48, 8:48, 10:48 p. m.)

For Philadelphia, 11:15 a. m. and 8:40 p. m. week days. For Baltimore and Washington 8:30, 9:30, 11:30 a. m. and 12:30, 2:30, 4:30, 6:30, 8:30, 10:30 p. m. Additional limited express, 1:30, 3:45, 4:45, 5:45, 7:45, 9:45, 11:45 a. m. and 12:48, 2:48, 4:48, 6:48, 8:48, 10:48 p. m. (limited express, 1:30, 3:45, 4:45, 5:45, 7:45, 9:45, 11:45 a. m. and 12:48, 2:48, 4:48, 6:48, 8:48, 10:48 p. m.)

For Richmond 7:30 a. m., 1:30 p. m. and 12:00 night. Sundays, 7:20 a. m., 12:00 night.