



SAILED THE SEAS 38 YEARS.

One of His Experiences. For thirty-eight years Capt. Loud followed the sea, most of that time as master of a vessel, and upon retiring from the water was appointed by the secretary of the United States Treasury to superintend the seal fisheries in Alaska, which position he held five years. He relates one experience as follows: For several years I had been troubled with general nervousness and pain in the region of my heart. My greatest affliction was sleeplessness; it was almost impossible at any time to obtain rest and sleep. Having seen Dr. Miles' Restorative advertised I began using Nervine. After taking a small quantity the benefit received was so great that I was positively alarmed, thinking the remedy contained opiates which would finally be injurious to me, but on being assured by the druggist that it was perfectly harmless, I continued it together with the Heart Cure. Today I can conscientiously say that Dr. Miles' Restorative Nervine and New Heart Cure did more for me than anything I had ever taken. I had been treated by eminent physicians in New York and San Francisco without benefit. I owe my present good health to the judicious use of these most valuable remedies, and heartily recommend them to all afflicted as I was. —Capt. A. P. Loud, Hamilton, Mo. Dr. Miles' Restorative Nervine and New Heart Cure are sold by all druggists on a positive guarantee, or by Dr. Miles Medical Co., Elkhart, Ind., on receipt of price, \$1 per bottle, or six bottles for \$5, express prepaid. They are free from all opiates and dangerous drugs.

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No. 207 West Coal Street,
SHENANDOAH, PENNA.

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Lauer's
CELEBRATED LAGER
AND PILSNER BEERS,
Porter, Ale and
Fine Old Stock Ale.

RETTIG'S
Beer and Porter.
I AM AGENT for the
Chas. Rettig's Celebrated Beer and Porter in this vicinity, also Bergner & Engel's celebrated India Pale Ale and Old Stock. Orders will receive prompt attention. Finest brands of Liquors and Cigars.
SOLOMON HAAK
120 South Main Street.

Speech Restored.
For five years I suffered with pain and discharge of the throat, hacking cough, frontal headache, weak eyes, etc., at times, could not talk above a whisper, lost weight continually, and not able to work. I was treated by the best physicians in the country, but received no relief. After giving up all hope I was recommended to use a bottle of **Mayer's Magnetic Catarrh Cure**. After using it for four weeks my speech returned. All symptoms of catarrh have disappeared and I feel like a different person.
Mrs. ELIAS HANDEBIRK,
215 1/2 S. 1st St., Somerset Co., Pa.
The above is one of the many testimonials we have received and we will publish every two weeks additional persons having been cured by our marvelous medicine. Try a bottle and be cured at once.
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For sale by druggists.
Mayer's Magnetic Catarrh Cure is the only medicine used by vapor inhalation, and is guaranteed by your druggist.

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Horses and Carriages to Hire.
Hauling of all kinds promptly attended to. Horses taken in board, at rates that are liberal.
On PEAR ALLEY, Rear of the Coffee House.
For a Neat and Clean
SHAVE!

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Everything in the tonsorial line done in first class style. Everything neat and clean.
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SALOON AND RESTAURANT,
Clark, (between 1st and 2nd).
SHEENANDOAH, PENNA.
Best and most popular on the spot. The finest cuisine of wines and cigars. Pool room attached.
RUPTURE
Cured by Dr. J. H. MAYER'S RUPTURE CURE.
Cures all kinds of hernia, rupture, and all other ailments of the same nature. See circulars and testimonials. Sent free on request.

A FATAL PLUNGE.

Collapse of a Big Bridge Over the Ohio River.

MANY KILLED AND INJURED

The Structure Went Down Without a Moment's Warning.

TWENTY-ONE ARE PROBABLY DEAD

Of the Thirteen Injured Ones Half a Dozen Are Expected to Die From Their Wounds. The Tragedy Caused by the High Wind Prevailing at the Time—The History of the Bridge a Record of Disasters.

LOUISVILLE, Ky., Dec. 16.—The false work and part of the middle span of the Louisville and Jeffersonville railroad bridge, in course of erection across the Ohio river, gave way yesterday, and with all the workmen was precipitated 110 feet into the water below. There was but a moment's warning, and those who escaped going down with the mass of iron and timber started for the piers after the first trembling that indicated the giving way of the false work. The accident was a horrible one, and in the list of a long list of catastrophes that have marked the construction of this bridge. The foreman, in beginning work, noticed that during the night the "traveler" had been worked loose by the wind. An order to draw it back into place was given, and the men and engines started. The wind was high at the time, and the general swaying of the false work gradually got the traveler off the base on which it was resting. When the end slipped the whole trembled, and the men, realizing their danger, started for the piers. The central bent was the first to give way, and the men on this bent went down, to be covered by the mass of iron and timbers of the other bents which fell almost immediately after, carrying with them the other workmen who failed to reach the piers. The north bent, or the one attached to the Indiana pier, did not fall for fifteen minutes after the other parts went down.

Without a Moment's Warning. As near as can be ascertained there were fifty-one men on the bridge when the alarm was given by the engineer in charge of the work. Of this number several succeeded in reaching the piers. Of those that went down some were covered by a mass of timber, from beneath which it will be days before their bodies are recovered. The greatest number of fatalities occurred when the first bent gave way. A few minutes later a boat on which there was but little of the bridge proper gave way on the Indiana side. In this it is believed that one or two unknown men were killed. He was caught by a rope and dragged beneath the water. The crash attracted the attention of those on the shore and many turned away their eyes as they saw the men struggling in mid-air in their mad efforts to climb out of danger. When the huge mass of material struck the water all was concealed for an instant by the spray that was thrown high in the air. As the water subsided here and there could be seen men struggling desperately to climb upon the timbers that thrust their ends above the water. A few succeeded in clinging to places of safety, and were quickly rescued by boats that put out from the shores. Others struggled desperately and were carried off by the current to sink almost as resoundingly as at hand. George W. Brown, one of the foremen in charge of eight men, had a remarkable and very thrilling experience. When the crash came the nine men made a dash for the Kentucky side of the bridge. Before they reached safety, however, the span fell and the workmen were precipitated into the river. Foreman Brown's Miraculous Escape. Mr. Brown held his breath during the fall, and remembers going to the bottom of the river. The debris was piled far above him, but he managed to crawl from under it. He is an expert swimmer, and attempted to put this practice to use, but when, for the first time, he discovered that his left arm was broken in three places. He managed to grasp a floating piece of timber with his right arm, and floated down the river until rescued. The wives and children of the workmen live near the bridge, and they were soon at the river bank. Many were wild with grief, and rushed frantically about wringing their hands and tearing their hair. The office of the bridge company on Campbell street was besieged with anxious mothers and wives inquiring for their loved ones. Half an hour after the accident there were at least 2,000 people on the river bank, and as the news spread they still poured in in a steady stream towards the place of the accident. The women do not mind being laid the responsibility for the terrible disaster will probably never be known. It is doubtless one of those unforeseen accidents that occur in spite of all precautionary measures. General opinion ascribes the cause of the disaster to the stiff wind that had been sweeping the river all day. It bore with great force on the ponderous framework, which necessarily became loosened from the constant strain and swaying of the heavy timbers. Caused by a Heavy Wind. A great number of people before the first span fell could see the great "traveler" rising eighty feet above the piers, swaying and quivering in the wind in what appeared to be a most alarming manner to those on shore. The motion, however, was hardly noticeable to the workmen, and they had no idea of their deadly peril until the great mass of wood and iron began to sink. To the great "traveler" alluded to is directly attributable the falling of the span. The constant wind bore it from its resting place on the last pier, but one on the Jeffersonville side. This displacement was discovered and the work of putting it back in place was begun, but it was too late. The centre of the great span began to sink before the work was accomplished. The third span of the bridge collapsed at 8:30 last night. So far as known there was no one injured. This span had been completed, but the collapse of the fourth span is supposed to have forecast and displaced it. List of the Killed and Injured. The revised list of the dead, injured and missing is as follows: Dead—L. G. Garlock of Buffalo, John

Courtney, F. Burns, C. Longoy, C. W. Cook.

Injured—J. Myers of Lexington, Ky., left leg badly fractured; Harry Lee of New Albany, slightly injured; E. Hildebrand, three ribs fractured and internally injured, will probably die; G. W. Brown of Irvington, Ky., arm broken in three places; C. Tharr of Oswego, N. Y., ankle badly sprained; G. E. Shiloh of Greenup, Ky., flesh wound; A. T. Hall of East Tennessee, badly bruised; J. B. Scott of Scotland, three ribs broken and ankle badly sprained; Galloway of South Westmoreland, Pa., leg fractured; E. Hildebrand of Ohio, fatally injured; E. Hildebrand of Ohio, fatally injured; W. A. Sharpe of Louisville, left leg broken and hurt internally; H. B. Pugh, seriously out. Of the injured, half a dozen may die. Missing—C. F. Holdover, A. Selden, J. Cregan, M. Solan, Frank Simmons, of Jeffersonville; G. H. Hinkle, of Danphin, Pa.; J. Holden, J. L. Wilson, Pat Kelly, J. T. Owens, F. Sheridan, J. Allen, P. E. Moore, George Lilly, R. L. Darling, of Virginia, and H. Blise. There is no doubt that all of those missing are dead.

A History of Disasters. The history of the Louisville and Jeffersonville bridge company is a series of disasters, financial and otherwise. It was originally projected in 1870, and failure overtook it in its very infancy. In 1888 it was revived under new charter, and ground was broken in October, 1889. Jacob F. Krueger, the leading spirit, broke himself and the Masonic bank of Louisville, in furthering the project, and finally sank himself into an untimely grave under a load of iron resulting from the multiplied disasters caused by the bridge. The enterprise languished several times, and at one time it looked as if those who had projected it would reap nothing but loss. However, in March last they succeeded in disposing of the property to a syndicate under terms that were considered very advantageous to them. It is estimated by the engineers of the Phoenix Bridge company that the loss to the bridge will be at least \$175,000. Two serious accidents took place during the building of the piers. The first was caused by the cupidity of a sub-contractor, who engaged himself as an expert when he was without experience. He allowed the air to escape from the caisson, and the water rushed in, drowning fourteen men. The second serious accident resulted from the foolishness of the foreman in the management of the structure and caused the death of seven men. Several minor accidents occurred between them. The East End Improvement company has been acting as limited agent in the construction of the bridge under the re-organization of last March, when the property was disposed of to a syndicate controlled by three railroads, generally believed to be the Big Four, Chesapeake and Ohio and Baltimore, Ohio and Southwestern. For the purpose of completing the bridge and providing suitable facilities a guarantee of \$5,000,000 was authorized, \$1,000,000 of which was to be held in reserve. This gave new life to the enterprise, and the work of completing the structure has been going on rapidly since. The span that gave way was the last but one needed to complete the structure.

In Paint the best in the cheapest. White Lead is best; properly used it will not scale, chip, crack, or rub off; it firmly adheres to the wood and forms a permanent base for repainting. Paints which peel or scale have to be removed by scraping or burning before satisfactory repainting can be done. When buying it is important to obtain strictly pure white lead. Time has proven that white lead made by the "Old Dutch" process of slow corrosion possesses qualities that cannot be obtained by any other method of manufacture. This process consumes four to six months time, and produces the brand that has given White Lead its character as the standard paint.

John T. Lewis & Bros. is the standard brand of strictly pure Lead made by the "Old Dutch" process. You get the best in buying it. You can produce any desired color by tinting this brand of white lead with National Lead Co.'s Pure White Lead Tinting Colors. For sale by the most reliable dealers in Paints everywhere. If you are going to paint, it will pay you to send us for a book containing information that may save you many a dollar; it will cost you a penny to send for it.

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The Man Who wrote the Song!
was inspired while sitting before one of my best Heaters. I also have on hand the best Stoves and Ranges in the market and a large stock of Housefurnishing Goods. Plumbing, painting and spouting a specialty. All work guaranteed.
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H. F. FAUST'S
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Simple, Perfect and Cheap. Everybody delighted with it. Orders left at 129 South Main street, Shenandoah, Pa., will be promptly attended to.
CLEARY BROS.,
Bottlers of all kinds of
TEMPERANCE DRINKS!
—AND MINERAL WATERS.—
Waters Here a Specialty. Also bottlers of the Finest Beer.
17 and 19 South Alley, SHENANDOAH.

WALL PAPER!
BARGAINS!
Big Reduction in Wall Paper. Must make room for an enormous Spring Stock. : : :
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of cod-liver oil presents a perfect food—palatable, easy of assimilation, and an appetizer; these are everything to those who are losing flesh and strength. The combination of pure cod-liver oil, the greatest of all fat-producing foods, with Hypophosphites, provides a remarkable agent for *Quick Flesh Building* in all ailments that are associated with loss of flesh.

Prepared by Scott's Emulsion, Chicago, Ill. See York, read to all druggists.

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INSTRUCTOR OF MUSIC.
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Address: Free at drug store, 105 South Main street. Private consultation at residence 112 South Main street, from 8 to 10:30 p.m.

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J. PIERCE ROBERTS, M. D.,
No. 25 East Coal Street,
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Office Hours—1:30 to 5 and 6:30 to 9 p. m.

D. R. J. CALLEN,
No. 31 South Main Street, Shenandoah.
Office Hours: 1:30 to 3 and 6:30 to 8 P. M.
Except Thursday evening.
No office work on Sunday except by arrangement. A strict adherer to the office hours is absolutely necessary.

PROF. T. J. WATSON,
Teacher of Violin, Guitar, Banjo and Mandolin.
Having had sixteen years' experience as a teacher of instrumental music giving instruction on the above instruments. Will sell at Brennan's jewelry store will receive prompt attention.

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PHYSICIAN AND SURGEON.
Office—109 North Main street, Shenandoah.

NEW CARPETS
Sewed and laid, old ones refitted. Mattresses made to order.
Carpets, Mattresses, Feather, Robes, Rugs, Cushions, etc., made free from dirt and moth by wet or dry methods.
Prompt attention given to orders. Address
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PHILADELPHIA, PA.
The only Genuine Specialist in America, notwithstanding what others advertise.
NERVOUS DEBILITY
AND THE RESULTS OF INSOBRIETY
Special Diseases and Strictures.
Permanent Cure in 3 to 5 days.
BLOOD POISON Primary or secondary, new method in 2 to 30 days. 4 years' European and 22 years' practical experience, as Gouttard and Hippocratic growth. Send free booklet and sample for 10c. THEEL, the only blood expert, 1317 Arch street, Philadelphia, Pa. Write for special literature. A true friend to all sufferers, and to those contemplating marriage. The most reliable and safe medicine. Name supplied. Write or call for free literature.

THE OLYMPIA TRIAL TRIP.
SANTA BARBARA, Cal., Dec. 16.—The new cruiser Olympia, on her trial trip in the channel yesterday, did not equal what her builders had been led to expect from her previous achievements, but still far exceeded the requirements. A record for an eighty-six knot course of about 21.67 was established. The maximum speed is estimated at 22.05.

Corbett in Training.
JACKSONVILLE, Fla., Dec. 15.—The Corbett party left for Mayport last evening, where the champion began training today for his contest with Mitchell. A private letter just received announces that Mitchell will arrive in Jacksonville next Monday, having canceled his engagements in Boston and New Jersey.

Big Carpet Works Close Down.
PHILADELPHIA, Dec. 16.—The extensive carpet manufacturing of John & James Dobson, in Kensington, have closed down, throwing 300 persons out of employment. The Dobson mills are among the largest in the country, and have been running continuously for several years.

Roadway Boy Killed.
WATERBURY, N. Y., Dec. 16.—George Baldwin, 14 years old, of Sandy Creek, who had run away with another boy and was riding on a freight train, attempted to jump from it, and was run over and killed.

Five Years for Pension Frauds.
ROANOKE, Va., Dec. 16.—Laura Ann Huggins, colored, of Norfolk, convicted of pension frauds, was sentenced to five years at hard labor in the Alamy penitentiary and to pay a fine of \$2,000.

Indemnity for the Sanguis Massacre.
SHENANDOAH, Dec. 16.—The Swedish consul has secured a settlement of Sweden's claim against China on account of the Sanguis massacre. China agrees to pay an indemnity of \$50,000.

Fatal Railway Wreck in Russia.
LODZ, Dec. 16.—A dispatch published here says that fourteen people have been killed and thirty wounded in a railroad collision near Sosnowka, Russia.

BOYCOTTING UNIONISTS

That Is the Policy of the Lehigh Valley Railroad.

BROTHERHOOD MEN NOT WANTED.

Chief Engineer Mooney Declares That Experienced Non-Unionists Will be Given the Preference Every Time—Strike Leaders Will Not be Taken Back.

BUFFALO, Dec. 16.—Out of the 480 employes of the Lehigh who went out on strike at this point only three have been taken back, as far as can be learned. These three are George Bowman, engineer; James Hanavan, engineer, and Chauncey Rockwell, fireman. "We are operating the Lehigh," says one of its officials, "almost entirely with non-union men. They are the kind we prefer. It has been reported that we are taking back the Brotherhood men as rapidly as we could. Now the fact is that no strikers have been or will be considered unless a vacancy occurs, and so they have been informed. When a vacancy does occur the strikers' application will be considered, and so will any other application. Of any two applications from men of equal experience that of the non-union man will receive preference every time. "Here in Buffalo, every one of the strikers have asked to be reinstated. Some of them will be re-employed, but there are some whose chances of staying out of the company's employ forever is exceedingly good. I can name two of them, Engineer Carly Dietrich, president of the local lodge Brotherhood Locomotive Engineers, and Conductor King, a fireman. They were altogether too active in the strike for their own good. "The official who made the foregoing statements was Chief Engineer Mooney. In addition to what he said, there is a clearly defined opinion that not only the Lehigh, but all other railways have placed a ban against the leaders of the Lehigh strike, and that it will be difficult for any engineer, fireman, conductor, trainman or operator who has conscientiously in the recent struggle to gain employment again on any road where he is known.

New French Mining Laws.
PARIS, Dec. 16.—M. Hubert introduced in the chamber of deputies a bill reforming the mining laws, including a proposal that the mines be nationalized when strikes occur, due to injustice on the part of the companies. The bill, together with a proposal made by M. Victor de Jeante, revolutionary Socialist, to allot 5,000,000 francs for the sufferers by the strikes, was referred to a committee. The bill providing for the punishment of persons who illegally manufacture explosives or illegally having in their possession explosives or materials for the manufacture of explosives was passed without serious opposition.

Olneyville's Locked Out Mill Workers.
OHIOVILLE, O., Dec. 16.—At a recent meeting of the locked out employes in the wooden mill district it was voted that they should march to the headquarters of the overseer of the poor and make a formal demand for assistance, as the situation has reached that point where the operatives' families must be supplied with food. The Catholic clergy, who have charge of all the parishes in Olneyville, have undertaken to try and bring about some action by which the deadlock between the manufacturers and the strikers may be broken.

Murdered at the Supper Table.
BRAVER FALLS, Pa., Dec. 16.—While John Brown, a Hungarian, was eating supper last night Steve Wertz walked into the room, and, pinning a revolver to Brown's breast, said: "You must die." He then pulled the trigger, sending a bullet through Brown's head. The latter died almost instantly, and in the excitement Wertz escaped. The two men quarreled Thursday night, and this was the cause of the killing.

The Pope Very Weak.
ROME, Dec. 16.—The correspondent at Home of The Independence Breeze says that the pope is ill. The daily meditations given by his holiness have been suspended, and Cardinal Rampolla, pontifical secretary of state, alone receives visitors. The promenade that the pope has been accustomed to take in the garden of the Vatican has been stopped, and he is now carried in a litter through the galleries of the Vatican.

Brave Boy Killed.
WATERBURY, N. Y., Dec. 16.—George Baldwin, 14 years old, of Sandy Creek, who had run away with another boy and was riding on a freight train, attempted to jump from it, and was run over and killed.

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Notice the name—COTTOLENE. Not Vegetable-lene, nor Animal-lene, nor Mineral-lene, nor any other "lene" but COTTOLENE.



Is the new vegetable shortening, recognized as far superior to lard for every cooking use. The other "lenes," and "lets," and "oles," are imitations—made to sell on the merits of COTTOLENE, and to be "worked off" by sleight of hand, or the "just as good" game. If you want good cooking and good health, get COTTOLENE—it's the only "lene" worth having.

Sold in 1 and 1/2 pound tins. Made only by **N. K. FAIRBANK & CO.,** CHICAGO, AND 138 N. DELAWARE AVE., PHILADELPHIA

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FIRST CLASS GROCERY!
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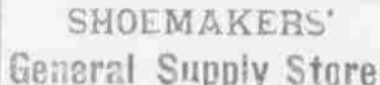
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WEST STREET, Between Centre and Lloyd,
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A CUP OF CHOCOLATE
delicious to the taste, invigorating and strengthening to the body, made in ONE MINUTE from



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The place for business men to send their surplus stock of every description for sale.
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Anybody can send goods of every description to the rooms and they will be sold at auction on the usual terms. All goods sold on commission and settlement made on the day following sale.

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