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used 40 years and always affords relief and always gives satisfaction.

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The President Ready to Announce Mr. Uhl's Selection.

HIS EXPERIENCE IN DIPLOMACY.

As Assistant Secretary of State He Has Been Frequently Called Upon to Assume the Entire Burden of the Administration of Foreign Affairs,

WASHINGTON, Feb. 5.—The president has made his choice for a successor to the late Mr. Runyon as ambassador to Germany, and there is every reason to believe that Assistant Secretary Uhl of the state de-tepartment will be named for the post this week, and probably today. It is thought that but for some delay incident to formalities in such cases the nomina-tion would have been sent to the senate

yesterday.

Mr. Uhl first came into national promiand the stream into national promi-nence with the incoming of the present administration. Previous to that time he had achieved a fine reputation as a lawyer in Michigan, where he had practiced ever since his graduation from the state university at Ann Arbor, and he also was well known in financial circles, being connected with two national banks. In poli-



EDWIN F. UHL.

ties he had always been a Democrat, and was at one time mayor of the thriving city of Grand Rapids. Mr. Uhl has been closely attached to Don Dickinson, and it is generally understood that his appointment to his place as first assistant secretary of state was owing to the influential recommenda-tion of Mr. Dickinson.

As first assistant secretary of state Mr. Uhl has frequently been called upon to assume the entire burden of the administration of foreign affairs during the absence or disability of the secretary of state, and so it appears that his name often appears signed to so many important state papers. signed to so many important state papers. After the death of Secretary Gresham he was acting secretary of state for some weeks, and was brought forward for appointment to fill the vacancy. Since Secretary Olney's entry into the state department Mr. Uhl's functions have been generally confined to the administration of the

affairs of the consular service.

Last fall Mr. Uhl made a tour of Europe, including the cities in Germany where United States consulates are established, and it is assumed that he was so attracted by the kindly reception accorded him that he desired to round out his term of service under the state department as ambassador to Germany, a place which he can readily assume, owing to his large pri-vate means and experience of the diplomatic policy of the present administra-

HOLLIDAYSBURG, Pa., Feb. 5.—The coroner's jury met to sift the evidence and investigate causes of the boiler explosion at the Holldaysburg Iron and Nail works last Thursday, when seven men were killed and fourteen injured. No plausible explanation was offered as to the cause of the explosion. The allegation that Lloyd Craemer, the engineer in charge, had been asleep at his post of duty at different times was disproyen by his fallow workmen. The jury rendered a verilet that the men came to their deaths from the explosion of a boiler, the cause of which is unknown.

Killed in Mistake for a Thief

NEW YORK, Feb. 5.-Franz Seidel was shot and killed early in the morning by Hans Theede, proprietor of a beer bot-tling establishment. The shooting occurred in Theede's yard. Seidel had gone in pursuit of two burglars who had tried to rob his employer. Theede was awakened by the noise, and seeing several men running through his yard fired at them with a rifle. He brought down one of the men, and then summoned the police. An investigation showed that Theede had killed his faithful employe.

Driven to Crime by Peverty. NEWARK, N. J., Feb. 5.—Henry Heller, who for some time past has put up at a ledging house on Market street, in this city, was brought to the hospital here in a dying condition yesterday morning. Heller had attempted to break into she ganeral store of J. B. Crawford, midway between Hilton and Union, and was shot by Crawford. The wounded man was found Crawford. The wounded man was found in a blacksmith shop, to which he had crawled. He declares that he was driven to the attempted burglary by poverty.

Desperate Fight with Tramps.

MARSHALLTOWN, Ia., Feb. 5 .- A riot oo curred yesterday between a gang of desperate tramps and a squad of officers. The former resisted arrest, and one had his skull cracked by a policeman's club. Later the sheriff and a deputy entered the jail, when the other bobos assulted them. The deputy was badly pounded, but drew a revolver and fired twice, dangerously younding one of his assallants, who gives his name as William Sulder.

Funeral of Sir Joseph Barnby.

LONDON, Feb. 5.—The funeral of Sir Joseph Barnby, the celebrated musical conductor and composer, took place in St. Paul's cathedral yesterday, and the body was interred in the cemetery at Norwood, Surrey. Among the pallbearers were Beer-bohm Tree, the actor, and Sir Arthur Sullivan, the composer.

Alexandria of Servia Betrothed.

BELGRADE, Feb. 5.—It is announced that King Alexander of Servia has been betrothed to Princess Helene, third daughter of the Prince of Montenegro. King Alexander is in his 20th year, and Princess Helene is just past 23.

The Weather. For eastern Pennsylvania and New Jer-sey: Cloudy and unsettled weather, with secssional rain; easterly winds, becoming variable. variable.

A Railroad Official's Experience.



R. EDWARD EDMONDS, long con-nected with railroad construction in Nobraska, writes: "My heart troubled and pained me for 19 years. Shortness of breath was the constant and most common symptom. Intense, excruciating pain, generally followed any severe exertion. Faintness, hunger without any appetite; fluttering that made me clutch my breast, and palpitation that often staggered me as if I would fall, were frequent attacks. Again, everything would turn black if I arose from a stooping osture quickly. Sleepless nights with their Dr. Miles' prostrating unrest were numerous and I could get no rest day or night I consulted leading physicians and tried adversarians and tried adversarians.

Health..... tised remedes. They gave me no relief. One of Dr. Miles' circulars described my case so exactly that I took Dr. Miles' New Heart Cure and I am now a well man. I hope every one troubled with heart discuse will try Dr. Miles' remedies. If they will write me personally, I will gladly give them full details of my experience." EDW. EDMONDS.

P. O. Box 65, David City, Nebrasica. Dr. Miles' Heart Cure is sold on guarantee that first bottle benefits or money refunded.

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WHAT IT IS! The richest of all restorative Youis, because it replaces the same substances to the blood and more that are exhausted in these ten life-group fluids by disease, but justice, etc.

WHAT IT DOES! By making the blood pure and rich, and the diseast in perfect, it creates and the fluid, mands and strengthcomes active band clear. For restoring lest vitality and stopping all wasting fornism and weakness in other way, it has no equal; and as a femal sregulator it is worth its weight in gold. One how lasts a week. Price then, or a boxes size. Draggists or by mail. Book free. THE DR. CHASE COMPANY,
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# THE NEW AMBASSADOR. Full Details Gladly Given. SAD TALE OF THE SEA.

The Probable Fate of a Long Overdue Oil Tank Steamer.

EVIDENTLY BLOWN TO PIECES.

The Vessel Carried a Crew of Twenty-nine Men, Many of Them Americans-A Supposed Phenomenan Was Without Doubt a Terrible Disaster.

NEW YORK, Feb. 5.-Captain Anderson, of the tank steamship Phosphor, which has just arrived from Shields, tells a story that perhaps accounts for the non-arrival in England of the British tank steamer Wildlower, which left Philadelphia for Rouen, France, on Dec. 11 last. The Wild-

flower has never been h and of since.

The ve-sed had 1,300,000 gallons of petro-leum in her tanks, and left Philadelphia. in company with the Phosphor. For twen-ty-three days the Phosphor struggled on her way to Copenhagen. From Copen-hagen the Phosphor went to Shields, and angen the Prospher went to Shields, and just before Captain Anderson sailed from there, on Jan. 15, he heard a story that convinced him that the Wildflower had made her last voyage. It was this: The steamship Loch Elive, from New York for Cork, reported on her arrival there, on Jan. 8, that about 150 miles west

southwest from the coast of Ireland, on Jan. 6, the crew saw a sudden glace in the sky. As far as the eye could see to the westward the sky was a vivid red for a moment, and then it died out slowly, un-til in a half hour the sca's rim was lost again in darkness.

A few seconds after the first flare up a dull roor, like the discharge of a heavy giin, made the Loch Eliza vibrate and rock. The crew were amazed as what they

then thought was one of nature spranks.

When Captain Anderson found that the
Wildflower had not yet made port he came to the conclusion that it was that vessel that had caused the supposed phenomena near the Irish coast, and the captain of the Loch Elive was also convinced that

the flare up was the explosion of 1,00,000 gallons of oil in the Wildflower's tanks.

Captain Anderson says the Wildflower would have been just about where the skipper of the Lock Elive saw the glare on Jan 6, as the twenty-three days' storm would have detained her and blown her out of her course somewhat.

There were twenty-nine men on the missing vessel when she went out of the Delaware capes. Herskipper was Captain Stanwell. He had a wife and a little daughter, who are now in London. Many of the crow were Americans, who shipped in Philadelphia.

Wales' Advice to Dunraven.

Wales' Advice to Dunraven.

London, Feb. 5.—The Chronicle says this morning: "The Prince of Wales has earnestly counselled Lord Dunraven, with reference to any step he may take regarding the report of the New York Yacht club committee, to keep well before his mind the desirability of promoting good and friendly feeling not only between sportsmen on both sides, but between the people of England and America. The Prince of Wales views the terms of the committee's finding as offering the greatest encouragement in this direction, and there is reason to believe that such action will is reason to believe that such action will shortly be taken on this side as will lead to a very happy termination of the un fortunate controversy."

Riotons Mine Strikers, Halifax, N. S., Feb. 5.—News of riotous actions on the part of strikers at the Joggins collieries, in trying to prevent men from going to work, have reached here. When it was announced that 100 men had already backed down and gone to work, a crowd of miners, some carrying firearms, assembled at the pit heads and attempted to block the way into the mine, at the same time firing shots into the shafts to intimidate those at work. The rioters were finally dispersed by the authorities, and no one is known to have been injured. Several of the rioters have been arrested.

Three Murderers Sentenced to Death. JEFFERSON CITY, Mo., Feb. 5.—The su-preme court yesterday sentenced Thomas Pushong, a white man and wife murderer, of St. Joseph, and Foster Holland and Frank Harris, two Kansas City nogroes, to be hanged March 13. A strange feature of Pushong's case is that he was once sentenced to the penitentiary for twenty years for the same crime, and obtained a reversal of judgement by the supreme court and a new trial.

Carridon's Confession of Murder.

ATLANTIC CITY, Feb. 5.-Harry Carri-Attantic City, ren, s.—Harry Carri-den, of Camden, who is in jall charged with killing William Coillins, last night ad-mitted to the police that he struck Collins on the head with a hatchet handle, and dechared that he did it in self defense. The post mortem examination showed that death was due to a fracture of the skull and hemorrhage.

The Bids for the New Loan.

WASHINGTON, Feb. 5 .- Although no news is obtainable of a definite nature in regard to the number of bids already received at the treasury department for the new 4 per cent, loan, it is certain that the number is large, and undoubtedly exceeds the expec-tation of the officials. Some estimates place the number as high, as 1,500 or 1,800.

Schlatter May Have Perished.

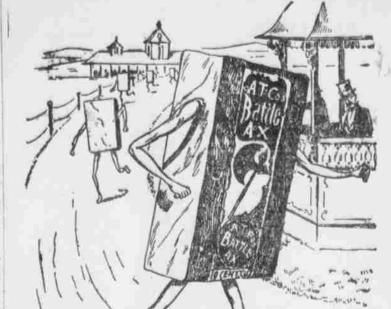
SANTA FE, N.M., Feb. 5.—Francis Schlat-ter, the healer, has not been heard of for the last two weeks. He was seen by Solo-mon Block, of Vaiencia, going to the Mogolion mining district over a mountain trail that most men would not undertake to cross in the winter. It is possible that he has perished in the snow.

To Undermine Butte,

BUTTE, Mont., Feb. 5.-It has long been known that the city is located over one of the greatest mineral deposits in the world. A company has just been organized for the purpose of mining under the city, and after reaching a depth of 1,000 feet will drive tunnels in every direction.

President Roberts Will Not Betire. PHILADELPHIA, Feb. 5.—The rumors which have been in circulation for the past few days to the effect that George B. Roberts was about to retire from the presi dency of the Pennsylvania railroad is em-phatically and authoritively decied at the office of that company.

An Old Landmark Destroyed. WORCHSTER, Mass., Feb. 5.—The Congregational church in Auburn, founded in 1776, was totally destroyed by fire yesterday. The town hall, in the same buildand the adjoining chapel were also



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SCHUVKILL DIVISION. JANUARY 6, 1896.

Trains will leave Shenandoul after the above date for Wiggons, Gilberton, Frackville, Dirk Water, St. Clair, Pottsville, Itaniourg, Reading, Pottstown, Phoenixville, Norristown and Philadelphia (Broad street station) at 5.08 and 1545 a.m. and 415 p. m. on week days. For Pottsville and intermediate stations 9 10 a.m. SUNDAY.

Leave Pottsville for Surnamoan at Manager at a. m. and 440, 7-15 and 10-90 p. m. Sunday at 19-40 a. m., 5-15 p. m.
Leave Philadelphia, (Broad street station) for Shenandoah at 5-97 and 8-35 u. m., 4-10 and 7-11 p. m. week days. Sundays leave at 6-50 a. m.
Leave Broad street station, Philadelphia, for Sea Girt, Ashury Park, Ocean Grove, Long Branch, and Intermediate stations, 6-25, 5-25, 11-36 a. m., 3-10, 4-00 p. m. week-days. Sundiffys (stop at Interlaken for Ashury Park), 8-25 u. m.
Leave Broad Street Station, Philadelphia,

FOR NEW YORK.

Express, week days, 3 20, 4 05, 4 50, 5 15, 6 50, 7 50, 8 20, 9 20, 9 50, 10 30 (Dining Car), 11 00, 11 14 a.m., 12 noon, 12 35 (Limited 1 00 and 4 22 p. m. (Dining Cars), 1 20 (Dining Car), 1 40, 2 30 (Dining Car), 3 20, 4 00, 5 00, 5 56 (Dining Car), 6 00, 6 50, 8 12, 10 00 p. m., 12 01 night. 8 nuclays, 2 20, 4 35, 4 50, 5 15, 8 12, 9 30, 9 30, 10 30 (Dining Car), 4 05, 4 50, 6 15, 8 12, 9 30, 9 30, 10 30 (Dining Car), 4 00, Limited 4 22), (Dining Car), 2 35, 5 56 (Dining Car), 6 25, 6 50, 8 12, 10 00 p. m., 12 31 120 inight.

FOR ATLANTIC CITY.

Express, 850 a. m., J 10, 400, and 500 p. m., week days. Sundays, 845 and 945 a. m. For Cape May, Anglessea, Wildwood and Holly Beach.—Express, 900 a. m., and 400 p. m. week days. Sundays, 900 a. m. For Sea Isla City, Occas City and Avalon.—Express, 200 a. m., and 400 p. m. week days. Sindays, 900 a. m., Eor Somers Point.—Express, 850 a. m., and 400 p. m. week days. Sundays, 845 a. m. S. M. Pharvost.

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Trains leave Shenandeah as follows:
For New York via Philadelphia, week days,
210, 5-25, 7-20 a.m., 12-58, 2-55 and 5-55 p. m.
Sundays, 2-10.a.m.
For New York via Manch Chunk, week days,
5-25, 7-25 a.m., 12-58 and 2-55 p. m.
For Beading and Philadelphia, week days,
2-10, 5-25, 7-20 a.m., 12-58, 2-55 and 5-55 p. m. Sundays, 2-10 a.m.

SUNDAY.

For Wiggans, Gilberton. Frackville, Dark Water, St. Clair, Pottaville, at 6 08, 740 a. m. and 10 p. m. For Hamburg, Reading, Pottstown, Phoenixville, Norristown, Philadelphia at 6 09, 940 a. m., 3 10 p. m.

Trains leave Frackville for Shenandoah at 10 19, 11 as a. m. and 144, 5 08, 742 and 10 27 p. m.

Sunday, 11 13 a. m. and 3 40 p. m.

Leave Pottsville for Shenandoah at 10 19, 11 as a. m. and 4 0, 7 15 and 10 00 p. m. Sunday at 10 40 a. m., 5 15 p. m.

Leave Broad Street station, Philadelphia, for Shenandoah at 5 37 and 8 35 m. m. 4 10 and 7 11 p. in. week days, Sundays 2 10, 12 3 a. m., 150 and 7 20 p. m.

Leave Broad Street station, Philadelphia, for Shenandoah at 5 37 and 8 35 m. m. 4 10 and 7 11 p. in. week days, Sundays 2 10, 12 3 a. m.

Leave Broad Street station, Philadelphia, for Sae Girk, Asbury Park, Ocean Grove, Löng Branch, and intermediate stations, 6.20, 525, 130 a. m.

Leave Broad Street station, Philadelphia, for Sae Girk, Asbury Park, Ocean Grove, Löng Branch, and intermediate stations, 6.20, 525, 130 a. m., 3 40 and 7 35 p. m. Sundays, 2 10 a. m.

Lave Broad Street station, Philadelphia, for Sae Girk, Asbury Park, Ocean Grove, Löng Branch, and intermediate stations, 6.20, 525, 130 a. m.

Leave Broad Street station, Philadelphia, for Sae Girk, Asbury Park, Ocean Grove, Löng Branch, and intermediate stations, 6.20, 525, 130 a. m. 3 40 and 7 7.27 p. m. Sundays, 2 30 a. m. 5 10 and 7 7.27 p. m. Sundays, 2 30 a. m. 5 10 and 7 7.27 p. m. Sundays, 2 30 a. m. 5 10 and 7 7.27 p. m. Sundays, 1 35, 5 23 p. m.

Express, week days, 3 20, 4 05, 4 20, 5 15, 5 50, 7 30 and 5 50 p. m. Sundays, 1 35, 5 23 p. m.

FOR NEW YORK.

Express, week days, 3 20, 4 05, 4 20, 5 15, 5 50, 7 30 and 5 50 p. m. Sundays, 1 35, 5 23 p. m.

For Rainsing and Mahanoy Clar, May 10 a. m., 125, 2 35 and 5 50 p. m. Sundays, 2 10 a. m., 10 and 7 20 p. m. Sundays, 2 10 a. m., 10 and 7 20 p. m. Sundays, 2 10 a. m., 10 and 7 20 p. m. Sundays, 2 10 a. m., 10 and 7 20 p. m. Sundays, 2 10 a. m., 10 and 7 20 p. m. Sundays, 2 10 a. m

TRAINS FOR SHENANDOAH.

TRAINS FOR SHENANDOAH.

7 33, 8 20, 29, 9 30, 10 30 (Dining Car), 100, 11 4a.
m., 12 noon, 12 35 (Limited 1 00 and 4 22 p. m.
(Dining Cars), 126 (Dining Car), 140, 230
(Dining Cars), 25 (Dining Car), 140, 230
(Bounday, 400, 4 50, 5 15, 8 12, 9 20, 9 50, 10 30) (Dining Car), 140 a.

20, 465, 4 50, 5 15, 8 12, 9 20, 9 50, 10 30 (Dining Car), 140 a.

Car), 14 30 a. m., 12 35, 129, (Dining Car), 2 50
(Dining Car), 6 20, 6 20, 8 12, 10 30 p. m.

120 ringht.

Express for Boston, without change, 11 00 a.

m. week days, and 6 50 p. m. daily.

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For Baltimere and Washington, 3 59, 7 29, 331, 130 p. 12, 3 a. m., 120 g. 1123 a. m., 120 g. 1123 a. m., 120 g. 123 Limited Dining Car), 5 57 (Dining Car), 5 55 (Dining Car), 6 55 (Dining Car), 7 40 (Dining Car), 7 40 (Dining Car), 8 57 (Dining Car), 8 58 (Dining

Leave Philadelphia Chestnut street warf and south street wharf for Atlantic City. Weekdays—Express, 9.00 a. m., 2.00, 4.00, 5.00 p. m. Accommodation, 2.00 a. m., 4.00, 6.00 p. m. Sumlay—Express, 9.00, 19.00 a. m. Accomme p. m. Accommodation, 8 00 a. m., 4 30, 6 20 p. m. Sunday — Express, 9 00, 10 00 a. m. Accommedation 8 02 a. m., 4 5 p. m. Returning leave Atlantic City (depot.) wockdays express, 7 30, 9 00 a. m., 3 20, 5 3 30 p. m. Accommodation, 6 50, 8 19 a. m., and 4 32 p. m. Accommodation, 6 50, 8 19 a. m., and 4 32 p. m. Sundays — Express, 4 00, 7 20 p. m. Accommodation, 15 a. m., 4 b p. m. Parlor Curs on all express trains.

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