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BURSTING RESERVOIRS

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EIGHT LIVES PROBABLY LOST.

Five Bodies Recovered and Three Others Missing—One of the Victims Was Rescued From the Johnstown Flood, and Married Her Rescuer.

Poughkeepsie, N. Y., July 15.—The two large reservoirs in the Fishkill mountains which supplied water to the towns of Matteawan and Fishkill burst their walls at 2 o'clock yesterday morning, and the water that was released swept through the Duchess valley, causing ruin and death. Five bodies have been taken from the wreckage left in the wake of the flood, and there are known to be two and probably three more lying somewhere beneath the piled up debris, which is all that remains of three houses that were swept away by the mighty torrent. The names of those whose bodies have been recovered, as officially given out by Coroner H. B. Bevier, of Matteawan, are:

Mrs. John Conroy, aged 36, wife of the engineer in Timoney's brick yard. Her body was badly bruised by contact with trees and wreckage, and was covered with mud.

Mrs. Mary Ferry, aged 38 years, a widow. Her body was in the worst condition of all the victims, being covered with mud and bruises.

William Ferry, aged 9 years, son of Mrs. Ferry. The body was in good condition, except for bruises about the head.

John Sruka, a Hungarian, 28 years old.

Philamena Deluka, an Italian girl, 6 years old. The body was unmutilated.

The missing are: John Conroy, aged 2 years, a son of Engineer Conroy; Julia Conroy, aged 6 years, a daughter of Engineer Conroy; an unknown Hungarian, whose brother declares that he was drowned.

There were two floods. The first was not disastrous, but alarmed the inhabitants, most of whom left their houses. A short time later the second dam burst, pouring the flood down the mountain, carrying with it a great mass of debris, parts of buildings, etc. This struck the buildings in the rear of Timoney's brick yard. One was a boarding house, conducted by Patrick Murphy. This building contained five families. A short distance from the Murphy boarding house was a building occupied by about 25 laborers, mostly Slavs, with a few Italians. From these two buildings the victims were taken.

The body of Mrs. Mary Ferry was recovered yesterday afternoon, dug from mud and debris 10 feet deep. Thirty-five men worked all day in the ruins.

Mrs. Conroy, one of the lost, before her marriage lived at Johnstown, Pa., where the great flood occurred several years ago. She was rescued there by John Conroy, who afterwards married her.

There are three of the Timoney brick yards. Two of them are badly damaged. The north one, managed by Frank Timoney, Jr., is a total loss. The flood swept directly over the valley, carrying away everything but the sheds. The brickmaking plant, wagons, carts, etc., were swept across the railroad track into the river.

At the northern yard were 60 arches of "green" brick, 45,000 in each arch. The water softened these, and let the whole down in a mass of clay. A 12-arch kiln was burning. The flood put out the fire and partially ruined the brick.

Most of the ruins have been searched over, and it is possible that some bodies have been swept into the river. The water still runs through the yard, which is covered to a depth of several feet with gravel, mud, trunks of trees, parts of wagons and like material, finding its way thence through a culvert into the river.

The three buildings in which the laborers had quarters were totally wrecked. There is hardly a piece of wood two feet long anywhere. In the ravine there are great rocks, some of them weighing five to ten tons each, rolled down the mountain by the torrent. One rock, weighing ten tons at least, lies on the site of Murphy's boarding house. It is supposed to be the one that knocked the house off its foundation. Frank McGinnis, a 15-year-old boy, a machine tender in Timoney's yards, was on the piazza of Murphy's house. He says the house broke in two. The flood carried the first half, with him clinging to it, down towards Hammond & Freeman's yards, which adjoin Timoney's. He went under several times, but managed to swim, and was at length pulled out in an unconscious condition by Charles White, a fellow workman. He had not a stitch of clothing on when rescued. His body was badly bruised, and he has a great cut on the face from the right eye across the mouth to the chin. When he recovered consciousness, half crazed, he started for the water again, but was held back.

The Montreal express train arrived at the scene about three minutes after the accident, and was flagged through the efforts of M. H. Reilly, an employe of Timoney's, who boarded at Murphy's. He thought nothing of the heavy rain storm until he heard somebody on the piazza, about 1:30, speak of the reservoir on the hill. After making inquiries he apprehended danger, and went down to the track. Soon afterward he heard a tremendous roar in the mountain, and then the crash of the buildings swept away. A freight train had just passed that portion of the track and stopped below, having struck a rock that had rolled down the mountain. Reilly hurried down the track and told the flagman that the roadbed was covered by the flood and he had better flag the express, which he did. Reilly lingered around until the flood had partially subsided. Then he saw something white in the rubbish, and, reaching down, pulled out the body of a little Italian girl.

John T. Lundy, of Matteawan, one of Timoney's employes, rescued Patrick Murphy and four little boys. He waded out to a building and carried them one by one to a place of safety. This was directly after the first wave. They had no more than got to the bank before the house was swept away.

As soon as the excitement attendant upon the awful catastrophe had subsided the thoughts and conversation of the hundreds of people who had gathered at the scene and of the residents of the twin villages of Fishkill Landing and Matteawan turned to the question of responsibility for the disaster.

Morgan H. Hoyt, a member of the coroner's jury, said: "I believe that the Fishkill and Matteawan Water company will be held for criminal negligence. One of the dams at least has been notoriously unsound ever since it was built, ten years ago, and has been leaking all the time. The dam was one half foot above the water and three and a half below, and built of cobblestones. People have been predicting its collapse ever since I have lived here."

Similar expressions could be heard all around the village.

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Penna. Railroad.

SCHUYKILL DIVISION.

JULY 1, 1897.

Trains will leave Shenandoah after the above date for Wiggans, Gilberton, Frackville, Dark Water, St. Clair, Pottsville, Hamburg, Reading Pottstown, Phoenixville, Norristown and Philadelphia (Broad street station) at 6 08 and 11 05 a. m. and 4 20 p. m. on week days. Sundays, 6 08 a. m., 3 10 p. m. For Pottsville and intermediate stations only 9 17 a. m. week days Sundays, 9 43 a. m.

Trains leave Frackville for Shenandoah at 10 40 a. m. and 12 31, 5 41, 7 52 and 10 47 p. m. Sunday, 11 13 a. m. and 5 41 p. m.

Leave Pottsville for Shenandoah at 10 15 a. m. and 12 05, 5 15, 7 25 and 10 20 p. m. Sunday at 10 40 a. m., 5 15 p. m.

Leave Philadelphia, (Broad street station), for Shenandoah at 5 37, 8 35 and 10 19 a. m., 4 10 and 7 [illegible] p. m. week days. Sundays leave at 6 50 a. m.

Leave Broad street station, Philadelphia, to Sea Girt, Asbury Park, Ocean Grove, Long Branch, and intermediate stations, 6 50, 8 25 11 39, a. m., 3 30 and 4.00 p. m. week-days. Sundays, 8 25 a. m.

Leave Broad Street Station, Philadelphia,

FOR NEW YORK.

Express, week-days, 3 20, 4 00, 4 50 5 15, 6 50, 7 33, 8 26, 8 38, 9 50, 10 21 (Dining Car), 11 00 a. m, 12 00 noon, 2 35 (Limited 1 00 and 4 22 p. m. Dining Cars), 1, 40, 2 40 (Dining Car) 3 20, 3 50, 4 00, 5 00, 5 36 (Dining Car), 6 00, 7 02, 7 43, 10 00 p. m., 12 01, night. Sundays, 3 20, 4 00, 4 50, 5 15, 8 20, 8 38, 9 50, 10 21, (Dining Car), 11 35 a. m., 12 35, 1 05 (Dining Car) 2 30 (Dining Car), 4 00 (Limited 4 22 Dining Car), 5 20, 5 56, (Dining Car) 6 35, 7 02, 7 43, 10 00 p. m., 12 01 night.

Express for Boston without change, 11 00 a. m., week-days, and 7 43 p. m., daily.

WASHINGTON AND THE SOUTH.

For Baltimore and Washington, 3 50, 7 20, 8 32, 10 20, 11 23, a. m., 12 00, 12 34, 1 12, 3 18, 4 41, (5 19 Congressional Limited, Dining Car), 6 17, 6 58 (Dining Car), 7 31 (Dining Car) p. m., and 12 05 night week days. Sundays, 3 50, 7 20, 9 12, 11 23, a. m., 12 00, 1 12, 4 41, (5 15 Congressional Limited, Dining Car), 6 58 (Dining Car), 7 31 (Dining Car) p. m. and 12 05 night.

FOR ATLANTIC CITY.

Leave Broad street station via Delaware river bridge—Express, 4 45, 9 20 [90 minutes] a. m., 2 33 [87 minutes], 3 32 [90 minutes], 7 05 [80 minutes] p. m. Sundays, 4 45, 9 20 [90 minutes] a. m., 2 33 [87 minutes], 7 05 p. m.

Leave Market street wharf—Express, 5 00, 8 20, 9 40, a. m., 1 00 [Saturdays only], 1 50 [75 minutes], 3 00, 3 40 [75 minutes], 4 00 [70 minutes], 4 20 [75 minutes], 5 00 [70 minutes] 5 30 [70 minutes] p. m. Sundays, 5 00, 7 30, 8 00 [75 minutes], 8 30 [75 minutes], 9 00, 9 45 [75 minutes] a. m. and 4 30 p. m. $1.00 excursion train, 7 00 a. m. daily.

For Cape May, Anglesea, Wildwood and Holly Beach—Express, 9 00 a. m., 2 20, 4 05, 5 00 p. m. week days. Sundays, 8 20 a. m. Cape May only, 1 30 p. m. Saturdays. Excursion, 7 00 a. m. daily.

For Sea Isle City, Ocean City, Avalon and Stone Harbor—Express, 9 10 a. m., 2 20, 4 20, 5 00 p. m week days. Sundays, 8 50 a. m. Excursion, 7 00 a. m. daily.

For Somers Point—Express, 7 00, 8 20, 9 40 a. m., 1 50, 3 00, 4 00, 5 00, 5 30 p. m. week days Sundays, 5 00, 7 00, 8 00, 9 00 and 9 45 a. m.

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IN EFFECT JULY 2, 1897.

Trains leave Shenandoah as follows:

For New York via Philadelphia, week days, 2 10, 5 36, 7 05 9 54 a. m., 12 33, 3 10 and 6 07 p m Sundays, 2 10 a. m.

For New York via Mauch Chunk, week days, 5 36, 7 05 a. m., 12 33 and 3 10 p. m.

For Reading and Philadelphia, week days, 2 10, 5 36, 7 05 a.m., 12 33, 3 10 and 6 07 p. m. Sundays, 2 10 a. m.

For Pottsville, week days, 2 10, 7 05 a. m., and 12 33, 3 10, 6 07 and 7 25 p. m. Sundays, 2 10 a. m.

For Tamaqua and Mahanoy City, week days 2 10, 5 36, 7 05 a. m., 12 33, 3 10 and 6 07 p m. Sundays, 2 10 a. m.

For Williamsport, Sunbury and Lewisburg, week days, 3 25, 5 36, 11 30 a. m., and 7 25 p. m Sundays, 3 25 a. m.

For Mahanoy Plane, weekdays, 2 10, 3 25, 5 36, 7 05, 9 54, 11 30 a. m., 12 33, 3 10, 6 07, 7 25, 9 55 and 11 40 p. m. Sundays, 2 10, 3 25 a. m.

For Ashland and Shamokin, week days, 3 25, 5 36, 7 05, 11 30 a. m., 6 07, 7 25 and 9 55 p. m. Sundays, 3 25 a. m.

For Baltimore, Washington and the West via B. & O. R. R., through trains leave Reading Terminal, Philadelphia, (P. & R. Y. M.) at 3 20, 7 55, 11 26 a. m., 3 10 and 7 27 p. m. Sundays, 3 20, 7 00, 11 26 a. m., 3 46 and 7 27 p. m. Additional trains from Twenty-fourth and Chestnut streets station, week days, 10 30 a. m. 12 33, 12 13 8 40 p.m. Sundays, 1 35, 8 23 p. m.

TRAINS FOR SHENANDOAH.

Leave New York via Philadelphia, week days, 12 15, 4 30, 8 00 a. m., and 1 30, 4 30, 9 00 p. m. Sundays, 5 00 p. m.

Leave New York via Mauch Chunk, week days, 4 30, 9 10 a. m., 1 30 and 7 15 p. m.

Leave Philadelphia, Reading Terminal, week days, 4 20, 8 25, 10 10 a. m. and 1 42, 4 05, 6 40, 11 30 p. m. Sundays, 11 30 p. m.

Leave Reading, week days, 1 35, 7 10, 10 08, a. m. 12 00 m., 4 19, 6 00 and 8 20 p. m. Sundays, 1 35 a. m.

Leave Pottsville, week days, 2 35, 7 40 a. m., 12 30 and 6 12 p. m. Sundays, 2 35 a. m.

Leave Tamaqua, week days, 3 18, 8 43, 11 22 a. m., 1 36, 5 51, 7 20 and 9 43 p. m. Sundays, 3 18 a. m.

Leave Mahanoy City, week days, 12 20, 3 45, 9 12 11 47 a. m., 2 17, 5 18, 6 17, 7 44 and 10 08 p. m. Sundays 12 25, 3 45 a. m.

Leave Mahanoy Plane, week days, 12 37, 2 40, 4 00 5 30, 9 26, 10 25, 11 59 a. m., 2 32, 5 12, 6 38, 7 57, 10 22 p m. Sundays, 12 40, 2 40, 4 00 a. m.

Leave Williamsport, week days, 7 42, 10 20 a m., 4 00 and 11 30 p. m. Sundays, 11 30 p. m.

ATLANTIC CITY DIVISION.

Leave Philadelphia Chestnut street wharf and South street wharf for Atlantic City.

Weekdays—Express, 8 00, 9 00, 10 45 a. m., (Saturdays only, 1 30) 2 00, 3 00, 3 40, 4 00, 4 30, 5 00, 5 40, 7 00 p. m. Accommodation, 8 00 a. m., 5 30, 6 30 p. m.

Sundays—Express, 7 30, 8 00, 8 30, 9 00, 10 00 a. m., 4 45 p. m. Accommodation, 8 00 a. m., 4 45 p. m. $1.00 excursion train to foot of Mississippi Ave., 7 00 a. m. daily.

Returning leave Atlantic City depot, corner Atlantic and Arkansas avenues.

Weekdays—Express, (Mondays only 6 45 a.m.) 7 00, 7 45, 8 10, 9 00, 10 15, 11 00 a. m., 3 20, 4 30, 5 30, 7 30, 9 30 p. m. Accommodation, 4 25, 8 15 a. m., 4 00 p. m.

Sundays—Express, 3 30, 4 00, 5 00, 6 00, 6 30, 7 00, 7 30 8 00, 9 30 p. m. Accommodation, 7 15 a. m., 5 03 p. m. $1.00 excursion train from foot of Mississippi Ave., only, week days, 6 00 p. m., Sundays, 6 10 p. m.

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THE COMPETITOR CASE

And Hawaiian Annexation Reported to the Senate by

FOREIGN RELATIONS COMMITTEE.

The Report Denounces the Trial of the Competitor Prisoners, and Urges That Their Release Be Demanded. The Annexation of Hawaii Favored.

Washington, July 15.—The senate was in a deadlock for several hours yesterday, with business at a standstill, while calls of the senate, roll calls and other parliamentary expedients were resorted to. It was due to the effort to secure action on the resolution of Mr. Harris, of Kansas, designed to prevent the disposal of the government lien on the Union Pacific railroad under the terms of an alleged agreement. There were many roll calls on Mr. Harris' motion to consider the resolution, quorums appearing and disappearing, and from 12 to 5 o'clock no final vote on the motion was secured. It finally went over until today.

Senator Davis, chairman of the committee on foreign relations, late yesterday afternoon reported a resolution favoring the ratification of the Hawaiian annexation treaty. There was no reference to the report beyond an inquiry by Senator White as to whether there would be an effort to take up the treaty at the present session. To this Mr. Davis replied that he was not now prepared to say.

Senator Davis also reported from the committee the following joint resolution:

That the president be empowered to take such measures as in his judgment may be necessary to obtain the release from the Spanish government of Ona Melton, Alfred A. Laborde and William Gildea and the restoration of the schooner Competitor to her owner, and to secure this he is authorized and requested to employ such means or exercise such power as may be necessary.

The report recites all the facts that have been brought out in the Competitor case, her ownership, capture and the citizenship of the three men named in the resolution, together with the proceedings thus far had by the Spanish authorities, the trial, sentence, etc. The report characterizes it a "mockery of a trial." The affidavits of the parties are cited to show that they were coerced into Spanish waters, in which case they were not amenable to a Spanish jurisdiction. They were not subject to piracy and intended no act of depredation on the high seas, nor were they subject to the Spanish authorities on account of alleged rebellion.

The report then says:

"Irrespective of any of the foregoing considerations, the conduct of Spain constitutes such delay and denial of justice and such an actual infliction of injustice upon these men as to make it the duty of this government to demand reparation therefor, irrespective of any act which these prisoners may have committed up to the date of their capture. Among the acts of reparations which ought to be demanded should be the release of these captives."

The report declares that the rights of the men have been violated, and continues: "They have been tried and sentenced to death by a summary naval court martial, in a proceeding which has been annulled by the appellate courts of Madrid, upon the ground that such court martial had no jurisdiction whatever over them. Ten months have elapsed since this death sentence was annulled, and they have not again been brought to trial. In the meantime they have been subject to protracted preliminary examinations preparatory to their trial by another court martial, which differs from the first only in the fact that it is less summary and more formal in its character than the first."

The report says that the men in the first trial did not know until after the testimony for the prosecution was in that an interpreter was present, and the only translation made to them was at the close of the sanguinary proceedings, when they were asked if they had anything to say, and necessarily they could have little to say, yet one of them protested that he had never understood one word of the proceedings against him, by which his life was adjudged forfeited.

"With these protests," continues the report, "the trial ended and the defendants were immediately sentenced to death. It is now 14 months since they were arrested, during all of which time they have been held in the Cabanas Fortress as prisoners. Melton and Laborde are unquestionably citizens of the United States. Gildea is a British subject, but he was a sailor upon an American vessel when taken, was acting as its mate, and it is the opinion of your committee that he is entitled to be protected by this government. He was serving under the flag, and he is entitled to be protected by it.

"In our opinion these acts of delay and denial of justice, and of the infliction of injustice, vitiate and make void any right which Spain had in the beginning of this transaction to proceed criminally against any of these men. This government should demand that they be set at liberty, and that the Competitor be restored to the owner, as there is no evidence that the owner knew anything about the divergence of the vessel from its regular voyage to Lemon City, Fla."

Old People.

Old people who require medicine to regulate the bowels and kidneys will find the true remedy in Electric Bitters. This medicine does not stimulate and contains no whiskey nor other intoxicant, but acts as a tonic and alterative. It acts mildly on the stomach and bowels adding strength and giving tone to the organs, thereby aiding Nature in the performance of the functions. Electric Bitters is an excellent appetizer and aids digestion. Old people find it just exactly what they need. Price fifty cents per bottle at A. Wasley's drug store.

Death of Publisher McLaughlin.

Philadelphia, July 16.—Frank McLaughlin, the veteran printer and publisher and principal owner of the Philadelphia Times, died yesterday at his residence, 2817 Chestnut street, aged 69. Mr. McLaughlin had been in failing health for many months, and his condition was aggravated by a severe attack of gout during the latter part of March.

Something to Depend On.

Mr. James Jones, of the drug firm of Jones & Son Cowden, Ill., in speaking of Dr. King's New Discovery, says that last winter his wife was attacked with La Grippe, and her case grew so serious that physicians at Cowden and Pana could do nothing for her. It seemed to develop into Hasty Consumption. Having Dr. King's New Discovery in store, and selling lots of it, he took a bottle home, and to the surprise of all she began to get better from first dose, and half a dozen dollar bottles cured her sound and well. Dr. King's New Discovery for Consumption, Coughs and Colds is guaranteed to do this good work. Try it. Free trial bottles at A. Wasley's drug store.

The skeleton in many a household is the peculiar weakness of the wife and mother, or of the wife who ought to be a mother and is not. Happiness is destroyed by the presence of the secret sickness that may lark like a grinning death among the most luxurious homes. The most terrible thing about this condition of affairs is that it is entirely needless. There is no reason in the world why every woman in the world should not be strong and healthful and capable of fulfilling her whole duty as a wife and mother. Many women go on month after month, and year after year, becoming weaker and weaker, because of a very natural hesitancy they feel in consulting a physician. They know that if they go to a doctor for treatment, the first thing he will insist on will be "examination" and "local treatment." This must of course be distasteful to every modest woman. They are generally as unnecessary as they are abhorrent. Dr. Pierce's Favorite Prescription cures positively, perfectly, permanently, all varieties of "female weakness" and disease. It is designed to do this one thing, and it does it. It is the only medicine now before the public for woman's peculiar ailments, adapted to her delicate organization by a regularly graduated physician—an experienced and skilled specialist in these maladies. It cannot do harm in any condition of the system. Its sales exceed the combined sales of all other medicines for women.

Every woman will be healthier and happier for following the friendly, practical counsel contained in Dr. Pierce's great universal doctor book: "The People's Common Sense Medical Adviser." It is the most comprehensive medical work in one volume in the English language. It contains 1008 pages, fully illustrated, 680,000 copies have been sold at $1.50 each bound in cloth. The profits are now used in printing half-a-million *free* copies bound in strong manilla paper covers. To get one you have only to send 21 one-cent stamps (to pay cost of mailing only), to World's Dispensary Medical Association, No. 663 Main Street, Buffalo, N. Y. Send promptly before all are given away if in want of one. They are going off rapidly.

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