

FREELAND TRIBUNE.

VOL. VII. NO. 53.

FREELAND, PA., JANUARY 3, 1895.

\$1.50 PER YEAR.



Anti-rail coal used exclusively, insuring cleanliness and comfort.

ARRANGEMENT OF PASSENGER TRAINS. NOV. 18, 1894.

LEAVE FREELAND.
6:05, 8:25, 9:35, 10:41 a. m., 1:35, 2:27, 3:40, 4:25, 6:12, 6:58, 8:05, 8:57 p. m., for Drifton, Jeddo, Lumber Yard, Stockton and Hazleton.
6:05, 8:25, 9:35 a. m., 1:35, 3:40, 4:25 p. m., for Mauch Chunk, Allentown, Bethlehem, Philadelphia, Easton and New York.
6:15, 9:35, 10:41 a. m., 2:27, 4:25, 6:58 p. m., for Mahanoy City, Shenandoah and Pottsville.
7:20, 10:06 a. m., 11:54, 4:34 p. m., (via Highland Branch) for White Haven, Glen Summit, Wilkes-Barre, Pittston and L. and N. Junction.

SUNDAY TRAINS.
11:40 a. m. and 3:45 p. m. for Drifton, Jeddo, Lumber Yard and Hazleton.
3:45 p. m. for Delano, Mahanoy City, Shenandoah, New York and Philadelphia.

ARRIVE AT FREELAND.
7:30, 9:27, 10:56, 11:54 a. m., 12:58, 2:13, 4:34, 5:23, 6:58, 8:47 p. m., from Hazleton, Stockton, Lumber Yard, Jeddo and Drifton.
7:30, 9:27, 10:56, 11:54 a. m., 12:58 p. m., from Delano, Mahanoy City and Shenandoah (via New Boston Branch).
12:58, 8:47 p. m., from New York, Easton, Philadelphia, Bethlehem, Allentown and Mauch Chunk.
9:25, 10:56 a. m., 12:58, 5:23, 6:58, 8:47 p. m., from Easton, Philadelphia, Bethlehem and Mauch Chunk.
9:35, 10:41 a. m., 2:27, 4:25 p. m. from White Haven, Glen Summit, Wilkes-Barre, Pittston and L. and N. Junction (via Highland Branch).

SUNDAY TRAINS.
11:31 a. m. and 3:31 p. m., from Hazleton, Lumber Yard, Jeddo and Drifton.
11:31 a. m. from Delano, Hazleton, Philadelphia and Easton.
3:31 p. m. from Delano and Mahanoy region.

For further information inquire of Ticket Agents.

CHAS. S. LEE, Gen'l Pass. Agent, Philadelphia, Pa.
ROLLIN H. WILBUR, Gen. Supt. East. Div. A. W. NONEMACHER, Asst. G. P. A., South Bethlehem, Pa.

THE DELAWARE, SUSQUEHANNA AND SCHUYLKILL RAILROAD.

Time table in effect June 17, 1894.

Trains leave Drifton for Hazleton, Cranberry, Tompkins and Drifton at 6:00 a. m., 12:00 p. m., 4:00 p. m., daily except Sunday; and 7:05 a. m., 2:05 p. m., Sunday.

Trains leave Drifton for Onedia Junction, Harwood Road, Humboldt Road, Onedia and Shepton at 6:10 a. m., 12:05 p. m., daily except Sunday; and 7:05 a. m., 2:05 p. m., Sunday.

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BRIEF ITEMS OF NEWS.

FOUND DEAD AT ECKLEY.

Adam Hill, 28 years of age, was frozen to death at Eckley on Tuesday night, and his body was found early yesterday morning. The deceased was employed as an engineer at one of the breakers of that town, and was a son of Henry Hill, outside superintendent. He was last seen alive while crossing the D. & S. tracks near the breaker, and was apparently making his way toward his father's residence. This was about 5 o'clock on Tuesday afternoon. His failure to return home at the proper time alarmed his friends, and during the evening inquiry was made among the neighbors, but no trace of him could be found until the following morning, when some men going to work about 6 o'clock discovered the body lying in the snow a short distance from the rear of his father's house. A few yards away his boots were found, but there were no marks of violence about the body. At the request of friends Squire Buckley of Freeland, viewed the body. He decided there was no necessity for an inquest, as the evidence was plain that the man was frozen to death.

Mr. Hill was a man who was well liked at Eckley, and much sympathy is expressed for his family, which consists of a wife and two small children.

SUDDEN DEATH OF A HUN.

When George Kilecky, the proprietor of a large Hungarian boarding house at No. 71 Main street, Eckley, went upstairs to rouse his boarders yesterday morning he found one of them dead in bed. The unfortunate man was named Mike Mokosh, and was about 65 years of age. On Tuesday night he retired in good spirits and appeared to be as well as ever. About 12 o'clock, however, he arose and began walking about the house. Kilecky asked him what was the matter, and he said he was sick. From the cold, shortly after he returned to his room and no further complaint was heard from him. When the proprietor went to call at 6 o'clock yesterday morning he found him lifeless. The unfortunate man has no friends in the country and the remains will be disposed of by the authorities of the poor district.

TRYING TO ORGANIZE.

Representatives of the anthracite coal companies held a meeting at New York on Monday to arrange a basis for the production of 1895. The most suggestive thing about the proceedings was the fact that William Joyce, general freight agent of the Pennsylvania was present and participated in the deliberations. His company has never co-operated with the other coal roads, and its independent attitude has done more than any one thing to render the monthly agreements unprofitable. It has always been allowed a percentage, but the radical way it has increased its output over the amount allowed has been a cause for apprehension. It is proposed to effect an organization of the coal roads into an association modeled after that of the Trunk Line Association in anticipation of the passage of the law permitting pooling.

HAIRSH ON PARKHURST.

Ex-New York State Senator Thomas C. Platt, of New York, who visited relatives at Wilkes-Barre on New Year's, discussed the Rev. Dr. Parkhurst and his methods without reserve. "I opposed Dr. Parkhurst," said he, "because I did not think his methods practical and because I looked upon his schemes as being visionary. His idea of a one-headed police force is simply absurd, and would put in the hands of the one man at the head of that department a power that he might use to the great disadvantage of the force. His intentions are sincere, but they are visionary and therefore of no use. He has done a great deal of good, of course, but I believe his head is swollen by the flattery of the New York newspapers."

LEVIED UPON A LOUPE.

Constable Patrick Cannon appeared at the Lehigh and Wilkes-Barre Coal Company's colliery at Audenried on Monday and levied on a mine locomotive. This action was the outcome of a suit instituted against the company by Samuel Bevans for wages alleged to be due him. The company's officials, who were summoned to appear before Justice Robinson, failed to do so, and that course was adopted to compel them.

APPOINTED DOORKEEPER.

R. E. Davis, of Freeland, who was a candidate for the position of sergeant-at-arms of the house of representatives at Harrisburg, did not succeed in obtaining the appointment, but when the selections were announced on Tuesday he found himself in possession of the next best office, that of doorkeeper. The salary attached to the appointment is \$20 per day. Mr. Davis' friends felt elated over the result, which followed his efforts. Hon. William R. Jeffrey had charge of Mr. Davis' campaign.

A Definition.

Tourist—Who is that gentleman over there?
Abe Sagebrush (of Hawville, O. T.)—That is Col. Hooks, the well-known promoter.

Tourist—Pardon me, but what is a promoter?
Abe Sagebrush—A promoter is one who sells something he hasn't got to people who do not want it.—Puck.

Hard on the Band.

A local band was one day playing at Dummerline when an old weaver came up and asked the bandmaster what that was they were playing.

"That is 'The Death of Nelson,'" solemnly replied the bandmaster.

"Ah, man," remarked the weaver, "ye hae gien him an awful death."—Dundee News.

To Encourage Correspondence.

Hojack—My wife only writes to me once a week while she is away.

Tomdick—Mine writes regularly three times a week.

Hojack—She must be very fond of you?

Tomdick—She is; and then I only send her money enough to last two days at a time.—Harper's Bazar.

Another Magazine Contributor.

"It's gwine ter write pohtry," said Erastus Pindley.

"Who's gwine ter do de spellin' foh yer?" inquired his mother, contemptuously.

"I's gwine ter do mer own spellin'." I's gwine ter stahf wit dialect same ez de uddah poicks does.—Washington Star.

All Men Looked Up to Her.

Gus De Smith (to giantess seven feet, ten inches tall)—You have one great advantage over most women.

Giantess—What's that, if I may ask?

Gus De Smith—You are about the only woman I ever saw who was in no danger of marrying beneath herself.—Texas Siftings.

A Timely Thought.

Salesman—Do you like your socks clocked, sir?

Customer—No; but I wish you could suggest some method of "watching" them; in spite of my care I lose a pair or two every week in the laundry.—Brooklyn Eagle.

The Congressman.

The wind, it bloweth good and strong, And sometimes drops.

The congressman is not that kind— He never stops.—Detroit Free Press.

MAMMOTH COAL BREAKER.

The great \$150,000 Maxwell breaker recently completed at Ashley, mentioned of which was made a few weeks ago, will in a short time start up. The capacity and machinery of the breaker is far larger and a notable improvement over any that has ever been put inside a breaker. The machinery for screening and cleaning the coal has patent contrivances so arranged that the slate and bony coal will drop into receptacles by force of gravity, allowing the good coal to pass on to the crushers. These appliances have never before been used in the anthracite region, but recent and thorough tests have demonstrated that they will do all it is expected of them. The appliance is also expected to cheapen the price of production of coal.

Another significant improvement in the new breaker is the almost complete saving of the smaller sizes of coal. This theme has been the principal subject of discussion at nearly all the great gatherings of coal men, and the successful solving of the problem will mean a revolution in some branches of the coal industry. The breaker has nine sets of rollers and machinery of 1,000 horse-power and contains 3,000,000 feet of lumber.

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