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FREELAND TRIBUNE.

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FREELAND, PA., JANUARY 14, 1897.

HARRISBURG LETTER.

Harrisburg, Pa., January 11, 1897.
The Business Men's League or Wannamaker followers held a very enthusiastic meeting in the League's headquarters, last Tuesday afternoon. The vast room was crowded and great excitement was created by the addresses of Hon. John Wannamaker, Senator C. C. Kauffman, W. Clark Watson, of Indiana, and many prominent Philadelphians. They pledged themselves to keep up the business men's fight for better politics against the autocratic power of Senator Quay, until they win. The wholesale business firms of Philadelphia will communicate with their customers over the state urging them to take part in the movement. It is said 4,000 business men have agreed to contribute \$1,000 a year for five years to keep up the organization.

Mr. Wannamaker's speech at that meeting is the talk of this city. He called upon the Republicans of the state to throw off this yoke of bossism and roundly denounced Quay and his methods.

Rev. William A. West, a Presbyterian divine of Philadelphia, has been appointed chaplain of the senate, and Rev. M. H. Sangree, of Steelton, chaplain of the house.

Both branches have adjourned until Monday, the 18th, in order to allow the speakers to announce their committees. Many changes have been made to the interior of the house of representatives since the last session. The ceiling has been lowered twelve feet, and the acoustic properties are much improved, making it very much easier to speak and be heard. Many favorable and unfavorable criticisms were heard by your correspondent on the interior decorations, some seem to think they are a little too Romanish for us Americans.

The ceiling has been painted in about all the colors of the rainbow, and the paneled walls are painted with nude pictures, which are supposed to represent science, literature, etc., but, in reality, represent a very bad job of work. The pictures in some cases are ridiculously out of proportion, and the whole interior looks as if the painter tried to see how many variegated colors he could get into the building. For this circus colored job the state must pay \$75,000.

C. G. Nisley.
The chap that is credited with stealing a red-hot stove has been matched by two men who went into a New York flat and proceeded to take up a newly-laid hall carpet, roll it up and carry it away on their shoulders. The tenants that saw them naturally thought they had authority, but a small boy was impressed with the idea that taking a new carpet was unusual, and discovery and arrest followed the bright youth's exhibition of perspicacity.

The most effective cigarette crusade of the day is being carried on in Canton, O., where a number of school girls recently formed a league and went about securing pledges from their boy friends not to smoke cigarettes. The boys have responded so well that they have organized a league of their own to cooperate with the girls. The high school girls of Maillon intend to organize a similar work very soon.

Iron made in Alabama is steadily pushing its way into the markets of the old world, the latest order being for 1,000 tons for shipment to India. Liverpool, Rotterdam and Genoa have already made liberal purchases of the furnace product of the south, and there is likely to be a still further demand for it in those other European cities.

"Bulls" are not all of Irish origin, or at least they do not all originate in Ireland. A dispatch from Constantinople printed by the London Telegraph contains this radiant specimen: "Whether the powers will avail themselves of the opportunity to prevent the inevitable catastrophe that is impending remains to be seen."

India sent Europe from the 1st of September, 1895, to August 31, 1896, 1,279,000 400-pound bales of cotton. Of India's yield, England takes only ten to fifteen per cent., Japan 15 per cent., and China a small amount, the bulk—70 to 75 per cent.—going to continental Europe.

Indian Coffee.
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A Diagnosis.
He—My head troubles me a good deal.
She—I see; a sort of aching void.—Town Topics.

Like All Other Cats.
Rendle—Did you send that story, "The Family Cat," to the paper?
Pennam—Yes, but, of course, it came back.—Yonkers Statesman.

Too Heavy for That.
Benham—What are you doing?
Mrs. Benham—Making angel cake.
Benham—I wish it would take wings.—N. Y. Journal.

Subscribe for the TRIBUNE.

A CLEVER DIPLOMAT.

Senor Dupuy de Lome, the Spanish Minister at Washington.

In these times of tense relations between the United States and Spain the most interesting man in the diplomatic corps at Washington is Senor Enrique Dupuy de Lome, the Spanish minister to this country. For the past year or more Senor de Lome has occupied a very delicate position. Living in the capital, under the shadow of the government buildings, he cannot help but hear all the unpleasant things that are said about his government and the cruelty of his people. Although a diplomat, de Lome does not always conceal his real feelings, as was the case last spring when he gave the jingo senators a bit of his mind, and in return was pretty



SEÑOR DUPUY DE LOME.

roughly handled by the senate. Senor de Lome is not a Spaniard in the full meaning of the word. His blood in the male line of his house is French, and the name itself is pure French. His ancestry goes back to Hugo Ramundo Dupuy, who was a friend and an associate of the historic Godfrey de Bouillon. The Dupuys owned several great estates, among them that of L'Orme and this title was added to the family name the senor was born in Spain and was educated at the famous university in Barcelona. He added a knowledge of the law to his secular education, and at once entered the diplomatic service. In 1869 he was given a place in the department of state in Spain, and in 1872 he was made third secretary of state. In 1875 he was sent to Japan as attaché of legation, and two years later he was promoted to the position of secretary of the legation at Montevideo. From this on his fortunes were favored by his government, which rapidly advanced his interests. In 1880 he was made secretary of legation at Buenos Ayres, and one year later was recalled to Europe to be made secretary of the legation at Paris. In 1882 Senor de Lome was sent to the United States in the capacity of secretary, and he was charged with affairs when Minister Ibarra committed suicide. In 1884 he was transferred as first secretary to Berlin, and was later appointed minister to Washington. Senor de Lome has filled many important diplomatic missions for Spain. He has been in the service more than a quarter of a century. He is author of a number of books on diplomacy and economics.

MAY SUCCEED ECKELS.

Young Iowa Banker Who Wants to Be Comptroller of the Currency.

George M. Reynolds, president of the Des Moines national bank of Des Moines, who is talked of for comptroller of the currency in case James H. Eckels decides to retire, has been a banker since he was 17 years old. At that time he went into a bank in the little town of Panora, Guthrie county, Ia., in which his father was heavily interested, and assumed a responsible position. Mr. Reynolds was born in Panora in 1863. He went into the bank in 1879. In 1884 he made a national bank. In 1886 Mr. Reynolds went to Hastings, Neb., and organized a loan and trust company. He remained there



GEORGE M. REYNOLDS.

only two years, as the people who were interested with his father in the Panora bank desired to go west and he was obliged to come back and take charge of it. He was cashier and manager of that bank until 1893, when he came to Des Moines and was made cashier of the Des Moines national bank. In January, 1895, he was elected president of the bank, his brother Arthur becoming cashier. At the time they took hold of it the Des Moines national was in very bad shape. Mr. Reynolds has brought the bank out of its difficulties and has made up \$175,000 losses which the bank had to stand on account of the mistakes of the previous management. It now leads in Des Moines, with deposits averaging over \$1,000,000. At St. Louis last September Mr. Reynolds was elected a member of the executive council of the National Bankers' association composed of 30 of the leading bankers of the United States. He is well known in banking circles throughout the country, and if he is a candidate for comptroller of the strongest support among the bankers of Chicago and New York who know him. He will not, however, become a candidate if Mr. Eckels desires to remain as comptroller. Mr. Reynolds will be very strongly backed by Iowans.

Railroad Passes for Legislators.
The Georgia senate has rejected a bill forbidding members of the legislature to accept railroad passes.

BATTLE OF NEW ORLEANS.

A Description of the Engagement of January 8, 1815.

Hitherto unpublished letter of Gen. Jackson Telling How Pakenham's Veterans Were Defeated by American Frontiersmen.

In the Century William Hugh Roberts has an article entitled "Napoleon's Interest in the Battle of New Orleans." In this is quoted a hitherto unpublished letter written by Gen. Jackson to Mr. James Monroe. A portion of the letter follows:

"There was a very heavy fog on the river that morning, and the British had formed and were moving before I knew it. The disposition of the riflemen was very simple. They were told off in numbers one and two. Number one was to fire first, then step back and let number two shoot while he reloaded. About 600 yards from the riflemen there was a great drainage canal running back from the Mississippi river to the swamp in the rear of the filled land on which we were operating. Along this canal the British formed, under the fire of the few artillery pieces I had near enough to them to get their range. But the instant I saw them I said to Coffee, whom I directed to hurry to his line, which was to be first attacked: 'By God, we have got them; they are ours!' Coffee dashed forward, and, riding along his line, called out: 'Don't shoot till you can see their belt buckles.' The British were formed in mass, well closed up, and about two companies front.

"The British, thus formed, moved on with a quick step, without firing a shot, to within 100 yards of the kneeling riflemen, who were holding their fire until they could see the belt buckles of their enemies. The British advance was executed as though they had been on parade. They marched shoulder to shoulder with the step of veterans, as they were. At 100 yards distance from our lines the order was given: 'Extend column front!' 'Double quick, march! Charge!' With bayonets at the charge, they came on us at a run. I own it was an anxious moment; I well knew the charging column was made up of the picked troops of the British army. They had been trained by his duke himself, were commanded by his brother-



GEN. ANDREW JACKSON.

in-law, and had successfully held off the ablest of Napoleon's marshals in the Spanish campaign. My riflemen had never seen such an attack, nor had they ever before fought white men. The morning, too, was damp; their powder might not burn well.

"'God help us!' I muttered, watching the rapidly advancing line. Seventy, 80, 90, finally 40 yards, were they from the silent kneeling riflemen. All of my men I could see were their long rifles rested on the logs before them. They obeyed their orders well; not a shot was fired until the redcoats were within 40 yards. I heard Coffee's voice as he roared out: 'Now, men, aim for the center of the cross-belts! Fire!' A second after the order a crackling blazing flash ran all along our line. The smoke hung so heavily in the misty morning air that I could not see what had happened. I called Tom Overton and Abner Duncan, of my staff, and we galloped toward Coffee's line. In a few seconds after the first fire there came another sharp, ringing volley. As I came within 150 yards of Coffee, the smoke lifted enough for me to make out what was happening.

"The British were falling back in a confused, disorderly mass, and the entire first ranks of their columns were blown away. For 200 yards in our front the ground was covered with a mass of writing, wounded, dead and dying redcoats. By the time the rifles were wiped the British line was reformed, and on it came again. This time they were led by Gen. Pakenham in person, gallantly mounted, and riding as though he was on parade. Just before he got within range of Coffee's line I heard a single rifle shot from a group of country carts we had been using, about 175 yards distant, and a moment thereafter I saw Pakenham reel and pitch out of his saddle. I have always believed he fell from the bullet of a free man of color, who was a famous rifle-shot, and came from the Atakappas region of Louisiana. The second advance was precisely like the first in its ending. In five volleys the 1,500 or more riflemen killed and wounded 2,117 British soldiers, two-thirds of them killed dead or mortally wounded. I did not know where Gen. Pakenham was dying or I should have sent to him, or gone in person, to offer any service in my power to render.

"I was told he lived two hours after he was hit. His wound was directly through the liver and bowels. Gen. Keene, I hear, was killed dead. They sent a flag to me, asking leave to gather up their wounded and bury their dead, which, of course, I granted. I was told by a wounded officer that the rank and file absolutely refused to make a third charge. 'We have no chance with such shooting as these Americans do,' they said.

A Bird on Her Shoulders.
A bride in Montreal, Can., appeared at the altar with her pet canary fastened to her shoulder by a golden chain. During the ceremony the bird broke into a song.



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MISCELLANEOUS ADVERTISEMENTS
DISSOLUTION OF PARTNERSHIP.—The partnership heretofore existing between Philip Blass, Wm. H. Butz and S. E. Oberlander, under the firm name of the Blass Overall Co., dissolved this day by mutual consent. All debts owing to said partnership are receivable by said Wm. H. Butz and S. E. Oberlander, to whom also all claims and demands against the same are to be presented for payment.
Philip Blass,
Wm. H. Butz,
S. E. Oberlander.
The business will be continued as heretofore by Wm. H. Butz, S. E. Oberlander and W. E. Helles, trading as the Freeland Overall Mfg. Co.,
Freeland, Pa., January 8, 1897.

POLITICAL ANNOUNCEMENTS.

FOR TAX COLLECTOR—
A. A. BACHMAN,
of Freeland.

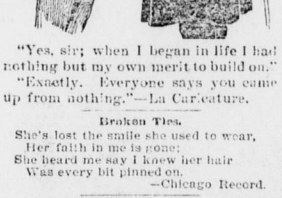
Subject to the decision of the Democratic nominating convention of Freeland borough.

FOR JUSTICE OF THE PEACE—
THOMAS A. BUCKLEY,
of Freeland.

Subject to the decision of the Democratic nominating convention of Freeland borough.

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HIS START IN LIFE.



"Yes, sir; when I began in life I had nothing but my own merit to build on."
"Exactly. My own says you came up from nothing."—La Caricature.

Broken Ties.
She's lost the smile she used to wear,
Her faith in me is gone;
She heard me say I knew her hair
Was every bit plinned on.—Chicago Record.

A Woman's Symptom.
"George Maitland left his wife a widow this morning."
"Poor dear, I'm so sorry for her."
"But they say George didn't treat her very well."
"Oh, it isn't that. With her sorrow face she'll look just horrid in black."
—Cleveland Plain Dealer.

At the Cattle Show.
Cattle Show Official—Excuse me, ma'am, but are you looking for something?
Old Mrs. Jaygreen—Yes, your man, I've been looking for one of those comical looking Irish bulls that I've heard so much about, but I can't seem to find one.—Ray City Chat.

Hon. W. J. Bryan's Book

ALL who are interested in furthering the sale of Hon. W. J. Bryan's new book should correspond immediately with the publishers. The work will contain

- An account of his campaign tour . . .
- His biography, written by his wife . . .
- His most important speeches . . .
- The results of the campaign of 1896.
- A review of the political situation . . .

Mr. Bryan has announced his intention of devoting one-half of all royalties to furthering the cause of bimetalism. There are already indications of an enormous sale. Address

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We make also \$2.50 and \$2 shoes for men and \$2.50, \$2.00 and \$1.75 for boys.
The full line for sale by
JOHN BELLEZZA, Centre Street, Freeland.

RAILROAD TIMETABLES

THE DELAWARE, SUSQUEHANNA AND SCHUYLKILL RAILROAD.
Time table in effect December 15, 1896.
Trains leave Drifton for Jeddo, Eckley, Hazle Brook, Stockton, Beaver Meadow Road, Roman and Hazleton Junction at 5:30 a. m., 11:45 a. m., daily except Sunday; and 7:00 a. m., 2:30 p. m., Sunday.
Trains leave Drifton for Harwood, Cranberry, Tomoncken and Deringer at 5:30 a. m., p. m., daily except Sunday; and 7:00 a. m., 2:30 p. m., Sunday.
Trains leave Drifton for Onedia Junction, Harwood Road, Humboldt Road, Onedia and Shepton at 6:30 a. m., 4 p. m., daily except Sunday; and 7:00 a. m., 2:30 p. m., Sunday.
Trains leave Hazleton Junction for Harwood, Cranberry, Tomoncken and Deringer at 6:30 a. m., 4 p. m., daily except Sunday; and 7:00 a. m., 2:30 p. m., Sunday.
Trains leave Hazleton Junction for Onedia Junction, Harwood Road, Humboldt Road, Onedia and Shepton at 6:30 a. m., 4 p. m., daily except Sunday; and 7:00 a. m., 2:30 p. m., Sunday.
Trains leave Shepton for Onedia, Humboldt Road, Harwood, Hazleton, Cranberry, Eckley, Jeddo and Drifton at 11 a. m., 12:30 p. m., 3:30 p. m., 5:30 p. m., daily except Sunday; and 8:00 a. m., 3:45 p. m., Sunday.
Trains leave Shepton for Beaver Meadow Road, Stockton, Hazle Brook, Eckley, Jeddo and Drifton at 11 a. m., 12:30 p. m., 3:30 p. m., 5:30 p. m., daily except Sunday; and 8:00 a. m., 3:45 p. m., Sunday.
Trains leave Hazleton Junction for Beaver Meadow Road, Stockton, Hazle Brook, Eckley, Jeddo and Drifton at 11 a. m., 12:30 p. m., 3:30 p. m., 5:30 p. m., daily except Sunday; and 8:00 a. m., 3:45 p. m., Sunday.
Trains leave Drifton at 6:00 a. m., Hazleton Junction at 6:25 a. m., and Shepton at 7:15 a. m., connect at Onedia Junction with Lehigh Valley trains east and west.
Train leaving Drifton at 5:30 a. m. makes connections at Onedia Junction with Lehigh Valley, Wilkesbarre, Sunbury, Harrisburg and points west.
For the accommodation of passengers at way stations between Hazleton Junction and Deringer, an extra train will leave the former point at 7:45 p. m., daily, except Sunday, arriving at Deringer at 9:00 p. m.
LUTHER C. SMITH, Superintendent.

LEHIGH VALLEY RAILROAD.

ARRANGEMENT OF PASSENGER TRAINS.
LEAVE FREELAND.
6:05, 8:45, 9:30 a. m., 1:40, 3:25, 4:30 p. m., for Mauch Chunk, Allentown, Bethlehem, Easton, Pottsville and New York.
6:15, 8:55, 9:40 a. m., 1:40, 3:25, 4:30, 6:15, 6:57 p. m., for Drifton, Jeddo, Foundry, H. zie Brook and Lumber Yard.
6:15 p. m. for Hazle Creek Junction.
6:57 p. m. for Mauch Chunk, Allentown, Bethlehem and Easton.
9:30 a. m., 2:34, 4:16, 6:57 p. m., for Delano, Mahanoy City, Shenandoah, Ashland, Mt. Carmel, Shamokin and Pottsville.
9:30 a. m., 2:34, 4:16, 6:57 p. m., for Stockton and Hazleton.
9:30 a. m., 11:54 a. m., 5:30 p. m., for Sandy Run, White Haven, Wilkesbarre, Pittston, Scranton and the west.
SUNDAY TRAINS.
10:30 a. m. and 1:30 p. m. for Jeddo, Foundry, Hazle Brook and Lumber Yard.
8:28, 10:50 a. m. for Sandy Run, White Haven and Wilkesbarre.
1:38 p. m. for Hazleton, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia and New York.
10:50 a. m. for Hazleton, Delano, Mahanoy City, Shenandoah, Mt. Carmel, Shamokin and Pottsville.
7:28, 9:30, 10:41 a. m., 2:30, 5:30 p. m., from Stockton and Hazleton.
7:28, 9:30, 10:41 a. m., 12:51 p. m., from Philadelphia, New York, Bethlehem, Mauch Chunk, and Westbury.
7:50 a. m., from Pottsville, Shamokin, Mt. Carmel, Ashland, Shenandoah, Mahanoy City and Delano.
10:20 a. m., from Wilkesbarre, White Haven and Sandy Run.
For further information inquire of Ticket Agents.
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