

HOPE FOR GALVESTON.

Business Men Devise Means of Restoration.

CITIZENS HAVE NOT LOST HEART.

The City Will Be Rebuilt on Raised Site—How the Work of Carrying for the Dead is Progressing—Attempts to Save Ships.

Galveston, Sept. 14.—This sorely stricken city has not lost its courage, and already its business men have turned from the contemplation of disaster to devising ways and means for recovery.

The relentless measures taken to check vandalism and disorder have had their effect, and the city is quiet again. Any further outbreaks will be suppressed mercilessly.

Galveston will be rebuilt on her present site. Her solid business men and men of finance have not lost faith and will firmly stand by the town. Although heavy losses by the disaster, they will aid in its restoration to its former enviable position in the commercial and maritime world.

There will be no faltering on their part. There may be skeptics, but this will not shake their faith and determination, but will be an incentive to work the harder for the rehabilitation of the city.

This determination upon the part of the wealthy men of the community who have large and varied interests will have an inspiring effect upon the less hopeful and the great loss of property and life will be restored and Galveston will again be a prosperous, happy and progressive city.

Residence Portion Suffered Most.

There is no site in this immediate vicinity more secure or protected than that of Galveston.

While the damage has been very great it is not beyond repair. It is true many business houses are badly damaged and some will have to be rebuilt. However, the great loss of property and life will be restored and Galveston will again be a prosperous, happy and progressive city.

Most of the buildings in this section were frame, some substantially, but others very insecurely built, and they likely went down one after another like cockle shells and were at a week or two, a force against those more securely constructed, causing them to topple and fall. Those in the mad whirl of raging waters were dashed against others, and they went down.

To prevent a recurrence of the recent disaster the whole surface of the city will have to be raised from eight to ten feet and houses erected not for show or effect, but so substantially that they will weather the storms prevailing in a tropical or subtropical climate.

The rebuilding may be slow until the effects of the recent storm are obliterated. After that it will be rapid and commensurate with the great possibilities of the chief maritime port of the southwest.

Little Business Before a Month.

Several ship agencies have called and advised that they expect to be in a condition to resume business in a week or ten days, but this is decidedly doubtful, as railway bridges will not be repaired in that time, and the bayon down from Houston to the head of the bay is so clogged with fallen trees as to make barging extremely hazardous. It is conservatively estimated that business in its various phases will not be resumed in a week of a month.

Every effort will be made to establish rail communication with the mainland at the earliest possible moment. J. W. Maxwell, general superintendent, and J. W. Allen, general freight agent of the Missouri, Kansas and Texas railroad, arrived at noon yesterday for the purpose of conferring with General Manager Polk of the Gulf, Colorado and Santa Fe and Manager Hill of the Galveston, Houston and Henderson railroads with the object of combining their efforts on the reconstruction of one bridge for all railways entering Galveston for the time being and thus rendering possible an early resumption of railway traffic and the partial restoration of business in Galveston.

Such a plan it is believed will be adopted.

Two Grounded Steamships Off.

Among the foreign steamships which were grounded by the storm on Pelican flats, north of the city, the Norwegian steamer Gyller and the British steamer Norma are off and berthed alongside the wharf. The British steamer Benedict is expected to be floated without much difficulty. The British steamers Hilmus and the Kandall Castle, which were carried out farther on to the flats, will have to be dug out.

The Roma, which was carried through the railway bridge into the west bay, and the steamer Tantom, which was carried in a northwesterly direction 27 miles up the bay and stranded near Cedar Point, will in all probability remain as evidence of the frightful velocity of the wind which prevailed last Saturday night.

The relief committee has decided not to make public the contributions made for the relief of the unfortunates, assigning as a reason that it will excite the cupidities of the negroes and worthless whites and that they will refuse to work, relying for support on the relief fund.

It is the determination of those in charge of affairs to make all able-bodied men work for what they receive.

The Mexican Cable company, whose cables were twisted off and whose cable hut was destroyed, expects to have repairs made and to resume service today. Telegraph connection will also be restored today.

The Cutter Galveston Safe.

Washington, Sept. 14.—Assistant Secretary of the Treasury Spalding has received a message from the commander of the revenue cutter Galveston, stationed at Galveston, notifying him the cutter was safe. This is the first report received from the Galveston, which had been given up for lost. Her commander was directed to report to Governor Sayers and place himself under his orders for relief work. Governor Sayers was notified to this effect. Collector of Customs Burke of Mobile has telegraphed the cutter department he had landed the cutter Winona with 25 tons of supplies

and sent her to Galveston. He will load and dispatch the cutters Algonquin and Onondaga when they arrive at Mobile. The lighthouse board has ordered the lighthouse tender Magnolia to proceed from Mobile with supplies for the stations about Galveston and then to remain there and assist the local authorities.

Reconstruction of Railroads.

Chicago, Sept. 14.—Vice President Morton of the Atchison, Topeka and Santa Fe railroad has received a message from General Manager L. J. Polk in Texas that the work of reconstructing bridges and tracks leading to Galveston was progressing rapidly and that the company was devoting all its energies to the transportation of supplies, medicinals, physicians and nurses to the stricken city. President Ripley has wired Mr. Polk to contribute \$5,000 to the relief fund and to take any other steps he could to afford assistance.

Chicago's First Relief Train.

Chicago, Sept. 14.—Chicago's first offering of food and clothing for the Texas sufferers left here last night over the Rock Island road in a special train of six cars that has the right of way over all other trains as far as North, Worth, Tex. Other cars packed at Rock Island, Davenport, Muscatine, Topeka, Kansas City, St. Joseph and Wichita will be picked up en route, and it is expected the train will consist of 23 cars when it reaches its destination.

TWO PROCLAMATIONS.

One by Americans, One by Filipinos.

Washington, Sept. 14.—The postmaster general has received from F. W. Vaile, director general of posts in the Philippines, copies of two undated proclamations, one by the American peace commissioners and the other by the insurgents, issued presumably just before the last mail left the islands for the United States. The American proclamation was of a pacific character, but warned the natives that they had nothing to expect from continued opposition to the American occupation.

The Filipino proclamation issued in reply announces that for ten days amnesty would be extended to all Filipino spies in the employ of the American forces if they presented themselves to the insurgent military or civil authorities. A single exception was made in the case of one Marcello Abinsay, who was denounced as an outlaw beyond the pale, and a reward was offered for his apprehension dead or alive, while the death penalty was pronounced against any one found in his company at the time of his capture.

The proclamation further declared that all the threats of the Americans of punishing the insurgents to the hills were idle, as the American forces were short of food and ammunition and had received no reinforcements for many months.

BASEBALL SCORES.

Results of Yesterday's Games in the National League.

At New York...	R.	H.	E.
New York...	1	0	0
Chicago...	4	0	2

At Brooklyn...	R.	H.	E.
Brooklyn...	0	2	0
Cincinnati...	0	0	0

At Philadelphia...	R.	H.	E.
Philadelphia...	0	2	3
Pittsburgh...	1	0	0

At St. Louis...	R.	H.	E.
St. Louis...	2	1	0
Baltimore...	0	1	0

At St. Louis...	R.	H.	E.
St. Louis...	0	1	0
Pittsburgh...	1	0	0

At Chicago...	R.	H.	E.
Chicago...	0	1	0
Baltimore...	0	1	0

At Baltimore...	R.	H.	E.
Baltimore...	0	1	0
Chicago...	0	1	0

At Detroit...	R.	H.	E.
Detroit...	0	1	0
Chicago...	0	1	0

At Detroit...	R.	H.	E.
Detroit...	0	1	0
Chicago...	0	1	0

THE CHINESE SITUATION

Russia Will Withdraw Legation at Peking.

OTHER POWERS WILL FOLLOW SUIT.

Capital to Be Left Under Military Control—Report That Prince Ching Has Begun Peace Negotiations.

London, Sept. 14.—No further light is thrown this morning upon Li Hung Chang's intended movements. The Times has an interesting dispatch from Peking, dated Sept. 4, which says in part: "Russia has decided to withdraw her legation from Peking, leaving a purely military command. An official announcement of this is expected today. The other powers will also presumably withdraw their legations, leaving Peking under the military control of the allies during the winter at least."

At a meeting of the general staff of the Russian command, announced that Russia would maintain 15,000 troops during the winter. The German commander said that Germany would keep the same number, and the Japanese commander announced that Japan would have 22,000. The British general was not in a position to make an announcement.

There is every indication, however, that Lord Salisbury has decided that our present superior position in Peking must become still humbler. In the best informed quarters the opinion is expressed that Russia and Germany are acting in accord, Russia seeking the definite alienation of all territory north of the great wall and Germany the annexation of Shanghai, Kiangsu and the Yangtze provinces. Russia seeks also to retain the empire of the press dowager and the emperor in order to be able to wield her influence through them over the remaining provinces. The dismemberment of China seems almost inevitable.

Russia's Plan.

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The empress dowager has retained Prince Ching's son as a hostage for his father.

The Shanghai correspondent of the Times, writing Wednesday, confirms the reports of the uneasy feeling there concerning Germany's intentions toward the Yangtze provinces and especially the Kiangnan forts.

The St. Petersburg correspondent of the Times says he is in a position to assert positively that the Russian troops in Manchuria are preparing for a winter campaign.

A Shanghai correspondent, writing Wednesday and confirming the report as to three of the four conditions proposed by a certain power as the bases of negotiations, says he has it from a Peking source usually reliable that Prince Ching has already begun to negotiate, but that the second condition is the treatment of the Manchurian provinces, including the Liao-tung peninsula; as a buffer state.

Greivance Committee Meets.

Wilkesbarre, Pa., Sept. 14.—The grievance committee of the Brotherhood employees of the Lehigh Valley railroad is in session in this city. The committee is composed of the following: W. S. Mitchell, Buffalo; John Moran, Auburn, N. Y.; P. Nixon, Elmira, N. Y.; Charles Lindsay, James Purvis and James Ryan, Sayre, Pa.; J. Sheehan and John Quinn, Jersey City; J. P. Griffin and J. Bach, Perth Amboy, N. J.; Mahlon Wolfe, Elizabeth, N. J.; Ed Shannon, Easton, Pa.; Isaac Zander and Martin Hoff, Lehigh, Pa.; G. E. Smith, Mauch Chunk, Pa.; William Howells, Pittston, Pa.; George E. Morley, Wilkesbarre, Pa. There are said to be many grievances to be discussed, but just what they are the committee refuses to divulge.

Rubber Reservation.

Washington, Sept. 14.—The recommendation of the U. S. department of the agricultural department is preparing an order setting apart as forest reserves the island of Rombouli, which is north of the island of Panay; also the island of Panait, which is one of the extreme group of the Jolo islands. Officers of the army who have been investigating the islands have found that these are the richest lands in the world for rubber, and it is the intention of the Washington authorities to have the trees preserved and cared for, especially as some fears lately have been expressed that the rubber supply might become exhausted.

Miss Jewett Creates a Sensation.

Richmond, Sept. 14.—Miss Lillian Clayton Jewett created a sensation at the meeting of the National Baptist association here and insisted on speaking despite the refusal of the ministers and delegates to indorse her. Just as the morning session was being brought to a close Miss Jewett, who occupied a seat in the gallery, arose and began to address the meeting. Her remarks were prefaced by the words, "Ladies and gentlemen," and she went on to say that she was the friend and champion of the negro race, although the convention had refused to accord her the privilege of the floor to deliver her address.

Accident to Torpedo Boat Destroyer.

Taomara, Sept. 14.—While going at a record breaking clip in a preliminary test of her machinery the torpedo boat destroyer Goldsborough met with an accident similar to one which occurred on Feb. 25 last, breaking the rocker shaft on the port engine. Chief Engineer Bodnar has ordered a full record of steam tension to be made a test of speed and was engaged in taking record of the revolutions when the shaft snapped. He estimated that she was going over 33 knots per hour, and everything was working beautifully.

Texas Heroine Hits St. John's.

St. John's, N. F., Sept. 14.—The Texas hurricane has reached here and is now raging with full fury. It has swept the coast, wrecking many fishing places. Numerous schooners have been driven ashore near St. John's, and the telegraph wires in remote sections are down. It is known how much damage has been done at distant points, but it is believed the storm must have worked havoc among the fishing vessels on the Grand Banks, as the wind has blown from every quarter of the compass within the last 24 hours.

Binghamton Yardmaster Killed.

Binghamton, N. Y., Sept. 14.—Samuel E. Goodrich, assistant night yardmaster of the Erie here, was instantly killed in the railroad yard at 9:30 o'clock last night. He fell from the front of a switch engine beneath the wheels.

Eighty-Five Dead.

Passenger Train Wrecked in Saturday's Storm.

New Orleans, Sept. 14.—A telegram has been received from Hon. John H. Poe, member of the state board of education and residing at Lake Charles, stating that 85 lives were lost on the Gulf and Interstate train which left Beaumont early Saturday morning from Bolivar Point, after having made connections with the Southern Pacific train which nearly 70 years ago left the nearby light-house and was wrecked in the lighthouse on the beach. Mr. Poe was one of the passengers on this train, and together with a few others he sought safety in the lighthouse at Bolivar Point and was saved.

The train reached Bolivar about noon, and all preparations were made to run the train on the ferryboat preparatory to crossing the bay. But the wind blew so swiftly that the boat could not make a landing, and the conductor of the train, after allowing it to stand on the tracks for a few minutes, started to back it toward Beaumont. The wind increased so rapidly, coming in from the open sea, that soon the water had reached a level with the bottom of the seats within the cars. It was then that some of the passengers sought safety in the nearby light-house. But Mr. Poe states in his telegram that in spite of all efforts 85 passengers were blown away or drowned.

The train was entirely wrecked. Doubtless some of the killed were from New Orleans, as the train made direct connections with the Southern Pacific which left at New Orleans last night, and there were a large number of New Orleans passengers aboard, and it is known that at least some of these were bound for Galveston.

Bible House to Be Sold.

New York, Sept. 14.—The old Bible House at Fifth avenue and Ninth street, home of the American Bible society for nearly 70 years, is to be sold, and the great printing establishment of the society probably will be given up and the Bibles printed by contract. This step has been made necessary by the enthrone competition of the Oxford and International Bible companies in England. In the past six years the decline in the revenues of the American Bible society from \$1,000,000 to \$500,000, and its present property, which is worth nearly \$1,000,000, will be used for commercial purposes. The cornerstone of the old Bible House was laid on June 24, 1852. Within the last 84 years, the years of its existence, the American Bible society has issued 67,396,396 copies of the Holy Scriptures. Last year there were printed in New York 365,900 volumes. The society has printed the Bible in 55 different languages and dialects.

Terrible Forest Fires.

Plymouth, Mass., Sept. 14.—Acre and acres of what was beautiful woodland early in the week are now a stretch of blackened, smoky ground, over which black and nauseating smoke hangs in clouds. The brush fire started in activity with a gale and have simply devastated a great section of Plymouth county, sweeping away scores of frame buildings, stamped cattle and horses, killed off immense numbers of feathered creatures and imperiled the lives of very many people. The probable losses are very heavy, far exceeding in the aggregate \$100,000 in this county alone. The fire, which has spread out fully ten miles east and west, is still sweeping on slowly, but surely, although the wind now is not such an active factor in the spread of ruin as it was at first. A shift of wind into the southwest now bids fair to do wonders and help out the hundreds of tired out fire fighters who had actually fought out their homes.

Lipton Cup Yacht Race.

New York, Sept. 14.—Just as the sun went down Cornelius Vanderbilt's 70 foot sloop yacht Rainbow, traveling at a 13 knot clip and with her lee rail all awash, dashed across the finish line off Sandy Hook lightship, the leader and the winner in the 30 mile race against August Belmont's Minola, Burton and Whitney's Yankee and W. K. Vanderbilt, Jr.'s Virginia. By the handsome margin of 3 minutes 22 seconds the Rainbow won the \$1,000 cup offered by Sir Thomas Lipton. The Minola was second, the Virginia third and the Yankee fourth.

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Ice Trust Hearing.

Albany, Sept. 14.—Deputy Attorney General Cayser left for Saratoga, where, before the third appellate division, he will appear for the state in the arguments on the ice trust and the Major C. H. Smith case. The legal title of the ice trust case is, "In the matter of the petition of the attorney general for an order decreeing Robert A. Scott, Charles W. Morse and others to appear before a referee for examination pursuant to chapter 600 of the laws of 1889."

Weehawken Tax Collector Short.

New York, Sept. 14.—The report of the examination of the books of the late Robert H. Noble, the former tax collector of Weehawken, was submitted to the town council Wednesday night and shows a deficiency of \$9,311 due the town. Noble was killed by a bus early in the summer. The examination showed that the books were wrong for six years back.

Aged Woman Burned to Death.

Swedesboro, N. J., Sept. 14.—Mrs. John Toole, aged 65, was burned to death at her home near here. The house was discovered to be on fire, and the aged husband and wife refused to evacuate. Mrs. Toole became bewildered and, becoming separated from her husband, perished in the flames. Mr. Toole was severely burned. The house was destroyed.

Detroit Without Water.

Detroit, Sept. 14.—The city's entire water supply was shut off by the bursting of one of the largest mains. A 42 inch main, corner of Mount Elliott avenue and Congress street, in the east end, broke, and an hour later it was found necessary to shut off the water. A dozen houses were flooded and the contents damaged by the flood.

Big Fire in Michigan.

Port Huron, Mich., Sept. 14.—Fire has destroyed the native plant owned by the McMoran Milling company, the Port Huron and Northwestern Elevator company and D. McMoran & Co. The loss will reach \$225,000, covered by insurance.

Population of Reading, Pa.

Washington, Sept. 14.—The census bureau announces that the population of Reading, Pa., is 78,961, as against 58,061 in 1890. This is an increase of 20,900, or 36.1 per cent.

Weather Forecast.

Fair and cooler.

RAILROAD TIMETABLES

LEHIGH VALLEY RAILROAD.

ARRANGEMENT OF PASSENGER TRAINS. LEAVE FREELAND.

6 12 a m for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia and New York.
7 40 a m for Sayre, Luzon, White Haven, Wilkes-Barre, Pittston and Scranton.
8 18 a m for Hazleton, Mahanoy City, Shenandoah, Ash Grove, Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia and New York.
9 30 a m for Hazleton, Mahanoy City, Shenandoah, Mt. Carmel, Shamokin and Pottsville.
11 45 a m for Sandy Run, White Haven, Wilkes-Barre, Scranton and all points west.
1 30 p m for Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia and New York.
4 42 p m from Bethlehem, Mahanoy City, Shenandoah, Mt. Carmel, Shamokin and Pottsville, Weatherly, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia and New York.
6 34 p m for Sayre, Luzon, White Haven, Wilkes-Barre, Scranton and all points west.
7 29 p m for Hazleton, Mahanoy City, Shenandoah, Mt. Carmel and Shamokin.
ARRIVE AT FREELAND.
7 40 a m from Weatherly, Pottsville, Ash Grove, Shenandoah, Mahanoy City and Hazleton.
9 17 a m from Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk, Weatherly, Hazleton, Mahanoy City, Shenandoah, Mt. Carmel and Shamokin.
9 30 a m from Scranton, Wilkes-Barre and White Haven.
11 45 a m from Pottsville, Shamokin, Mt. Carmel, Shenandoah, Mahanoy City and Hazleton.
12 59 p m from New York, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk and Weatherly.
4 42 p m from Scranton, Wilkes-Barre and White Haven.
6 34 p m from New York, Philadelphia, Allentown, Bethlehem, Easton, Weatherly, Mauch Chunk, Mt. Carmel, Shamokin and Hazleton.
7 29 p m from Scranton, Wilkes-Barre and White Haven.

For further information inquire of Ticket Agent J. T. KEITH, Division Superintendent, Hazleton, Pa.

THE DELAWARE, SUSQUEHANNA AND SCHUYLKILL RAILROAD.

Time table in effect April 15, 1897. Trains leave DUNFORD for ECKLEY, Hazle Brook, Stockton, Beaver Meadow Road, Roan and Hazleton Junction at 5:30, 6:00 a m, daily except Sunday and 7:30 p m, Sunday.

Trains leave DUNFORD for Harwood, Cranberry, Tomhook and Deringer at 5:30, 6:00 a m, daily except Sunday; and 8:30 a m, 4:25 p m, Sunday.

Trains leave Dunford for Onedia Junction, Harwood Road, Humboldt Road, Onedia and Shepton at 6:00 a m, daily except Sunday; and 7:00 a m, 2:30 p m, Sunday.

Trains leave Dunford for Onedia, Humboldt Road, Harwood Road, Onedia Junction, Hazleton Junction and Roan at 7:11 a m, 12:40, 5:22 p m, daily except Sunday; and 9:11 a m, 3:44 p m, Sunday.

Trains leave Deringer for Tomhook, N. Cranberry, Harwood, Hazleton Junction and Onedia at 2:25, 5:40 p m, daily except Sunday; and 3:57 a m, 9:07 p m, Sunday.

Trains leave Dunford for Onedia, Humboldt Road, Harwood Road, Onedia Junction, Hazleton Junction and Roan at 7:11 a m, 12:40, 5:22 p m, daily except Sunday; and 9:11 a m, 3:44 p m, Sunday.

Trains leave Shepton for Beaver Meadow Road, Stockton, Hazle Brook, Eckley, Jeddo and Dunford at 5:45, 6:30 p m, daily, except Sunday; and 7:00 a m, 5:40 p m, Sunday. All trains connect at Hazleton Junction with electric cars for Hazleton, Jeannsville, Audencia and other points on the Traction Company's line.

Trains leaving Dunford at 5:30, 6:00 a m make connection at Deringer with P. R. R. trains for Wilkesbarre, Sunbury, Harrisburg and points west.

For the accommodation of passengers at way stations between Hazleton Junction and Dunford, a train will leave the former point at 1:10 p m, daily except Sunday, arriving at Deringer at 1:40 p m.

New Life Saving Net.

A New York man has patented the life saving net here pictured. It consists of a round net supported by a circular frame.



New Net at a Glimpse. Circularly arranged lazy wings which when extended for use can be held open by a few men. The net and lazy wings fold into a comparatively small space and can be carried suspended beneath a cart to a fire.

Tired Metals.

It is a fact of comparatively recent discovery in chemical metallurgy that metals lose their vitality from repetitions of shocks and strains, says Pearson's Weekly, and may be said, as the expression is, to suffer from fatigue—that is, they may be worked till their molecules fail to hold together.

As is familiarly known, bars of tin, rods of brass and wires of any metal will separate, owing to fatigue, if bent backward and forward continuously. But by careful experiments, however, the fact is made to appear that a remedy exists for this condition of metals if the overstrain does not border on rupture, and this remedy is very much like that which is applied in the case of an overworked human frame—namely, rest.

Feather edged tools recover their vitality better than any other. Of course, the length of time required for this rest varies with different metals and the amount of strain to which they have been subjected.

Hard metals, such as iron and steel, use up one and two years' time in the process. On the other hand, soft metals, like lead, retain their cohesive force longer and also require less rest.

To prevent consumption (nickle) cure throat and lung trouble with One Minute Cough Cure, Grover's City drug store.