A NATION WATCHING

Bearing of the Contest Here on Moves for '92.

SENATOR PLUMB TALKS PLAINLY.

Pennsylvania Tariff Men Need Expect Little Sympathy from the West if They Allow Their Election Next Month to Go by Default.

[Special Correspondence.]

WASHINGTON, D. C., Oct. 20.

The campaign in Pennsylvania is attracting much attention among prominent men of both parties, who are closely following the skirmish movements for the approaching national battle of '92. It seems strange to some that there should be any occasion to speculate upon the result in the Keystone state in a year just before a presidential election.

Pennsylvania Republicans themselves admit it sounds rather odd. They say they cannot believe there is any doubt about the election of their two admirable candidates on the state ticket, but the enthusiastic talk to which some of the Democrats who have been down here lately are given to, has made them anxious to know the exact situation at home.

The tenor of some of the free trade New York newspapers has been to rather indicate a chance of carrying Pennsylvania for the Democracy this fall. These Democratic prophets appear to base their hopes entirely upon the activity displayed by Pattison and his cabinet to make all the political capital possible to further the ambitious young governor's chances for the presidency. They look upon this Democratic administration, with all its influence and power, wielded by a shrewd and brainy politician like Hurrity, as determined to miss no opportunity to carry the state this fall.

PATTISON'S HOPES.

The Democratic battle for the presidential nomination is fairly under way. Pattison's friends feel that his chances will be as good as any in the race, if the Democrats carry Pennsylvania next month.

Senators and members who come here now and then from different sections of the country on official business with the president and the several departments report that a remarkable interest in the next presidential canvass is manifested at this early date.

Among the most prominent of recent visitors was Senator Plumb, of Kansas. Plumb is a firm supporter of the principle of protection, but he appreciates that there is a well defined sentiment among Republicans in his section which does not approve of going so far in this direction as is demanded by the high tariff Republicans of the Keystone state.

A WORD TO PENNSYLVANIA PROTECTIONISTS.

"I do not think Republicans of Pennsylvania can afford to have any doubt about their election next month," said he, in chatting with a friend in the lobby of the Arlington hotel.

"It would be well for my high tariff friends to look sharp in this preliminary canvass for '92. Cleveland sounded the alarm in his Brooklyn speech, which all good Republicans should take to themselves, when he warned Democrats to stand by their party organization this year, as it 'immediately precedes a national campaign.' I would be very frank with my Pennsylvania friends, were I to take them into my confidence. Democratic success in Pennsylvania this fall will mean more than the loss of the few offices involved. It would send a chill along the Republican line from Maine to California. You could not convince Republicans in our section of the country that it was not a repudiation of the McKinley bill. They would take it as such. Republicans of the west and northwest, who year after year have been yielding to Republican sentiment in Pennsylvania for a tariff which they believe, while fostering Pennsylvania's interests, does not materially benefit them, will refuse in such event to follow the lead of the Keystone state on this question. They will demand a further reduction of the tariff in certain directions, and will insist upon it. I do not think, however, that Pennsylvania will break away from her Republican moorings with the battle of '92 just dawning upon us.

"From my knowledge of Pennsylvania Republicans it will be only necessary to get out the off year 'stay at homes' and the majority can be run up to almost any reasonable figure."

Senator Plumb said he had heard a Pennsylvania Democrat talking in a very hopeful way, but he told him he could not think he had any good reason to place the state in the doubtful list this year.

CAMPAIGN CHAT.

The work of opening new markets for American farm products goes right on, the same as if the Democrats were delighted with it, when, in fact, it is peculiarly exasperating to them.

There are two classes of people who believe that the Democratic party is the party of reform—fools and Democrats.

The extra session has proven a boomerang for the governor, he having used his high office for partisan and personal political ends.

There is one thing to be said for Governor Pattison's extra session trick: It will demonstrate how many people there are in Pennsylvania who cannot see through a transparent political device.

The impression in the backwoods seems to be that Governor Pattison has taken the stump.

This is the time when the kernels of corn are filling and hardening; and it is also the time when the Republican prospects of success are daily growing brighter.

The senate's determination to make a complete open investigation, has completely disarmed the Harrity crowd and turned the governor's campaign proclamation into a boomerang.

A Good Sort of "Humbug."

"The New York Democrats speak of 'Blaine reciprocity' as a 'humbug,'" remarked Ex-Governor Beaver, "but give us some more humbugs like it. It is building up our foreign trade rapidly and adding millions of dollars each month to the wealth of the country."

ASSAULTED BY A TRAMP.

A Girl Found Wounded on the Roadside By Her Father.

CHESHIRE, Conn., Oct. 23.—Susie Carver, aged 20, a handsome girl of this village, had an adventure Wednesday night which may cost her her life. She was walking from a neighbor's house to her home when she was accosted by a tramp. She started to run. The tramp seized her about the waist and threw her to the ground. She managed to escape but was caught again. This time the tramp made a vicious lunge at her with a knife, cutting a slight gash in her cheek. Her cries alarmed the tramp, and catching her with one arm, he struck her again with the knife. Miss Carver fainted. The tramp, fearing that he had killed her, ran away.

She was found later by her father. There was a fearful gash in her abdomen. Physicians were summoned and the neighbors aroused by the father. Searching parties scoured the road with fast horses, while others set off into the woods. It is thought the tramp made his escape from the town by means of a freight train, which passed through here on the New York, New Haven & Hartford Railroad soon after the assault.

HE EMBEZZLED $190,000.

The Aged Teller of a New Orleans Bank a Defaulter.

CHICAGO, Oct 23.—A special dispatch from New Orleans says: Eugene F. Garcin, paying teller of the Louisiana State Bank, this city, is a defaulter for $190,000. His peculations have been going on for fifteen years.

When the bank examiner came around he simply counted the sealed packages of notes, according to the amounts ticketed thereon. Some of these bogus packages recently got into possession of local banks.

Garcin, who is a member of an old Creole family, is about 70 years old and has been connected with the bank for many years.

It is suspected that he lost the money at private games of cards. The bank is entirely solvent, and the loss is simply charged up to profit and loss. Mr. Garcin is at his home and has not yet been arrested. He says the defalcation is due to errors.

THE BICYCLE CONTEST.

The Leaders Bunched Together—Nobody's Race as Yet.

NEW YORK, Oct. 23.—Now that the bicyclists in the great race in Madison Square Garden are on the home stretch, interest in the contest is redoubled. It is still anybody's race.

Martin, Ashinger, Lamb and Schock, the four leaders, are all well past the 1,000-mile mark and will all finish closely together. Martin still leads by a few miles, but so close are the others behind him, that should he rest but an hour more than his rivals they would approach dangerously near.

Lamb, the Englishman, seems to be the freshest man in the race, and by many is regarded as the dangerous dark horse. The race closes to-morrow night.

An Old Baseball Player Dead.

WASHINGTON, Oct. 23. — Edward M. Dailey, formerly Captain of the National Baseball Club is dead. Dailey formerly resided in Providence, R. I., and was prominently known as a professional ball player. He began the season just closed with the Louisville Club as pitcher, but his arm failed him and he joined the Nationals as Captain and right-fielder. His health, however was not good, and he retired from the diamond and opened a saloon, which he managed until his death.

The Boss Was an Extortioner.

CONCORD, N. H., Oct. 23.—Serious trouble is looked for among the Italian laborers on the water works here. Fifty of them struck Tuesday against the extortionate charges of the Italian boss for food. Twenty-seven of them were won over by the boss and desire to return to work, but the others will not allow it and threaten vengeance.

Sir Edwin Arnold Here.

NEW YORK, Oct. 23.—Sir Edwin Arnold, the well-known English writer, was one of the passengers on the City of New York, which arrived yesterday. He has come over to deliver a course of lectures in America, the first of which will be given at Carnegie Music Hall on Nov. 4.

Rain Makers Off for Mexico.

CORPUS CHRISTI, Tex., Oct. 23.—The members of the Government Rainfall Expedition, headed by John T. Ellis, left for the City of Mexico this morning. The party intends to confer with Mexican officials in regard to rain-making experiments in that country.

Tonnage Bill Endorsed.

BATH, Me., Oct. 23.—A resolution was adopted by the American Shipping and Industrial League yesterday endorsing the Tonnage bill and recommending that farmers, mechanics and labor unions support only such representatives as are favorable to the measure.

Alien Contract Laborers Returned.

WASHINGTON, Oct. 23.—Immigrant Inspector A. G. Malloy, at El Paso, Texas, telegraphed Immigrant Commissioner Owen yesterday that he returned nineteen alien contract laborers to Mexico, whence they had come to El Paso to work on a railroad.

NEW YORK NEWS IN BRIEF.

Ex-Senator Warner Miller returned from Europe yesterday.

William Orr, one of the originators of the Troy & Boston Railroad is dead at Troy.

Apprehension is felt for the safety of Union line steamship Wisconsin, which is three days overdue.

William Russell of New York was awarded the contract to build the hospital building on Ellis Island.

Manhattan field, New York city, has been selected as the place for the great Yale-Princeton football game on Thanksgiving.

Palmer Reden, a brakeman in the employ of the Central Hudson Railroad Company, was killed by the cars at West Albany, yesterday.

Miss Lily O'Keefe, who is accused of poisoning Mrs. Josie Elliott, Miss Florence Adams and Hattie Jackson of New York, is still at large.

Ex-United States Consul, to New Brunswick, Murray, committed suicide at St. Johns yesterday. Mr. Murray was a native of New York.

THE BIG WILL SUIT

It Goes Merrily On at Salem, Mass.

TIMMY AS A BUSINESS MAN.

The Diary of Mrs. Searles Offered and Read in Evidence.

Searles Was Worth $150,000 Before He Married Mrs. Hopkins—The European Trip Cost $100,000—Tim Was Offered More Than $5,000,000 if He Would Discontinue the Suit—Interesting Evidence in the Big Fight for Millions.

SALEM, Mass., Oct. 23.—In the second day's trial in the renewal of the Hopkins-Searles will contest several letters were read by Mr. Wilson, one under date of Oct. 11, 1887, from Mrs. Hopkins to Huntington, to the effect that she must repudiate the agreement signed by Tim, as she was not aware of its purport.

Other letters followed, giving in detail other business relations existing between Mrs. Hopkins, Cyrus Field, Huntington and others.

Numerous telegrams relating to Tim's business transactions on the Pacific slope were to the effect that Lawyer T. E. Stillman was jealous of what was being done, and urging Edward F. Searles to adopt different business arrangements.

Timothy Hopkins, at that time was vested with the power of attorney to look after Mrs. Hopkins' financial interests in California, and, according to Stillman and his advisers, Tim was working against Searles and in the interest of the Pacific slope railroad kings.

Mr. Wilson read telegrams and letters from Mr. Searles to Mr. Stillman, requesting that he deposit to his account $100,000, $60,000 and various sums at various times.

One of the letters developed the fact that Searles called his residence in Methuen "Pine Lodge."

Next followed the reading of letters pertaining to the marriage of Searles to Mrs. Hopkins and the drawing of $100,000 to defray the expenses of the wedding trip to Europe.

July 22, 1890, Searles notified Stillman to send Tim Hopkins $5,000, as the latter was running the estate at Menlo Park, California, at great loss, and Mrs. Searles thought he should give it up if he couldn't escape running in debt.

Mrs. Searles' diary, which the lady kept during her two trips abroad in 1887 and 1888, was then introduced and read. The first entry was dated November 8 and read: "Married at Trinity Chapel at 11." The book contained mostly personal matters and descriptions of the trip. Under date of January 17, 1888, this entry occurs: "I thought myself of secondary consideration and, expressing it, found it so. This is my experience No. 1."

William W. Dodge was called, when the reading of the diary had been completed, and said the phraseology of the will was his own and was not suggested by anyone else.

Mr. Searles was then called by Mr. Lincoln in rebuttal. He testified that when he left Harter Bros. in 1882 he was worth from $100,000 to $150,000. He had left business on account of his health. The firm had done work on the Hopkins mansion in California and as he was going West he got a letter of introduction so that he could inspect the house. He visited the place and presented the letter and was invited by Timothy Hopkins to dine with the family that evening.

The next day he went and inspected the house. He met the family subsequently several times and again dined with them.

Mr. Searles said he had known Mr. Stillman fifteen years previous to this, but had seen very little of him for a few years past. He had never, up to October, 1887, mentioned Mrs. Hopkins' affairs to him.

Continuing, Mr. Searles said he went to Great Barrington in 1883 to meet Mrs. Hopkins. He registered at the Berkshire House. Soon after a servant came and said Mrs. Hopkins expected him at the house. He told the servant he would remain where he was, but while he was at supper the servant took his luggage to her house without his knowledge. The servant was Carlyle Dennis.

Mr. Burley remarked: "That is the man who committed suicide." Mr. Searles said that Mrs. Hopkins decided to have him build a house for her. He supposed he would be paid as usual, but learned later that he was not. "I thought I would be paid in the end some way," said the witness.

Now that it is definitely known that the case will not be settled outside of the courts, all efforts at a compromise having failed, it is interesting to know that the amount offered to Timothy Hopkins to withdraw his claim upon the estate of Mrs. Searles was more than $5,000,000. The amount at stake in the contest, instead of being from $20,000,000 to $40,000,000, as has been stated, is more than $60,000,000.

Mr. Searles is determined to sustain his part of the battle with all the power that a practically unlimited amount of money and the skill it can purchase can furnish him.

On the other hand, Timothy Hopkins will do all that he can to break the will. And to this end he has received offers from numerous friends of the financial means he may need to successfully conduct the case.

NEW JERSEY BRIEFS.

James Van Havenberg found a male infant wrapped in a blanket on his door step in Paterson last night.

Barnum Wetherhold, a sailor on the steamship St. Oswald, at Jersey City, fell overboard yesterday morning and was drowned.

Further testimony was taken at Camden yesterday in the case of the appeal of the negro Lingo, accused of the murder of Mrs. Miller.

Mrs. Annie Eizner of Newark committed sucide yesterday by swallowing paris green. Quarrels with her husband made her despondent.

Freight traffic on the New Jersey Central road was stopped all night Wednesday by a disastrous freight wreck at Bound Brook. Passengers were transferred.

The Union County grand jury yesterday brought in a presentment against the Standard Oil Company, directing them to remove the 25,000 gallon tank erected in Elizabethport.

Lehigh Valley Railroad.

ARRANGEMENT OF PASSENGER TRAINS.

MAY 10, 1891.

Passenger trains will leave Shenandoah for Mauch Chunk, Lehighton, Slatington, Catasauqua, Allentown, Bethlehem, Easton, Philadelphia and New York at 5.47, 7.40, 9.08 a. m., 12.52, 3.10, 5.26 p. m.

For Belvidere, Delaware Water Gap and Stroudsburg at 5.47, a. m., and 5.26 p. m.

For Lambertville and Trenton, 9.08 a. m.

For White Haven, Wilkes-Barre and Pittston 5.47, 9.08, 10.41 a. m., 3.10 and 5.26 p. m.

For Tunkhannock, 10.41 a. m., 3.10 and 5.26 p. m.

For Auburn, Ithaca, Geneva and and Lyons 10.41 a. m., and 5.26 p. m.

For Lacoyville, Towanda, Sayre, Waverly, Elmira, Rochester, Buffalo, Niagara Falls, Chicago and all points West at 10.41 a. m., and 5.26 p. m.

For Elmira and the West via Salamanca at 3.10 p. m.

For Audenried, Hazleton, Stockton, Lumber Yard, Weatherly and Penn Haven Junction at 5.47, 7.40, 9.08 a. m. and 12.52, 3.10 and 5.26 p. m.

For Jeanesville, Leviston and Beaver Meadow, 7.40, 9.08 a. m., and 5.26 p. m.

For Scranton at 5.47 9.08, 10.41 a. m. 3.10 and 5.26 p. m.

For Hazle Brook, Jeddo, Drifton and Freeland at 5.47, 7.40, 9.08, 10.41 a. m., 12.52 3.10 and 5.26 p. m.

For Quakake at 5.47 and 9.08 a. m., and 3.10 p. m.

For Wilkes-Barre, Gilberton and Frackville at 5.50 and 9.08 a. m., and 3.10 p. m.

For Yatesville, Mahanoy City and Delano 5.47, 7.40, 9.08, 10.41, 10.58 a. m., 12.52, 3.10, 5.26, 8.08, 9.2 and 10.27 p. m.

For Lost Creek, Girardville and Ashland 5.47, 7.40, 8.52, 10.15 a. m., 1.00, 1.40, 2.10, 6.35, 8.10 and 9.14 p. m.

For Darkwater, St. Clair and Pottsville 7.40, 9.08, 10.58 a. m., 12.52, 3.10, 4.10, 5.26 and 8.08 p. m.

For Rock Mountain, New Boston and Mocrea, 7.40, 9.08, 10.58 a. m., 12.52, 3.10, 5.26 and 8.08 p. m.

For Raven Run, Centralia, Mt. Carmel and Shamokin, 8.52, and 10.15 a. m., 1.40, 4.40 and 8.08 p. m.

Trains leave Shamokin for Shenandoah, 7.35 11.55 a. m., 2.10, 4.30 and 9.30 p. m., arriving at Shenandoah, 9.05 a. m., 12.32 3.10, 5.26 and 10.15 p. m.

SUNDAY TRAINS.

For Lost Creek, Girardville and Ashland, 8.20, 9.15 11.35 a. m., 2.45 p. m.

For Darkwater, St. Clair and Pottsville, 8.00, 8.50, 9.30 a. m., 2.45 p. m.

For Yatesville, Mahanoy City and Delano, 8.00, 11.35 a. m., 1.40, 4.40, 6.05 p. m.

For Lofty, Audenried and Hazleton, 8.00 a. m., 1.40 p. m.

For Mauch Chunk, Lehighton, Slatington, Catasauqua, Allentown, Bethlehem, Easton and New York, 8.20 a. m., 1.40 p. m.

For Philadelphia, 1.40 p. m.

E. B. DYSINGTON,
Gen'l Pass. Agt., Bethlehem

Philadelphia and Reading Railroad

Time Table in effect July 16, 1891

TRAINS LEAVE SHENANDOAH AS FOLLOWS

For New York via Philadelphia, week days, 2.10 3.26, 7.20 a. m. and 12.35 2.50 and 5.56 p. m. Sunday 2.10 and 7.48 a. m. For New York, via Mauch Chunk, week days, 5.26, 7.50 a. m. and 12.35 and 3.50 p. m.

For Reading and Philadelphia week days, 2.10 3.26, 7.20, a. m., 12.35 2.50 and 5.56 p. m. Sunday, 2.10 and 7.48 a. m., 4.30 p. m.

For Harrisburg, week days, 2.10, 7.20 a. m., 2.50, 5.56 p. m.

For Allentown, week days, 7.20 a. m., 12.35 2.50 p. m.

For Pottsville, week days, 2.10, 7.20, a. m., 12.35 2.50 and 5.56 p. m. Sunday, 2.10 and 7.48 a. m., 4.30 p. m.

For Tamaqua and Mahanoy City, week days, 2.10, 3.26, 7.20, a. m., 12.35 2.50 and 5.56 p. m. Sunday, 2.10 and 7.48 a. m., 4.30 p. m. Additional for Mahanoy City, week days 7.00 p. m.

For Lancaster and Columbia, week days, 7.20 a. m., 2.50 p. m.

For Williamsport, Sunbury and Lewisburg, week days, 3.26, 7.20 and 11.30 a. m., 1.35, 7.00 p. m. Sunday 3.26 a. m., 3.05 p. m.

For Mahanoy Plane, week days, 2.10 3.26, 7.20 and 11.30 a. m., 12.35, 1.35, 2.50, 5.56, 7.00 and 9.25 p. m. Sunday, 2.10, 3.26 and 7.48 a. m. 3.05, 4.30 p. m.

For Girardville (Rappahannock Station) week days, 2.10, 3.26, 5.26, 7.20 and 11.30 a. m., 12.35, 1.35 2.50, 5.56, 7.00 and 9.25, p. m. Sunday, 2.10, 3.26 and 7.48 a. m., 3.05, 4.30 p. m.

For Ashland and Shamokin, week days, 3.26, 5.26, 7.20, 11.30 a. m., 1.35, 7.00 and 9.25 p. m. Sunday 3.26, 8.32 a. m., 3.05 p. m.

TRAINS FOR SHENANDOAH:

Leave New York via Philadelphia, week days, 7.45 a. m., 1.30, 4.00, 7.30 p. m., 12.15 night. Sundays, 8.00 p. m., 12.15 night.

Leave New York via Mauch Chunk, week days, 4.30, 8.45 a. m., 1.00 and 4.00 p. m.

Leave Philadelphia, week days, 4.10, and 10.00 a. m. 4.00 and 8.00 p. m., from Broad and Callowhill and 8.35 a. m. and 11.30 p. m. from 9th and Green streets. Sunday 9.05 a. m. 11.30 p. m. from 9th and Green.

Leave Reading, week days, 1.35, 7.10, 10.05 and 11.50 a. m., 3.55, 7.37 p. m. Sunday 1.35 and 8.08 a. m.

Leave Pottsville, week days, 2.40, 7.40 a. m., 4.35, 6.11 p. m. Sunday, 2.40, 7.00 a. m. and 2.05 p. m.

Leave Tamaqua, week days, 3.20, 8.40 and 11 a. m., 1.21, 7.13, and 9.18 p. m. Sunday 3.20 7.40 a. m. and 2.50 p. m.

Leave Mahanoy City, week days, 3.40, 9.18 and 11.47 a. m., 1.51, 7.43 and 9.44 p. m. Sunday, 3.40, 8.17 a. m., 3.40 p. m.

Leave Mahanoy Plane, week days, 3.40, 4.00 4.20, 9.33, 11.59 a. m., 1.05, 3.05, 5.20, 6.25, 7.57, and 10.10 p. m. Sunday 2.45, 4.00, and 8.27, a. m. 3.27, 5.01 p. m.

Leave Girardville (Rappahannock Station) week days, 3.47, 4.07, 6.35, and 9.41 a. m., 12.05, 1.25, 3.26, 5.46, 8.05 and 10.08 p. m. Sunday, 2.47, 8.07, 8.53 a. m. 3.41, 5.07 p. m.

Leave Williamsport, week days, 3.00, 8.45 and 11.50 a. m. 3.35 and 11.15 p. m. Sunday 11.15 p. m.

For Baltimore, Washington and the west via B. & O. R. R., through trains leave Girard avenue station, Philadelphia, (P. & R. R.) 3.10, 8.01 and 11.27 a. m., 1.34, 4.34, 6.55 and 10.27 p. m. Sunday, 4.16 8.32 11.27 a. m., 6.28 7.55 and 7.28 p. m.

ATLANTIC CITY DIVISION.

Leave Philadelphia, Chestnut Street Wharf and South Street Wharf.

For Atlantic City.

Week-days—Express, 8.00, 9.00 a. m., 3.00, 4.00, 5.00 p. m. Accommodation, 8.00 a. m. and 4.15, 6.30 p. m.

Sundays—Express, 8.00, 9.00 a. m. Accommodation, 8.00 a. m. and 4.45 p. m.

Returning, leave Atlantic City, depot Pacific and Arkansas avenues.—Week-days Express, 7.00, 7.30, 9.00 a. m. and 3.15, 4.00, 5.30 p. m. Accommodation 6.00, 8.10 a. m. and 4.30 p. m. Sundays—Express, 4.00, 6.00 p. m. Accommodation 7.30 a. m. and 5.00 p. m.

G. G. HANCOCK, Gen'l Pass't Agt.
A. A. McLEOD, Pres. & Gen'l Manager.

PENNSYLVANIA RAILROAD.

SCHUYLKILL DIVISION.

On and after September 1, 1891, trains will leave Shenandoah as follows:

For Wiggan, Gilberton, Frackville, New Castle, St. Clair, and way points, 6.50, 9.15 a m and 4.15 p m.

Sundays, 8.00, 9.40 a m and 5.10 p m.

For Pottsville, 6.50, 9.10 a m and 4.15 p m.

Sundays, 8.00, 9.40 a m and 5.10 p m.

For Reading, 6.50, a m and 4.15 p m.

Sundays, 8.00, 9.40 a. m. and 5.10 p m.

For Pottstown, Phoenixville, Norristown and Philadelphia (Broad street station), 6.50, a. m. and 4.15 p m week days.

Sundays, 8.00, 9.40 a m 5.10 p m.

Trains leave Frackville for Shenandoah at 7.03 a m and 12.14, 7.43, 10.09 p m. Sundays, 9.13 a m and 5.40 p m.

Leave Pottsville for Shenandoah, 10.15 and 11.45, a m 7.15, 9.42 p m. Sundays, 10.40 a m 5.15 p m.

Leave Philadelphia (Broad street station) for Pottsville and Shenandoah, 5.57, 8.35 a m 4.10 and 7.00 p m week days. Sunday 6.50, and 9.28 a m

For New York, 3.20, 4.05, 4.40, 5.35, 6.50, 7.30, 8.30, 9.30, 11.00 and 11.14, 11.35 a m, 12.00 noon, (limited express, 1.00 4.50 p m.) 12.21 12.44, 1.00, 3.20, 4.20, 4.02 5, 6, 8.24, 6.50 7.15 8.13 and 11.00 p m. 12.01 night.

On Sundays, 3.20, 4.05, 4.40, 5.35, 8.13, 8.50, 11.35 a m, and 12.21, 12.44, 2.00, 4.02, (limited express 4.50) 5.20, 6.21 p m and 12.01 night.

For Sea Girt, Long Branch and intermediate stations 6.50, 8.25 and 11.39 a. m., 3.30, 4.00 p. m week days. Sundays 8.25 a. m.

For Baltimore and Washington 3.50, 7.20, 9.10 and 11.18 a. m., 4.41, 6.57, 7.40 p m and 12.01 night daily and 8.31, 10.20 a. m., 12.35 (limited express with dining car to Baltimore) 1.30, 3.36 p m. week days. For Baltimore only 2.02, 4.01 week days, 5.08, 11.30 p. m. daily.

For Richmond, 7.20 a. m. and 12.01 night daily, 1.30 p. m, daily, except Sunday.

Trains leave Harrisburg for Pittsburg and the west every day at 12.25 and 3.10 a m and 1.40 (limited) and 3.40, 8.30, 9.35 p m. Way for Altoona 7.00 a m and 4.15 p m every day.

For Pittsburg only, 11.30 a m daily and 10.20 p m week days.

Leave Sunbury for Williamsport, Elmira, Canandaigua, Rochester, Buffalo and Niagara Falls, 5.10 a m daily, and 1.42 p m week days. For Watkins, 5.30 p m week days.

For Erie and intermediate points, 5.10 a m daily. For Lock Haven, 5.10, and 9.56 a m daily, 1.42 and 5.30 p. m. week days. For Genova 5.10 a m 1.42 and 5.30 p m week days 9.10 a. m Sundays.

CHAS. E. PUGH, Gen. Man'r. J. R. WOOD, Gen. Pass. Agt.

WILMINGTON & NORTHERN R. R.

Time table in effect May, 10, 1891.

Trains leave Reading (P. & R. station) for Gibraltar, Seyfert, Birdsboro, Joanna, Springfield, Waynesburg Junction, Coatesville, West Chester, Chadsford Junction, B. & O. Junction, Wilmington and intermediate stations, daily except Sunday, at 6.25 and 8.30 a.m. and 3.25 p. m. Sunday only at 9.05 p. m.

For Warwick, St. Peters and intermediate stations, daily except Sunday, at 9.20 a.m., and 5.19 p. m. Sunday only 8.15 a. m.

For Birdsboro and intermediate stations Saturday only, at 12 m.

For Baltimore and Washington (B. & O. R. R.) daily except Sunday at 6.25 and 8.30 a. m. and 3.19 p. m. Sunday only at 3.05 p. m.

Trains arrive at Reading (P. & R. station) from Wilmington, B. & O. Junction, Montchanin, Chadsford Junction, West Chester, Lenape, Coatesville, Waynesburg Junction, Springfield, Joanna, Birdsboro, Gibraltar, Seyfert and intermediate stations, daily except Sunday at 10.20 a. m. 5.52 and 8.17 p. m. Sunday only at 11.24 a. m.

From St. Peters, Warwick and intermediate stations, daily except Sunday, at 8.23 a. m. and 2.25 p. m. Sunday only at 6 p. m.

From Birdsboro and intermediate stations Saturday only at 1.40 p. m.

From Washington and Baltimore, daily except Sunday, 10.30 a. m. 5.52 and 8.17 p. m. Sunday only at 11.24 a. m.

BOWNESS BRIGGS, Gen'l Pass. Agt.
A. G. MOCAUSLAND, Supt.