THE JUNTA SAYS NO

Chili Will Not Apologize for the A-sault.

ALL RESPONSIBILITY REFUSED.

American Sailors Are Not Permitted to Land at Valparaiso.

OFFICIALS NOT SAFE ON SHORE.

A Practical Boycott Upon the Crew of the Baltimore.

Minister Egan Has Notified the State Department at Washington--Decisive Action Looked For at Once--Santiago Excited Over a Report that the Chilian Legation at Washington Had Been Attacked--Senor Montt's Interview With Secretary Blaine.

SANTIAGO, Chili, Oct. 29.—The Chilian government has replied to Minister Egan's demand for an explanation of the recent attack upon American sailors.

The reply is couched in very strong language, and it is understood that it amounts to a refusal to accept responsibility for the affair. The State Department at Washington has been notified.

Minister Egan, Capt. Schley and Consul McCreery are consulting together, and it is thought that decisive action will be taken soon. The State Department's orders in reference to the matter are very strong.

The Intendente of Valparaiso has refused to guarantee the safety of market boats coming to that city early in the morning from the United States war ship Baltimore, or the safety of the officers of that vessel coming ashore at night. There is a practical boycott on the Baltimore. No American sailors are allowed ashore.

Great excitement has been caused here by a report that the Chilian legation in Washington has been attacked.

THE NEW CHILIAN MINISTER.

Senor Montt Accorded the Same Recognition as Mr. Egan.

WASHINGTON, Oct. 29.—Senor Montt, who is not known except in a technical diplomatic way as the Minister to the United States from the provisional government of Chili, has been accorded by the State Department of this goverment precisely the same recognition as has been given to the United States Minister Egan by the provisional government in Chili.

This recognition was accorded yesterday for the first time.

Senor Montt was received by Mr. Blaine in person, after having been kept waiting for fully an hour. Mr. Julio Foster, whose diplomatic standing appears to admit of no exact definition, accompanied Senor Montt, but was not admitted with him and Senor Asta-Burnoga to the conference with Secretary Blaine. The conference occupied less than half an hour. At its conclusion Senor Montt declined to state what had been said by either himself or Secretary Blaine, and Mr. Blaine was equally reticent.

It is understood, however that Senor Montt has been informally recognized as the representative of the New Government in Chili, but that he has not been admitted to the standing of an Envoy Plenipotentiary. That cannot be done until his credentials have arrived by mail. Only telegraphic notice of his appointment as Minister from Chili to this country has been received as yet in Washington. Moreover, it will be necessary after the arrival of his credentials for Senor Montt to be received by the President before he can acquire the standing of a Minister.

THREE HUNDRED KILLED.

A Japanese Town Destroyed and Others Wrecked By an Earthquake.

LONDON, Oct. 29.—Hioga, on the Island of Hondo, Japan, has been almost entirely destroyed by an earthquake. Telegraph wires are down, and particulars are hard to obtain, but it is known that a large number of lives have been lost.

At Oskaka, a city of 350,000 inhabitants, 300 persons are known to have been killed and thousands of buildings destroyed.

Suicide of a Philadelphian.

CHICAGO, Oct. 29.—Edwin E. Marshall, shot and killed himself yesterday at the Hotel Parker. The cause of the deed seems to have been unhappy relations between him and his wife, who had been living at the hotel since Oct. 21. Marshall is 38 years old and is said to have been one of Philadelphia's well-known merchants. Mrs. Marshall had applied for a divorce from her husband on the ground of cruelty. She says they were married at Germantown, Pa., in January of this year, but lived together only a few days.

Gen. Field Makes Denial.

WASHINGTON, Oct 29.—Gen. Chas. W. Field, formerly door-keeper of the House of Representatives, has been confounded with the Gen. Field at Richmond, who at a meeting of the Army of Northern Virginia is reported to have said: "I understand that a Confederate flag cannot be unfurled at the World's Fair. If that is the case let us now have another World's Fair in this country." Gen. Chas. W. Field was not at the meeting and says he does not entertain such sentiments.

Found Guilty of Manslaughter.

LAWRENCE, Mass., Oct. 29.—Harrison A. Tracy, of Lynn, who in a boxing match at Lynn last May, hit John Burns a blow, from the effects of which he afterwards died, was found guilty of manslaughter in the Superior Court here. The jury recommended mercy and sentence was deferred. The defense claimed that falling on the slippery floor caused the fatal wound, but it was held the man dealing the blow was as much to blame as if the blow itself caused death.

Not the Motive of His Suicide.

BOSTON, Oct. 29.—Men prominent in financial circles, who are supposed to know something of Irving A. Evans' affairs, stamp as a falsehood the story that Evans' suicide was caused by his inability to collect what was due to him on certain special joint accounts.

THE DETROIT LAUNCHED.

Secretary Tracy Expected, but Unable to Be Present.

BALTIMORE, Oct. 29.—The new cruiser Detroit was launched at 3:40 o'clock yesterday afternoon.

The big ship slid into the water gracefully and without a hitch. The Detroit yesterday morning presented a beautiful appearance lying on the ways bedecked with bunting; the American colors were unfurled to the breeze. A rope was stretched 20 feet above deck from bow to stern, and the colors making up the international code of signals were floating from it, reaching the entire length of the boat.

The sides of the stand were hid from view by the flags of various nations gracefully drooped. Until the last minute it was expected that Secretary Tracy of the Navy and other heads of the departments would arrive from Washington to witness the launch. They did not, however, put in an appearance.

There was a great crowd present who cheered the handsome vessel as she left the ways.

The Detroit is one of three cruisers of the 2,000-ton class. One is now building at Baltimore and the other at Boston. They are somewhat larger than the ships of the Yorktown class and swifter. The builders have agreed that the engines shall be capable of driving the Detroit at the rate of eighteen knots an hour.

Her length is 217 feet, beam 37 feet and draught 14 1-2 feet. She is schooner rigged and carries 6,239 feet of canvas. Her coal bunkers will hold 435 tons of coal, which will enable her to steam 10,000 miles at 18 knots an hour. A full supply of coal it is said, will strengthen her against projectiles.

Her armament includes eight 4-inch and two six-inch rapid-firing guns. The larger guns are mounted on central pivot carriages, one forward and one aft. The smaller ones are in sponsings, of which there are four on each side. There is a secondary battery, composed of ten rapid-firing 6 and 3-pounders. Six torpedo ports have been fitted.

She is moved by two triple-expansion engines of the vertical, inverted cylinder, directing type, making 185 revolutions a minute.

Great attention has been paid to the ventilation and drainage of this ship, and to the comfort of the officers and men. The quarters are lighted by electricity. A refrigerating room forward is a feature of her fittings.

CHAPLEAU'S RESIGNATION.

Not Yet Accepted Because of Difficulty in Finding a Successor.

MONTREAL, Oct. 29.—The resignation of Secretary of State Chapleau from the Dominion Cabinet has not yet been accepted by Premier Abbott, owing to the difficulty the latter experiences in selecting a successor. Chapleau is now in the city, but will not say anything until his resignation is either accepted or rejected.

The portfolio has been offered to ex-Speaker Ouimet, a personal friend of Chapleau, but he refused it. D. Girouard, member for Hochelaga, also refused the honor, and it looks as though Premier Abbott would have to submit to Chapleau's demands, give him the Ministry of Railways, or allow him to go, in which event he would take with him a following of twelve or fifteen members, sufficient to place Abbott in minority.

The situation is becoming grave, and many well-informed politicians assert that general elections will be held in the Dominion before the end of the year.

Thought to Have Been Murdered.

UNIONTOWN, Pa., Oct. 29.—James Hess has mysteriously disappeared from his home at the Redstone Coke Works, south of this place. Some employes of the Pennsylvania Railroad Company saw five Italians pursuing the boy Tuesday night with guns in their hands. They also saw one of the Italians shoot at the boy, but they did not determine whether the shot took effect, as they could not see the boy at the moment the shot was fired. It is the general belief that the Italians murdered the boy and threw the body into the coke ovens to conceal their crime. The matter is being investigated.

Will See the B. & O.

PHILADELPHIA, Oct. 29.—The Philadelphia and Reading Railroad Company took preliminary steps yesterday for the filing of a bill in equity against the Baltimore & Ohio Railroad, the Baltimore & Philadelphia Railroad and the Schuylkill River East Side Railroad Company, the latter being the title under which the Baltimore & Ohio enters this city. It is thought the proceedings have been brought to force the B. & O. to carry out one of its financial contracts with the Reading Railroad.

Accused of Burning the Barns.

WILMINGTON, Del., Oct. 29.—William Gibbons, who was arrested in Philadelphia, and Eugene Burns, who was arrested here yesterday, were given a hearing before Justice Hasse. On the testimony of a detective and of James Moore, of this city, Gibbons was held in $5,000 bail for burning one of the Duponts' barns and an additional $5,000 for conspiracy. Burns was held in $5,000 bail for burning one of the barns.

Ostrander and Trumpbour Indicted.

KINGSTON, Oct. 29.—The Grand Jury yesterday returned indictments against James E. Ostrander and M. T. Trumpbour, the wreckers of the Ulster County Savings Institution, for converting money of depositors to their own use and for perjury. There are eleven counts to the indictments found jointly against the men. They pleaded not guilty.

Didn't Know It Was Loaded.

RAHWAY, N. J., Oct. 29.—Little William Carroll, stepson of Richard N. Lynch, was fatally shot in the head by another boy, William Rowan, who pointed towards him a pistol which he had found in a bureau drawer. He did not know it was loaded.

PENNSYLVANIA BRIEFS.

The sensational story from Erie about one Heidecker having been buried alive is denied.

William Caldwell, colored, who killed an unknown German tramp at Florin last spring, pleaded guilty of murder in the second degree.

Louis Jester, champion lightweight of Ohio, knocked out Harry Courtright of Scranton, in a contest for points at Wilkesbarre yesterday. Nine rounds were fought.

THE SAW-LOG STORY

Pastor Junor Believes Sinbad Sam's Adventures.

THE MARINERS WHITEWASHED.

Editor Carter, Who Came from Florida to Disprove the Story, Discredited.

The Parson's Report of His Investigation a Complete Exoneration of Sam Thornton and Eva Jewell—Sam May Continue as Deacon of the Mount Olivet Church Without Reproach—Triumphal Vindication of the Much Maligned Couple.

BROOKLYN, Oct. 29.—Pastor Junor of the Mount Olivet Church has submitted his report on the adventures of Samuel Thornton and his sister-in-law, Eva Jewell. The report is a whitewash throughout, and plainly shows that the pastor is a firm believer in the wonderful feat of the ocean floaters.

He begins by reciting the circumstances of their temporary disappearance, which took place Aug. 27. He takes Elder Thornton's word for it that they went bathing in the surf, that a wave caught Miss Jewell and carried her into deep water. She could not swim and Samuel had hard work in keeping her from drowing.

They sighted a log, around which Eva wrapped her arms, and both were carried out to sea and remained floating on the log for two hours, when they sighted a sailing ship bound for Yucatan.

They were taken on board and the sailors gave them clothing in which they arrayed themselves and cast off their bathing suits, and after a week they were landed on the shores of Florida at a point which they were informed was twenty miles from Jacksonville. Afterwards they were driven to that city in a wagon, and sent a telegram to Elder Thornton's brother the following Sunday.

Next comes Miss Jewell's statement, which corroborates Thornton's in every detail.

That of Mr. and Mrs. Burst follows. It declares they saw a man and woman float out to sea the eventful day while they were in bathing at Coney Island, and that they since recognized Samuel and Eva as the pair.

Pastor Junor, in reciting the continuation of his investigations, states that he went to Florida, and from the description which the elder gave of the road he had traversed from the coast inland, followed it closely, and found that it agreed entirely with his own observations.

The pastor next describes his call upon Editor Carter, who declared he saw the couple in the car and could not be mistaken about them. He says that the conductor P. B. Barr, had evidently tried to help out his friend Carter in his statements, and adds that Superintendent Richardson was not a reliable man. He claims to have received telegrams from two other witnesses—one a man who saw a boat put out from the unknown ship to the shore, and another a person who saw a white man and woman drive over the road from the coast to Jacksonville.

The report is a complete vindication of Sam and Eva, so far as the Mt. Olivet Church is concerned. And still there are scoffers at the wonderful saw-log story.

More Indictments Against Dill.

PITTSBURG, Oct. 29.—Another true bill, containing 32 separate counts, was found against Banker Dill of Clearfield, Pa., by the United States Grand Jury yesterday. With the indictment made Tuesday, in which were four counts, there is now a total of 36 separate and specific and criminal charges against Mr. Dill. Bank Examiner Miller thinks the total amount named in the charges will not fall short of $79,000. He says, however, that Mr. Dill's peculations may reach twice that amount.

Gave All to Charity.

NORWICH, Conn., Oct. 29.—The will of Mrs. Julia F. Walker, widow of the late Horace Walker, was opened yesterday. The estate, valued at $24,000, is bequeathed to several missionary church societies, among them the Sesey Hospital at Brooklyn, N. Y., which gets $5,000 for the endowment of a permanent bed. If the residue is sufficient another $5,000 is bequeathed for a second bed.

The Report Credited in England.

LONDON, Oct. 29.—The Board of Agriculture has given notice that the report that Russia intends to prohibit the export of wheat is well founded and it is expected that only cargoes on vessels that have already got clearance papers from the customs authorities will be permitted to leave.

Fall River Weavers Strike.

FALL RIVER, Mass., Oct. 29. — The weavers in the Narragansett mill struck yesterday. The men allege that they were not able to obtain all the wages they desired for making certain classes of goods. Eighty-five looms are idle.

NEW ENGLAND BREVITIES.

Francis Brooks, a well known man of West Medford, Mass., is dead.

The Harvard football team defeated Bowdoin yesterday at Boston by a score 89 to 0. This is the biggest score of the season.

Jack Bates of Ohio and Joe Daley of New York fought eight rounds at Danbury, Conn., Tuesday night, Bates being declared the victor.

The decision in the famous Andover case is that the trustees as a corporation should be made a party to the proceedings before the Board of Visitors.

In the United States Circuit Court in Boston yesterday Jacob Dick pleaded guilty and was fined $100 and costs for importing six musicians from Bavaria.

By the will of Lorley D. Paddock of Boston $30,000 is bequeathed to Boston University for a trust fund, to be known as the "Paddock Fund."

The bones of a man supposed to be those of a son of Charles Bullock, who disappeared some time ago, were found in the ruins of a burned barn yesterday at Bangor, Me.

Ex-Gov. John L. Barstow of Shelburne, Vt., has been appointed by the Secretary of the Interior a commissioner to negotiate with the Navajo Indians for the surrender of part of their reservation in New Mexico.

PERFECTLY PURE.

Van Houten's Cocoa

is far cheaper and much better than tea or coffee.
Try it once. All reliable grocers sell it. 1181

Some Difference.

There is a vast difference in the conduct of a man and a woman in new clothes. When a woman gets a new suit she immediately prances down town, and for hours will walk contentedly along a crowded thoroughfare, receiving fresh impulses of joy every time another woman scans her wardrobe. But a man is so different! He won't put on his new clothes for the first time until it is dark; then he goes down town so cautiously as to almost create the impression that he is sneaking along.

If he sees a crowd on a corner he will slip across the way to avoid them, and when he goes into his grocery he tries to get behind as many barrels and boxes as he can. All the time he is trying his level best to appear as if the suit was six months old, and all the while realizes that he is making an infernal failure of it. We hope the time will come when new pants will be so folded by the manufacturer that they won't show a ridge along the front of each leg when the wearer dons them. J. M. BAILEY.

Large quantities of nuts have been gathered for winter use.

A woman who can see.

She's the woman who gets well. It's the woman who *won't* see and won't believe who has to suffer.

And it's needless. There's a medicine—a legitimate medicine—that's made to stop woman's suffering and cure woman's ailments. It's Dr. Pierce's Favorite Prescription. It's purely vegetable and perfectly harmless—a powerful general, as well as uterine, tonic and nervine, imparting vigor and strength to the whole system. For periodical pains, weak back, bearing-down sensations, nervous prostration, and all "female complaints," it's a positive remedy. It improves digestion, enriches the blood, dispels aches and pains, melancholy and nervousness, brings refreshing sleep, and restores health and strength.

No other medicine for women is *guaranteed*, as this is. If it fails to give satisfaction, in any case, the money paid for it is refunded. You pay only for the good you get. On these terms it's the *cheapest*.

But more than that, it's the *best*.

A BIG DRIVE IN FURNITURE.

We are making a big drive in furniture, but malicious desire is not its object. We desire to dispose of a large surplus stock, and propose to give our patrons the benefit of some extraordinary bargains.

J. P. Williams & Bro.,

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People's Oyster Bay!

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Office, 9 East Centre Street, Shenandoah City, Pa.
Chronic and all specific diseases a specialty.

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 Lyons 10.41 a. m., and 5.26 p. m.

For Lacey ville, 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, Laviston 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 Wiggans, Gilberton and Frackville at 5.50 and 8.08 a. m., and 4.10 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, 8.03, 9.21 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, 4.10, 6.33, 8.10 and 9.14 p. m.

For Barkwater, St. Clair and Pottsville 7.40, 9.08, 10.58 a. m., 12.52, 3.10, 4.10, 5.26 and 8.03 p. m.

For Buck Mountain, New Boston and Mores, 7.40, 9.08, 10.58 a. m., 12.52, 3.10, 5.26 and 8.03 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, 7.30, 11.55 a. m., 2.10, 4.30 and 9.30 p. m., arriving at Shenandoah, 9.05 a. m., 12.52, 3.10, 5.26 and 10.15 p. m.

SUNDAY TRAINS.

For Lost Creek, Girardville and Ashland, 8.50, 9.19 11.35 a. m., 2.45 p. m.

For Barkwater, St. Clair and Pottsville, 8.50, 9.30, 9.50 a. m., 2.45 p. m.

For Yatesville, Mahanoy City and Delano, 8.50, 11.35 a. m., 1.40, 4.40, 6.03 p. m.

For Lofty, Audenried and Hazleton, 8.50 a. m., 1.40 p. m.

For Mauch Chunk, Lehighton, Slatington, Catasauqua, Allentown, Bethlehem, Easton and New York, 8.00 a. m., 1.40 p. m.

For Philadelphia, 1.40 p. m.

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

First National Bank,

THEATRE BUILDING,

SHENANDOAH, PENNA.

Capital, $100,000.00.

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When you are going,
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1.—A two-story double frame dwelling house store and restaurant, on East Centre St.
2.—A dwelling and restaurant on East Centre street.
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4.—A two story double frame dwelling, on West Lloyd street.
5.—Two 2-story frame dwellings on West Centre street.
6.—Two 2-story dwellings on the corner of Coal and Chestnut streets. Store room in one.
7.—Two-story single house on North Chestnut street, with a large warehouse at the rear.
8.—Three two-story double frame buildings corner of Lloyd and Gilbert streets.

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 5.25, 7.20 a. m. and 12.35 2.50 and 5.55 p. m. Sunday 2.10 and 7.48 a. m. For New York, via Mauch Chunk, week days, 5.25, 7.20, a. m. and 12.35 and 2.50 p. m.

For Reading and Philadelphia week days, 2.10, 5.25, 7.20, a. m., 12.35 2.50 and 5.55 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, 5.55 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 5.55 p. m. Sunday, 2.10 and 7.48 a. m., 4.30 p. m.

For Tamaqua and Mahanoy City, week days, 2.10, 5.25, 7.20, a. m., 12.35 2.50 and 5.55 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, 5.25, 7.20 and 11.30 a. m., 1.35, 7.00 p. m. Sunday 5.25 a. m., 3.05 p. m.

For Mahanoy Plane, week days, 2.10 5.25, 7.20 and 11.30 a. m., 12.35, 1.35, 2.50, 5.55, 7.00 and 9.25 p. m. Sunday, 2.10, 5.25 and 7.48 a. m. 3.05, 4.30 p. m.

For Girardville (Rappahannock Station) week days, 2.10, 5.25, 5.55, 7.20 and 11.30 a. m., 12.35, 1.35, 2.50, 5.55, 7.00 and 9.25, p. m. Sunday, 2.10, 5.25, 7.48 a. m., 3.05, 4.30 p. m.

For Ashland and Shamokin, week days, 5.25, 5.55, 7.20, 11.30 a. m., 1.35, 7.00 and 9.25 p. m. Sunday 5.25, 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. Sunday, 3.00 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., 5.55, 7.57 p. m. Sunday 1.35 and 10.08 a. m.

Leave Pottsville, week days, 2.40, 7.40 a. m., 2.30, 8.11 p. m. Sunday, 2.40, 7.00 a. m. and 2.05 p. m.

Leave Tamaqua, week days, 3.20, 8.48 and 2.18 a. m., 1.21, 7.13, and 9.18 p. m. Sunday 3.20 7.43 a. m. and 2.50 p. m.

Leave Mahanoy City, week days, 3.40, 9.18 and 11.47 a. m., 1.51, 7.42 and 9.44 p. m. Sunday, 3.40, 8.17 a. m., 3.20 p. m.

Leave Mahanoy Plane, week days, 2.40, 4.00, 9.35 11.50 a. m., 1.05, 2.06, 7.20, 8.26, 7.57, and 10.00 p. m. Sunday 2.40, 4.00, and 8.37, a. m 3.37, 5.01, p. m.

Leave Girardville (Rappahannock Station) week days, 2.47, 4.07, 6.38, and 9.41 a. m., 12.05, 1.12, 5.05, 6.32, 8.03 and 10.09 p. m. Sunday, 2.47, 4.07, 5.33 a. m. 3.41, 5.07 p. m.

Leave Williamsport, week days, 3.00, 9.45 and 11.55 a. m. 3.35 and 11.15 p. m. Sunday 11.15 a. m.

For Baltimore, Washington and the west via B. & O. R. R., through trains leave Girard Avenue station, Philadelphia, (P. & R. R. R.) 4.16, 8.01 and 11.27 a. m., 1.34, 4.24, 5.55 and 7.23 p. m. Sunday, 4.16 8.02 11.27 a. m., 4.24 5.55 and 7.23 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. 2.00, 3.00, 4.00, 5.00 p. m. Accommodation, 7.40 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 4.00 p. m. Sundays—Express, 4.00, 6.00 p. m. Accommodation 7.30 a. m. and 5.00 p. m.

C. G. HANCOCK, Gen'l Pass'r 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, 6.00, 9.15 a m and 4.15 p m.

Sundays, 6.00, 9.40 a m and 3.10 p m.

For Pottsville, 6.00, 9.10 a m and 4.15 p m.

Sundays, 6.00, 9.40 a m and 3.10 p m.

For Reading, 6.00, a m and 4.15 p m

Sundays, 6.00, 9.40 a. m. and 3.10 p m.

For Pottstown, Phoenixville, Norristown and Philadelphia (Broad street station), 6.00, a. m. and 4.15 p m week days

Sundays, 6.00, 9.40 a m 3.10 p m.

Trains leave Frackville for Shenandoah at 10.40 a m and 12.14, 7.42, 10.09 p m. Sundays 11.18 a m and 5.40 p m.

Leave Pottsville for Shenandoah, 10.15 and 11.48, 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 9.25 a m

For New York, 3.20, 4.05, 4.40, 5.35, 6.50, 7.50, 8.20 8.50, 4.50, 11.00 and 11.14, 11.35 a m, 12.00 noon, (limited express, 1.08 4.50 p m.) 12.21 12.44, 1.40, 2.20, 3.20, 4.02 5, 6, 6.24, 6.50 7.13 8.12 and 10.9 p m, 12.01 night.

On Sundays, 3.20, 4.05, 4.40, 5.35, 8.12, 8.50, 9.5 11.35 a m. and 12.21, 12.44, 2.20, 4.02, (limited 4.50, 5.28, 8.21 a m, 12.01 night.

For Sea Girt, Long Branch and intermediate stations 6.50, 8.25 and 11.39 a. m., 3.50, 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., 4.44, 6.57, 7.40 p.m and 12.03 night daily and 8.31, 10.20 a. m., 12.35 (limited express with dining car to Baltimore) 1.30, 3.46 p. m. week days. For Baltimore only 2.02, 4.01 week days, 5.08, 11.80 p. m. daily.

For Richmond, 7.20 a. m and 12.03 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 1.00 (limited) and 3.40, 8.30, 9.35 p m. Way for Altoona 10 a m and 4.10 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 Geneva 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 3.15 p. m. Sunday only at 3.05 p. m.

For Warwick, St. Peters and intermediate stations, daily except Sunday, at 9.30 a.m., 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 3.15 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 8.31 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, 10.20 a. m. 5.52 and 8.17 p. m. Sunday only at 11.24 a. m.

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

John R. Coyle,

Attorney-at-Law

—AND—

Real Estate Agent,

OFFICE—BEDDALL'S BUILDING,

Cor. Main and Centre Streets, SHENANDOAH, PA.

PROPERTY FOR SALE:

1—A two and one-half story double frame dwelling house, with store-room and restaurant. Located on East Centre street.
2—A valuable property located on South Jardin street.
3—Seven dwelling houses at the corner of Gilbert and Lloyd streets. Good investment. Terms reasonable.