KILLED IN A SHAFT

Eight Miners Meet Awful Deaths at Nanticoke, Pa.

SIX OTHERS FATALLY HURT.

The Explosion of a Safety Lamp Caused the Terrible Disaster.

A Band of Rescuers Came Near Meeting the Same Fate—Heartrending Scenes at the Mouth of the Mine—Horrible Appearance of the Corpses—Another Theory of the Accident.

NANTICOKE, Pa., Nov. 9.—A terrible explosion of gas occurred yesterday afternoon in No. 1 shaft of the Susquehanna Coal Company's mine, causing the instant death of eight men and so badly burning and injuring several others that is feared they will die. The killed are:

WILLIAM J. WILLIAMS, 50 years old, leaves wife and four children.

PERRY H. JONES, Town Clerk of Nanticoke, fire boss, 40 years old, wife and two children.

WILLIAM JONATHAN, 36 years old, wife and four children.

JOHN ARNOTT, 40 years old, wife and four children.

CALEB JUTHING, 30 years old, wife and four children.

THOMAS LLOYD, driver, 18 years old.

DAVID L. SMITH, 27 years old.

HENRY WILLIAMS.

The critically wounded are: David Powell, 32 years old; Thomas Thomas, 19 years old; Henry Williams, D. W. Evans, Russell Jolhonski, a Polander; two Polanders, names unknown.

When the news of the disaster reached this town, there was great excitement, as it was feared many had been killed, and the relatives and friends of those known to be employed in the mine flocked to the scene. While they waited for news from the shaft, the scene was harrowing in the extreme.

Women and children ran hither and thither, wringing their hands, wailing and weeping and seeking news and sympathy from relatives and acquaintances in the crowd. It was soon learned that, owing to the fact that it was Sunday, there were but fourteen men at work in the mine at the time of the explosion.

The smell of the fatal after-damp that found its way to the surface only added to the fever of suspense and all these anxious ones could do was to wait.

The officials of the mine soon had a band of brave volunteers together, and after the engines were set in motion these heroes entered the subterranean caverns.

They grouped their way through the darkness, fearful that they might be overcome by the after-damp, or that they might encounter another body of gas that might have accumulated because of a stoppage of the air current. Soon they came upon their fellow workmen and a horrible scene it was.

One by one the unfortunate men were tenderly lifted and carried to the foot of the shaft and were hoisted to the surface.

Then scenes were enacted that moved the hearts of the stoutest men; scenes that are witnessed only when the death angel stalks mercilessly abroad in a coal mine.

Ambulances were soon on hand and some of the men were taken to their homes. Others were carried there on stretchers.

Some of the corpses presented a horrible appearance, the flesh hanging by shreds to the bones and the features distorted beyond the possibility of recognition. Those who are still living are not in much better condition and their death is hourly expected.

One of the rescuing party told a thrilling story of the search for the victims. They nearly lost their way in the darkness, and they felt the gas and after damp coming upon them.

Some of them were growing faint and could go no farther, when they providentially found the air current and were saved from a fate as horrible as that met by those for whom they were searching. They groped their way through the wrecked cars and debris until they came upon the mangled bodies of the men.

They gathered the mutilated remains together and cared for the injured, then carried them as speedily as possible to the frantic wives and children above.

These were all either killed or badly hurt. The injured were in such condition that they could not be removed from the mine and it is feared all will die.

The accident was at first thought to have been caused by the explosion of a safety lamp, the flames of which ignited a quantity of gas which had formed in the shaft.

It is now thought that the gas was ignited by a naked light in the hands of some one of the men.

The damage to the mine will reach $20,000.

Shot During a Brawl.

PHILLIPSBURG, Pa., Nov. 9.—John and Andrew Campbell, with six other drivers, being refused liquor at Patrick Flynn's hotel, Morrisdale, burst the door open. Flynn ordered them out and fired a pistol to frighten them. This angered Andrew, who made a break for Flynn, and in the riot which followed John Campbell received a slight scalp wound and Andrew was shot in the neck. Physicians say he will die.

Pennsylvania W. C. A.

ALTOONA, Pa., Nov. 9.—Miss Blanch Zehring of Ohio, Miss Bertha McCurdy of Scranton, Pa., Miss Corabel Tarr and Miss Hattie Dyer of Pennsylvania, were the speakers at the meeting of the State Women's Christian Association convention yesterday. The convention finally adjourned last night without selecting a place for next year's meeting.

Wants $25,000 Damages.

ROCHESTER, N. Y., Nov. 9.—William Hamlin, guardian for Daniel G. Watkins, has commenced action against the Steam Gauge and Lantern Company, formerly of this city, to recover $25,000 damages for injuries sustained by Watkins in the great lantern works fire of 1888.

Hope for Justice Adams.

NEW YORK, Nov. 9.—Justice N. S. Adams, of Sanford, Fla., who was almost suffocated by gas in the Morton House on Thursday night last, is now resting easier at the hospital and the doctors have hopes of his final recovery.

SECRETARY RUSK'S REPORT.

The Increase in This Year's Value of Products $700,000,000.

WASHINGTON, Nov. 9.—Secretary Rusk has presented to the President his annual report as Secretary of Agriculture. He calls attention to the specially noticeable feature regarding the crop values of the present year. They are so well sustained in the presence of large yields, that the Secretary estimates the probable increase in the value of agricultural products for 1891 over 1890 at not less than $700,000,000.

Reviewing our exports and imports of agricultural products, Secretary Rusk states that during the first three months of the present fiscal year our exports in cereals alone have aggregated in value over $76,000,000. He notes the increase by some $28,000,000 in the imports of agricultural products during the first ten months under the present law by comparison with the same period during the last year of the old law.

He reviews the subject of meat inspection, stating that it was not only demanded in order to keep our foreign markets and develope them, but that there was a very general demand for some such inspection by the people of our own country, in many states of which laws had been passed providing for a local inspection. He urges a system of inspection for all articles of food which are the subject for interstate or foreign trade.

Secretary Rusk devotes considerable space to a review of the work of the bureau of animal industry. Pleuro pneumonia he regards as quite under control and limited in territory to two or three counties on Long Island and in New Jersey, over which a thorough quarantine is exercised.

He earnestly recommends increased appropriations to extend meat inspection to all applicants. "The benefits," he says, "which have already accrued by the opening up of the foreign markets to pork products, the increased demand for beef products, and the re-establishment of their reputation for wholesomeness and soundness in the markets of the world, together with the protection which this inspection furnishes to our own consumers, amply justify a liberal appropriation."

Of the rainfall experiments he states briefly that they have been made, but that as regards the production of rain he has no data yet at hand which would justify him in expressing any conclusions on the subject.

In concluding his report he indicates that from the time he assumed the reins of office he has devoted his personal attention to a general enlargement of the scope of the work of the department in the interest of practical agriculture, especially to the extension of the market for the disposal of the surplus of our great staple crops.

A RUNAWAY TRAIN.

Down the Mountain Side at a Terrific Rate—Marvelous Escape.

WILKESBARRE, Pa., Nov. 9.—Yesterday morning a coal train ran away on the Lehigh Valley Railroad and came down the mountain side at the rate of 70 miles an hour.

The crew of the train tried to stop it, but the brakes refused to work. The brakeman and the fireman then jumped and saved their lives. The engineer, however, remained at his post.

At the foot of the mountain the runaway train collided with another train, smashing the engines and cars in both trains and piling up wreckage to a height of 30 feet. The engineer, who had so bravely remained at his post, was buried deep in the wreckage, but, strange to say, he was taken out entirely uninjured.

A Speedthrift Marquis.

PARIS, Nov. 9.—The Duc de Vallambrosa, father of the Marquis de Mores, and the Marquise de Mores, the latter's wife, have decided to jointly apply for an order placing the Marquis under the restraint of the Judiciary Council in order to prevent him from further squandering his property. The Marquis de Mores was well known in America some time ago as a stock raiser on a Western ranch, where he sunk a fortune in shipping dressed beef, as he expressed in his advertisements, "from ranch to table."

He Was Too Sensitive.

PITTSBURG, Nov. 9.—Frank M. Doyle, aged 25, an electrician, committed suicide in his room on Smithfield street yesterday, by taking a mixture of poisonous acids. Deceased was formerly a resident of Cleveland. His face and hands were badly disfigured some years ago by an explosion. No cause can be assigned for his committing such a rash act, but it is thought an extreme sensitiveness at his personal appearance caused him to wish to end his life.

Baron Fava Promoted.

ROME, Nov. 8.—Baron Fava, Italian Minister to the United States, who has been absent from his post of duty on leave, owing to the controversy between the Italian and United States Governments on account of the New Orleans affair, has been promoted to the rank of Plenipotentiary of the First Class.

Sale of Seats for Yale-Princeton Game.

NEW YORK, Nov. 8.—Over five thousand dollars were realized at the sale of boxes, reserved seats and tally-ho stands for the Yale-Princeton football game on Thanksgiving Day, on Manhattan Field. Mrs. Garrison, of Princeton, paid $105 and H. H. Strong of the Union Club paid $100 for boxes.

Took $6,000 and His Girl.

TREVORTON, Pa., Nov. 9.—C. C. Ford, recently employed by the Weiss Produce Company of Klingerstown, has absconded, with money and securities valued at $6,000. Mary Flocher, Ford's sweetheart, is also missing and the impression prevails that she has eloped with Ford.

NEW JERSEY BRIEFS.

The barn of Col. John McEnery, Jersey City, was destroyed by fire yesterday with several valuable horses. Loss, $5,000.

Atlantic county officials have refused to accept from the contractors the new $50,000 county bridge, owing to a flaw in its construction.

Detective Dalton has left Jersey City to bring back from San Francisco John Hyer, who it is alleged absconded with $6,000 belonging to his employers, Messrs. Harvey & Sons, real estate dealers.

An application has been made before Judge Knapp of Jersey City for the examination as to the sanity of Mrs. Mary O'Connor, who killed her two children ten years ago and who has since been confined in an insane asylum.

INDIGNANT OFFICERS

Angry at the Torpedo Yarn About the Baltimore.

THE CHILIANS SEEKING PEACE.

Captain Schley Will Allow the Wounded Men to Testify.

But They Must First be Recovered in Health—Officers Given Leave to Go Ashore at Night—Chilian Police Still Guard the Stewards—A Peaceable Settlement of the Trouble Likely.

VALPARAISO, Chili, via Galveston, Texas, Nov. 9.—Captain Schley and the other officers of the United States war ship Baltimore are indignant at the yarn about its sinking, for there is not the least semblance of truth in the rumor. They know that it must have caused a great deal of unnecessary anxiety among their families, friends and the people generally of the United States.

The utmost quietude prevails in this city and in the harbor, where the Baltimore is lying as peacefully as if she were in home waters and nothing had happened to disturb life aboard ship.

Her stewards for several days past have gone ashore to do necessary marketing, under the protection of a police guard furnished by Intendent Arlegui. The officers will be granted leave by their captain to land to-night.

Although, as a matter of fact, no threats have been made nor any signs been given that violence would be attempted should the American officers appear again on Valparaiso's streets, Captain Schley, in order to be on the safe side and as an act of prudence, had stopped night leave.

In reply to a letter sent Captain Schley, asking him to allow the victims of the recent riot to appear before the court of inquiry and tell Judge Foster what they know of the outrageous assault upon them, Captain Schley sent word that he was willing to grant them permission to testify on certain conditions.

The injured men would first have to be entirely recovered in health, and the officers of the Baltimore must be permitted to be present at the inquiry while the men are giving evidence. Capt. Schley also agreed to give the court a copy of the information about the assault sent to the United States government.

A Yarn Pure and Simple.

WASHINGTON, Nov. 9.—All the efforts to ferret out the origin of the story current Saturday night that the cruiser Baltimore had been destroyed by a torpedo at Valparaiso have proved fruitless. The yarn caused considerable excitement for some time.

WANTS TO BE FRIENDLY.

Chilian Government Seeking a Peaceable Solution of the Trouble.

VALPARAISO, Nov. 9.—The Chilian government is seeking a friendly solution of the difficulty with the United States over the Baltimore sailors' incident.

TO SHOW OUR STRENGTH.

Likely that Every Steel Ship May Go South Before Long.

WASHINGTON, Nov. 9.—Of course there is no intention on the part of our government to provoke war, but it is evident that the United States naval force in South American waters is about to be so increased as to give us a fleet of greater strength than we have ever assembled since 1865.

With the exception of the Miantonomoh, the Chicago, the Dolphin, the Vesuvius and the Cushing, every one of our completed steel ships may be gathered in one South American port within the next two months.

The ships thus to be assembled, if necessary, are the Atlanta, the Baltimore, the Bennington, the Boston, the Charleston, the Concord, the Newark, the Petrel, the Philadelphia, the San Francisco and the Yorktown.

It is not expected that this fleet will be called upon to do any fighting at the present time, or even make a "demonstration" against any South American State; if assembled its purpose will be simply precautionary.

Sometimes the knowledge that a sufficient police force is close at hand will keep the mob from reckless acts that they would commit if no repressive force was available. Similarly a show of naval strength may repress a tendency among the people of a brave, but ill informed nation, to attack us.

White Caps Settled With Him.

FORT SMITH, Ark., Nov. 9.—Early yesterday morning Alex. Rice was taken from his bed by White Caps, stripped to the waist and 100 lashes laid on his bare back. He was then given an hour in which to leave town, which he did. Last Tuesday night Rice, with the help of the mother, succeeded in inducing a 12-year-old girl to marry him. The child was weak and delicate, while Rice is a big, burly fellow, old enough to be the child's grandfather. The action of the White Caps is generally approved.

NEW YORK NEWS IN BRIEF.

Governor-elect McKinley, of Ohio, is visiting his brother in New York.

Governor Hill has proclaimed November 26 as a day of Thanksgiving.

Governor-elect Flower's statement of election expenses gives the amount at $5,000.

Edward Emmons, who killed Annie Owens in Staten Island, has been pardoned from Sing Sing.

Mrs. Helena Nock, wife of a carriage manufacturer of Kingston, has disappeared, and is thought to have eloped.

The dairy and barns of John O'Connor at Homer were destroyed by an incendiary fire yesterday. Loss, $1,500.

Norman L. Monroe's steam yacht, the Norwood, made a mile Saturday in two minutes twelve and one-half seconds, the fastest time on record.

Robert Chadwick Hutchings, popularly known in the days of Tweed, when he was Surrogate of New York County, as "Handsome Bob," is dead in New York.

The shut down at the Moquette carpet mills in Yonkers is said to be for the purpose of repairing machinery. Between 2,000 and 3,000 men are out of employment for two weeks.

PERFECTLY PURE.

Van Houten's Cocoa

a most delicious substitute for Tea and Coffee.
More healthful. One pound sufficient for 150 cups.

A Startling Affair.

A horse attached to the cart of a tin peddler, while on Balmforth avenue Friday, became startled and ran away at a speed that was marvelous in a tin peddler's horse. The wagon was old and rickety, and the horse did not appear to be in a better condition; but both of them got through that avenue with awful velocity, the former hooping its spine and shaking its head and throwing its heels uproariously, while the latter reeled from one side the road to the other and bounded from rut to rut and threw an invoice of old junk and new tinware at every heave.

One old lady was caught around the neck by a pair of satinet pants and nearly choked to death, and a hoopskirt, badly damaged, descended over the head of a man who was telling a neighbor what his mother rubbed on sprains, and so frightened him that he fell over a barrel and put both his ankles out of joint, and was bitten on the shoulder by the dog of the man he was trying to benefit. The horse, having filled the air with boilers and old vests and flatirons and worthless overalls and brass kettles and broken down gaiters, suddenly fetched up by jumping off the bridge and into the river, dragging the wagon and a mothesten undershirt in after it.

Stick to it!

Sometimes you may have to wait. The troubles that have been years in gathering can't always be cleared away in a day. For all the diseases and disorders peculiar to womanhood, Dr. Pierce's Favorite Prescription is the surest and speediest remedy. You can depend upon that—but if your case is obstinate, give it reasonable time.

It's an invigorating, restorative tonic, a soothing and strengthening nervine, and a positive specific for female weaknesses and ailments. All functional disturbances, painful irregularities and derangements are corrected and cured by it. All unnatural discharges, bearing-down sensations, weak back, accompanied with faint spells and kindred symptoms, are corrected. In every case for which it's recommended, "Favorite Prescription," is *guaranteed* to give satisfaction, or the money is refunded. No other medicine for women is sold on such terms. That proves that nothing else offered by the dealer *can* be "just as good."

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.,

South Main St.,

SHENANDOAH.

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, 5.28 p. m.

For Belvidere, Delaware Water Gap and Stroudsburg at 5.47, a. m., and 5.28 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 5.28 p. m.

For Tamaqua, 10.41 a. m., 3.10 and 5.28 p. m.

For Auburn, Ithaca; Geneva and and Lyons 10.41 a. m., and 5.28 p. m.

For Lacoyville, Towanda, Sayre, Waverly, Elmira, Rochester, Buffalo, Niagara Falls, Chicago and all points West at 10.41 a. m., and 5.28 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 5.28 p. m.

For Jeanesville, Laviston and Beaver Meadow, 7.40, 9.08 a. m. and 5.28 p. m.

For Scranton at 5.47 9.08, 10.41 a. m. 3.10 and 5.28 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 5.28 p. m.

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

For Wilkesbarre, Gilberton and Frackville at 5.47 and 9.08 a. m., and 4.10 p. m.

For Yatesville, Mahanoy City and Delano 5.47, 7.40, 9.08, 10.41, 10.56 a. m., 12.52, 3.10, 4.10, 5.28, 8.21 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, 6.35, 8.19 and 9.14 p. m.

For Darkwater, St. Clair and Pottsville, 7.40, 9.08, 10.56 a. m., 12.52, 3.10, 4.10, 5.28 and 8.09 p. m.

For Rock Mountain, New Boston and Mocanaqua, 7.40, 9.08, 10.56 a. m., 12.52, 3.10, 5.28 and 8.09 p. m.

For Raven Run, Centralia, Mt. Carmel and Shamokin, 8.52, and 10.15 a. m., 1.40, 4.40 and 8.09 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., 12.52, 3.10, 5.28 and 11.15 p. m.

SUNDAY TRAINS.

For Lost Creek, Girardville and Ashland, 8.00, 9.10 11.35 a. m., 2.45 p. m.

For Darkwater, St. Clair and Pottsville, 8.00, 9.00, 9.30 a. m., 2.45 p. m.

For Yatesville, Mahanoy City and Delano, 8.00, 11.35 a. m., 1.40, 4.40, 6.03 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, 8.00 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.

A. W. Leisenring, Pres.,

P. J. Ferguson, V. Pres.,

J. R. Leisenring, Cashier,

S. W. Yost, Ass't Cashier.

Open Daily From 9 to 3.

3 PER CENT. INTEREST!

Paid on Savings Deposits.

People's Oyster Bay!

EGAN' BUILDING,

12 E. Centre St., Shenandoah

CHAS. C. GUISE, Props.

OYSTERS

Raw, Stewed, Scalloped, Panned or Fried to order. Families supplied at their house with the best oysters the market affords.

All Orders Promptly Filled.

HEADQUARTERS FOR

Pure Ice Cream!

BREAD AND CAKES,

WHOLESALE and RETAIL.

Orders promptly attended to. Particular attention paid to Balls, Picnics, Festivals, etc.

F. KEITHAN

NORTH MAIN STREET,

Near Corner of Lloyd, SHENANDOAH, PENNA

A. J. GALLAGHER,

Justice of the Peace,

Deeds, Leases, Mortgages and Bonds written. Marriage licenses and legal claims promptly attended to.

Real Estate, Collection and Insurance Agency

General Fire Insurance Business. Represents the Northwestern Life Insurance Co.

OFFICE—Muldoon's building, corner Centre and West Sts., Shenandoah, Pa.

Good Properties of All Kinds For Sale.

1.—A two story double frame dwelling house store and restaurant, on East Centre St.
2.—A dwelling and restaurant on East Centre street.
3.—Desirable property on corner Centre and Jardin streets, suitable for business purposes.
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, 9.50, 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., 1.50, 5.55 p. m.

For Allentown, week days, 7.20 a. m., 12.35 4.30 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, 3.25, 7.20 and 11.30 a. m., 1.35, 7.00 p. m. Sunday 3.25 a. m., 3.05 p. m.

For Mahanoy Plane, week days, 2.10 3.25, 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, 3.25 and 7.48 a. m. 4.05, 4.30 p. m.

For Girardville (Rappahannock Station) week days, 2.10, 3.25, 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, 3.25, 7.48 a. m., 3.05, 4.30 p. m.

For Ashland and Shamokin, week days, 3.25, 5.25, 7.20, 11.30 a. m., 1.35, 7.00 and 9.25 p. m. Sunday 3.25, 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., 12.12 night. Sunday, 6.00 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 9.00 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 5.55 a. m.

Leave Pottsville, week days, 9.40, 7.40 a. m., 2.05, 6.11 p. m. Sunday, 2.40, 7.00 a. m. and 4.05 p. m.

Leave Tamaqua, week days, 8.20, 8.48 and 11.45 a. m., 1.31, 7.13, and 9.19 p. m. Sunday 8.20 7.48 a. m. and 2.50 p. m.

Leave Mahanoy City, week days, 8.40, 9.18 and 11.45 a. m., 1.51, 7.47 and 9.44 p. m. Sunday, 8.40, 8.47 a. m.

Leave Mahanoy Plane, week days, 2.40, 4.10, 9.05, 11.39 a. m., 1.05, 2.06, 5.20, 6.26, 7.37, and 10.08 p. m. Sunday 2.40, 4.00, and 8.27, a. m. 3.37, 5.01 p. m.

Leave Girardville (Rappahannock Station) week days, 8.47, 4.07, 8.39, and 9.41 a. m., 12.03, 2.12, 5.26, 6.32, 8.03 and 10.06 p. m. Sunday, 2.47, 4.07, 8.33 a. m. 3.41, 5.07 p. m.

Leave Williamsport, week days, 8.00, 9.45 and 11.55 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. R.) 3.16, 8.01 and 11.37 a. m., 1.34, 4.24, 5.55 and 9.23 p. m. Sunday, 4.18 8.02 11.37 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., 3.00, 4.00, 5.00 p. m. Accommodation, 7.30 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 Atlantic 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 5.05 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 8.10 p m.

For Pottsville, 6.00, 9.15 a m and 4.15 p m.

Sundays, 6.00, 9.40 a m and 8.10 p m.

For Reading, 6.00, a m and 4.15 p m.

Sundays, 6.00, 9.40 a. m. and 8.10 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 8.10 p m.

Trains leave Frackville for Shenandoah at 6.40 a m and 12.14, 7.48, 10.00 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, 8.42 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 9.23 a m

For New York, 3.20, 4.05, 4.40, 5.30, 8.00, 7.30, 8.25, 9.50, 11.00 and 11.14, 11.55 a m, 12.00 noon (limited express), 1.06 4.50 p m., 12.21 12.44, 1.40 2.30, 3.20, 4.02 5.[illegible], 6.21, 6.50 7.13 8.12 and 10.00 p m. 12.01 night.

For Sundays, 3.20, 4.05, 4.40, 5.35, 8.12, 9.[illegible] 11.35 a m, and 12.21, 12.44, 2.30, 4.02, (limited, 4.50), 5.28, 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, 6.37, 7.40 p m and 12.02 night daily and 8.31, 10.29 a. m., 12.35 (limited express with dining car to Baltimore) 1.30, 3.[illegible] p. m. week days. For Baltimore only 2.02, 4.02 week days, 5.08, 11.30 p. m. daily.

For Richmond, 7.20 a. m. and 12.02 night daily, 1.30 p m, daily, except Sunday.

Trains leave Harrisburg for Pittsburg and the west every day at 12.20 and 3.10 a m and 1.00 (limited) and 3.40, 8.30, 9.35 p m. Way for Altoona, [illegible] a m and 4.10 p m every day.

For Pittsburg only, 11.20 a m daily and 10.[illegible] 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 Renova 5.10 a m 1.42 and 5.30 p m week days, 5.10 a. m Sundays.

CHAS. E. PUGH, Gen. Man'r. J. R. WOOD, Gen. Pass. A[illegible]

WILMINGTON & NORTHERN R. R.

Time table in effect May, 10, 1891.

Trains leave Reading (P. & R. station) 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 3.05 p. m. Sunday only at 3.05 p. m.

For Warwick, St. Peters and intermediate stations, daily except Sunday, at 9.20 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.) 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, West Chester, 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 8.33 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. A[illegible]
A. G. McCAUSLAND, Supt.

John R. Coyle,

Attorney-at-Law

—AND—

Real Estate Age[illegible]

OFFICE—BEDDALL'S BUILDING,

Cor. Main and Centre Streets, SHENANDOA[illegible]

PROPERTY FOR SALE:

1—A two and one-half story double dwelling house, with store-room and restaurant. Located on East Centre st[illegible]
2—A valuable property located [illegible] din street.
3—Seven dwelling houses at the [illegible] bert and Lloyd streets. Good inve[illegible] Terms reasonable.