SPURGEON IS DEAD

London's Famous Preacher Expired Last Night.

THE END CAME AT MENTONE.

Mrs. Spurgeon, His Private Secretary and a Few Friends Present at the Time.

He Had Not Spoken for Some Hours and Was Unconscious When Death Occurred. The Illness Which Carried Him Off Was of Several Months' Duration--Brief Sketch of the Man Who at the Age of Seventeen Became a Preacher.

MENTONE, Eng., Feb. 1.—The famous preacher, Charles Haddon Spurgeon, died here last night at 11:05, in the presence of Mrs. Spurgeon, his private secretary

and two or three friends. He was unconscious when death occurred and had not spoken for some hours.

Mr Spurgeon's illness began seven months ago.

Brief Sketch of His Career.

Rev. Charles Hadden Spurgeon was born on June 19, 1834, in Kelvedon, Essex. He received an ordinary education under strong religious influences, and became very early in life an usher in a school at Nottingham, in which humble capacity he developed astonishing powers of public speaking and was especially effective in religious exhortation.

His relatives, who were Independents, offered to have him trained for the ministry, but he declined because he held Paedobaptist views. Later he relinquished these and joined the church formerly presided over by Robert Hall at Cambridge. He became a village preacher at Teversham and soon after became pastor of a Baptist chapel at Waterbeach. At this period, only 17 years old, he delivered a series of discourses which attracted immense crowds and spread his fame through England, and even America, as the "boy preacher."

Having been offered the chapel in New Park street, Southwark, he preached for the first time in London in 1853 with such success that the edifice had to be enlarged to accommodate the rapidly growing congregation. At Exeter Hall, which was occupied during these alterations, hundreds were turned away every Sunday, being unable to get within the doors.

The enlarged chapel in New Park street proved insufficient and the Surry Music Hall was hired to accommodate the overflow. Finally the Metropolitan Tabernacle was built, which holds four or five thousand people, and there the famous preacher has remained to this day. Since 1853 his sermons have been published weekly and sold throughout the Protestant world in increasing numbers.

In 1887 Mr. Spurgeon severed his connection with the Baptist Union because it tolerated heretical views on the subject of hell. This gave rise to a long controversy. In 1888 was celebrated the delivery of his 2,000th sermon.

The Pastors' College, the Colportage Association, the Book Fund and the Supplementary Pastors' Aid Fund were all founded by Mr. Spurgeon in support of his work at the Tabernacle.

In his illness, which began seven months ago and passed through many vicissitudes, he has had world-wide sympathy, and his devoted congregation have been untiring in their petitions to the Lord for his recovery.

MONEY FOR THE FAIR.

Chicago Succeeds in Floating a Big Loan in New York.

NEW YORK, Feb. 1.—Mayor Hempstead Washburne, of Chicago, who came to this city to place Chicago bonds for the purpose of helping to build the World's Columbian Exhibition, has succeeded in having $3,000,000 taken by investors in this city. The Illinois Legislature authorized Chicago to issue $5,000,000 4 per cer cent. 30 year bonds, and after the proposition was voted for by the people the Common Council issued the bonds, dated January 1, 1891. Comptroller H. N. May, of Chicago, and J. J. P. Odell, of the Columbian Exposition Commission and President of the Union National Bank, also came to New York to assist the Mayor in placing the bonds. Three bids were made for $3,000,000 of the bonds.

A reporter saw Mr. Odell and asked him if the bids had been accepted. He said they had. In fact, they were satisfied to sell $3,000,000. The other $2,000,000 could be disposed of later. Mr Odell admitted that in Chicago the demand for the bonds was limited. In the East money was plentiful and capitalists were willing to accept 4 per cent. interest on their money. He stated that by September 1 $15,000,000 will have been spent in the exhibition, and to open it May 1, 1893, just $17,000,000 will be needed. He thought no trouble would be experienced raising the money.

An Order to Sell Cyrus Field's Yacht.

TRENTON, N. J., Feb. 1.—United States Commissioner Lindsley Rowe, on Tuesday next, will apply to Judge Green for an order to sell the steam yacht "Intanda," owded by Cyrus Field, Edwin Field and Daniel A. Lindsley. The boat was libelled by five parties who furnished labor and material to the amount of $2,500 and seized by United States Marshall Decon. The boat cost $12,000, and each of the above parties are third owners, although it is understood that Cyrus Field advanced all the money for it. It is now tied up at Jersey City.

A NEW EXPRESS COMPANY.

Ex-President Hoey's Plans for Another Big Corporation.

ASBURY PARK, N. J., Feb. 1.—Ex-President Hoey of the Adams Express Company, it is stated, has a nice little surprise party that he will spring upon the Adams Express Comany on May 1 next. On that day a new express company, to be known as the Pennsylvania Railroad Express Company, will launch out as a formidable rival to the powerful corporation so long managed by Mr. Hoey.

As a starter the new express company has secured the entire territory covered by the Pennsylvania Railroad Company and its various branches, this business being now controlled by the Adams people. They will also secure an entrance into all the Southern States via the Southern Express Company, who are said to be warm friends of the new corporation.

The new express company will be managed by Mr. Hoey, who has as his backer, it is claimed, such men as President George B. Roberts, and Vice-President A. J. Cassatt and Frank Thompson of the Pennsylvania Railroad Company, who are life-long friends of Mr. Hoey, and sympathize with him in the unfair treatment which it is claimed he has received from the company whose business Mr. Hoey is credited with having built up

But few men outside of Mr. Hoey were aware of the fact that the contract between the Pennsylvania Railroad Company and the Adams Express Company was a yearly one, expiring on the first of May each year.

Soon after Mr. Hoey was deposed, he set to work forming a new company and securing the contract, so long held by the Adams people.

The new express company, it is claimed, will take away considerable business now done by the Adams, as they will have no means of reaching the cities entered by the Pennsylvania Railroad Company.

It is claimed also that the new company will reach Boston via the New York and New England Railroad, a contract having been made with Mr. Austin Corbin.

The articles of incorporation were prepared by Messrs. Drexel, Morgan & Co., of New York, who are said to be heavy stockholders in the new venture.

A prominent railroad official who is acquainted with the facts of the new concern said that it would be but a short time ere the new company will have offices in all the principal cities of this country.

There is no possibility for a long time of the Adams people securing the Central Railroad of New Jersey, or the Philadelphia and Reading Railroad as an outlet, as both of these roads have term contracts with the United States Express Company.

Two weeks after Mr. Hoey was deposed from the Adams Company, he threatened to organize a new company, which would knock the Adams people out. His threat was laughed at as it was thought impossible to secure a road to handle the business.

AN INTERESTING CASE.

Involving the Value of Cattle as Compared to an Indian's Life.

WASHINGTON, Feb. 1.—The Court of Claims is considering a most interesting case. The claimant is Col. John M. Chivington, of the First Colorado Cavalry, and the defendants are the United States and the Sioux Nation. The claim is for damages on account of Indian depredations committed in Wyoming in the spring of 1867.

Colonel Chivington alleges that the Indians stole 392 head of cattle and 28 head of horses, worth $32,850, for which he asks judgment.

A counter claim has been set up by Assistant Attorney-General Colby, who has charge of the defence of this class of cases, in behalf of the Indians, alleging the massacre of a large number of men, women and children of the Sioux Nation at Sand Creek by Colonel Chivington and his regiment on November 27, 1864, and the destruction of property belonging to the Indians to an amount exceeding in value that of Col. Chivington's claim. This is one of the historic cases, and was known as the "Chivington or Sand Creek massacre," in which it was said that nearly 1,200 Indians of all ages and sexes were killed and their scalps taken and bodies mutilated by white men.

Colonel Chivington, prior to his location in Denver was a Methodist minister and the presiding elder for that church in the South Platte country of Nebraska for several years.

Four Years for Stealing $20,000.

KANSAS CITY, Mo., Feb. 1.—John Ferguson, the clerk of the National Bank of Kansas City who embezzled $20,000 of the banks money, pleaded guilty and and was sentenced to four years in the panitentiary. His attorney asked for mercy and the judge gave the lowest sentence prescribed by law. Ferguson was, until two years ago, a popular society man. His pace became rapid and required more money than his salary of $1,200 a year. He altered the books and obtained money through a fictitious account in the name of a woman.

May Erect a Monument to Padlewski.

SAN ANTONIO, Tex., Feb. 1.—The news that Otto Hauser, the young Russian who committed suicide in this city last October, was Padlewski, the Nihilist who assassinated General Seliverstoff, Chief of the Russian Secret Police of Paris, caused considerable excitement and interest here. There is a large colony of Russian Jews and political refugees in the city and they are wild at the news. They are already talking of erecting a monument to his memory. There is no doubt but that Hauser and Padlewski were one and the same person.

Ohio Flooded With Spurious Coin.

LIMA, O., Feb. 1.—Northern Ohio is being flooded with counterfeit money of 25 cents and $1 denominations. The counterfeits are dated 1877 and are pronounced by experts as the best ever put out. They are exact couterparts of the real article in weight, size and design, and the banks have been made easy victims. The government has detailed its best men on the case and they are now putting forth their efforts to locate the mint, which it is thought is located South of Toledo in the oil field.

Diplomatic Relations to Be Resumed.

PARIS, Feb 1.—The question raised between France and Bulgaria by the expulsion of Chadbourne is settled. France has accepted the Bulgarian note, expressing regret and promising not to do so again, as satisfactory. Diplomatic relations will be resumed at once.

FASHIONS FOR WOMEN.

What'll Be Done in the Glad New Year?

Society on Tiptoe—It Whirls and Whirls—For Pleasure, for Courtesy, for Charity's Sake—What a Cotillion Leadership Means.

[COPYRIGHT, 1891.]

Society just now is going the pace. To be in the swim means literally to float yourself in tea. Excessively amiable women make some pretense of drinking nine cups in as many houses in course of one afternoon. There are teas of all sorts—musical, benevolent, artistic—semi-political even. No celebrity, man or woman, escapes; neither do plain, ordinary gentlefolk. One modest, much-sought young man who had half-ruined himself with the messenger service in accepting or declining invitations has set society a-quiver by

WITH AND WITHOUT HER CLOAK.

using Uncle Sam's post for such purposes. Even then the cost is something to consider—quite enough to keep him in cigars with an occasional theater ticket. But of that he does not complain. Various and sundry hostesses have crossed him off their lists, and he says rejoicing that now really he may have time to get on in his profession.

Which is distinctly what Society with the large S does not allow. The man who aspires to lead must give his whole mind to it, a la Brummel and his tie. A notable cotillion leader, who, it was thought, would make some figure at the law, said to me as he began to loom large on the social horizon: "My profession? I gave that up months ago. Society is a profession arduous enough for any man—that is if he expects to be more than a mere lay figure."

Verily he has his reward. He has wedded within the year the handsomest divorcee of three seasons—and the two, it is thought, will live happy ever after—since her bank account is as deep as a well, her tolerance wide as a barn door. Returning to our muttons, the tea of teas, is not the thie dansante—which is at best a sort of unripe and melancholy ball, where there are barely men enough to make the womankind enviously miserable—but the small select affair from four to six, to which only the cream of the cream of your acquaintance are bidden, and where all the world's wife and daughter wears distinctly her smartest gown.

The hostess and her assistants wear teagowns or full dress. Here are a few costumes noted within the last week—

WORN BY THE BUDS.

albeit the recurrent holidays, with dinners, dances, and so on, have perceptibly thinned the crop of teas. Hostess number one, one of those many blondes who have usually the eyes of a dove and the temper of a mule, wore the teagown here illustrated. It is of dull blue silk, plush lined throughout with the softest rich cream surah, the loose fronts falling over a very graceful folded vest of light pale blue China crepe, inside of which creamy antique lace came high about the throat. Enormously full jabots of the same lace came down each front, narrowing to a point below the waist and falling in a deep cape at the back and over the shoulders. The pretty girl who poured tea—one of the season's most promising buds—was all too somberly gowned, or would have been had not her glowing brunette coloring warmed into life the gray cloth and velvet costume that was a miracle of style. The back was cut princess and seamless till it reached the velvet side-forms that were prolonged into deep skirts. Gray silk cord outlined all the seams. The lapping front had one deep rever outlined with a line of sable, the narrowest possible edge. A wonderful cravat of jonquil yellow crepe came close under the young woman's dimpled chin, and took away all hardness from her scheme of color. Without it the brown fur and gray color might have lacked harmony. Indeed, though it is impossible this season to have too much fur, you can very easily make a muss of your garments if you do not understand the right thing for the right place. Cloth and fur must either match or harmonize. That is what makes mouflon so favorite a trimming with the best tailors. It can be dyed almost any shade, and is soft and becoming in them all.

Nobody could doubt that after seeing the young woman whose counterfeit presentment appears in the third figure, most guests left their wraps in the vestibule. She floated in a fiery angel, in biscuit cloth very elaborately applique with dashy brown velvet, all up the skirt, at whose foot there was a border of mouflon quite ten inches deep. It had sleeves and upper waist of spangled crimson velvet. For the nonce they were hidden under a deep cape of mouflon, with yoke and collar of applique matching the skirt—and in front long pleats of the cloth falling quite to the foot.

Other gowns were of the brocades, old and new, about which I wrote last week. Still others of bengaline, in pale, delicate shades sitting very trim and close, but stylish world without end. A particularly fetching one was of rose leaf silk combined with old-rose velvet and trimmed around the foot of the sheath skirt up the tapering front and about the neck with the beautiful glossy dark brown mink tail—next sable, the costliest and choicest of all garniture. The wearer was the handsomest and certainly the best liked of last autumn's brides—a woman whose future is as rosy as her dress. Just beyond her stood a tall, olive-skinned woman, magnificent in a trained skirt of black and blue brocade, with a long coat of light blue cloth, relieved by a vest of the softest cream pink and jabots of rich coffee yellow lace. Another—all brocade—was old rose, with pompadour bouquets in pale blue. The big, high-shouldered sleeves made two very full puffs betwixt shoulder and elbow, where they ended in three deep frills, each lined with pale blue. A lace under sleeve was drawn about the wrist with pink and blue ribbons. The fronts turned back from a deep, sharply-pointed lace stomacher, down which were set three graduated blue and pink bows.

Indeed, not for years, if ever, has dress been at once so individual, so picturesque, so full of richness, grace

AT AN AFTERNOON TEA.

and color. Fur and lace are the dominant notes of costume, combined with embroidery, passementerie and bead fringes, whose like the world has never seen. If you doubt it, take these notes of a few gowns that have figured at the Patriarchs, the swell dancing classes, even the charity ball—though that last function was not fully up to the mark of other days.

A bride of last summer, just back from Paris, was magnificently simple in shot moire of the palest green and pink, brocaded all over with lines of fine gold. The skirt was perfectly plain, within exquisitely cut gored train. The short sleeves tight beneath stood high and puffy on top of the shoulder. A corselet of rich passementerie covered the low waist from bust to hip, outlined either side with jeweled galon in pale green, pale pink and gold. Her fan was of shaded pink feathers mounted on green pearl. Pink shoes wrought with gold and pale green stockings covered her small feet, the bouquet was a loose bunch of pale, pink roses set in a filling of greenish tulle and tied with shot ribbon matching the germ ground. Her dearest friend and rival wore a princess gown very close and clinging of daffodil yellow satin, draped diagonally from shoulder to waist both back and front with a wide brocaded sash in Louis XVI. colors upon a delicate gray-blue ground.

This crosswise sash drapery is really the thing to give cachet of high fashion in evening gowns. Mrs. Bradley Morton notably affects it, using it as a background for her wonderful array of jewels, which it is said only two other Americans can outshine. They are Mrs. William Astor and Mrs. Frank Leslie-Wilde, who, by the way, has had many of her most magnificent ones reset into suns and stars and true love knots, that are all one of mountains of light.

New stationery has a very decided color. There are pinks and heliotropes and blue-grays that absolutely demand white ink. But only extremists—people who must be conspicuous or nothing—make use of them. The best people, though, sanction the new extra long envelopes with flap three-quarters its own width. The paper called *fleur d'amour* has a pattern of flowers and foliage in the faintest dawn-pink all over its surface. It is beautiful to look at. To write on it might tempt you to "let yourself down into poetry." After that editors will naturally discourage the sale of it.

ELLEN OSBORN.

Philadelphia and Reading Railroad

Time Table in effect Nov. 15, 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, 5.27, 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., 12.35, 2.50, 5.55 p. m.

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

For Pottsville, week days, 2.10, 7.20, a. m., 12.30, 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, 5.55, 7.20 and 11.30 a. m., 12.35, 1.35, 2.50, 5.55, 7.00 p. m. Sunday, 2.10, 3.25 and 7.48 a. m., 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, 4.50, 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, 7.48 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, 8.00 p. m., 12.15 night.

Leave New York via Mauch Chunk, week days 4.30, 8.45 a. m., 1.00 and 3.45 p. m. Sunday, 7.00 a. m.

Leave Philadelphia, week days, 4.10, 8.00 a. m. 4.00 and 6.00 p. m., from Broad and Callowhill and 8.35 a. m. and 11.20 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 1.50 a. m., 6.55, 7.57 p. m. Sunday 1.35 and 10.45 a. m.

Leave Pottsville, week days, 2.40, 7.40 a. m. 12.05, 4.11 p. m. Sunday, 2.40, 7.00 a. m. and 5.00 p. m.

Leave Tamaqua, week days, 3.20, 8.48 and 11.2[illegible] 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, 9.10 and 11.47 a. m., 1.51, 7.42 and 9.44 p. m. Sunday 3.46, 8.17 a. m., 3.20 p. m.

Leave Mahanoy Plane, week days, 2.40, 4.15, 6.30, 9.35, 11.59 a. m., 1.05, 2.06, 5.20, 6.26, 7.57, and 10.00 p. m. Sunday 2.40, 4.00, and 8.27, a. m., 3.37, 5.01 p. m.

Leave Girardville (Rappahannock Station) week days, 2.47, 4.07, 6.36, and 9.41 a. m., 12.0[illegible], 2.12, 5.26, 6.32, 8.03 and 10.08 p. m. Sunday, 2.47, 4.07, 8.33 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 11.1[illegible] p. m.

For Baltimore, Washington and the west via B. & O. R. R., through trains leave Girard Avenue station, Philadelphia, (P. & R. R. R.) at 3.55, 8.01 and 11.27 a. m., 3.56, 5.42 and 7.13 p. m. Sunday, 3.55, 8.02, 11.27 a. m., 3.56, 5.42 and 7.13 p. m.

ATLANTIC CITY DIVISION.

Leave Philadelphia, Chestnut Street Wharf and South Street Wharf.

For Atlantic City.

Week-days—Express, 9.00 a. m. 2.00, 4.00, p. m. Accommodation, 8.00 a. m. and 5.00, p. m.

Sundays,—Express, 9.00 a. m. Accommodation, 8.00 a. m. and 4.30 p. m.

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

C. G. HANCOCK, Gen'l Pass'r Agt.
I. SNOWDEN BONSALL, Gen'l Manager.

Lehigh Valley Railroad.

ARRANGEMENT OF PASSENGER TRAINS.

NOV 15, 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 Laceyville, 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 Wiggans, Gilberton and Frackville at 5.50 and 8.52 a. m., and 4.10 p. m.

For Yatesville, Mahanoy City and Delano, 5.47, 7.40, 9.08, 10.41, a. m., 12.52, 3.10, 5.26, 8.08, 9.21 and 10.27 p. m.

For Lost Creek, Girardville and Ashland 4.27, 7.40, 8.52, 10.15 a. m., 1.00, 1.40, 4.10, 6.55, 8.06 and 9.14 p. m.

For Darkwater, St. Clair and Pottsville, 5.50, 7.40, 8.52, 9.08, 10.41 a. m., 12.52, 3.10, 4.10, 5.26 p. m.

For Buck Mountain, New Boston and Morea, 7.40, 9.08, 10.41 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 8.06 p. m.

Trains leave Shamokin for Shenandoah, 7.55, 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 11.15 p. m.

For Lofty, Audenried, Silver Brook Junction and Hazleton 5.47, 7.40, 9.08, and 10.41 a. m., 12.52, 3.10, 5.26 and 8.3 p. m.

SUNDAY TRAINS.

For Lost Creek, Girardville and Ashland, 8.50, 9.10 11.35 a. m., 2.45 p. m.

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

For Yatesville, Mahanoy City and Delano, 8.00, 11.35 a. m., 1.40, 4.40, 6.08 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.

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.

MEN WANTED

To test a Positive Cure for the effects of self-abuse, Early Excesses, Exhaustion, Nervous Debility, Loss of Sexual Power, Impotency, &c. So great is our faith in our remedy we will send one well month's Medicine and Much Valuable Information FREE. Address E. M. CO., 885 Broadway, New York.

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.

PENNSYLVANIA RAILROAD
SCHUYLKILL DIVISION

On and after November 15, 1891, trains will leave Shenandoah as follows:

For Wiggan, Gilberton, Frackville, New Castle, St. Clair, and way points, 6.00, 9.10, 11.45 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, 11.45 a. m and 4.15 p. m.

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

For Reading, 6.00, 11.45 a. m and 4.15 p. m.

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

For Pottstown, Phoenixville, Norristown & Philadelphia (Broad street station), 6.00, 11.45 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 7.40 a. m. and 12.14, 5.04, 7.42, 10.09 p. m. Sundays 7.42 a. m. and 5.40 p. m.

Leave Pottsville for Shenandoah, 10.15 and 11.48, a. m. 4.40, 7.15, 9.42 p. m. Sundays, 10.46 a. m. 7.15 p. m.

Leave Philadelphia (Broad street station), for Pottsville and Shenandoah, 5.57, 8.35 a. m. 4.00 and 7.00 p. m. week days. Sunday 8.56, and 4.28 a. m.

For New York, 3.20, 4.05, 4.40, 5.35, 6.50, 7.30, 8.08, 8.50, 11.00 and 11.14, 11.35 a. m., 12.00 noon, (limited express, 1.08, 4.50 p. m.) 12.44, 1.35, 1.40, 1.50, 3.20, 4, 4.02, 5.08, 6.20, 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, 8.30, 9.00, 11.35 a. m. and 12.44, 1.40, 2.30, 4.02, (limited, 4.50, 5.28, 6.21, 6.5[illegible]) 7.13 and 12.01 night.

For Sea Girt, Long Branch and intermediate stations 8.20 and 11.14 a. m., 4.00 p. m. week days. Freehold only 5.00 p. m week days.

For Baltimore and Washington, 3.50, 7.20, 9.10 and 11.18 a. m., 4.41, 6.57, 7.40 p. m. and 12.03 night daily and 8.31, 10.20 a. m., 12.35 (limited express with dining car to Baltimore) 1.30, 3.40 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 12.03 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 3.10 (limited) and 3.40, 7.25 p. m. Way for Altoona 8.15 a. m. and 4.10 p. m. every day.

For Pittsburg only, 11.20 a. m. daily and 10.20 p. m. week days.

Leave Sunbury for Williamsport, Elmira, Canandaigua, Rochester, Buffalo and Niagara Falls, 3.10 a. m. daily, and 1.35 p. m. week days.

For Elmira, 5.30 p. m. week days.

For Erie and intermediate points, 3.10 a. m., daily. For Lock Haven, 3.10, and 9.56 a. m. daily, 1.35 and 5.30 p. m. week days. For Renova 3.10 a. m. 1.35 and 5.30 p. m. week days 3.10 a. m. Sundays.

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