Evening Herald.

PUBLISHED DAILY, SUNDAY EXCEPTED B. C. BOYER, Editor and Publisher.

WM. J. WATKINS, Leed Editor ALL THE NEWS FOR ONE CENT

The EVENING HERALD has a larger cirpublished, Books open to all.

SUBSCRIPTION RATES: DAILY, per year, ... WEEKLY, per year,

Entered at the Postoffice, at Shenandoah, Pa. for transmission through the malis as second class mail matter.

THAT block of stock would have made a curiosity in the side show of the circus.

FOREPAUGH would no doubt give the man who attempted to bribe Lumb with a block of electric stock a good salary if he could find him.

MEASUREMENTS recently made seem to indicate that some of the curb lines of properties owned by the builder of "palaces and halls of commerce" are out of range.

THE declaration by Chief Burgess Smith that he would give a license to lication of the original story." no fakir was in accordance with the policy of good government. The traveling robbers should not be allowed a license by any Burgess or Mayor and any such official who gives censure.

THE HEBALD's suggestion that the borough secure an electric light plant and many people have expressed themselves as heartily in favor of it. Why should not the borough have its own plant, especially when it is now practically free of debt, according to Councilman Lamb's statement.

THE Brazilian Steamship Company, which is not a political organization, but a business corporation pure and simple, does not seem to have much faith in the assertion of the Free Traders that reciprocity is a "humbug." Before the reciprocity arrangements were concluded between the United States and Brazil that company ran only four steamers a month between American and Brazilian ports; it now runs 14 steamers a month between those ports, this being made necessary by the increased trade your eyes wide open to-day. between the two countries. When the "reformers" hear of this they will probably declare that "reciprocity is only another name for Free Trade, anyway."

THERE are two ways to run a news- the people to-day and the business it done paper. One is to run it yourself and was immense. the other is to become temporarily insane and let every fool in the community take a back at running it. The editor who is afraid to speak out on a public question, lest some subscriber will stop his paper or withhold his patronage, will never secure a large circulation or an extensive influence. The editor who expects to please everybody will wind up his career by independence for the newspaper man is to keep his paper as nearly right as possible without fear and the editor of the HERALD will continue to manage the editorial department to suit him-

"THE South offers more induce ments to me than any other country in the world," said John Hughes, the wealthy carpet manufacturer, of Kidderminster, Eng., when he was approached in regard to erecting a mill at Norfolk, Virginia. "I fully appreciate the fact that the climate is peculiarly adapted to the manufacture of my goods. I would be nearly four my market. I fully appreciate the indecline to locate in a country where the people whose prosperity my business has created, march to the polls as business and throw two thousand people out of employment. Remove the tariff of forty per cent, on carpets and I would be compelled to close my doors. While it would be very beneficial to my Kidderminster mills if there were no tariff laws in America, the lack of them would be ruinous to an American mill."

A Libel Suit.

M. E. and John E. Doyle, of the Sun lay News, were prosecuted for libe! before Squire Monaghan on Saturday night, by one M. J. Keefe. The editors waived a hearing and each furnished \$300 bail for trial. Yesterday the News made the following statement: "Readers of the News will recall the story of a thrilling domestic tragedy enacted at Gilberton in the latter part of last November, in which M J Keefs, formerly of town, figured as the beavy villain, and Richard Wonn as the injured husband. The News, among other papers, published the story, which was in effect that Wonn left home telling his wife that he was going to Mi sersville, but returned in a few hours, and finding Keefe and his wife in a compromising position, egan emptying the chambers of a revolver at the fleeing form of the destroyer of his home and happiness; that subsequently he had Keefs arrested and that he was commi ted to jail in default of bail. From information since received we are convinced Mr. Keefs has been greviously wronged throughout the whole affair. The story had a basis of truth, but the dramatic color given to it was hardly justifiable, while Wonn's accusation against Keefe and his Wonn's) wife, seems to have been prompted by jeulousy. Keefe was not taken to When arrested he waived a hearing ail. and entered ball for his appearance at court. Within two weeks afterwards Wonn discovered that he had accused Keefe wrongly and made amends by paying the costs and

The National Committee.

withdrawing the prosecution. We make

this statement in justice to Mr. Keefe, who

feels that he has been injured by the pub-

The Colcago, St. Paul & Kansas City Railway, the official line used by the Republican delegation from Minneapolis to Chicago en route to Washington, D. C., to secure the National Convention, is sure them one must take his dose of public to be the lavorite route for eastern people to the Minnespolis convention, June 7th, 1892. It is the best equipped line from Chicago to the convention city. The following resolution was passed by the delegation above referred to, which resoluof its own has struck a popular chord tion contains the autograph signatures of the entire delegation .

CHICAGO, ILL., Nov. 19, 1891. Resolved: That the delegation consider it eminently proper to express its cordial appreciation of the manner in which the train from Minneapolis to Cuicago has been equipped and managed by the Chicago, St. Paul & Kansas City railway Chicago, St. Paul & Kanisa City railway company. We tender our thanks for the magnificent coaches, perfect service and the remarkable rapid run, and desire to acknowledge the courtesy displayed by the officials of the Pas-enger and Operating department in accompanying the delegation and personally attending to our comort and entertainment.

Little Locals.

Windy yesterday. Look out for pickpockets

Very cold on Saturday night. The new open electric cars are dandies. Snow fell here on the 6th of May last

The hotels were all well patronized yes terday and to-day.

'Tis a pity the electric road was not built

to the trotting park. Don't be taken in by strangers. Keep See that your premises are securely lock-

ed while attending the circus. The number of strangers in town yesterday was the largest ever seen here.

The S' News calls it a "tempest in a teapot." Our Jewish citizens do not consider

The electric road could hot begin to carry

NOW YOU'RE SHOUTIN'. Little drops of Grover. Little grains of Dave, Make their busted party Mighty hard to save

Quite Gratifying.

We are pleased to make known to our large number of readers that that the HEK-ALD's circulation in the Mahanoy and Shenandosh valleys is daily increasing. It is now read every afternoon in all the towns and patches along the line of the pleasing nobody. The first lesson of electric road, thus making it the very best medium through which to reach the people residing in these localities. Our agent in Girardville increases his orders for papers every issue, and its reception in that town is gratifying, indeed. We are daily in receipt of testimonials from our numerous advertisers showing the good features of the HERALD as an advertising medium Since the introduction of the electric road there is increased traffic between Shenandoah and the towns along the line to Girardville, and the business men of these places should take advantage of this fact and place their announcements in the columns of the HEBALD. The returns will repay ther for the expenditure.

> A Little Girl's Experience in a Lighthouse.

Mr. and Mrs. Loren Trescott are keepers of the Gov. Lighthouse at Sand Beach, Mich, and are blessed with a daughter, forz thousand miles nearer the source of years old. Last April she was taken down my supply of raw meterial, as well as with Measles, followed with a dread_al cough and turning into a Fever. Dectors at home and at Detroit treated her, but in ducements that you offer, but must vain, she grew worse rapidly, until she was a mere "handful of bones."-Then she tried Dr. King's New Discovery and after the use of two and a half bottles, was completely cured. They say Dr. King's New a single man, and vote in favor of the Discovery is worth its weight in gold, yet laws which, if passed, would ruin my you may get a trial bottle free at C. H. Hagenbuch's drug store.

Fishing Tackle.

A large lot of the floest fishing tackle, cheaper and better than ever, just received. Come and see me before purchasing elsewhere and you will save money at

MAX REESE'S. Ferguson House, 13 W. Centre St.

Spectacles, to suit all eyes, at F. J.

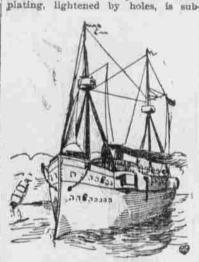
ONE MORE WARSHIP.

Successful Launching of the Raleigh at Norfolk.

Pull Sister to the Cincinnati - She Is Heavily Armored and Will Carry a Tremendous Battery of Powerful Guns.

Despite lowering skies and prospects of rain at least 25,000 people watched the new steel armored cruiser Raleigh glide gracefully into the water at the navy yard at Norfolk, Va. Mrs. Haywood, daughter of Gov. Holt, of North Carolina, christened the vessel. The launching was a great success. Among present were Secretary Tracy, Gov. Holt and staff, J. S. Carr, of North Carolina, and many other distinguished

The Raleigh is of steel and has twin screws, heavy protective decks, great speed and heavy batteries of rapid-fire guns; has poop and forecastle deeks and an open gun deck between. Her length on load line is 300 feet, extreme breadth 42 feet and mean draught 18 feet. The Raleigh has 10,000 indicated horse power and a speed of nineteen knots. The engines are triple expansion, vertical inverted and direct acting, the common stroke being 35 inches. The condensers have each 700 feet of cooling surface. There are four double-ended boilers and two single ended, placed in four water-tight compartments; the working pressure is 160 pounds. The bunker capacity for coal is 556 tons. There is a double bottom in the wake of the machinery space of 1234 pounds plating, except plate on the top of the vertical keel, the margin stroke of which is 15 pounds.



THE U. S. CRUISER RALEIGH.

stituted for the brackets where special strength is required. The solid watertight frames are of plate, 10 pounds per The center line bulkhead extends throughout the machinery space. The protective deck slopes at the sides in two slopes of 22 to 39 degrees.

The main battery consists of one 6-inch and ten 4-inch rapid-fire breechloading rifles on center pivot mounts, protected by thick steel shields worked as part of the hull or made fast to the carriage. The second battery consists of two 6-pounders, two 3-pounders, one 1-pounder and two 87-mm R. C. There are six torpedo tubes with openings about four feet above the water worked from the berth deck, fixed forward and aft, four of which are training tubes, and are placed at the sides of the forward and after berth decks. The tubes are of the Howell pattern.

The rig is that of a two-masted schooner, spreading 7,210 square feet of canvas. The masts have barbette galleys for machine guns just below the The boats are all stowed inboard out of the lines of fire of the guns. In addition to the lights furnished by numerous hatches, ports and side lights, there is an outfit of electric lights. The search light projects of the Mangin type are directly

The Raleigh is the first cruiser of the new navy which has been launched from a government yard. were completed in 1889 and the amount



appropriated for her was \$1,100,000. She and the Cincinnati are built on the same lines as the Boston and Atlanta. Each of the quartette has a displacement of a trifle less than 3,200 tons. But there the similarity to some extent The Raleigh and the Cincinnati will embody all the improvements that have been made in naval architec ture since the Boston and Atlanta were built. Where the latter can make but fifteen knots an hour the Raleigh and the Cincinnati are expected to make nineteen knots. Their coaling capacity will also be much greater, thus enab ling them to make longer trips without refilling their bunkers. Their batteries will be more effective in that they will carry a larger armament which is better arranged for fighting purposes. The Raleigh will be the first of the new navy built by the government to be put in commission. She will be commissioned within the next twelve months. Naval experts say that the workmanship on the Raleigh is, if anything, superior to that of any other vessel of the new navy.

Water That Is Red.

We sometimes hear of "red snow," such as that which covers the crimson cliffs which Sir John Ross saw on the southwest coast of Greenland; and old records, like the annals of Ireland, speak of water being turned into blood Some have supposed the last phenome-non to be caused by the reflection of a red aurora, but it is more probable that, like the red glow, it was due to a mi-nute organism. Not long ago the water of Port Jackson harbor, Sydney, became the color of blood, and on investigating the matter Mr. Thomas Whitelegge found the color produced by myriads of a species of Glenodinium, which had killed fully one-half of the Ports's book and stationery store. 4-28-if shore fauna.

A DINNER PARTY.

How Harry Ate Dinner With Some Dis-tinguished Gentlemen.

Harry Rarnum had not lived many weeks in Mapleford, but in that short time he had grown to be a fast friend of Walter Morgan's, and he thought Walter the very nicest boy in the world. So one Saturday morning, when Walter came to ask Harry to spend the day with him, it was no wonder that

Harry was delighted to go.
But he was a very bashful boy, and had never seen Walter's father and mother, or his sister, and as they neared the house he began to grow nervous at thought of it. He comforted himself with thinking that if they were at all like Walter he should not be afraid of them. Then a new fear struck

"There won't be any company a your house, will there?" he asked.

"Well," said Walter, in an off-hand way, "there'll be a railroad director, and a deacon, and a Sunday-school superintendent, and a mayor, and a bank president, and a poet, and a civil engineer to dinner-that's all!"

"Ah" gasped Harry. "Why, it's a dinner party!" and he drew back. "Nonsense!" said Walter. "Come along! I won't let anybody hurt you,"

and his eyes twinkled mischievously It was only after much urging that Harry could be induced to go on; but even the thought of a dinner party could not let him be sad in Walter's gay company; and Walter's mother and sister were so kind to their little guest that he half forgot that he disliked strangers.

When dinner was announced, Harry looked in vain for the great men with the high-sounding titles, whom Walter had said were to be there. But there were only Mr. and Mrs. Morgan, Walter's sister, and the two boys.

What could it mean! Harry found he need not be at all afraid of Walter's father; he said all sorts of pleasant things to Harry, and put choice bits of this and that upon his plate, till Harry thought Walter's father was almost as nice as Walter himself.

Finally, he found a chance to say, in low voice, to his friend: "The other folks didn't come, did

Then Walter laughed outright, as he said:

"Why, father is all of them!" "Walter!" exclaimed Mr. Morgan, in what was meant to be a stern tone, but in which was a good deal of fun, "have you been playing that stale joke again? But Walter, though a bit of a tease, had told nothing but the truth, for his father was a railroad director, mayor, poet, and all the rest; and Harry liked Walter none the less that he had made him the victim of his pet joke. - Youth's Companion.

"A-Crowing."

Little Charles came into his father's store tired and perspiring. "Why, Charles," said his father, "what is the matter with you? What have you been doing?" "O papa, I've been a-crowing?"
"Crowing?" "Why, yes! Don't you know? With a crow bar!"—Youth's



DISEASE In all forms, Palpitation, Arm. Short Breath, Oppression, Asthma, Swollen Antres. Weak and Smothering s. A. F. Davis, Silver Creek, Rob., after taking our bottles of HEART CURE felt better han be had for twelve years. "For thirty year than he had for twelve years. For thirty years troubled with Heart Disease; two bottles of Dr. Miles' Heart CURE Gured me. Levi Logan, Buchanan, Mich. E. B. Stiftson, Ways Station, Gs. has taken DR. Miles' HEART CURE for Heart could be sufficiently for the street of the street with great results. Mrs. Le Ber, Fitchburg, Mich., was iff for Byears with Heart Disease, had to hive house help, lived on liquid food; used Dr. Miles' Heart Cure and all pains left her; constant was cured her. Fine all pains left her; constant was cured her. Fine dillustrated book Fitched at Cure and all pains left her; constant was cured her. Fine dillustrated book Fitched at Cure and Cure and Cured Brown and Cured Brown and Cured her; Fine Cured Brown and Cured Bro

SHILOH'S CONSUMPTION CURE.

The success of this Great Cough Cure is without a parallel in the history of medicine. All druggists are authorized to sell it on a positive guarantee, a test that no other cure can suctitive guarantee, a test that no other cure can successfully stand. That it may become known, the Proprietors, at an enormous expense, are placing a Sample Bottle Free into every home in the United States and Canada. If you have a Cough, Sore Throat, or Bronchitis, use it, for it will cure you. If your child has the Croup, or Whooping Cough, use it promptly, and relief is sure. If you dread that insidious disease Consumption, use it. Ask your Proposite for Consumption, use it. Ask your Druggist for SHILOH'S CURE, Price to cts., 50 cts. and \$1.00. If your Lungs are sore or Back lame, use Shiloh's Porous Plaster, Price 25 cts.

For sale by C. H. Hagenbuch.



JOHN H. EVANS' SALOON.

36 E. CENTRE ST., SHENANDOAH FRESH BEER, PORTER, ALE.

Finest brands of cigars always on hand

M. C., S. G. & A.

MESCHALL

FARES

On this line will be charged as follows:

READING B. R. SYSTEM Lehigh Valley Division. ARRANGEMENT OF PASIEN-GER TRAINS. APRIL 3, 1892.

Passenger trains leave Shen adoah for Penn Haven Junction Mauch Chimk, chighton, Siatlington, White Hall, Catasanqua, llentown, Bethlehem, Easton, Philadelphia, lazleton, Weatherly, Quakake Junction, Delno and Mahanoy City at 5.47, 7.40, 0.08 a.m., 125.25, 10, 526 p. m.
For New York, 5.47, 9.08 a.m., 12,32, 3.10, 26 p. m.

For New York, 5.47, 9.08 a. m., 12.52, 3.10, 28 p. m.
For Hazleton, Wilkes-Barre, White Haven, Pitaton, Laceyville, Townada, Sayre, Waverly, Jimira, Rochester, Niagara Falls, and the West, 0.41 a. m., (3.10 p. m., no connection for Rocheser, Buffalo or Niagara Falls), 5.26 p. m.
For Belvidere, Dolaware Water Gap and stroudslays, 5.47 a. m., 5.39 p. m.
For Lambertville and Trenton, 9.08 a. m.
For Tamkiannook, 10.41 a. m., 3.10, 5.28 p. m.
For Auburn, Ithaca, Geneva and Lyons, 10.41 m., 5.29 p. m.
For Jeanesville, Leviston and Beaver Meadow, 40, 9.08 a. m., 12.52, 5.35 p. m.
For Audurn, Hazleton, Stockton and Lumer Yard, 5.47, 7.40, 9.08, 10.41 a. m., 12.52, 3.10, 26 p. m.

26 p. m. For Scranton, 5.47, 9.08, 10.41 a. m., 3.10, 5.26 p. D. For Haziebrook, Jeddo, Drifton and Freeland, 47, 740, 9.98, 10.41 a. m., 12.52, 3.10, 5.25 p. m. For Ashband, Girardville and Lost Creek, 4, 27, 48, 8,52, 10.15 a. m., 1.05, 1.40, 4.10, 6.35, 8.05, 9.18

. m. For Raven Run, Centralia, Mount Carmel and hamoltin, 852, 19,15 a. m., 1,40,4,40,805 p. m. For Yutesville, Paris Place, Mahanoy City and delano, 8,47,7,40, 2,78 a. m., 12,52, 8,10, 5,35, 5,35,

For Faces vine, 4.2, a. m., 12.52, 3.10, 5.20, 6.93, 8.34, 10.27 p. m.
Trains will leave Shamokin at 7.58, 11.55 a. m., 2.10, 4.30, 9.40 p. m. and arrive at Shenandoah at 4.05 a. m., 12.52, 3.10, 5.25, 11.15 p. m.
Leave Shenandoah for Pottsville, 5.50, 7.40, 9.08, 10.32 a. m., 12.52, 3.09, 4.10, 5.26, 8.03 p. m.
Leave Pottsville for Shenandoah, 6.00, 7.40, 9.05, 10.15, 11.48 a. m., 2.00, 5.29, 7.00, 7.15, 9.30 p. m.
Leave Shenandoah for Harleton, 5.47, 7.40, 8.08, 10.41 a. m., 12.52, 3.09, 5.26, 8.03 p. m.
Leave Hazleton for Shenandoah, 7.30, 9.15, 11.06 a. m., 12.56, 3.10, 5.30, 7.05, 7.56 p. m.
SUNDAY TRAINS.

SUNDAY TRAINS.

Trains leave for Ashland, Girardville and Lost
Creek, 6:50, 11:45 a.m., 2:45 p.m.
For Ystesville, Park Place, Mahanoy City,
Delano, Hazleton, Black Creek Junction, Penn
Haven Junction, Mauch Chunk, Allentown,
Bethiehem, Easton and New York, 8:00 a.m.,
140 p. m. For Yatesville, Park Place, Mahanoy City and Polano, 8.00 a. m., 1-40, 4.40, 6.03 p. m. Leave Hazleton for Shenandoah, 8.00 a. m., 1-45, 4.37 p. m. Leave Shenandoah for Pottsville, 5.80, 8.00,

Leave Shenandosh for Pottsvan.

9,30 a. m., 9.45 p. m.
Leave Pottsville for Shenandosh, 10.40 a. m.,

1,35, 4,30, a.15 p. m.
A. A. McLEOD, Pres & Gen, Mgr.
C. G. HANCOCK, Gen. Pass. Agt.
Philadelphia, Pa.

A. W. NONNEMACHER. Asst. G. P. A.

South Hethlehem. Pa.

DHILADELPHIA & READING R. R.

TIME TABLE IN EFFECT NOVEMBER 15, 1891. Trains leave Shemandeah as follows:
For New York via Philadelphia, week days,
2 10, 5.25, 7.20 a.m., 12.35, 2.50, 5.55 p. m. Sunday,
2 10, 7.48 a.m. For New York via Mauch Chunk,
week-days, 5.25, 7.20 a.m., 12.35, 2.50 p. m.
For Reading and Philadelphia, week days,
2 10, 5.25, 7.29 a.m., 12.35, 2.50, 5.55 p. m. Sunday,
2 10, 7.48 a.m., 4.30 p. m.
For Harrishurg, week days, 2.10, 7.20 a.m.,
2.50, 5.55 p. m.
For Allentown, week days, 7.20 a.m., 12.38,
2.60 p. m.

200, 5,56 p. m.
For Atlentown, week days, 7,20 a. m., 12,35, 2,50 p. m.
For Pottsville, week days, 2,10, 7,20 a. m., 12,38, 2,50,5,55 p. m. Sunday, 2,10, 7,48 a. m., 4,30 p. m.
For Tanagau and Madianov City, week days, 2,10, 5,25, 7,30 a. m., 12,35, 2,50, 5,55 p. m. Sunday, 2,10, 7,48 a. m., 4,50 p. m. Additional for Mahanoy City, week days, 7,50 p. m.
For Lancaster and Columbia, week days, 7,26 a. m., 2,50 p. m.
For Williamsport, Sunbury and Lewisburg, week days, 3,25, 7,20, 11,30 a. m., 1,35, 7,00 p. m.
For Mahanoy Pinne, week days, 2,10, 2,25, 5,55, 7,30, 11,30 a. m., 12,35, 1,38, 2,50, 5,55, 7,00, 9,25 p. m.
Sunday, 2,10, 3,25, 7,48 a. m., 2,05, 4,30 p. m.
For Girardville, (Rappahannock Station), week days, 2,10, 3,25, 5,25, 7,30, 11,30 a. m., 12,35, 1,35, 2,50, 5,55, 7,30, 11,30 a. m., 12,35, 1,35, 2,50, 5,55, 7,30, 11,30 a. m., 12,35, 1,35, 2,50, 5,55, 7,30, 11,30 a. m., 12,35, 7,30, 12,35 p. m.

TRAINS FOR SHENNANDOAH:
Lenve Now York vis Philipselphy, week days, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50, 2,50,

For Ashining and Sammonth, week days, 3.25, 5.25, 7.39, 11.30 a. im., 1.35, 7.00, 2.25 p. im.

TRAINS FOR SHENANDOAH:

Leave New York via Philadelphia week days, 7.45 a. im., 1.30, 4.00, 7.20 p. im., 12.15 night.

Leave New York via Philadelphia week days, 7.45 a. im., 1.30, 4.00, 7.20 p. im., 12.15 night.

Leave New York via Manch Chunk, week days, 4.30, 8.46 a. im., 10.0, 3.65 p. im. Sunday, 7.00 a. im.

Leave Philadelphia, week days, 4.10, 10.00 a. im.

Leave Philadelphia, week days, 4.10, 10.00 a. im.

8.25 a. im., 11.30 p. im. from 9th and Green streets.

Sunday, 8.65 a. im., 11.30 p. im., from 9th and Green.

Leave Reading, week days, 1.25, 7.10, 10.05, 11.50 a. im., 5.55, 7.57 p. im. Sunday, 1.25, 10.48 a. im.

Leave Poinsville, week days, 3.20, 5.48, 11.25 a. im., 1.21, 7.13, 9.18 p. im. Sunday, 2.30, 7.43 a. im., 1.25 p. im.

Leave Mahanoy City, week days, 3.40, 7.43 a. im., 2.50 p. im.

Leave Mahanoy Piane, week drys, 3.40, 400, 6.30, 2.35, 11.56 a. im., 1.25, 1.25 p. im.

Leave Mahanoy Piane, week drys, 2.40, 4.00, 6.30, 2.35, 11.56 a. im., 1.35, 1.45, a. im., 1.25, 1.25 p. im.

Leave Mahanoy Piane, week drys, 2.40, 4.00, 6.30, 2.35, 11.56 p. im. Leave Girardville, (Rappuhannock Station), weeks days, 2.47, 4.07, 8.38, a. im., 3.45, 6.07 p. im. Stunday, 2.47, 4.07, 8.38, a. im., 3.45, 6.07 p. im. Stunday, 2.47, 4.07, 8.38, a. im., 3.45, 6.07 p. im. Stunday, 2.47, 4.07, 8.38, a. im., 3.45, 6.07 p. im. Stunday, 2.47, 4.07, 8.38, a. im., 3.45, 6.07 p. im. Stunday, 2.47, 4.07, 8.38, a. im., 3.45, 6.07 p. im. Stunday, 2.47, 4.07, 8.38, a. im., 3.45, 6.07 p. im. Stunday, 2.47, 4.07, 8.38, a. im., 3.45, 6.07 p. im. Stunday, 2.47, 4.07, 8.38, a. im., 3.45, 6.07 p. im. Stunday, 2.47, 4.07, 8.38, a. im., 3.45, 6.07 p. im. Stunday, 2.47, 4.07, 8.38, a. im., 3.45, 6.07 p. im. Stunday, 2.47, 4.07, 8.38, a. im., 3.45, 6.07 p. im. Stunday, 2.47, 4.07, 8.38, a. im., 3.45, 6.07 p. im. Stunday, 2.47, 4.07, 8.38, a. im., 3.45, 6.07 p. im. Stunday, 2.47, 4.07, 8.38, a. im., 3.55, 8.02, 11.37 a. im., 3.56, 5.42, 7.13 p. i

3.56, 8.02, 11.37 a. m., 3.56, 5.42, 7.13 p. m.

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Bundays—Express, 800, 900, 100 a m. Accommodation, 800 a m and 4 30 p. m.

Returning leave Atlantic City depot, Atlantic and Arkansas ascenius. Weeklays—Express, 730, 900 a m and 4 00, 530 p. m.

Accommodation, 430, 810 a m, and 430 p. m.

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11.45 a m and 4,15 p m,
-tundays, 600, 940 a m and 3,10 p m,
For Pottsville, 6,00, 8,10, 11,45 a m and 4,15

1.45 a m and 4.15 pm.

For Pollsville, 6.00, 8.10, 11.45 a m and 4.15

Bundays, 800, 9.40 a m and 3.10 p m.

For Pollsville, 6.00, 11.45 a m and 4.15 pm.

Sundays, 800, 9.40 a. m. and 3.10 p m.

For Follstown, Phoenixville, Norristown and Pulladophia, firoad street station), 5.00, 11.45 a m and 4.15 pm.

dundays, 800, 9.40 a. m. and 3.10 p m.

For Follstown, Phoenixville, Norristown and Pulladophia, firoad street station), 5.00, 11.45 a.m. and 4.15 p m week days

soudays, 500, 9.40 a m 3.10 p m.

Trains leave Ffsckville for SP-nandoan at 10.40 a m and 12.14, 5.04, 7.42, 10.00 p m. Sundays, 10.40 am and 12.14, 5.04, 7.62, 10.00 p m. Sundays, 10.40 am and 13.14, 5.04, 7.15, 10.00 p m. Sundays, 10.40 am 5.00 p m.

Leave Philadelphia (Broad street station), are followed and Shen and 6.25 a m.

For New York, 3.20, 4.05, 4.40, 5.35, 6.50, 7.30, 12.85, 30, 4.50, 11.00 and 11.4, 11.35 am, 12.00 neon, (ismited express, 1.04 4.00 pm.) 12.44, 1.45, 1.40, 2.30, 3.20, 4, 4.22 5, 5, 6.20, 8.50 7.13 8.12 and 10.00 p. m. 12.01 night.

Tor Sea Girt, Long Branch and intermediate stations 8.20 and 11.14 a. m., 4.00 p. m. week days. For Baltimore and Washington, 3.50, 7.20, 1.35 a. m. and 12.44, 1.40, 2.30, 4.02 (limited, 4.50), 5.28, 8.20, 6.50, 1.18 8.17 and 12.03 night daily and 8.31, 10.20 a.m., 12.35 (limited stations 8.20 and 11.14 a. m., 4.00 p.m. week days. Freehold only 6.00 p m week days. Similary and 12.03 night daily and 8.31, 10.20 a.m., 12.35 (limited stations 8.30 and 11.14 a. m., 4.01 p.m. and 12.03 night daily and 8.31, 10.20 a.m., 12.35 (limited stations 8.30 and 11.14 a. m., 4.01 p.m. and 12.03 night daily and 8.30 and 11.18 a. m., 4.41, 9.77, 7.40 p.m. week days. For Baltimore only 2.02, 4.01 week days. For Baltimore only 2.02, 4.01 week days. For Baltimore only 12.03 night daily and 8.40, 7.25 pm. week days. For Schmond, 7.20 a. m. and 12.03 night daily 1.35 pm. daily, 1.50 a. m. and 1.50 am and 8.01 (limited) and 8.40, 7.25 pm. week days. For Schmond, 7.20 a. m. and 12.03 night daily, 1.35 a. m. and 1.35 and

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