Evening Herald.

PUBLISHED DAILY, SUNDAY EXCEPTED

H. C. BOYER, Editor and Publisher.
WM. J. WATKINS, Local Editor.

ALL THE NEWS FOR ONE CENT

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OUR CANDIDATES:

FOR PRESIDENT,
BENJAMIN HARRISON,
OF INDIANA.

FOR VICE PRESIDENT,
WHITELAW REID,
OF NEW YORK.

Republican State Ticket.

JUDGE OF SUPREME COURT,
JUDGE JOHN DEAN.

CONGRESSMEN-AT-LARGE,
MAJ. ALEXANDER McDOWELL,
GENERAL WILLIAM LILLY.

County Ticket.

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HON. CHARLES N. BRUMM.

JUDGE,
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29TH SENATORIAL DISTRICT,
LUTHER R. KEEFER.

1ST LEGISLATIVE DISTRICT,
JOHN J. COYLE.

THIRD LEGISLATIVE DISTRICT,
JOHN W. KERSHNER.

4TH LEGISLATIVE DISTRICT.
GEORGE W. KENNEDY.
SAMUEL A. LOSCH.
SAMUEL S. COOPER.

A REPUBLICAN STATE.

Those Democrats who still have hopes of carrying Illinois for Cleveland should read and ponder over the following choice extract, with reference to the Chicago fair, taken from the New York *Sun*, the shining light of Democratic papers:

"Illinois is a Republican state any way, and, even if it were not so under normal conditions, the Hon. John McLuckie Palmer's spirited touting for striker sovereignty would have dished the fortunes of the Democrats there. The only ticket which the Democrats would draw by going into the Chicago game would be a ticket entitled them to one rainbow. Rainbows are not so valuable in the present depressed condition of the rainbow market as to justify any considerable expenditure for one. Illinois is Republican whether the Democrats in the House had supported or should yet support the $5,000,000 steal or not. If they now turn about and support it, not in good faith, but simply as a guarantee that they have been bulldozed by the strikers from Chicago, they will make themselves and their party ridiculous, and they will make Democratic defeat in Illinois doubly sure."

TARIFF NOT A TAX.

Hand-saw files—"tariff taxed"—75 cents a dozen.

Selling price 48 cents a dozen.

It is very evident that the farmer, the carpenter and people generally who use hand-saws are not "tariff taxed," 75 cents a dozen (the duty on imported files) on the files they buy to keep their tools in order. Good American 4½-inch files, made by American workingmen at American rates of wages, are advertised in the trade papers for 27 cents a dozen less than Grover Cleveland's alleged tax on them.

THE POOR BOY'S PANTS.

"Tariff-taxed"—53 cents.

Retail price—27 cents.

It is a small thing, but large enough to demolish the free trade assertion that it is "tariff taxed" 53 cents. The little garment is neatly and strongly made of good, firm material, capable of withstanding many slides down a cellar door. Hundreds more like it were for sale where this one was found, all for just about half the sum which the demogogue tariff "reformer" says they are taxed. The pants and the bill of the seller are open to inspection at this office.—*American Economist.*

NOTWITHSTANDING among the Navajo Indians alone there are 3,000 children of school age for whom no school advantages are afforded appropriations for Indian education are cut half a million dollars. This means not only no more schools, but insufficient maintenance for those now in operation. Ignorance is good soil for Democratic beliefs. Perhaps this is why the House disapproves of education.

TO KNOW that in England one in every thirty-nine of the population is a pauper, whereas in this country there is one pauper to every 680 inhabitants, suggests to every thoughtful man that there must be a superior industrial system in operation in the United States. There is. We have a protective tariff.

TWO HARVEST EXCURSIONS

Via the Chicago, Milwaukee & St. Paul R'y. August 30, and September 27.

Where the grasses are kissed by the wand'ring breeze,
And the fields are rich with the golden grain:
Where the schooner ploughs through the prairie seas,
To its destined port on the western plain:
Where homes may never be sought in vain,
And hope is the thriftiest plant that grows:
Where man may ever his rights maintain,
And land is as free as the wind that blows.

For further particulars apply to the nearest ticket agent, or address John R. Pott, District Passenger Agent, 486 William Street, Williamsport, Pa. tf

A Sunset.

On Great Salt Lake is but one of the matchless spectacles to be seen in Utah. A new book "Utah, a Peep into a Mountain Walled Treasury of the Gods," is now issued and can be had postpaid by sending 25 cents to J. H. Bennett, Salt Lake City. It is expected that the Knights Templar and others visiting Colorado the coming season will extend their trip to Utah, via the Rio Grande Western Railroad in both directions. That road affords choice of three distinct routes and the most magnificent scenery in the world. Equipment unequaled in the West. Two trains daily across the continent. tf

Deserving Praise.

We desire to say to our citizens, that for years we have been selling Dr. King's New Discovery for Consumption, Dr. King's New Life Pills, Bucklen's Arnica Salve and Electric Bitters, and have never handled remedies that sell as well, or that have given such universal satisfaction. We do not hesitate to guarantee them every time, and we stand ready to refund the purchase price, if satisfactory results do not follow their use. These remedies have won their great popularity purely on their merits. C. H. Hagenbuch, Druggist.

Utah.

The land of sunshine and flowers—rich also in mineral and agricultural resources—is best reached by the Rio Grande Western Railway. See that your excursion tickets read both ways via that road, which offers choice of three distinct routes and the most magnificent railroad scenery in the world. Send 25c to J. H. Bennett, Salt Lake City, for copy of illustrated book, "Utah, a Peep into the Mountain Walled Treasury of the Gods." tf

Anarchists Found Guilty.

BRUSSELS, July 27.—The trial of the 16 Anarchists at Liege is concluded, with a verdict of guilty as to all the charges against them. These charges include schemes for the destruction of public and private property, some of which were carried out, and others prevented by the arrest of the criminals.

An Engineer Killed.

NORWICH, N. Y., July 27.—Freight train No. 25, north-bound, ran on to a loose rail at Rockrift in the afternoon and was wrecked. Five cars were piled on top of the engine, and Engineer Crane was instantly killed. His body is still under the debris.

Big Oil Works Burned.

ELIZABETH, N. J., July 27.—Cooke Brothers lard, tallow and neats foot oil works at Elizabethport were destroyed by fire during the morning. Loss, $75,000. The works covered more than three acres of ground.

What is It?

A substitute for lard? Upsetting the customs, habits, and prejudices of centuries? Yes, all this and more. Cottolene is a *new* cooking product—it is *better* than lard or butter for cooking, so say such noted housekeepers as

Marion Harland,
Catharine Owen,
Christine Terhune Herrick,
Emma P. Ewing,
Mrs. S. T. Rorer,
Mrs. F. A. Benson,
Amy Barnes,
Margaret Wister,

and many others; it is healthier—so says every thoughtful physician; and it is cheaper as every housekeeper knows when she finds that *one-half* the quantity answers every purpose.

COTTOLENE

is the purest clarified cottonseed oil mixed with pure beef fat. It is the *best* cooking material ever devised for frying anything and everything—easily digested and highly nutritious.

Beware of imitations. Ask your grocer for the genuine Cottolene.

MADE BY
N. K. FAIRBANK & CO.
CHICAGO, and
138 N. Delaware Ave., Phila.

IN THE KILL VON KULL

A Girl's Body Found Floating Near Woodbridge, N. J.

HER IDENTITY STILL A MYSTERY.

Nothing on Her Person By Which Her Name Could Be Learned--Cards of a Plainfield, N. J., Business Man Found in Her Pocket--Is It Murder?

WOODBRIDGE, N. J., July 27.—Another mysterious death that is probably a murder has been unearthed hardly three miles from where Mary Anderson met her death.

The body of a young girl was found yesterday afternoon in the Kill von Kull and appearances indicate that she was murdered. The body was found by an oysterman, off Leibig's Chemical Works, near Carteret. It was that of a young girl about 15 years of age and had been in the water, from appearances, about 36 hours.

The features were those of a remarkably pretty young girl and the body was clad in expensive and fine clothing. The girl had dark hair, large dark eyes and a good complexion. She was dressed in a brow nsilk dress of fashionable make. Her underclothing was expensive, as were also her shoes.

In the pocket of the dead girl's dress was found a business card of John Lindsay, gardener and florist, at Plainfield, N. J. There was also a card in the girl's pocket of Mrs. Lindsay's employment agency. Another card was found on the remains, but the printing on it had been so blurred by the water that it is extremely difficult to decipher. The printing looks like, as near as can be made out, "Miss Van Busker, No. 76 West Seventh street."

County Physician Dynohue, of Middlesex county, was notified of the finding of the body and he ordered it to be taken to Drake's morgue.

Upon a second examination of the clothing of the dead girl there was discovered a circular of an excursion. The excursion was from Plainfield to Asbury Park and the circular was dated July 10.

The scene of the supposed murder is within three miles from where Mary Anderson was so foully murdered on June 8. It is in a portion of the country where at least five murders of defenseless women have been committed within the past two years, and this makes the sixth, if it proves to be a crime.

TARIFF IN THE SENATE.

Speech of Chairman Aldrich--The Anti-Option Measure.

WASHINGTON, July 27.—The Senate, with the temperature ranging between 90 and 100, passed the day in discussing the tariff. Mr. Aldrich, of Rhode Island, chairman of the sub-Committe of Finance, which during the summer has been investigating the effect of the McKinley bill upon the costs of the necessaries of life, made an elaborate and carefully prepared protection speech. He was replied to in part by Mr. Vest, of Missouri, and a further reply was promised from Mr. Carlisle, of Kentucky, "before adjournment."

The Senate took an important step in the direction of adjournment by adopting the report of its conferrees on the Deficiency bill, leaving only the Sundry Civil bill to be disposed of. Anti-Option was shelved for the day, but it is expected that to-day a vote will be taken on the Wolcott resolution to postpone the question till next December.

A Strange Lightning Freak.

BINGHAMTON, N. Y., July 27.—During an electrical storm here last evening an extraordinary sight was presented. The black clouds were suddenly illuminated by a series of flashes of lightning, and an instant later a bolt, shaped like a large ball, descended with great velocity, striking Exchange street and rebounding, exploding a moment later with a deafening report. A reverberating peal of thunder followed. A number of people in the neighborhood were stunned by the force of the bolt. Lightning did great damage in the city, several houses and barns being fired.

Much Suffering in Washington.

WASHINGTON, July 27. — The temprature is intense here and and much suffering prevails. The weather bureau thermometer at eleven a.m. registered 93 degrees being one degree higher than yesterday at the same hour, while throughout the city the needles pointed to one hundred and in some instances three degrees greater. At 3 o'clock the temperature had reached 98.

Work of a Thunder Storm.

NYACK, N. Y., July 27.—The thunder storm of Monday evening did much damage in western Rockland County. Many large trees were uprooted by the wind, a new house at Milburn was blown over; the residence of Mrs. W. H. Thompson at Spring Valley was struck by lightning and Miss Minnie Thompson was injured on the shoulders and arm. Several barns were also struck.

Shiras's Nomination Confirmed.

WASHINGTON, July 27.—The Senate has confirmed the nomination of George Shiras to be Associate Justice of the Supreme Court of the United States. When the Senate assembled Mr. Quay moved an executive session at once to consider the nomination. The motion prevailed and the nomination went through.

The Nathan Murder Recalled.

NEW YORK, July 27.—The death of Washington Nathan in Boulogne, France, is announced. Nathan was 44 years old, and came into notoriety at the time of the murder of his father, Benjamin Nathan, July 27, 1870. The Nathan murder is still one of the mysteries of New York's annals of crime.

Daniel Dougherty Much Better.

PHILADELPHIA, July 27.—Daniel Dougherty, who was recently reported to be seriously ill, has been improving, despite the hot weather, and is now believed to be well started on the road to complete recovery of his health.

The President Will Attend the Opening.

WASHINGTON, July 27.—The President will attend the opening of the World's Columbian Exposition at Chicago, but has delayed the formal acceptance of the invitation until it is determined whether the Fair is to open on Oct. 12 or 21.

"THE PIRATE" LAUNCHED.

How to Be Known in Naval Chronicles as the Columbia.

PHILADELPHIA, July 27.—The new government cruiser Columbia, familiarly known as "The Pirate," was launched at 2:50 yesterday afternoon.

Among those present, besides a number of naval experts, Senators and Representatives, and agents of foreign governments, were Vice-President Morton, Secretary Tracy, Assistant Secretary of State Grinnell, Senator Hiscock, Commodore Wilson and Naval Constructors Bowles and Woodward, Mrs. Morton and Miss Edith Morton.

The last named young lady performed in a graceful manner the act of christening the new vessel "Columbia".

The cruiser is in many respects a unique vessel and is the fastest commerce destroyer ever launched in the waters, and for the purpose intended, the most effective engine of destruction the world ever saw.

She is 400 feet long, has a speed of 21 knots, is made entirely of American material and cost $2,735,000.

Cruiser No. 12, when completed, will not only be a triumph of ship building but will embody all the essentials of propulsion, offensiveness and defensiveness which have long been recognized as combining the factors necessary to a maximum efficiency in naval architecture.

She is termed "The 7300-ton, three-screw commerce destroyer" in the Congressional Appropriation bill.

She is primarily designed for speed, for her chief function will be to sweep an enemy's commerce from the seas. To do this she must be able to overhaul in an ocean race the swiftest passenger steamships between New York and Queenstown.

The trans-Atlantic record being five days, nineteen hours and five minutes, she must break it down to five days and a fraction of an hour.

A combination of perfected machinery such as has never before been designed will accomplish this end.

The cruiser is full of intricate mechanism and has ten boilers, six of which are double-ended, fifteen and a half feet in diameter by 21 1-4 feet long. Eight of the largest are built in air and water-tight compartments into which is forced a draught of 216,500 cubic feet of air per minute when running at full speed.

The engines are three in number consisting of vertical triple-expansion cylinders each of which develops 7,000 horse power and drives a separate screw.

Under full pressure each of the three screws should turn at the rate of 128 revolutions per minute. Ninety revolutions was the maximum of the City of Paris when she broke the record. The cruiser's shafts are made of forged steel 16.5 inches in diameter. Steel is used wherever possible, lightness being the essential to speed.

The vital portions of the vessel are protected by an armored deck four inches thick on the slopes and two and one-half inches on the flat. The space between the deck and the gun deck will be minutely subdivided by coal bunkers and storerooms.

In addition there will be a cofferdam five feet wide running next to the ship's side throughout her entire length. The bunkers not used for coal will be filled with a patent substance of such solidity as to form a wall five feet thick and having all the advantages of an inner and supplemental armor.

Forward and abaft of the coal bunkers the cofferdam will be filled with a water-excluding substance similar to woodite. In one wake of the eight 4-inch and machine guns the ship's sides will be armored with 4 and 2 inch plating. The six-inch guns, which are four in number, will be mounted on the open deck, and protected by heavy shields attached as in the new ships, to the gun-carriages. The coal capacity of the cruiser is 2,000 tons. At ten knots speed per hour this will give her an endurance of 100 days, a radius of action of 26,240 knots and she will be able to steam around the world in 109 days without recoaling, thus breaking all records for speed, economy and capacity.

HEADACHE!

Of all forms, **Neuralgia, Spasms, Fits, Sleeplessness, Dullness, Dizziness, Blues, Opium Habit, Drunkenness,** etc., are cured by **DR. MILES' RESTORATIVE NERVINE,** discovered by the eminent Indiana Specialist in nervous diseases. It does not contain opiates or dangerous drugs. "Have been taking **DR. MILES' RESTORATIVE NERVINE for Epilepsy.** From September to January BEFORE using the **Nervine** I had at least 75 convulsions, and now after three months' use have no more attacks.—JOHN B. COLLINS, Romeo, Mich." "I have been using **DR. MILES' RESTORATIVE NERVINE** for about four months. It has brought me relief and cure. I have taken it for epilepsy, and after using it for one week have had no attack.—Hurd C. Rensius, Heathville, Pa. Fine book of great cures and trial bottles **FREE** at Druggists Everywhere, or address

DR. MILES MEDICAL CO., Elkhart, Ind.

FIRE INSURANCE.

Largest and oldest reliable purely cash companies represented by

DAVID FAUST,

120 S. Jardin St., Shenanoah, Pa.

REMOVAL!

ELLIS, The Tinsmith and Stove Dealer,

has removed to the

33 West Oak St., Shenandoah,

Where he will be pleased to meet all his old as well as many new customers as possible. Good work; fair price.
Roofing and Spouting neatly done.

VIGOR OF MEN

EASILY, QUICKLY, PERMANENTLY RESTORED.

Weakness, Nervousness, Debility, and evils from early errors or later excesses, the results of overwork, sickness, worry, etc. Full strength, development and tone given to every organ and portion of the body. Simple, natural methods. Immediate improvement seen. Failure impossible. $1.00 per box; 6 boxes for $5.00. Written guarantee to cure with every six boxes. 3000 references. Send stamp for book, explanations and proofs, sealed. Address

PEOPLE'S MEDICAL CO., Philadelphia, Pa.

READING R. R. SYSTEM.

Lehigh Valley Division.

ARRANGEMENT OF PASSENGER TRAINS.
MAY 15, 1892.

Passenger trains leave Shenandoah for Penn Haven Junction, Mauch Chunk, Lehighton, Slatington, White Hall, Catasauqua, Allentown, Bethlehem, Easton, Philadelphia, Hazleton, Weatherly, Quakake Junction, Delano and Mahanoy City at 5.57, 7.40, 9.08 a. m., 12.52, 3.10, 5.26 p. m.

For New York, 5.57, 9.08 a. m., 12.52, 3.10, 5.26 p. m.

For Hazleton, Wilkes-Barre, White Haven, Pittston, Laceyville, Towanda, Sayre, Waverly, Elmira, Rochester, Niagara Falls and the West, 10.41 a. m., (3.10 p. m., no connection for Rochester, Buffalo or Niagara Falls), 8.03 p. m.

For Belvidere, Delaware Water Gap and Stroudsburg, 5.57 a. m., 5.26 p. m.

For Lambertville and Trenton, 9.08 a. m.

For Tunkhannock, 10.41 a. m., 3.10, 8.03 p. m.

For Auburn, Ithaca, Geneva and Lyons, 10.41 a. m., 8.03 p. m.

For Jeanesville, Levlston and Beaver Meadow, 7.40, 9.08 a. m., 12.52, 5.26 p. m.

For Audenried, Hazleton, Stockton and Lumber Yard, 5.57, 7.40, 9.08, 10.41 a. m., 12.52, 3.10, 5.26 p. m.

For Scranton, 5.57, 9.08, 10.41 a. m., 3.10, 5.26 p. m.

For Hazlebrook, Jeddo, Drifton and Freeland, 5.57, 7.40, 9.08, 10.41 a. m., 12.52, 3.10, 5.26 p. m.

For Ashland, Girardville and Lost Creek, 4.27, 7.48, 8.52, 10.15 a. m., 1.00, 1.40, 4.10, 6.35, 8.10, 9.14 p. m.

For Raven Run, Centralia, Mount Carmel and Shamokin, 8.52, 10.15 a. m., 1.40, 4.40, 8.06 p. m.

For Yatesville, Park Place, Mahanoy City and Delano, 5.57, 7.40, 9.08, 10.41 a. m., 12.52, 3.10, 5.26, 8.03, 9.24, 10.27 p. m.

Trains will leave Shamokin at 7.55, 11.55 a. m., 2.10, 4.30, p. m. and arrive at Shenandoah at 9.05 a. m., 12.52, 3.10, 5.26 p. m.

Leave Shenandoah for Pottsville, 5.50, 7.40, 9.08, 10.41 a. m., 12.52, 3.10, 4.10, 5.26, 8.03 p. m.

Leave Pottsville for Shenandoah, 6.00, 7.40, 9.05, 10.15, 11.48 a. m., 12.32, 3.00, 5.20, 7.00, 7.15, 9.30 p. m.

Leave Shenandoah for Hazleton, 5.57, 7.40, 9.08, 10.41 a. m., 12.52, 3.10, 5.26, 8.03 p. m.

Leave Hazleton for Shenandoah, 7.36, 9.15 11.06 a. m., 12.45, 3.10, 5.30, 7.05, 7.56 p. m.

SUNDAY TRAINS.

Trains leave for Ashland, Girardville and Lost Creek, 7.29, 9.40 a. m., 12.30, 2.45 p. m.

For Yatesville, Park Place, Mahanoy City, Delano, Hazleton, Black Creek Junction, Penn Haven Junction, Mauch Chunk, Allentown, Bethlehem, Easton and New York, 8.40 a. m., 12.30 p. m.

For Philadelphia and New York, 2.55 p. m.

For Yatesville, Park Place, Mahanoy City and Delano, 8.40, 11.35 a. m., 12.30, 2.55, 4.40 6.07 p. m.

Leave Hazleton for Shenandoah, 8.30, 11.30 a. m., 1.05, 4.37 p. m.

Leave Shenandoah for Pottsville, 8.50, 8.40, 9.30 a. m., 12.30 2.45 p. m.

Leave Pottsville for Shenandoah, 8.30, 10.40 a.m., 1.35, 5.15 p. m.

A. A. McLEOD, Pres. & Gen. Mgr.
C. G. HANCOCK, Gen. Pass Agt.
Philadelphia, Pa.
A. W. NONNEMACHER, Asst. G. P. A.
South Bethlehem, Pa.

PENNSYLVANIA RAILROAD.

SCHUYLKILL DIVISION.
NOVEMBER 15, 1891.

Trains will leave Shenandoah after the above date for Wiggan's, Gilberton, Frackville, New Castle, St. Clair, Pottsville, Hamburg, Reading, Pottstown, Phœnixville, Norristown and Philadelphia (Broad street station) at 6:00 and 11:45 a. m. and 4:15 p. m. on week days. For Pottsville and intermediate stations 9:10 a. m.

SUNDAYS.

For Wiggan's, Gilberton, Frackville, New Castle, St. Clair, Pottsville at 8:00, 9:40 a. m. and 3:10 p. m. For Hamburg, Reading, Pottstown, Phœnixville, Norristown, Philadelphia at 6:00, 9:40 a. m., 3:10 p. m.

Trains leave Frackville for Shenandoah at 10:40 a. m. and 12:14, 5:04, 7:42 and 10:09 p. m. sundays, 11:13 a. m. and 5:40 p. m.

Leave Pottsville for Shenandoah at 10:15, 11:48 a. m. and 4:40, 7:15 and 9:42 p. m. Sundays at 10:40 a. m. and 5:15 p. m.

Leave Philadelphia (Broad street station) for Pottsville and Shenandoah at 5 57 and 8 35 a m, 4 10 and 7 00 p m week days. On Sundays leave at 6 50 a m. For Pottsville, 9 23 a m. For New York at 3 20, 4 05, 4 40, 5 35, 6 50, 7 30, 8 23, 8 30, 9 50, 11 00, 11 14, 11 35 a m, 12 00 noon (limited express 1 06 and 4 50 p m) 12 44, 1 35, 1 40, 2 30, 3 20, 4 00, 4 02, 5 00, 6 00, 6 20, 6 50, 7 13, 8 12 and 10 00 p m, 12 01 night. Sundays at 3 20, 4 05, 4 40, 5 35, 8 12, 8 30, 9 50, 11 35 a m and 12 44, 1 40, 2 30, 4 02 (limited 4 50) 5 28, 6 20, 6 50, 7 13 and 8 12 p m and 12 01 night. For Sea Girt, Long Branch and intermediate stations 8 20 and 11 14 a m, and 4 00 p m weekdays. For Baltimore and Washington 3 50, 7 20, 8 31, 9 10, 10 20, 11 18 a m, 12 35 (limited express, 1 30, 3 46,) 4 41, 6 57, 7 40 p m 12 03 night. For Freehold only 5 00 p m week days. For Baltimore only at 2 02, 4 01, 5 08 and 11 30 p m. Sundays at 3 50, 7 20, 9 10, 11 18 a m, 4 41, 6 57 7 40 p m, 12 03 night. Baltimore only 5 08, 11 30 p m. For Richmond 7 20 a m, 1 30 p m and 12 03 night. Sundays, 7 20 a m, 12 03 night.

Trains will leave Harrisburg for Pittsburg and the West every day at 12 25 and 3 10 a m and (limited 3 00) and 3 40 p m. Way for Altoona at 8 15 a m and 4 10 p m every day. For Pittsburg and Altoona at 11 20 a m every day and 10 20 p m week days.

Trains will leave Sunbury for Williamsport, Elmira, Canandaigua, Rochester, Buffalo and Niagara Falls at 5 10 a m, and 1 35 p m week days. For Elmira at 5 30 p m week days. For Erie and intermediate points at 5 10 a m daily. For Lock Haven at 5 10 and 9 36 a m daily, 1 35, and 5 30 p m week days. For Renovo at 5 10 a m, 1 35 and 5 30 p m week days, and 5 10 a m on Sundays only. For Rane at 5 10 a m, 1 35 p m week days.

C. H. PUGH, Gen'l Manager. J. R. WOOD, Gen'l Pass'g'r Agt.

PHILADELPHIA & READING R. R.

TIME TABLE IN EFFECT MAY 15, 1892.

Trains leave Shenandoah as follows:

For New York via Philadelphia, week days, 2.08, 5.23, 10.08 a. m., 12.33, 2.48, 5.53 p. m. Sunday, 2.08, 7.46 a. m. For New York via Mauch Chunk, week days, 5.23, 7.18 a. m., 12.33, 2.48 p. m.

For Reading and Philadelphia, week days, 2.08, 5.23, 7.18, 10.08 a. m., 12.23, 2.48, 5.53 p. m. Sunday, 2.08, 7.46 a. m., 4.23 p. m

For Harrisburg, week days, 2.08, 7.18 a. m., 2.48, 5.53 p. m.

For Allentown, week days, 7.18 a. m., 12.33, 2.48 p. m.

For Pottsville, week days, 2.08, 7.18 a. m., 12.33, 2.48, 5.53 p. m. Sunday, 2.08, 7.46 a. m., 4.23 p. m.

For Tamaqua and Mahanoy City, week days, 2.08, 5.23, 7.18, 10.08 a. m., 12.33, 2.48, 5.53 p. m. Sunday, 2.08, 7.46 a. m., 4.23 p. m. Additional for Mahanoy City, week days, 6.58 p. m.

For Lancaster and Columbia, week days, 7.18 a. m., 2.48 p. m.

For Williamsport, Sunbury and Lewisburg, week days, 3.23, 5.23, 7.18, 11.28 a. m., 1.33, 6.58 p m. Sunday, 3.23 a. m., 3.03 p. m.

For Mahanoy Plane, week days, 2.08, 3.23, 5.53, 7.18, 10.08, 11.28 a. m., 12.33, 1.33, 2.48, 5.53, 6.48, 9.33 p. m. Sunday, 2.08, 3.23, 7.46 a. m., 3.03, 4.23 p. m.

For Girardville, (Rappahannock Station), week days, 2.08, 3.23, 5.23, 7.18, 10.08, 11.28 a. m. 12.33, 1.33, 2.48, 5.53, 6.58, 9.33 p. m. Sunday, 2.08, 3.23, 7.46 a. m., 3.03, 4.30 p. m.

For Ashland and Shamokin, week days, 3.23, 5.23, 7.18, 11.28 a. m., 1.33, 6.58, 9.23 p. m. Sunday, 3.23, 7.46 a. m., 3.03 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, 6.00 p. m., 12.15 night.

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

Leave Philadelphia, week days, 4.10, 10.00 a. m., 4.00, 6.00 p. m., from Broad and Callowhill and 8.35 a. m., 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, 1.55, 7.10, 10.05, 11.50 a. m., 5.55, 7.57 p. m. Sunday, 1.35, 10.48 a. m.

Leave Pottsville, week days, 2.40, 7.40 a. m., 12.30, 6.11 p. m. Sunday, 2.40, 7.00 a. m., 2.05 p. m.

Leave Tamaqua, week days, 3.20, 8.48, 11.38 a. m., 1.21, 7.13, 9.18 p. m. Sunday, 3.20, 7.43 a. m., 2.50 p. m.

Leave Mahanoy City, week days, 3.40, 9.18, 11.47 a. m., 1.51, 7.42, 9.44 p. m. Sunday, 3.46, 8.17 a. m., 3.20 p. m.

Leave Mahanoy Plane, week days, 2.40, 4.00, 6.30, 9.25, 11.59 a. m., 1.05, 2.06, 5.20, 6.38, 7.57, 10.00 p. m. Sunday, 2.40, 4.00, 8.27 a. m., 3.37, 5.01 p. m.

Leave Girardville, (Rappahannock Station), week days, 2.47, 4.07, 6.36, 9.41 a. m., 12.05, 2.12, 5.26, 6.32, 8.03, 10.06 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, 11.55 a. m., 3.35, 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.) at 3.55, 8.01, 11.27 a. m., 3.56, 5.42, 7.13 p. m. Sunday, 3.55, 8.02, 11.27 a. m., 3.56, 5.42, 7.13 p. m.

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Leave Philadelphia, Chestnut street wharf and South street wharf, for Atlantic City.

Weekdays—Express, 3 15 [excursion 6.45], 8 00, 9 00, 10 45 a m, 1 00 [Saturdays only 1 30], 2 00, 3 00, [70 minute flyer 3 30], 4 00, 5 00, 6 00 p. m. Accommodation, 8 00 a m, 4 15, 5 30, 6 30 p m

Sundays—Express, 5 15, 7 00, 7 30, 8 00, 8 30, 9 00, 9 33, 10 30 a m., 4 30 p m. Accommodation, 8 00 a m and 4 45 p m.

Returning leave Atlantic City depot, Atlantic and Arkansas avenues. Weekdays—7 00, 7 30, 8 00, 9 00, 10 00 a m and 3 15, 4 00, 5 30 [Excursion 6 07], 6 30, 7 30, 9 30 p m.

Accommodation, 4 10, 5 50, 8 10 a m, and 4 30 p m.

Sundays—Express, 3 30, 4 00, 5 00, 6 00, 6 30, 7 00, 7 30, 8 00, 9 30 p m. Accommodation, 7 30 a m and 5 05 p m.

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