## ALL THE NEWS FOR ONE CENT

WM. J. WATKINS, Local Editor

The E | RN (NG HERALD has a larger of published. Hooks open to all.

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## OUR CANDIDATES:

FOR PRESIDENT BENJAMIN HARRISON. OF INDIANA.

FOR VIOL PRESCRIPT WHITELAW REID, OF NEW YORK.

Republican State Ticket. JUDGE OF SUPRESS COURT, JUDGE JOHN DEAN,

CONGRESSMEN-AT-LABGE, MAJ. ALEXANDER MCDOWELL, GENERAL WILLIAM LILLY.

County Ticket. RICHARD H. KOCH.

CONGRESS HON, CHARLES N. BRUMM.

DISTRICT ATTORNEY. J. HARRY JAMES.

DR. L. A. FLEXER. DIRECTOR OF THE POOR JAMES B. LESSIG. 29TH SENATORIAL DISTRICT. LUTHER R. KEEFER. IST LEGISLATIVE DISTRICT.

JOHN J. COYLE. THIRD LEGISLATIVE DISTRICT, JOHN W. KERSHNER.

OTH LEGISLATIVE DISTRICT GEORGE W. KENNEDY SAMUEL A. LOSCH. SAMUEL S. COOPER.

### ANARCHY AFLAME

The action of President McLeod, of the Reading, in offering a reward of five thousand dollars for the detection of aux one destroy in the property of his road, shows a promp determination to meet the emergency. With spirit like this in proper places, there would be no dallying with anarchy as at Home-stea where crime succeeded crime until society was History holds that there was humanity in th swift suppression of the revolutionary section by young Napoleon. We cannot palter with

The situation in Buffalo is deplorable, not in itself alone, but as the symptom of a growin spirit of disorder. We cannot always avoid from capital. Happoly these exactions belom to the past, when labor was serfdom in Russia and slavery in the United States, and what was worse than either in France. Under the happier conditions of the United States there has been until within recent years the bes relations between capital and labor. The laborer of the day saw that he might be a capitalist on the morrow. He was entlated it an army where every soldler carried a baton is his knapsack Men who directed large interests had themselves been laborers and were is sympathy with them. When the sewing machine came to supplant the tailor, or the steam loom the hand loom, or the perfecting press with its two printers the rotary pres with its dozen, there was an acceptance of the situation. One helped the other towards the adjustment of new conditions.

In recent years, sluce the strikes of 1877, we have had a different state of affairs. New elements have come imo power. Hordes of allens-slien in race, religion and sentiment have awarmed upon us from the Lower Dan nhe and other semi-barrarous countries Ignorant stolid, superstations, their manhoo ground out by the attition of centuries of or pression, dumped upon us through some Euro pean process of relieving home by a ading crime and poverty to the American shores they come, and we feel the effects of their con ing. To them a difference of opinion men the knife or the torch. When laborers in the old day complained they sought ad ostment I a frank, earnest way. Men met man, as poors, Now there must be the secret chamber, passwords and upses: "triounals of Justice" to sentence people to denth." assassins chose by lot. If there are interests vital to the put stroy! Warp railroad tracks, set fire to cars arrest trains allow perisonable freight-me milk, fruit, the day's food of a communit perhaps-to rot; bow up bridges, and in a da. acyer, as it were the arte is of society. This is the modern way of 'adjusting differences'

As a development of an appailing regime our people, especially our laboring classes, must look it well to the face. There is not a crime now rempant at Buffalo that does not strike the Nor can these acts be dismissed as th impulse of ignorance and passion. Take the meeting held at Waverly on July 22, to arrange this very strice. How should the strike be conducted I " McNumara." apparently a leader "wanted force." His plan, he said, would be to 'rud cars off the track go through the yard knock holes in the engine tanks, out hose, and so on, so as to disable engines." This seems to have been adopted, especially as an assurance was given by "the Buff-to men" "to run of the track and wreck freight and coal cars enough from 12 at midnight to 2 in the morning to block up the road for a week." This also was done most effectively,-and in addition for when men of this class get their hands in and with "beer flowing," as the reporter tells us two or three hundred freight cars were burned

And the runse of this-but crime is ever america, except as the initigation of the devil. There was a question as to the wager of a form of skilled jalor regulate to hands the switches. Whatever merit there may have been in the claim is lest in the atrocity menus for its enforcement. We should re member that in no department of labor is there so little cause for compaint us in the railways. The pride of the companies is in accurate service, which can only come from intelligence and content. Labor is subdivided to such an extent, that upon no one department does it severely fall. In no country is railway service better paid or attended with more attractive compensations than in the United States. It is many prices. The road to preferment is

Evening Herald. Apart from these inventives to ambitton it is secure. It means vast resources, the protection as well as the chance for the highest prizes, ion of the law, very often endowments from the people. And there must be a grave 60 parture from the general polity of the whole rallway system in the country to justify a trice such as we see in Buff do.

If labor would be honored in this labor enered and it must in its own way deal with amated societies, walking delegates an rami masters, labor would do well to organiz society for the protection of the Te Commandments. It is not so much thes sutrages at Homestead and Buffalo and 1 Tennessee, but it is their condonement by a obtuse public opinion, "on bursts of sympathy for a soldier drummed out of the ranks for meering assassination, that should give u oncern. Labor should remember that for very grievance there is redress. The railways are at its mercy through the ballot box. The iaw is open to the humblest workman, and the ballot they contro when they please. Why, then, this war upon society; not alone war, but in the end, to themselves, suicide? The Homestead outrages, with their scenes o theorem recalling the Terror days in France, stain the closing years of the century, The Buffalo outbreak with the carefully planned wrecking of trains and destruction of property is no less a crime. And it is about time that

ociety took it in hund. The public palley which by revenue measures has ra sed the wages of labor to the highest point ever known and at the same time pays \$175,000,000 to support shapping inserests under a foreign flag to bring weekly thousands of the nost ignorant to bere's in the world, may, and indoubtedly is at the bottom of many of these troubles. That involves high questions of pub-ic concern, to be determined by legislation then we are wise enough to look the truth in be face. For the present we must deal with Anarchy. These assaults must be suppre with the iron band. This is not the land for the torch, the pistol, or the bomb. This was never intended as a hunting ground for the miserable Anarchists who, driven to us from the Lower Danube, conceive themselves to be the Divinely appointed enemies of the human race. not a question of public welfare, but of the very safety of the people. There is no fireside, how ever humble, upon which the ominous flames d Buffalo do not thrown a sinister shadow For if such things are to be endured, then no some is safe, there is no life but what depends upon the sufferance of the Anarchist; no indusry, no thrift that may not be the fair prey of rime. When demonstrations like these at Buffalo are seen in their true guise there will e a way to a solution. And in the meantim ur thanks are due to President McLeod for his prompt action towards that result, as the con ervator of the Rending and the representative of those larger interests, upon which so much f the nation's prosperity depends.-Philadel

## Guaranteed Cure.

phila Star.

We authorize our advertised druggist to sall Dr. King's New Discovery for onsumption, Coughs and Colds, upon this condition. If you are afflicted with a Cough, Cold or any Lung, Threat or Chest trouble, and will use this remedy as directed, giving it a fair trial, and experience ac benefit, you may return the bottle and have your money refunded. We could not make this offer did we not know that Dr. King's New Discovery could be relied on. It never disappoints. Trial bottles free at C. H. Hagenbuch's drug store. Large size 50c. and \$1.00.

## A RACE FOR LIFE.

A gun is beard at the dead of night,

"Life boat rea 17!"

And every man to the signal true
Fights for place in the signal true
Fights for place in the oager crow;

"Now, lade, stendy!"

First a glance at the shuddering foam,
Now a look at the loving home,
Then, together, with bated breath,
They launch their boat in the gulf of death
Over the breakers wild,
Little they reck of weather,
But tear their way
Thro' blinding spray,

Thro' blinding spray. Hear the skipper cheer, and say: "Up with her, lads, and lift her All together!"

They see the ship in a sudden flash. Sinking ever; And grip their oars with a deeper breath; Now it comes to a fight with death;

Now or never! Now or never!

Fifty strokes and they're at her side,
If they live in the boiling tide,
If they last thro' the awful strife;
Ak, my lade, it's a race for life!
Over the breakers wild,
Little they reck of weather,
But tear their way
They histone spray.

Thro' blinding spray, Hear the skipper cheer, and say: "Up with her, lads, and lift her All together!"

And loving hearts open the shore
Hoping, fearing, \* \* \*
Till over the sea comes a cheer.
Then the clink of the oars you hear, Then the clink of the oars you near,
Homeward steering
Ne'er a thought of the dahger past,
Now the lade are on shore at last;
What's the storm to a gallant crew
Who race for life and win it, too?
Over the breakers wild,
Little they reck of weather,
But have thely maken. But tear their way

Thre blinding apray, Hear the shipper cheer, and say: "Up with her, lads, and lift her All together!"
-J. L. Molloy, in Temple Bar.



THEFAT, BOTTLE PREE.

## WEBB SAYS THE STRIKE IS OVER

Many Central Switchmen Ask To Be Taken Back.

NEARLYSALL THE ROADS INVOLVED ground. MOVING FREIGHT.

The Central is Taking All Business Offered-Situation in the Eric Varils Greatly Improved-Non-Union Man Stoned -Troops Called to Guard Property at Waverly-While the Situation Has Im- which stood the town-hall. proved the Trouble is Not Ended.

BUFFALO,, N. Y., Aug. 20.—The general situation in the East Buffalo yards is quiet, suppressed uncertainty. Representatives of the United Press after a thorough tour of the important posts established by Gen. Doyle find the troops and police alert. All the troops ordered have arrived, been posted, and are unusually alert for men not schooled in the dreariest school of the soldier, guard duty,

As far as the switchmen are concerned there is no doubt that the great strike here is over. It is only a question of a day or two when every road which has been drawn into the struggle will have a plen-

"The Central is precisely in the same position that it was before there was any trouble. We are doing the normal amount of business, perhaps more than the nor-mal amount. Our depots at Eris, Green, Black Rock and East Buffalo are running full time, and all the business that we have we handle. We are are a little short on Lake Shore because of the strike in their yard. They cannot give us the amount of freight that they usually do.
We are receiving all the Michigan Central stuff and handling that. We have
not delayed a single lake boat. There
has not been an hour adelay. The strike, so far as we are concerned, is over."

## Central Strikers Come Back.

It is said that Knights of Labor from Eastern places are here to take the posi-tions made vacant by the strike, and that the old hands who struck Monday night are falling over each other in their endeavors to be taken back in the employ of the New York Central road.

A committee of striking switchmen wated on Supt. Gould in the afternoon and asked if they could go back to work. They were led by John Welch. "We are ready to go back to work because we believe now that there are enough troops here to protect us. The reason we struck was because we thought we'd get killed if we remained at work. We were threatened by the strikers from other roads. The men approached us and threatened to take our lives if we remained at work." The switchmen will be put to work very

The failure of the strike on the Central Railroad so early in the game is looked upon as a death blow to the switchmen's union. It means that every road will be able to follow the Central's lead, and now that the K. of L. men have appeared to take the places of the strikers "the strike is off," as one of the railroad

to be acted upon.
C. A. Beach, train master of the New

East Suffalo yards. Trainmaster Thomas Maloney, who has been acting as general yardmaster, was assigned to the charge of the Ohio street yards, through which the lake freight passes. Mr. Maloney has his hands full there handling the large amount of freight that passes through there. From the report made by Assist. Rossiter he has been caring for it in good shape.

## In the Lehigh Yard.

A halt has occurred in the movement of freight from the Lehigh yards. At 10 o'clock an order came to move no freight East until further orders. It was learned that the freight cannot be received in the yards East, and it was thought better to hold the freight here. Several trains were made up ready to move and the engines were ready to take them out.

An official said that the Lehigh yards were in good condition and could be cleaned in short order if the Eastern points were open. The Lehigh already has men enough to do the work. Nearly all the perishable freight has now been re-

Notwithstanding the denial made by President Sloan that the Lackawanna would handle freight from the roads on strike, the men say they will not refuse to handle any freight offered them pro-vided it is not freight which has been diverted from roads on strike. If this is done trouble may follow.

### NO DELAY IN THE MAILS. The Strikers Have Made No Attempts to Stop Them.

NEW YORK, Aug. 20.—Superintendent Jackson of the Railroad Mail Service says that so far the strike has not affected the arrival or despatch of the regular mails in the least degree. No extra precautions have been taken by the Post Office authorities, he said, as they feel sure that none will be required.

"We have always found," said Superintendent Jackson, "that no matter to what extent the rioters in strikes of this sort may go in other cases, they siways stand in wholesome awe of the mail servpering with the mail service they are in suiting the Federal government. In the present strike we have not not the slight est trouble. The mails have gone out regularly, and have arrived here on

Once or twice one of the mail trains has been delayed in one of the Buffalo yards for a short time. But it never amounted to more than half an hour, and the engineers have always managed to make up time. Even if the strike lasts for any length of time and violent measures are taken by the rioters we do not asticipate any delay worth taiking about it will be one of the volunteers.

AT A MEXICAN FAIR. Scenes and Incidents Peculiar to the Land of the Montezumas.

This gateway was a simple and beau-tiful piece of architecture; a light round arch of a single course of stone springing from two square pillars flanked by plain sections of wall built higher than the regular wall, down to which they slope in two graceful scallops. This arched gateway framed a view of a fine palm tree just beyond the church, with the steep hill-side rising in the back-

Close by, on the right, rose the mag nificent great church, one of the hand somest and richest I have seen in Mexico. The church-yard was very large and beyond there stretched a great open space, towards which the church faced; it carried the width of the yard down to the transverse street upon space, which was bordered by shops on one side and the arcades of market on the other, was filled with booths made of matting, and arranged along several temporary thoroughfares These booths extended through other streets, and occupied a large portion of the town. Those intended for the sale of one kind of ware were grouped to gether, and the thoroughfares named accordingly. There was, for instance, the Calle de las Jicaras, the Calle de las Atoleras, the Calle de las Tortilleras, etc.—the Street of the Jicaras, the Street of the Atole-sellers, the Street of the Tertilla-sellers.

drawn into the stringle will have a plentiful supply of men and will be doing the usual amount of business. The Central are doing it now. There is no question about this. From one freight house alone they loaded and sent out yesterday more than 170 car loads of freight. That is considerably above the average day's work for that house. Vice-President Wabb saw: Every morning the tax-gathered laid upon the gamblers, who had to pay very roundly for their privileges. Their trade here was conducted in a far less elaborate manner than at the Cuautla feria, and there were few of the devices there used for enticing customers.

One of the chief articles of commerce here at Tepaleingo was the jicaras, over thirty thousand dollars' worth of which are annually sold-more than at any other place in Mexico. These are bowl of various sizes made from gourds, and usually elaborately decorated in brilliant colors with a sort of lacquer-like paint. The most popular is a gaudy style that includes a lavish use of silver leaf with a variety of crude colors. Far more beautiful, however, is a simple kind, with a rich green figure upon ground of deep orange. This seemed. purely aboriginal art, with the same feeling that is exhibited in the Aztec symbolic decoration. These jicaras come from somewhere in the state of Onxaca

Another staple peculiar to Tepaleingo is the light poles of bamboo used for prodding donkeys and mules. Thousands and thousands of these are annually sold. Then there is a great sale of dry goods of various kinds—clothing, cloth, blankets, sashes and minor articles; hats, boots and shoes, saddles, dressed skins and hides are in much demand. There is also an extensive sale of hardware, mostly of native make, and some of the articles, such as the locks, are particularly quaint in design. siderable pottery is disposed of, but less extensively and not in such variety as I had expected-probably because it is one of the commonest wares in Mexico, an everyday sort of article, on sale everywhere and at all times.

officials put it.

This, however, does not mean at all that completeness of the arrangements for the trouble is at an end. Grand Master catering to this multitude. We are so Sweeney's request to the engineers, firemen and trainmen to come out has yet great distances that the provisioning of one of our great e York Central at Syracuse, was sent for resterday to take charge of the company's East Buffalo yards. Trainmaster Thomas anything happen to suspend railway communication for two or three weeks. how disastrous would be the conquence in most of our great American cities! Yet these facil-ities are not essential in the teeming cities of China, for instance, where the machinery of distribution is adjusted upon different lines. So here long usage has enabled the wants of the masses of humanity that annually gather at this fair to be abundantly

the masses of finimanity that annually gather at this fair to be abundantly met, and the supply appears to adjust itself to the demand with automatic nicety.

The great mass of the throng being Indians, their wants in the way of food are comparatively simple. Maize in various forms makes up the basis of the supply. Atole, a gruel of corn meal, and tortilias, the national bread of Mexico—thin cakes made of lye-soads of the corn, with a flavor similar to that of our New England hulled corn—are the chief of these viands. Yet such a galas occasion demands to be recognized with something extra in the way of edibles, and probably few are the visitors who do not indulge themselves in some of the savory stews, highly seasoned with chief and onlons, that simmer in huge pots on every side. There are also huge stacks of sweatmeats in great variety, and quantities of refreshing drinks are disposed of. The latter included strikingly few intoxicants, and cluded strikingly few intoxicants, and

bogs on every side. There are also high stacks of sweatmeats in great warriety, and quantities of refreshing drinks are disposed of. The latter included strikingly few intoxicants, and I did not see a single drinken person during the two days of the fir.—Sylvester Baxter, in Harper's Magazine.

Not Like the Mayerick Bank.

Bosrow, Aug. 20.—Bank officials are indignant at the statement of ex-Pres. Potter, of the Mayerick Bank, that the methods in vogite at the Mayerick Bank were customary in all banks in Boston and sew there. They say that his statement is not true and that it is absured to speak it is not true and that it is absured to speak it in the distribution.

General Hosted Much Heiter.

PREKENITA, N. Y., Aug. 20.—Gen. J. W. Hinsel is reported to be greatly improved this morning. He siept dight is recovery are now vary bright.

So Necessity Now.

"Inst that Flyoff? How does he happen to be at large? I thought him was insune."

No. Necessity Now.

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"Inst that Flyoff? How does he happen to be at large? I thought in the same and the state of the same and the sa

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READING R. R. SYNTE

Lekigh Valley Division ARRANGEMENT OF PARSEN GER TRAINS. MAY 15, 1892.

Passenger trains leave Shen adoah for Penn Haven Junction, Mauch Chunk, chighton, Shitington, White Hall, Catassauqua allentown, Hethlenem, Easton, Philadelphia inzieton, Weatherly, Quakake Junction, Delano and Mahaney City at \$57, 740, 9.08 a m. For New York, 5,57, 9.08 a, m., 12,52, 3,10, 5,50, m.

For New York, 5.57, 8.08 a. m., 12.52, 3.10.26 p. m.
For Haxleton, Wlikes-Barre, White Haven litston, Laceyville, Towanda, Sayre, Wayerly limira, Rochester, Niagara Falls, and the West 44 a. m., 13.10 p. m., no connection for Rochestr, Buffale or Niagara Falls, 8.03 p. m.
For Belvidere, Delaware Water Gap and troudsburg, 5.59 a. m., 5.30 p. m.
For Lambertville and Trenton, 2.08 a. m.
For Tunkhannock, 10.41 a. m., 3.10, 8.03 p. m.
For Auburn, Ilbaca, Geneva and Lvons, 10.40
m., 8.03 p. m.
For Junkhannock, 10.41 a. m., 2.10, 8.03 p. m.
For Junkhannock, Solid p. m.
For Auburn, Ilbaca, Geneva and Lvons, 10.40
m., 8.03 p. m.
For Auburn, Hasca, Geneva and Lvons, 10.40
m., 8.03 p. m.
For Audenried, Hazleton, Stockton and Lumer Yard, 8.57, 7.40, 9.08, 10.41 a. m., 12.52, 3.10
35 p. m.

For Scranton, 5.57, 9.08, 16.41 a. m., 2.10, 5.26 g For Haziebrook, Jeddo, Drifton and Freeland, 57, 7, 40, 9, 68, 10, 41 a. m., 1252, 31, 0, 5, 28 p. m. For Ashland, Girardville and Lost Creek, 4, 27, 46, 8, 52, 10, 15 a. m., 1, 60, 1, 40, 4, 10, 6, 33, E10, 9, 14

. m. For Raven Run, Centralia, Mount Carmel and diamokin, 8.52, 10.15 a. m., 1.40, 4.40, 8.05 p. m. For Yatesville, Park Place, Mahanoy City and Sciano, 5.57, 73, 2.98, 10.41 a. m., 12.52, 3.10, 5.25, 63, 9.24, 10.97 p. m. 03, 9.24, 10.27 p. m. Trains will leave Shamokin at 7.55, 11.55 a. m. Trains will leave Shamokin at 7.55, 11.55 a.m., 210, 430, p. m. and arrive at Shenandoah at 0.05 a.m., 12.52, 2.10, 5.25 p. m.
Leave Shenandoah for Pottsville, 5.50, 7.40, 10.8, 10.41 a.m., 12.82, 3.10, 4.10, 5.25, 5.05 p. m.
Leave Pottsville for Shenandoah, 6.00, 7.40, 9.05, 10.15, 11.42 a.m., 12.32, 1.00, 5.20, 7.00, 7.15, 9.30

9. 05. 10.18, 11.42 a. m., 12.02, 2.03, 3.25, 1.55, 7.40, 9.08, 10.41 a. m., 12.52, 2.10, 5.29, 8.03 p. m.
Leave Shenandoah for Hasinton, 5.57, 7.40, 9.08, 10.41 a. m., 12.52, 3.10, 5.29, 8.03 p. m.
Leave Hisaleton for Shenandoah, 7.28, 9.15, 11.05 a. m., 12.55, 3.10, 3.30, 7.06, 7.54 p. m.
SUNDAY TRAINS
Trains leave for Ashiand, Girardville and Lost Creek, 7.25, 2.40 a. m., 12.30, 2.35 p. m.
For Yatesville, Park Piace, Mahanoy City, Delano, Hasieton, Black Creek Junction, Ponn Haven Junction, Mauch Chunk, Alleutown, Bottliebem, Easton and New York, 8.40 a. m., 12.30 p. m.

Stehlehem, Easton and New York, 8.40 a. m., 1230 p. m.
For Philadelphia and New York, 2.55 p. m.
For Yatesville, Park Place, Mahanooy City and Delano, 8.40, 11.35 a. m., 12.30, 2.55, 4.40, 8.97 p. m.
Leave Hazleton for Shenandoah, 8.39, 11.30 a. m., 1.03, 4.37 p. m.
Leave Shenandoah for Pottsville, 5.50, 8.40, 13.00 a. m., 12.30, 2.45 p. m.
Leave Pottsville for Shenandoah, 8.30, 10.40 a. m., 12.5, 5.15 p. m.
A. McLEOD, Pres & Gen. Mgr.
C. G. HANCOUK, Gen. Pass Agt.
Philadelphia, Pa.
A. W. NONNEMACHER, Asst. G. P. A.
South Bethlehem, Pa.

DENNSYLVANIA RAILROAD.

PENNSYLVANIA RAILROAD.

SCHTVLKILL DIVISION.

NOVEMBER 15, 1891.

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

For Wignan's, Gilberton, Frackville, New Castle, St. Clair, Pottsville at 6:30, 9:40 a.m. SUNDAYS.

For Wignan's, Gilberton, Frackville, New Castle, St. Clair, Pottsville at 6:30, 9:40 a.m. and 3:10 p. m. For Humburg, Reading, Pottstown, Phomixville, Norristown, Philadelphia at 6:30, 9:40 a.m., 3:10 p. m.

Trains leave. Frackville for Shenandoah at 10:30 a.m. and 12:14, 5:04, 7:42 and 10:30 p. m.

Leave Pottsville for Shenandoah at 10:35, 11:48 s.m. and 8:43 p. m.

Leave Philadelphia (Brond street station) for Pottsville and Shensandoah at 5:57 and 8:35 a.m., 4:0 and 7:00 p. m. week days. On Sundays leave at 6:50 a.m. and 5:15 p. m.

Leave Philadelphia (Brond street station) for Pottsville and Shensandoah at 5:57 and 8:35 a.m., 4:0 and 7:00 p. m. week days. On Sundays leave at 6:50 a.m. For Pottsville, 9:22 a.m. For New Yorkat 3:20, 4:05, 4:40, 5:36, 5:30, 7:30, 8:20, 8:30, 9:50, 11:00, 11:14, 11:35 a.m., 12:09 moon (limited express) 160 a.m. For Pottsville, 9:22 a.m. For New Yorkat 3:20, 4:05, 4:40, 5:36, 5:30, 7:30, 8:20, 8:30, 9:50, 11:30, 11:35 a.m., 12:09 moon (limited express) 160 and 4:50 p. m.; 12:01 minuted express 1:30, 4:30, 4:40, 4:40, 5:36, 5:30, 7:30, 8:30, 9:30, 9:50, 11:35 a.m., 12:09 moon (limited express) 1:30, 3:30, 4:30, 4:40, 4:40, 5:36, 5:30, 7:30, 8:30, 9:30

PHILADELPHIA & READING R. R.

TIME TABLE IN SPECT MAY 15, 1802. Trains rather is errect may in 1982.

Trains icave Shenaudosh as follows:
For New York vis Philadelphia, week days, 2.08, 5.2, 19.68 a. m. 12.32 4.8, 5.8.9 p. m. Sunday, 2.08, 5.2, 19.68 a. m. 12.35, 2.48 p. m.
For Reading and Philadelphia, week days, 2.08, 5.23, 7.18, 10.08 a. m., 12.33, 2.48, 5.83 p. m. Sunday, 2.08, 7.46 a. m., 4.23 p. m.
For Harrisburg, week days, 2.08, 7.18 a. m., 12.38, 2.48, 5.83 p. m.
For Alientown, week days, 7.18 a. m., 12.33, 2.49, 5.80 p. m.

# irst National Bank,

THEATRE BUILDING

SHENANDOAH, PENNA,

Capital, \$100,000.00

1. W. Leisenring, Pres.,

P. J. Ferguson, V. Pres.,

J. R. Leisenring, Cashier,

S W. Yost, Ass't Cashier.

Open Daily From 9 to 3.

PER CENT. INTEREST!

Paid on Savings Deposits



OUR EYE SPECIALIST WIII be in SHENANDOAH,

WEDNESDAY, AUGUST 31 1,

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