Evening Herald.

PUBLISHED DAILY, SUNDAY EXCEPTED

M. G. 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.

JUDGE,
RICHARD H. KOCH.

CONGRESS,
HON. CHARLES N. BRUMM.

DISTRICT ATTORNEY,
J. HARRY JAMES.

CORONER,
DR. L. A. FLEXER.

DIRECTOR OF THE POOR,
JAMES B. LESSIG.

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.

MORE WORK, LESS TALK.

The Tamaqua *Recorder* strikes the nail squarely on the head in the following editorial, which can, by the substitution of names, be applied to here as well as other towns:

There has lately been, and for all time for that matter, too much unjust criticism by the people of Tamaqua because the Philadelphia and Reading Railroad Company do not consider it wise to build up new industries and boom our dead ones. We do not believe the Philadelphia and Reading Railroad Company ever practiced town booming or intentional town destruction; we do not believe it was incorporated for that purpose; it certainly has not that in its charter and we do not believe it would for a minute prolong delay in pushing Tamaqua to the front if it thought that by so doing it would be a benefit to its own interests.

Has it ever occurred to these people who are always finding fault with everybody else's business but their own that Tamaqua has much to be to be thankful for from the P. & R. Company; because she has kept her from going backward; assisted in her darkest hours of distress by employing her men on the railroad and in the machine shops, and if it were not for the P. & R Company Tamaqua would be practically dead. We have much to be thankful for and those who go about condemning the management of the road and the officials in general are little short of idiots.

"Why don't the company do this? Why don't the company do that?" is all you can get out of these fault-finders. "Why don't the company run the Carter shops?" is another. Yes, the company might do a great many other things. Some day it might strike back rather strongly and then there would be reason for kicking. If all those who are in a position did as much for the welfare of the town, comparatively speaking, as the P. & R. Company, then, and not until then, would we prosper.

SOME MORE DONT'S.

A Democrat "of fifty years' standing" prints a number "Don'ts" in the New York *World*.

Here are some of them:

Don't waste time waiting to see what Hill will do. Any deal with him to keep him quiet will do more harm than good.

If the loyalty of the machine bosses is to be purchased by the humiliation of other Democrats the price will not be paid.

Don't waste time and keep awake nights believing that Mr. Whitney or any one else can make independent men throughout the state surrender everything to the machine.

Don't rely to much upon the effectiveness of the canvass in this state. The State Committee appears to be afflicted with nervous debility.

Don't consent to the National or State Committee wasting money by sending incompetent men to address public meetings.

All this is very interesting. *Grover Cleveland can't carry New York.*

ICE WATER is a much more popular beverage with Americans than with any other people, and it is claimed on high medical authority that it is one of the most prolific sources of our national complaint—dyspepsia. Those who are troubled with that ailment will do well to take this statement into thoughtful consideration, and try the experiment whether abstinence from ice water will not have the effect of restoring dyspeptic stomachs to normal condition.

Three big days at Lavelle Fair this year, 9 7 8t

THE GREAT REVIEW

At Washington—Half Rates by the Pennsylvania Railroad.

The national encampment of the Grand Army of the Republic will be held at Washington, September 19th to 24th, 1892. The occasion will undoubtedly attract the largest number of veterans ever assembled on a similar occasion, and the review will be the most imposing demonstration ever witnessed in this country since the historic review of the army in 1865. It will be the event of a lifetime, as never again will there be so large a gathering of old soldiers in any city of the land.

In order that every one may witness the grand spectacle the Pennsylvania Railroad Company will sell excursion tickets to Washington from all principal ticket stations on its system, September 13th to 20th, valid for return until October 10th, 1892, at a *single fare* for *the round trip*. Ample facilities will be afforded for the prompt movement of all visitors.

Rich & Hugo' combination of horses dogs and ponies, at Lavelle Fair, Sept. 13, 14 15 and 16. 9 7 8t

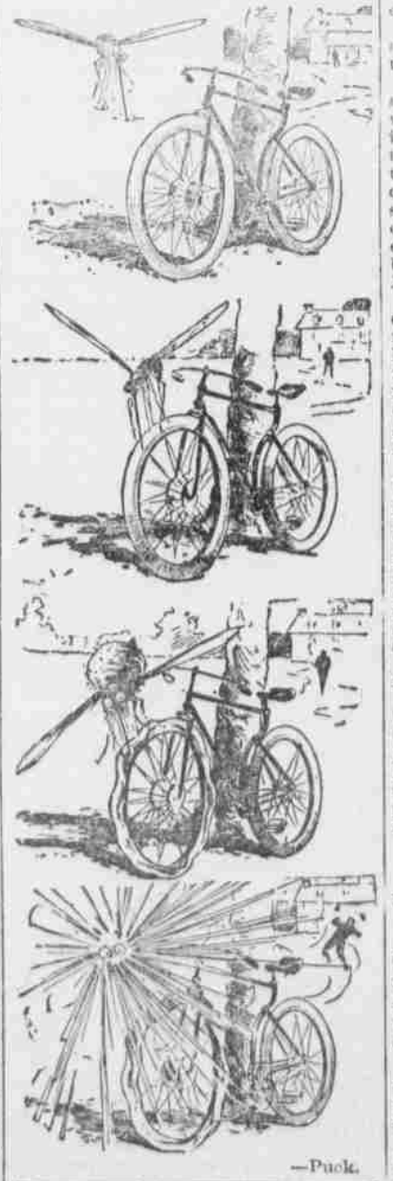
$2,350.00 in purses this year at the Lavelle Fair. 9 7 8t

Elkins to Speak in West Virginia.

HUNTINGTON, W. Va., Sep. 10.—Hon. Stephen B. Elkins, Secretary of War, will open the Republican campaign in Southwest West Virginia at Huntington next Tuesday. The indications are that there will be an immense crowd to greet and hear Mr. Elkins, who will talk mainly on the tariff issue.

THE PNEUMATIC MOSQUITO.

[A New Jersey Idyl.]



—Puck.

Lamp-chimneys cost so little that we let them go on breaking. We go on buying and grumbling.

What should we do?

Get Macbeth's "Pearl-top" and "Pearl-glass;" they are made of tough glass, tough against heat; they do not break in use; they do from accident.

They are fine, well made, exact; they fit the lamps they are made for; stand upright; the shade is right; they make a right draught for light; they are uniform. Both bear a label for your protection. Look for it.

Be willing to pay a nickel more and stop this constant expense and annoyance.

Pittsburgh, Pa. GEO. A. MACBETH CO.

Highest of all in Leavening Power.—Latest U. S. Gov't Report.

Royal Baking Powder

ABSOLUTELY PURE

THE READING TROUBLE

A Final Conference to be Held Monday.

WHAT THE MEN ARE FIGHTING FOR.

They Say It is Over Objectionable Clauses in the Blanks Which New Employes Are Compelled to Sign—Statement of President McLeod.

PHILADELPHIA, Sep. 10.—After the conference with President McLeod the committee representing the employes of the Reading Railroad system held a meeting at the St. Charles Hotel. Engineer Clapp of the Jersey Central Road, who is chairman of the committee, presided. After the session ended Chairman Clapp announced that the conference with President McLeod was not altogether satisfactory and that there would be another and probably final one on Monday.

A member of the committee says it was a mistake to believe that the present trouble with the Reading Road was over the discharge of any engineers. He declared that it is over clauses in the blanks issued to applicants for employment in the company which read thus:

Are you a member of a labor organization and if so what one?

If a member will you withdraw and refuse to support or belong to any labor organization if you take service with this company?

Are you willing to become a member of the Philadelphia & Reading Relief Association?

The men say they are fighting for their rights as American citizens, their right to belong to fraternal beneficial organizations having for their purposes the payment of death and accident benefits, the establishment and support of a home for the care of disabled members of their craft and to save the brotherhoods of locomotive engineers and firemen.

The men say they do not underate the power of the Reading Company to cope with a strike. They say there are thousands of men in the employ of the company wiping engines and running donkey pumps who are capable of running a locomotive, either freight or passenger, and it is these men that the company can call upon in the case of a strike by the brotherhood of Engineers.

President McLeod makes the following statement for publication in regard to the conference:

"In the first place, these men had absolutely no grievance to submit. Their visit was prompted solely by a desire to inform themselves as to the attitude which the Reading Company intended to assume toward labor organizations, and they complained of no wrongs for which to seek redress. To two of our rules they object. One of these requires that every employe of the Reading Company shall become a member of the Reading Railroad Relief Association.

The other rule is that relating to the employment of new men. We require that every applicant for a position, before becoming an employe of the company, must pledge that he not only does not belong to any labor association whatever, but that he will not do so while in the employ of the company. I may state that this rule only applies to new men.

"None of the men employed on any of our lines who became members of labor organizations previous to the adoption of of this rule are in any way interfered with. And the same may be said of the employes on lines which we have recently leased. Many of these were members of various federations at the time of the roads passing into our hands and we have permitted them to remain so."

"Well, what was your reply to the men, Mr. McLeod?" was asked.

"My reply," he answered, "is indicated by the rules I have quoted. They embody the position of the Reading Company toward organized labor. Let me repeat that these men had no complaint to make, and only sought to know our position in the matter. I told it to them as I have told it to you."

BIG BREAK EXPECTED.

Reported Disruption in the Ranks of Granite Manufacturers.

BOSTON, Sept. 10.—It is expected at Quincy that there will be a big break in the ranks of the Quincy Manufacturers' Association unless the Association comes to some understanding with the locked-out granite cutters.

Three members of the Association who are dissatisfied with the long lock-out, threaten to leave the Association if the struggle is continued.

They are perfectly well satisfied with the proposal of the men to compromise on a March 1 date for the bill of prices to terminate, and if the Association persists in holding out to make the date February 1 these manufacturers will leave it, sign the bill and open their yards.

Apostolic Delegate for this Country.

NEW YORK, Sep. 10.—The "Catholic News" has received a cablegram from its correspondent in Rome to the effect that the Pope has appointed Archbishop Satoll, Apostolic Delegate to the United States. He will leave Rome for this country very shortly, where he will remain for a year. He will be accompanied by Mgr. O'Connell, Rector of the American College in Rome, as secretary. They will visit all the dioceses in the country and obtain statistics as to the growth and present condition of the faith.

Griffin Seeks a Fight With Dixon.

NEW ORLEANS, Sep. 10.—"Jimmy" Carroll has posted $1,000 forfeit on behalf of Johnny Griffin for a fight with George Dixon for a bet of $10,000 and the largest purse offered, under the same conditions that governed the Dixon-Skelly fight.

ZIMMERMAN'S NEW RECORD.

He Goes After Nancy Hanks and Makes a Mile in 2.06 4-5.

SPRINGFIELD, Mass., Sep. 10.—Zimmerman started for Nancy Hank's mile record with a flying start. He established a bicycle record of 2:08 4-5.

Windle next tried the flying start, half, making it in 1:00 1-5. George F. Taylor lowered Zimmerman's flying mile to 2:08 1-5.

The New Jersey rider was then sent after Nancy Hanks a second time, eclipsing her record made on a regulation track by 1-5 of a second. His time was 2:06 4-5.

Was it Murder or Suicide?

ERIE, Pa., Sep. 10.—Charles P. Zelter, a prominent citizen, who was found unconscious in his bed in the hotel at Edinboro, yesterday morning, is dead. He was evidently poisoned, but as to whether it was murder or suicide nothing is known. He was on his way from the Cambridge Health Resort and had stopped at Edinboro to spend the night.

NEWS OF THE DAY.

—John and George Carlisle, Cincinnati capitalists, have assigned.

—The Academy of Music at Cleveland, O., was destroyed by fire yesterday.

—John Woods, a carpenter of Springfield, O., has fallen heir to a $200,000 estate in Ireland.

—Frank Garvin, an artist of Allegheny City, shot and instantly killed his bride of four days yesterday.

—The year at Dartmouth College at Hanover, N. H., has just opened with an entering class numbering 75.

—The next annual convention of the Railway Mail Service Employes' Benefit Association will be held in Boston.

—The Democrats of the First New Hampshire District have nominated Charles F. Stone of Laconia for Congress.

—Senator Hill has bought the J. K. Emmett mansion in Albany for $50,000, and will live there. It cost $300,000 to build.

—Under pressure from Washington, the Canadian Pacific is proceeding with its investigation of the Chinese smuggling cases.

—Dr. W. T. Burroughs, Professor of Biblical literature in Amherst College, has been chosen president of Wabash College, Indiana.

—Two brothers, William and James Peer, aged 10 and 12 respectively, were drowned while bathing in the Monongahela River in Pittsburg yesterday.

—Thos. Rooney, of Plymouth, Pa., having lost all his money and property on the result of the Sullivan-Corbett fight, committed suicide by taking poison.

—A tax collector in Berlin was found yesterday near the palace pouring carbolic acid on himself. He had been driven crazy by the loss of his family during the cholera plague.

—In the Trades' Union Congress at Glasgow yesterday a resolution was adopted to the effect that it was desirable to send numerous representatives of labor to the Chicago World's Fair.

—B. A. Gum, aged 34 years, a colored bootblack, and Miss Nellie Lisgo, a white woman aged 23 years, were married at Reading, Pa., yesterday. This is the second wedding of the kind that has occurred in Reading within a few weeks.

—The United States steamer Newark arrived at Genoa, Italy, several days ago to take part in the Columbus fetes. A sailor named Frank Reilly was at liberty yesterday, and visiting a lodging house was killed. It is said that the murder was entirely unprovoked.

—As the result of a race war which has been in progress at Paris, Texas, for several weeks, a body of white men gathered and captured three negroes nine miles east of there and hanged them. The names of the negroes are Jack Ransom, John Walker and Bill Armour.

—The big steamship Campania, built for the Cunard line's New York and Liverpool service, is afloat in the harbor at Glasgow, Scotland. She is the largest steamer in the world—600 feet long and a tonnage of 14,500 tons. The City of Paris, Majestic and the Teutonic range between 10,000 and 10,500 tons.

—The Riverside Athletic Club cyclers of Newark, N. J., have arranged for one of the largest bicycle meets that has ever been held in that part of the country. Waverly Park has been secured with its half-mile track, and the races will take place there on Oct. 15. Zimmerman, Berlo, Wheeler and Winile have all decided to enter.

Weather Forecast.

WASHINGTON, D. C., Sep. 10.—For Eastern New York: Fair, northerly, changing to variable winds.

For New England: Fair and warmer weather; variable winds.

For Western New York: Fair weather; easterly winds.

THE NEXT MORNING I FEEL BRIGHT AND NEW AND MY COMPLEXION IS BETTER.

My doctor says it acts gently on the stomach, liver and kidneys, and is a perfect laxative. This drink is made from herbs, and is prepared for use as easily as tea.

LANE'S MEDICINE.

All druggists sell it at 25 and 50 cents per package, but one to-day. Lane's Family Medicine leaves the bowels each day. In order to be healthy, this is necessary.

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, Leviston 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, 7.40, 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, 9.34, 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 9.08 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, 7.30, 9.15 11.06 a. m., 12.45, 3.40, 5.30, 7.05, 7.56 p. m.

SUNDAY TRAINS.

Trains leave for Ashland, Girardville and Lost Creek, 7.25, 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, 8.07 p. m.

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

Leave Shenandoah for Pottsville, 5.50, 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.

I. A. SWEIGARD, 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, Phoenixville, 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 6:00, 9:40 a. m. and 3:10 p. m. For Hamburg, Reading, Pottstown, Phoenixville, 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 20, 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, 8 00, 9 00, 9 20, 9 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 25 (limited express, 1 36, 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 56 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 Kane at 5 10 a m, 1 35 p m week days.

C. H. PUGH, Gen'l Manager
J. R. WOOD, Gen'l Pass'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, 6.56 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, 11.28 a. m., 1.31, 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, 9.35, 11.59 a. m., 1.05, 2.06, 5.30, 6.25, 7.57, 10.00 p. m. Sunday, 2.40, 4.00, 9.27 a. m., 3.37, 5.01 p. m.

Leave Girardville, (Rappahannock Station), weeks days, 2.47, 4.07, 6.36, 9.41 a. m., 12.05, 2.12, 5.36, 6.32, 8.03, 10.05 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, 11.59 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 2.55, 8.01, 11.27 a. m., 3.56, 5.42, 7.13 p. m. Sunday, 2.55, 8.02, 11.27 a. m., 3.56, 5.42, 7.13 p. m.

ATLANTIC CITY DIVISION.

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

Weekdays—Express, 5.15 [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, 9.30, 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 6.00], 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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