SUBSCRIPTION RATES: BAILY, per year,.. WHERLY, DOL YEAR.

Mintered at the Postoriles, at Shenaudoab, P. as second diam muti matter.

> OUR CANDIDATES: FOR PRESIDENT, BENJAMIN HARRISON. OF INDIANA.

FOR VICE PHESIDERY, WHITELAW REED, OF SEW YORK.

Republican State Ticket. AMDGE OF SCHOOLSE COURSE. JUDGE JOHN DEAN

CONCRESSMENTAT-LARGE. MAJ, ALEXANDER MCDOWELL, GENERAL WILLIAM LILLY,

County Ticket. HIGHARD II. ROCH.

HON, CHARLES N. HICCAM J. HARRY JAMES

DR. L. A. FLENER. DIRECTOR OF THE POOR. EREH SENATORIAL DISTRICT. LUTHER R. KEEPER. IST LEGISLATIVE DISTRICT. JOHN J. COYLE.

JOHN W. KERSHNER,

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

HARRAHS HURRAH

Mr. Charles J. Harrah, of the Midvale Steel Works of Philadelphia, has ling his bend. Kinley bill. He says if he could get can and with all the vigorous malicious raw iron and other material free of steel products to every part of the world and compete successfully with foreign manufacturers and drive Eogland out of the markets of the world.

This is a peculiar statement. The He has had enough and the party duty on iron ore (75c. per ton and on breaks up. The severity of the punishpig iron \$6 per ton) is just the same under the laws of 1883, and just the same as it was in the Mills Bill.

Besides, materials imported to be manufactured into articles for export are practically free of daty under the

there is a steel "trust" which fixes spondent of the St. Louis Globe-Demoprices to suit itself and by the aid of crat. "During the Black Hills excitethe McKinley bill thrives at the ex- Lounging around the saloons was a big pense of labor and of the people generally. If that is so, why are steel thirsty for blood, but forebore to give scanty supply as he could lick from the ralis \$18 a ton lower in price than they offense to any of the numerous 'killers,' were ten years ago, and other steel products accordingly cheap? It is the struck the town. He was the most wages that make whatever may be the difference in cost between Amerithe difference in cost between Ameri- bad man. Although more than twenty can and English steel products. Car- years old, he seemed never before to negie's pay rolls show that in the Homestead mills wages run from \$1.75 once. There was a large crowd in front to \$13 a day. In England they are of the leading saloon, when the Hoosier from 50 to 60 per cent. lower.

Take the tariff off all manufactured products-make a tariff for revenue only-and then our manufacturers would pay the same wages as the English. The tariff is a question of wages.

"BEGGARS."

The following nice morsel, copied from the Durham, N. C., Globe, a Demecratic paper interested in the election of Grover Cleveland for President, will prove interesting reading to the veterans of the late war.

"The South has been taxed to death to pay this Grand Army of rascalsthose bottle scarred bums who reach in the empty palm-and when Cleveland struck the beggars in the face he did a good business job. We hope to God that he may have a chance hit'em again."

Gen. Sickles was right when he said at Chicago, after Cleveland's nomina-

not vote for Cleveland. He cannot are rough and out of proporcarry New York,"

THE World calls loudly in double draft; they smoke. leaded italies upon President Harrison to order Internal Revenue collector Martin, of Philadelphia, back from Republican headquaters to his official accident—tough against heat. duties. But it makes no sppeal to Cov. Pattleon, of Penusylvania, to "Pearl-glass" chimneys. Republican headquaters to his official actional Chairman Harrity, of the Demo- Putsburgh, Pa. 680, A. Macustu Ca.

eratic National Committee, back to Evening Herald. his duties as Secretary of State for this commonwealth, duties for which he receives, \$4,000 per annum, and duties which he has constituousl neglected for several consecutive months.

> AMERICAN protectionists set out to get a larger share of the markets of the world, and the Sheffield (Eng.) Telegraph, in a lament of the McKinley act, says we are getting it. It says of the markets other than England, which we have "seized," that we have made it "worth their while to give up British trade," Yet the Chicag s platform reports that reciprocity is a sham.

The properties of Pan-Tim have spent houseade of deliars to make it known had curred contact Choice and in Griege, Troil other of Pan-Tima free at P. P. D. Kirkin's

Electric Rationy Change. Hereafter the a service rallway cure w

NOVEL DUELING.

he last car will low

:Differencess

It is a fact that among American Inand ferocious by nature. They have their difficulties and quarrels, however, bloodshed or murder.

Yet once in awhile a fight occurs, and It is a novel sight to witness, says an old western traveler. One buck challenges another to combat. Accompanied by his friends to the battle-ground, each buck is stripped and made to confront water are usual receptacles used in desthe other.

Between them lies a war club, a smooth, long piece of hard wood, seasoned by years of service and regarded with reverence because of the blood-stains on it received during the war. The seconds of the surly-looking duelists toss up a piece of bark. The win-ner picks up the club and his opponent, folding his arms, planta himself, bend-

written a letter denouncing the Me whack his antagonist just as hard as he ness he can command on the back. One blow is struck and then the man who duty he could ship his manufactured has endured it picks up the club and his opponent is subjected to all the force he can command.

So the whacking goes on and almost every blow is a knock-down one, until the duelist last knocked down refuses to accept the club from his opponent. ment endured in these duels is marvelous. The club used has a jagged edge and every blow struck brings blood. making deep cuts and fearful bruises.

A TERROR DONE UP.

The Hoosler Lad Made the Bully Pay for His Little Amusement.

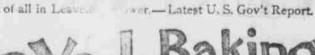
"I once saw the tables nicely turned on a professional terror," said Richard But Mr. Harrah goes on to say that E. Hill, at the Southern, to a correwhiskered bully known as Pocahontas day a green, gawky lad from Indiana furnished cheap fame for a professional have been free from his mother's apron string. Pocahontas picked him out at came shambling by. Pocahontas looked at him awhile, then ordered him to dance. The youngster protested that he did not know how, but his tormentor offered to teach him. He did so by shooting all around his feet. The Hoosier danced until Pocahontas had emptied his pistol, then he walked up to him and inquired: 'Say, mister, wot do I git for this exerbition? As he put the like a railmaker's maul. 'I think you've with me, said the dancer, as he gave the erts, except in rare instances. beard another twist that brought the terror to his knees howling with pain. Pocahontas forked over a twenty-dollar gold piece, and that night stole a mule and left town."

> The plague of breaking lampchimneys is abroad in the land. There are two sorts of chimneys; brittle and tough. Ninetynine in a hundred are brittle. The worst are imported from

beth's "Pearl-top" & "Pearl-glass." Two sorts as to workmanship; fine and coarse. fine are Macbeth's "Pearl-top" and "Pearl-glass." The coarse tion; misfits and misshapen; they do not make a good followed the assassination Miss Keene

Two sorts as to glass; transparent and gray. "Pearl-top" and "Pearl-glass" are clear, fine and tough-not tough against

Highest of all in Leave.





ABSOLUTELY PURE

DEATH FROM THIRST.

Terrible Experiences in the Colorado Desert.

An Arld Region Where Life in Any Form Is Hard to Sustain-Sand Storms Which Cat Down Telegraph Poles.

lured three prospectors to their death, ave the corner of Monan-Courses rest- as was recently reported. These men, needed to earry them safely over the How Our Indian Neighbers Settle Theft | hot, dry, trencherous desert plains, says murder. This is strange when it is re- found not far apart, as they had fallen the manufacture of which he had se every six hours. Cloth-covered canert marching, and five quarts a day will keep a man feeling pretty comfortable. illuminant. On every side signs in-A great danger in desert marching is crease which presage that the age of the liability of finding water holes, electricity is at hand—that age which where the night's encampment is to be is far more likely to revolutionize the made, dried up. Years ago Gen. Canby civilization of the world than any of its marched a brigade or so across a forty-five-mile stretch of desert in Colorado. The water holes along the route were dry, and for many hours the troops were without water. A number of the men It is the clubbearer's privilege to died en route, and many others were It will be entitled, however, to the carried along in army wagons, at death's door, physically. The utmost exertions of the officers were needed to keep the men from lying down and dying. All the dogs of the command died on this awful trip, their bodies swelling to twice the natural size be-fore death ensued. Upon reaching the Grand river, after an all-day march, the thirst-stricken troops were allowed to drink all the water they desired.

The symptoms of approaching death from thirst are an overwhelming lassitude which rapidly increases. A kind of film forms over the eye and partially reeling like a corneob, as it grows dry and hard. Hallucinations flit through the brain until the weakness becomes so great that unconsciousness follows and death soon ensues as the unwatered by the sound of the state of the s and interferes with the functions of the heart. Men have been known to go without water for forty-eight hours, but the conditions were different from those of the desert. A San Francisco sailor, who was taken from a waterlogged ship, had been without Smith. He appeared to be always water for fourteen days, save such a spars in the form of accumulated dew. always plentiful in such places. One When found this man's throat was actually closed up and before an entrance to his stomach was obtained by proper

medical means the poor castaway died. When it comes to a question between the dangers of desert or sea the natives in these parts much prefer the sea as being safer than the desert. Winds on the desert can be as fatal in effect as the veriest harricane on record. A longcontinued sandstorm deals death all along its route. This sand is so oppressive to section hands of transcontinental railroads that they wear goggles for the protection of their eyes. The sides of telegraph poles exposed to the prevailing desert winds are literally eaten out by the constant friction, and the station windows on the windy side are quickly turned into ground glass by these sand blasts. In crossing the desquestion he twined one brawny hand in the big board and drew the other back mentary water tanks is attached to the mentary water tanks is attached to the like a railmaker's maul. 'I think you've locomotive. Stationary water tanks had erbout twenty dollars' worth o' fun are an unknown quantity on the des-

STAINED BY LINCOLN'S BLOOD. Valuable Piece of silk in a San Francisco Woman's Possession.

Mrs. Joseph W. De Lano, of this city, is the possessor of a valuable piece of moire silk, says the San Francisco Chronicle. Its value does not depend upon its size or the fact that it is flowered white moire, but upon three or four dark stnins which it bears.

Miss Laura Keene once wore a dress out of which this piece of silk was cut. She was playing at Ford's theater the Germany. The best are Mac. part of Florence Trenchard in "Our American Cousin" on the night of April 14, 1865. The great scene between Asa Trenchard, played by Harry Hawkes, and Florence was just over, when a shot rang through the house, and almost immediately afterward a man was seen to leap from the box occupied by Abraham Lincoln, Mrs. Lincoln and two friends In the confusion which immediately ran round the stage and up to the box, wearing the dress she had on as Florence. Just prior to the removal of President Lincoln his head rested a moment on Miss Keene's lap, and it was then that the blood fell on the dress

Miss Keene cut the stained portions out of the dress, and on April 17, three days after the shooting and two days after Lincoln died, gave Mrs. De Lano the nieco she now has.

THE CENTENARY OF GAS.

Will Another Hundred Years Supersede It ne an Illuminant?

Among the many amniversaries which are being selebrated this year is the centenary of the invention of gus as an illuminant, says the New York Tribune. It was in 1792 that William Murdock first lighted up is humble bome at Redruth, in duchy The great Colorado desert, which of Cornwall, by means of coal gas made forms a part of San Diego county, all in an iron kettle, into which he inserted a rough iron tube. It was not until six years later that the invention was 5:30 a. m., Saily, and every 25 minutes who were seeking gold, died within a developed on a large scale, when Murwater supply, simply because they made lighting apparatus at the great Sohe a slight miscalculation as to what was foundry at Birmingham. In 1803 the Lyceum theater in London was first hot, dry, treacherous desert plains, says a San Diego correspondent of the New lamps which had been used to illumi-York Tribune. One of their stampeded nate Piccadilly since 1807 became comdians of the same tribe, though they mules died at the edge of the water mon throughout London. It was at may number thousands, there are few pool. The other mules were found this time, too, that David Melville, of cases of quarrels that ever result in alive. The bodies of the men were Newport, R. I., first adapted gas, for membered that the Indian is passion-ate, uncontrolled in his impulses, cruel This is only one of thousands of in-Tall lighthouse, and it has since bestances of the terrible possibilities of a come one of the principal illuminants death from thirst in the western des- used in those watch towers which, in but arbitration of the old men prevents erts. During the summer their average imitation of the ancient pharos, are daily temperature is over one hundred scattered all over the globe for the and ten degrees. The air is absolutely guidance and protection of ships and

It is doubtful whether a hundred years hence, on the occasion of the biposition which it now occupies as an Gas will probably be gradually forced into a back seat and its use confined to stoves and fireplaces, which find such favor among the small households of crowded cities grateful remembrance of man as a powerful factor in the development of his civilization and progress during the last one hundred years. It has contributed, moreover, to his enlightenment as well as to his comfort, and has done much to increase the broad and deep gulf which separates humanity of the nineteenth century from mankind of the dark ages

From California.

The California capitol will be repre sented in miniature at the world's fair by an exhibition of pickles. The women of Fresno county will distribute will have as many as possible growing and blooming around the California building, and school children throughout the state have been enlisted in making collections of native flora.

The Atlantic Transport Company's steamer Montana, while crossing the Atlantic from Swansea to Philadelphia recently, was saved from shipwreck by an echo. In a dense fog the usual signals were being blown to warn approaching vessels, when the captain distinctly heard an echo in the distance. This could rise from but two sources-a cliff or an iceberg-and he knew there were no cliffs within a hundred miles. Therefore it must be an iceberg, and the helm was put down to clear this great danger. In a few minutes the ship skimmed the edge of a great floating island of ice, and the captain inwardly blessed the echo.



H. J. M'GUIRE'S Sporting and Musical Resort Second St., GIRARDVILLE.

Best Wines, Liquors, Beers, Alse and finest brands of Cigars always on hand.

PENNYROYAL PILLS d Chily terminae.

Charter * Singlish Dia

Led and Good matallie

a blior ribbon. Take

as dangerous relating-



READING B. B. SYSTEM

Lehigh Valley Division. ARRANGEMENT OF PASSEN-OFT TRAINS. MAY 15, 1892.

Passenger trains leave Shen andoah for Penn Haven Junction, Manch Chunk, Lehighton, Siatington, White Hall, Catasauqua, Allentown, Bethiehem, Esston, Philadelphis, Harleton, Weatherly, Quakake Junction, Delano and Mahanoy City at 5.57, 7.40, 9.68 a.m., 12.52, 3.10, 5.25 p.m.

For New York, 5.57, 9.68 a.m., 12.52, 3.10, 3.35 p.m.

For New York, 5.57, 9.08 a. m., 12.52, 3.10, 3.35 p. m.

For Hanleton, Wilkes-Barre, White Haven, Pitiston, Laceyville, Towarda, Sayre, Waverly Elmura, Rochester, Niagrar Falls and the West 0.41 a. m., (3.10 p. m., no connection for Rechester, Buffalo or Niagrar Falls), 8.03 p. m.

For Belvidere, Delaware Water Gap and Stroudsbury, 5.57 a. m., 5.39 p. m.

For Lambertville and Trenton, 9.08 a. m.

For Lambertville and Trenton, 9.08 a. m.

For Auburn, Ithaca, Geneva and Lvons, 10.41 a. m., 8.13, p. m.

For Jounnaville, Leviston and Beaver Meadow, 1.61, 9.08 a. m., 12.82, 5.28 p. m.

For Jounnaville, Laviston and Beaver Meadow, 1.61, 9.08 a. m., 12.82, 6.28 p. m.

For Auburn, Hagieton, Stockton and Lumber Yard, 5.57, 7.61, 9.08, 10.41 a. m., 15.22, 3.10, 320 p. m.

or Seranton, 5.57, 9.68, 10.41 s. m., 2.10, 5.26 p For Hazlebrook, Jeddo, Drifton and Freeland 57, 7-48, 9.08, 10.41 a.m., 12.52, 3, 10, 5, 25 p. m. For Ashiand, Girardvill, and Lost Creek, 4.27, 46, 8.52, 10.15 a.m., 109, 1.3, 4.10, 4.35,

or Raver Run, Convestia, Mount Carmel and amokin, 2.52, 10,15 a.m., 1, 20, 4, 4, 9, 2, 6, p. m., 'or Yataswille, Paris Plane, Stabunny City and inno 5,57, 7,40, 2,98, 10,41 a.m., 12,82, 3, 10, 5, 20 830, 537, 739, 852, 5534 a. m., files, 3.10, 3.20, 623, [5.27 p. m.]
ratio will leave Shamoniu ac 7.55, 11.55 a. m.
ratio will leave Shamoniu ac 7.55, 11.55 a. m.
a. m., 12.52, 3.10, 5.20 p. m.
cave Shemandonii for Poutsville, 5,50, 7.40,
10.44 a. m., 12.52, 3.10, 4.10, 5.25, 5.05 p. m.
cave Poutsville for Shemandonia, 6.00, 7.40,
10.15, 11.48 a. m., 12.32, 3.00, 5.29, 7.00, 7.15, 9.36

k m. Leave Shemandoah for Hazieton, 5,57, 7,40, 8,08, 0,41 k, m., 12,50, 3,10, 5,38, 9,03 µ, m. Leave Hazieton for Shemandosh, 7,38, 9,18 1,00 a, m., 12,45, 3,19, 6,30, 7,05, 7,58 p, m. SUNDAY TRAINS.

Trains leave for Ashland, Girardville and Los reek, 7.29, 8.46 a. m., 12.39, 2.45 p. m. For Vatesville, Park Place, Mahanoy City stano, Hazieton, Black Casek Junction, Pen-laven Junction, Manch Clunk, Allemown othlehem, Kaston and New York, 8.46 a. m.

5, m. Philiadelphia and New York, 2.38 p. m Yatesville, Park Place, Mahanoy City and o, 8-40, 11.35 a. m., 78.30, 2.50, 4.40 5,67 p. m. ve Hagleton for Shenanduah, 8.34, 11.30 Leave Harleton for Shenandoan, 8.00, 1.1. Leave Harleton for Pottaville, 5.50, 8.40, 1.30 a. m., 10.50 a. f., 10.10 a. m., 10.50 a. f., 10.10 a. m., 10.50 a. f., 10.10 a. f.,

DENNSYLVANIA RAILROAD.

PENNSTLVASIA DIVISION.

ROWEMBER 15, 1891.

Trains will leave Shemandoab after the above date for Wiggan's. Gilberton. Frackville, New Castle, St. Char. Pottsville, Hamburg, Reading, Pottstown, Phoenixville, Norrislown and Philadelphis (Broad street station) at 6:00 and H-45 a. m. and 4:15 p. m. on week days. For Pottsville and intermediate stations 9:10 a. m. SUNDAYS.

SUNDAYS.

For Wiggan's, Gilberton, Frackville, New Castle, St. Clair, Pottsville at 6:00, 9:40 a.m. and 3:10 p.m. For Hamilurg, Heading Pottstown, Philadelphia at 6:00, 9:40 a.m. 1:19 p.m.

Trailas leave Frackville for Shenandosh at 10:40 a.m. and 12:14, 5:00, 7:42 and 10:09 p.m.

Trailas leave Frackville for Shenandosh at 10:40 a.m. and 12:14, 5:00, 7:42 and 10:09 p.m.

Leave Pottsville for Shenandosh at 10:15, 11:43 a.m. and 6:40 p.m.

Leave Philadelphia (Broad street station) for Pottsville and Shemandosh at 5:47 and 8:25 a.m.

Leave Philadelphia (Broad street station) for Pottsville and Shemandosh at 5:47 and 8:25 a.m.

Leave Philadelphia (Broad street station) for Pottsville and Shemandosh at 5:47 and 8:25 a.m.

4:50 a.m. For Pottsville 9:23 a.m. For New Yorks 1:30, 4:69, 4:40, 5:35, 6:50, 7:30, 8:30, 8:30, 5:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30, 1:30

days only. For Kane at 5 10 a m. 1 35 p m

DHILADELPHIA & READING R. R. TIME TABLE IN EFFECT MAY 15, 1892. Trains fault in service MAC 15, 1992.

Trains feare Shemandoah as follows:
For New York via Philadelphia, week days,
108, 5.23, 10.98 a.m., 12.33, 2.48, 5.53 p.m. Sunday,
108, 7.46 a.m. For New York via Mauch Chunk,
ceek days, 5.23, 7.15 a.m., 12.33, 2.48 p.m.
For Reading and Philadelphia, week days,
108, 5.23, 7.18, 10.08 a.m., 12.23, 2.48, 5.50 p.m. Sunlay, 2.08, 7.46 a.m., 4.23 p.m.
For Harrisburg, week days, 2.08, 7.18 a.m.,
148, 5.51 p.m.

5.53 p. m. or Allentown, week days, 7.18 a. m., 12.33

248, 5.53 p. m.

For Alientiwn, week days, 7.18 a. m., 12.33, 2.68 p.m.

For Postsville, week days, 2.98, 7.18 a. m., 12.31, 2.48, 5.83 p. m. Sunday, 2.98, 7.48 a. m., 4.23 p. m.

For Postsville, week days, 2.98, 7.18 a. m., 4.23 p. m.

For Tamagon and Mahanoy City, week days, 2.08, 2.23, 7.18, 10.08 a. m., 12.32, 2.48, 8.Mp. p. m. Sunday, 2.08, 7.40 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., 2.38 p. m.

For Williamaport, Sunbury and Lewisburg, week days, 3.23, 5.23, 7.18, 11.28 a. m., 1.33, 6.88 p. m. Sunday, 3.23 a. m., 2.03 p. m.

For Mahanoy Plane, week fays, 2.08, 3.23, 5.83, 7.18, 10.08, 11.28 a. m., 12.31, 1.33, 2.48, 5.33, 6.48, 2.33 p. m. Sunday, 2.08, 3.21, 7.46 a. m., 3.03, 4.22 p. m.

For Sunday, 2.08, 3.23, 7.52, 7.18, 10.08, 11.28 a. m., 12.31, 1.32, 2.48, 5.33, 5.88, 2.33 p. m. Sunday, 2.08, 3.22, 7.46 a. m., 3.03, 4.22 p. m.

For Ashland and Shamukin, week days, 2.08, 3.22, 7.48, 11.22 a. m., 1.33, 5.58, 2.23 p. m. Sunday, 2.08, 3.23, 7.46 a. m., 3.01 p. m.

TRAINS FOR SHENANDOAH:

Leave New York vis Philadelphia, week days, 4.30, 8.45 a. m., 1.20, 4.01, 7.30 p. m., 12.13 night.

Leave New York vis Philadelphia, week days, 4.30, 8.45 a. m., 1.30, 4.01, 7.30 p. m., 12.13 night.

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

4.20, 6.00 p. m., from Broad and Caliowhill and Green.

Leave Reading, week days, 1.56, 7.10, 10.65, 11.50 a. m., 11.30, 4.00 p. m., from Prond 1.00, 1.00, 1.00, 1.150 a. m., 11.30, 4.00 p. m., 11.30 p. m., from Pi and Green streets.

Green.

Lenve Reading, week days, 1.55, 7.10, 10.05, 11.50
a.m., 5.55, 7.97 p.m. Sunday, 1.35, 10.48 a.m.

Leave Pottaville, 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 Tanaqua, week days, 3.20, 8.48, 11.39 a.m., 1.21, 7.18, 8.18 p.m. Sunday, 3.20, 7.45 a.m., 2.51 p.m. p. m.
 Leave Mahanoy City, week days, 3.40, 9.18,
 47 a. m., 1.51, 7.42, 9.64 p. m. Sunday, 2.49, 8.17

Leave Mahanoy City, week days, 3.40, 9.18, 11.47 a. m., 1.51, 7.42, 9.44 p. m. Sunday, 2.49, 8.17 a. m., 2.30 p. m.

Leave Mahanoy Plane, week drys, 2.40, 4.00, 6.30, 2.93, 11.59 a. m., 1.03, 2.04, 5.30, 6.34, 7.57, 10.00 p. m. Sunday, 2.40, 4.00, 8.27 a. m., 2.37, 5.01 p. m.

Leave Girardville, (Rappahannook Station), weeks days, 2.47, 4.07, 6.36, 2.41 a. m., 12.05, 2.12, 6.36, 6.37, 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, 11.56 a. m., 2.35, 11.15 p. m. Sunday, 11.15 p. m.

For Bultimore, Washington and the West vis. B. & O. E. E., through trains leave Girard Avenue station, Philacoppina, (P. & R. R. E.) at 368, 8.01, 11.17 a. m., 3.46, 5.42, 7.18 p. m. Sunday, 3.55, 8.01, 11.17 a. m., 3.56, 5.42, 7.18 p. m.

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Returning leave Atlantic City depot, Atlantic and Arkansas avenues. Weekdays—Express, 702, 809, 908 a m and 818, 520 p.m.
Accommodation, 410, 550, 810 a m, and 430

m. Sundays—Express 400, 600, 800, p m. Accommodation 730 a m and 500 p m. C. G. HANOOCK, Gen'l #ass'r Agt. L.A. SWEIGARD, Gen'l Manager

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