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#### A SPLENDID RECORD.

From the Original 60 Miles of Rail

the System now has 5,000. The extensive litigation now in the courts between the State of New Jersey and the Reading Railroad Company but enlarges public interest fr the increasing magnitude of the colosed enterprise. The temporary order from Chancellor McGill has restored the Central Railroad of New Jersey to its former management, but officers are the same as those who were practically in charge of the Central under the Rending. The trains run as before the injunction was granted: they make the same time and reachall the points of the system, from the tem great lakes to the New England coast and south to Gettysburg, Baltimore and Washington. Reading stockholders own a controlling interest not only in all the roads, but in the mines. and the management of these great interests are harmonious.

While the conflict is going on in the courts many persons are asking, 4 What is the Reading System? Where does it go? What points are reached by its lines? Is it an enterprise of benefit to the country?"

These and other questions may be These and other questions may be answered by giving a sketch of the old Pennsylvania-Reading, out of which the present far-reaching system has grown. The Reading System is the natural, though very striking, development, of the intense business activity of our age. It is the result of the practical sagacity of the managers of what must now be clossed anome. of what must now be classed among the leading trunk railways of the

country. In 1839 the Philadelphia and Reading Railroad built its first line of flat tron rails laid on wooden stringers running lengthwise of the track. It was an event when carriogan to run daily between Philadelphia and Reading, a distance of less than sixty miles. To day the Reading system covers with its steel rails in the neighborhood of four or five thousand miles of thoroughly equipped railway. Instead of merely connecting two cities in Pennsylvania it reaches all the important points between Boston and Washington, between Buffalo, Nisgara Falls, Harrisburg and Gettys-

they reached the enormous sum of to the sea are covered in a trifle more \$41,000,000. It is not very long since than one hour's tide. This line is a time management, guided by sound business principles and in accordance with the tendency of the times, secured control of many roads and reserved that were any roads and reserved to Brigantine Beach. properties that were annually losing money in fruitless rivalry.

Notwithstanding the recent order from the courts dissolving the leases with the Central Radical of New Jersey, a practical business alliance continues.

The other important coal and pas senger lines which make up the sys-tem, reaching the most important manufacturing and commercial points, as well as the great summer resorts, bring profitable additions to the revenues of the system.

Through its Lehigh Valley system the Reading operates from Butlalo a fleet of wooden and steel steamers sailing to and from the chief ports of Lake Eric, Huron, Michigan and Lake Superior, bringing to the road ao enormous volume of freight from the grain-growing territory and mineral regions of the Northwest.

The Reading recently organized Barlines of transportation on steamers piying Philadelphia and Great Britain, thus enabling the company at a comparatively reduced cost to utilize its exceptionally great export facilities, at the same ti. As securing a large importing traffic which had heretofore of the list. ought other channels of transporta-

Its North Atlantic trident lines to London regularly employ steamers of from 4,000 to 5,000 tons each. They are fully freighted on each trip from the Reading docks on the Delaware, and in return they bring cargoes of Imported goods for Philadelphia and for shipment, in bond, by Reading lines to the large cities of the South, North and West. So rapidly has the Reading's export business grown that extra steamers have been put in com-mission. Within three months it re-

the "hub," from which branch lines radiate in all directions. These branchches reach nearly every section of im-portance in Pennsylvania, forming the most direct and, in many instances, the only outlet for the prorots of rich farming districts, as well as the great coal beds whose output is the chief fuel supply for the Atlanic coast cities, and the numerous naturacturing establishments of the

manufacturing establishments of the seaboard states.

Among the points reached by the Reading in Pennsylvania are Potts-ille Harrisburg, Lancaster, Columbia, Cariisle, Shippersburg, Gettysburg, Pine Grove, Brookside, Allentown, Easton and Phillipsburg. They traverse the beautiful and fertile calleys of the Schuvikill, the Maha-

valleys of the Schuylkill, the Maha-noy, the Catawissa and Lehigh. At Allentown the East Pennsyl-At Allentown the East Pennsylvania branch connects with the Central Endroad of New Jersey and with the Lehigh Valley road for Mauch Chunk, Wilkes-Barre and Towards and the important New York towns of Owero, Elmira, Geneva, Rochester and Roads.

and Buffalo. and Buffalo.

At Slatington, Pa., the Reading connects with the Lehigh Valley and the Pennsylvania, Poughkeepsie and Boston Railread by way of the cantilever bridge over the cludson at Poughkeepsie, making the ruo, without changing cars, from Philadelphia to Boston in the quick time of thirteen hours. This line traverses the most attractive sections of Councel. nost attractive sections of Counce l-cut and is the only route between the

we termini without a change of cars. Two important links of the Read og system are the lines running from the system are the lines running from Philadelphia to Bethlehem and from Philadelphia to Morristown. Each posses through many similar towns, whose passenger traffic makes large dditions to the business of the sys-

tem.
By the acquisition of the Philadelphia, Harrisourg and Pittsburg line, the Reading has secured another connection with the Baitimore and Ohlo road which will add greatly to its Western traffic both in passengers and

The recent extension from Bound Brook to the sea, near Perth Amboy, gives the Reading a shipping port in New York harbor, with abundant facilities for the economical handling

of any amount of coal and other heavy and bulky freight. By the East Pennsylvania line, in conjunction with the Lebanon Valley branch, Reading has nearly an air line route from Allentown to Harris-borg, which will probably soon be used as a short line between New York and the West. Over this line the Pennsylvania Company shipped its heavy freight before it gained conrol of the United Railroads of New

Jersey. A most notable achievement is the erection of the palace station in the heart of Philadelphia. After a long and arduous struggle the Reading secur-d terminal facilities at Twelfth and Market streets, in the best busiand Market streets, in the best business quarter of that city. Here its spiendid depot soars above all the meighboring buildings, and it will be completed during the present year. It is said to be the largest passenger station in the world. The apan of the arched roof is 268 feet, and above the street 120 feet, while the train house is 662 feet long, with thirteen tracks under the crystal roof.

Among the many claims of the

ing road were only \$290,000. Contrast-ing strongly with this revenue are the receipts of the Reading for 1800, when

level. An extension reaches the new resort of Brigantine Beach.

A feature of the Beading is its extraordinary terminal facilities. It owns and occupies miles of the Delaware river front in Philadelphia, with extensions whereast docks elevators ware river front in Philadelphia, with extensive wharves, docks, elevators and storage warehouses required to accommodate its enormous freight traffle. Its capacity for business of that description in the Quaker City nearly surpasses that of the Pennsylvania Railroad, while it has on New York harbor the new and ampie frontage af the Port Reading station, near Perth Amboy, as well as the docks and wharves of the Lehigh Valley and New Jersey Central Company on the New Jersey Central Company on the New Jersey shore and in New York City.

New York City.
Some of the leading items of freight delivered by the Reading in Philadel-phia during 1891 were:

In the same year it shipped a total of 4 308,432 bushels of grain. Its coal receipts at Philadelphia were 3,442,356



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



## ABSOLUTELY PURE

Reportorial Shrewdness.

A certain newspaper reporter assigned

o investigate the case of a young wom-

in at a hotel said to be in a trance rep-

esented himself to be a doctor so that

ie would be allowed to see the victim.

He put on a wise air, says the Cincin-

oati Times, gravely felt her pulse, and

young woman woke from her alleged

rance, got up and dressed in a huery.

and left the house in a huff. The

from a pleasure jaunt over the Rhine.

\$3 COULD HAVE SAVED \$475

"It's Our Family Doctor Now."

"The Friend and Blessing the Poor Suf-

ferer Needs."

Mr. Cook found health, happiness and economy in the use of a simple remedy.

"Largerief for years with DYSPEPSIA and
LIVER COMPLAINT, and was nearly a
cripple with a sorre
leg, writes Mr. James
Cook, of Catskill,
New York, and after
spending \$4.755
with dectors I found
myself no better. I then
determined to try Dr.

Such words from a gentleman of Mr. Cooks standing, should receive great attention from those in need of a medicine

that cures disease.

We guarantee Dr. Kennedy's Pavorite Remedy to absolutely cure Kidney and Liver complaints, Gravel. Stoke to the Bladder, Bright's Disease, all urinary troubles, Disbetts, Eczema, Salt Rheum, Jaundice, Dyspesia, Constipation, Rheumatism, Sain Evigtions, Scrotula, Humors, Ulcers, Sores and Piniples, Disorded Bromach, Sick Headache, Billiousness and Purify the Blood, It

Permanently Carrs All Female Weaknesses.

we could name scores of people here, and clsewhere, who have felt not actually sick, but weak, worn and weary, but who are now strong and well, solely by the nee of Dr. Kennedy's Favorite Remedy, 10's a food for the brain, nerve and muscle, thereby curing sleeplessness, head-ache, and all nervous troubles.

VOTE FOR

FOR THE LEGISLATURE.

"Honesty in Public Office."

VOTE FOR

OF SHENANDOAH, FOR

DIRECTOR OF THE POOR

VOTE FOR

OF SHENANDOAH,

FOR

Director of the Poor.

VOTE FOR

OF SHENANDOAH, FOR THE

LEGISLATURE,

(FIRST DISTRICT.)

PENNYROYAL PILLS

We could name scores of people here,

\*\*\*

myself no better. I then determined to try Dr. David Kennedy's Favorite Remedy, made at Rondont, N. Y. and after using three bottles which cuts me just \$3 I can extirtly cured.

trance" malden was only recov

RAINDROPS.

Some Cartags Facts Brought Out by Scientitic Study.

How large is a drop of rain? Probably most people have a notion that raindrops are nearly all of one size, although it is a matter of common observation that in what is called a misty rain, or a drizzle, the individual drops are very small. The question of the size of raindrops is not so unimportant as might be supposed, and Mr. E. L. Lowe has collected many facts bearing upon it, and presented them to the Boyal Meterological society. He employed in his experiments

sheets of slate made in book form so as to be readily closed, and ruled in inch squares. The impressions of the drops were caught on the slate and afterward

carefully copied on paper.

He discovered that the size of raindrops varies from a speck so small as to se almost invisible up to a diameter

Every reader has probably noted that the raindrops preseding a thunderstorm frequently assume gigantic proportions, though he may not have suspected that they could ever attain so great a size as Mr. Lowe has discovered that they do.

Other interesting facts about rainrops which have been brought out by Mr. Lowe's experiments are that drops of the same size do not always contain the same amount of water, and that some of the largest drops are hollow.

The importance of these observations from a scientific point of view lies in the bearing of the facts thus ascertained upon the question of the manner of presipitation of the aqueous vapor of the atmosphere. From another point of view they are important as illustrating nature's power to introduce variety into her works, even when her hand is busied merely in forming drops of rain.

#### HOW WE FALL ASLEEP.

Some of the Senses Drop Off More Easily

Than Others. Scientific investigators assert that in beginning to sleep the senses do not unitedly fall into slumber, but drop off one after another. The sight ceases in consequence of the protection of the eyelids to receive impressions first, while all the other senses preserve their sensibility entire. The sense of tasta is the next which loses its susceptibility to impression, and then the sense of of smelling. The hearing is next in order, and last of all comes the sense Instead of merely connecting two cities in Pennsylvania it reaches all the important points between Boston and Washington, between Buffalo, Nisgara Falis, Harrisburg and Gettysburg. It reaches the richest anthracite coal fields in America and the principal iron deposits of Pennsylvania, which swell its freight tonnage to enormous proportions.

Thus from a smail local coal road the Reading has grown with the country, and in a little more than half a century, the great combination of lines forming the Reading system for public appreciation is that it runs regularly one of the distance between New York and Philadelphia over the Bound Brook route in two hours, a fact which is fully appreciated by the business communities of the two cities, and which continues on through Baltimore, reaching Washington in five hours.

This high rate of speed is attained without danger or unusual wear of track or rolling stock, by reason of the exceptional solidity of the roadbed, which is firmly ballasted with stone and the perfectness of its heavy steel rails. Similar fast "runs" are made of touch. Furthermore, the senses are surprising that there should be an imperfect kind of mental action which produces the phenomena of dreaming.

### CURIOUS FACTS.

Origins of Some of Our Most Common Mathematical Signs.

The signs of addition is derived from the initial letter of the word "plua." In making the capital letter it was made more and more carelessly until the top part of the "p" was finally placed near

er X. This was done because multiplication is but a shorter form of addi-

Division was formerly indicated by placing the dividend above a horizontal line and the divisor below. In order to save space in printing the dividend was placed to the left and the divisor to the right. After years of "evolution" the d's were omitted altogether and simple dots set in the place of each. As with the others the radical sign was derived from the initial letter of the word 'radix."

The sign of equality was first used in the year 1557 by a sharp mathemati-cian, who substituted it to avoid frequently repeating the words "equal to."

Nature's Fluid. The searcity of water in Paris is indicated eleverly by a Parisian journalist, who represents a scene in a restaurant; time, the year 1895. A diner calls for a bottle of pure water. The water, aghast, goes to consult the patron, as Parisian proprietors like to be called. There is only one bottle of pure water in the house. Its date is 1872, and the price is fabulous. The patron hesitates to serve it to a stranger, but the eight of a large bank bill in the customer's hand is reassuring. The pure water of 1872, in a wicker-covered bottle, is brought out carefully and set before the stranger. Other customers look on with envious eyes, and one asks who the stranger is. "I believe," responds the patron, "that it is the prince of Wales."

READING R. B. SYSTEM Lehigh Valley Division.

ARRANGEMENT OF PARSES MAY 15, 1992.

Passenger trains leave Shen schedules, Slatington, Munction, Mance Chunk, chedules, Slatington, While Hall, Cathanagus, illensown, Bethlemen, Easten, Philadelphia fazieton, Wentherly, Quakake Junction, Delmo and Mahanny City at 5.57, 7.40, 9.08 a.m., 1252, 3.16, 525 p. m. For New York, 5.57, 9.08 a.m., 12.52, 3.16, 55 p. m.

For New York, 5.57, 8.08 a. m., 12.52, 2.10.
5.26 p. m.
For Hasiston, Wilkes-Barre, White Haven,
Pittston, Laceyville, Towards, Sayre, Waverly,
Ilmira, Rodhester, Niagara Falls, and the West,
19.41 a. m., (3.49 p. m., no connection for Rochester, Haffalo or Niagara Falls), 8.03 p. m.
For Heividore, Delaware Water Gap and
Stroutshurg, 5.57 a. m., 5.35 p. m.
For Tunkhannok, 19.41 a. m., 2.08 a. m.
For Tunkhannok, 19.41 a. m., 2.08 a. m.
For Tunkhannok, 19.41 a. m., 2.08 a. m.
For Juneaville, Leviston and Beaver Meadow,
19. 808 a. m., 12.82, 5.38 p. m.
For Juneaville, Leviston and Beaver Meadow,
19. 808 a. m., 12.82, 5.39 p. m.
For Audenried, Hazheton, Stockton and Lum
ber Yard, 5.57, 7.09, 8.08, 19.41 a. m., 2.10, 5.36 p.
The Development, Levis Drifton and Freeland.

For Harlebrook, Jeddo, Drifton and Freeland, 55, 7-30, 9-08, 10-41 a.m., 12-52, 3-10, 5-32 p.m. For Ashland, Girardville and Lost Creek, 4.27, 40, 8-52, 10-15 a.m., 1.00, 1.30, 4.10, 6.25, 8-10, 8-14 then turned from the bedside. "What is best to be done?" inquired those in waiting. "The best thing to do is to douse her with ice water," said the pre-tended doctor. This was done, and the

b.m. and the second sec

.m. Leave Shenandoah for Hasleton, 5.57, 7.40, 9.08, 9.41 a.m., 12.52, 3.10, 5.28, 8.03 p. m. Leave Hauleton for Shenandoah, 7.38, 9.15 1.05 a.m., 12.45, 3.10, 5.30, 7.65, 7.56 p. m.

SUNDAY THAINS.

Trains leave for Ashland, Girardville and Lost trees, 7.29, 9.40 a.m., 12.30, 2.45 p. m.
For Yalesville, Park Place, Mahianoy City, Clane, Hasleton, Black Creek Junction, Penglavon Junction, Manch Chunk, Allentown, ethiohem, Easton and New York, 8.40 a.m., 230 p. m.

Sethiehem, Easton and New York, 8.40 a. m., 2.30 p. m.
For Philadelphia and New York, 2.55 p. m.
For Patientile, Park Place, Mahanon City and Delano, 8.46, 11.35 a. m., 12.30, 2.86, 4.60 6.87 p. m.
Leave Harleton for Shenandoah, 8.30, 11.30 a. m., 12.30, 4.89 p. m.
Leave Shenandoah for Pottsville, 5.30, 8.40, 13.0 a. m., 12.30, 2.45 p. m.
Leave Pottsville for Shenandoah, 8.30, 10.40 a. m., 12.85, 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.

DENNSYLVANIA RAILROAD.

SCHUYLKILL DIVISION.
NOVEMBER 15, 1891.
Trains will leave Stemandoah after the above date for Wilgran's. Gilberton, Frackville, New Castle, St. Clair, Pottsville, Hamburg, Reading, Pottstown, Phonixville, Norristown and Philadelphia (Broad street station) at 4:30 and 11:45 a. m. and 4:15 p. m. on week days. For Pottsville and intermediate stations 9:10 a. m. SUNDAYS.

Ville and intermediate stations 9:10 a. m.

SUNDAYS.

For Wiggan's, Giberton, Frackville, New Costle, St. Chair, Pottsville at 6:00, 9:40 a. m. and 3:10 p. m. For Hamburg, Reading Pottstown, Phomirville, Norristown, Philadelphia at 8:00, 9:40 a. m., 2:10 p. m.

Trains issue Frackville for Shemandoah at 10:10 p. m. Sundays, 1:13 a. m. and 5:40 p. m.

Leave Pottsville for Shemandeah at 10:15, 11:48 a. m. and 5:14 p. m.

Leave Pottsville for Shemandeah at 10:15, 11:48 a. m. and 5:14 p. m.

Leave Philadelphia (Broad street station) for Pottsville and Shemandeah at 50:15, 10:48 a. m. and 5:14 p. m.

Leave Philadelphia (Broad street station) for Pottsville and Shemandeah at 5:7 and 8:35 a. m., 410 and 7:00 p. m. week days. On Standays leave Whiladelphia (Broad street station) for Pottsville and Shemandeah at 5:7 and 8:35 a. m., 410 and 7:00 p. m. week days. On Standays leave Workat 3:20, 4:05, 4:40, 5:35, 5:50, 7:30, 8:20, 2:30, 4:30, 4:50, 5:50, 6:50, 7:30, 8:20, 2:30, 4:30, 4:50, 5:50, 6:50, 7:30, 8:30, 2:30, 4:30, 4:50, 5:50, 6:50, 7:30, 8:30, 2:30, 4:30, 4:50, 5:50, 6:50, 6:50, 7:30, 8:30, 2:30, 4:50, 4:40, 5:35, 8:12, 8:30, 9:50, 11:35 a. m. and 12:44, 1:40, 2:30, 2:20, 4:30, 4:50, 4:40, 5:35, 8:12, 8:30, 9:50, 11:35 a. m. and 12:44, 1:40, 2:30, 4:20, 4:30, 4:30, 5:30, 6:30, 7:30, 8:31, 1:30, 2:30, 4:30, 4:30, 5:30, 6:30, 7:30, 8:30, 1

Haburg and Altoons at 11:30 a m every day 10:30 p m week days. Trains will leave Sunbury for Williamsport, mira, Canandagua, Rockester Buffalo and agrare Falls at 5:10 a m, and 1:35 p m week as. For Elmira at 5:30 p m week days. For leand intermediate points at 5:10 a m daily r Look Haven at 5:30 and 9:56 a m daily, 1:30, a 5:30 p m week days. For Renove at 5:10 a m on 1:35 and 5:30 p m week days, and 5:10 a m on 10 ays only. For Kane at 5:10 a m, 1:35 p m eck days.

TIME TABLE IN REPECT MAY 15, 1892.

Trains leave Shenandosh as follows:
For New York via Philadelphia, week days, 2,68, 5,53, 10,08 a, m., 12,38, 2,48, 5,38 p, m., Sunday, 2,08, 7,46 a, m., For New York via Mauch Chunk, week days, 5,23, 7,18 a, m., 12,32, 2,48 p, m.
For Heading and Philadelphia, week days, 2,68, 5,38, 7,18, 10,68 a, m., 12,32, 2,48, 5,38 p, m. Sunday, 2,08, 7,46 a, m., 4,28 p, m.
For Harristorg, week days, 2,08, 7,18 a, m., 248 p, m.
For Allentown, week days, 7,18 a, m., 12,33, 2,48 p, m.

For Harristury, week days, 2.85, 7.18 a.m., 2.93, 5.35 p.m.
For Atlentown, week days, 7.18 a.m., 12.32, 2.48 p.m.
For Pottsville, week days, 2.08, 7.18 a.m., 12.32, 2.48 p.m.
For Pottsville, week days, 2.08, 7.18 a.m., 12.33, 2.48 p.m.
For Tamagua and Mahanoy City, week days, 2.08, 5.23, 7.18, 10.08 a.m., 12.33, 2.48, 5.36 p.m. Sunday, 3.06, 7.46 a.m., 4.23 p.m. Additional for Mahanoy City, week days, 5.08 p.m.
For Jamagua and Columbia, week days, 7.18 a.m., 2.48 p.m.
For Jamagua and Columbia, week days, 7.18 a.m., 2.48 p.m.
For Williamaport, Simbury and Lewisburg, week days, 3.23, 5.32, 7.18, 10.28 a.m., 1.23, 6.38 p.m.
For Mahanoy Plane, week days, 2.06, 3.23, 5.35, 7.18, 10.89, 11.23 a.m., 12.30, p.m.
For Gerardville, (Rappahannoek Station), week days, 2.08, 3.23, 5.24, 5.35, 6.48, 9.23 p.m.
Sunday, 2.06, 3.23, 7.48 a.m., 3.03, 4.33 p.m.
For Gerardville, (Rappahannoek Station), week days, 2.08, 3.23, 5.24, 5.35, 7.48 a.m., 12.31, 12.5 a.m., 12.33, 13.5, 13.5 a.m., 13.34, 0.75 p.m.
For Ashland and Shanoith, week days, 3.23, 7.46 a.m., 1.00, 7.30 p.m., 11.18 hight.
Leave New York via Fhiladelphia, week days, 4.50, a.m., 1.50, 4.00, 7.30 p.m., 11.18 hight.
Leave New York via Mauch Chunk, week days, 4.50, 8.54 a.m., 1.00, 3.46 p.m. Sunday, 7.00 a.m.
Leave Philadelphia, week days, 4.10, 10.00 a.m.
Leave Pottsville, week days, 1.35, 7.10, 10.05, 11.50 a.m., 1.20, 9.11 p.m. Sunday, 2.40, 7.00 a.m., 12.1, 7.12, 4.18 p.m. Sunday, 2.40, 7.40 a.m., 12.00 p.m.
Leave Muhanoy City, week days, 2.40, 7.40 a.m., 12.00 p.m.
Leave Muhanoy City, week days, 2.40, 7.45 a.m., 1.50 p.m.
Leave Muhanoy City, week days, 2.40, 7.45 a.m., 1.50 p.m.
Leave Muhanoy City, week days, 2.40, 7.45 a.m., 1.50 p.m.
Leave Muhanoy City, week days, 2.40, 7.45 a.m., 1.50 p.m.
Leave Muhanoy City, week days, 2.40, 7.45 a.m., 1.50 p.m.

0 p. m. Leave Muhanov City, week days, 8.40, 9.18, 47 a. m., 1.51, 7.42, 9.44 p. m. Sunday, 3.40, 8.17

Leave Mahanoy City, week days, 8.40, 9.18, 11.47 a. m., 1.51, 7.42, 9.44 p. m. Sunday, 2.46, 8.17 a. m., 1.50, p. m. Sunday, 2.46, 4.00, 4.50, 8.50 p. m. Leave Mahanoy Plane, week drys, 2.40, 4.00, 6.50, 8.51, 1.59 a. m., 1.15, 2.04, 9.50, 6.50, 7.57, 10.40 p. m. Sunday, 2.40, 4.00, 8.37 a. m., 3.77, 5.01 p. m. Leave Girardville, (Rappahannous Station), weeks days, 2.47, 4.07, 6.36, 9.44 a. m., 12.05, 2.12, 6.25, 6.32, 8.08, 10.05 p. m. Sunday, 2.47, 4.67, 8.33, a. m., 8.41, 8.07 p. m. Leave Williamsport, week days, 3.90, 9.45, 11.85 a. m., 1.35, 11.15 p. m. Sunday, 11.15 p. m. Port Baltimore, Washington and the West via B. & O. R. H., through trains leave Girard Avenue station, Philadelphia, P. & H. H. El. 81, 255, 8.01, 11.27 a. m., 1.54, 5.45, 7.15 p. m. Sunday, 3.55, 8.02, 11.37 a. m., 1.54, 5.45, 7.15 p. m.

ATLANTIC CITY DIVISION. Leave Philadelphia Chestaut street wharf and doub street wharf, for Atlantic City. Weekdays—Express, 900 as n. 290, 300, 400, 500 p. m. Accommodation, 800 as n. 415, 830,

5 00 p. m. Accommonators of the commodation, 8 00 a m and 4 45 p.m.

Heturning leave Atlantic City depot, Atlantic and Arkatisas avenues. Weekdays Express, 7 00, 8 00, 9 00 a m and 3 15, 5 30 p.m.

Accommodation, 4 10, 5 90, 8 10 a.m., and 4 30

p m. Sundays—Express, 4 00, 6 00, 8 00, p m. Accommodation. 7 30 a m and 5 05 p m. C. G. HANCOCK, Gen 1. sas'r Agt. L.A. SWEIGAHD, Gen'l Managor

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R. LEIBENBING, Cashier. S. W. YOST, Assistant Cashler,

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