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REPUBLICAN TICKET.

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.

CLERK, HON. CHARLES N. PRUMM.

DISTRICT ATTORNEY, J. HARRY JAMES.

COMMISSIONER, DR. L. A. FLECKER.

DIRECTOR OF THE POOR, JAMES B. LESSIG.

2ND SENATORIAL DISTRICT, LUTHER B. KEEFER.

1ST LEGISLATIVE DISTRICT, JOHN J. COYLE.

3RD LEGISLATIVE DISTRICT, JOHN W. KEISNER.

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

A CENTRE SHOT.

When Mr. Blaine made a point on the vote of Irish citizens in his Ophir Farm speech he hit the bull's eye squarely. Mr. Burke Cochran appears to see the point when he says that Mr. Blaine seems to think that the Irish vote is determined by prejudice and not by sober judgment. We do not know what Mr. Blaine thinks about the motion of the Irish vote, but the general public knows that the Democratic leaders always intend to wield the Irish vote for the aggrandizement of Democratic leaders, and not for any good that it might do for Ireland and the Irish.

The facts are that the policy of England in dealing with Ireland is to make the Irish people dependent on English manufacturers. Under British free trade Ireland has become a pauper country, without manufacturers, without skilled labor, except in a narrow line of production, and wholly dependent on England for almost everything except food. The population of Ireland has decreased nearly fifty per cent. within the memory of living men. Nobody believes this could have been had Ireland been allowed to build up great local industries unhindered.

The bulk of the Irish vote goes to the Democratic party, as everybody knows, and the Democratic party is known to have declared for the same tariff policy that has reduced Ireland to pauperism. Free trade in America is intended to enrich English producers. If, after this, Irish voters continue to howl about the English oppression and then vote to perpetrate it, we wish Mr. Burke Cochran much joy of his demagogism. But there must be a limit to human folly somewhere, and we locate it where Irish and Tammany demagogues gabble about English tyranny in one breath and exhort Irish voters to perpetrate that tyranny in the next breath. There is no law against men making asses of themselves, but the business does not strike men of common sense as exactly manly.

MEAN.

It remains to be seen whether President Harrison's eyes, made red and sore by weeping over his wife's severe afflictions, will prevent him from gazing on the glare of torchlighted political processions, and thereby force him to remain in the White House.

This paragraph, from the Star-Independent, of Harrisburg, is submitted to every gentleman irrespective of his political views, with the question, what kind of a soul must the man have who wrote it? When political rancor leads a man to mock another's grief, it may be seriously doubted whether he has a soul at all. If he has, he will find that a pill box will afford ample room for its exercise and development.

IRISH-AMERICANS, READ.

Hon. Robert B. Roosevelt, who was minister to Holland, by appointment of Grover Cleveland when he was President, now the treasurer of the National Democratic Committee. If you want to know how bigoted he is, read the following sentences made by him: "The inhabitants of the Emerald Isle are certainly a magnificent race, especially when their biographer wants to run for Alderman; and if they did not lie, steal, cheat, rob and murder, get drunk, perjure themselves, quarrel and fight, they would be almost as good as other nations."

Just what is going to be done in the West in regard to train robbing, is one of the puzzling questions of the hour. The extermination of the Dalton gang would, it was thought, have had a discouraging effect upon men inclined to that kind of outlawry, but such has not been the case, as is evidenced by the holding up and robbing of a Kansas train by a small gang of scoundrels. The evil is evidently spreading. One discomfiture, like that administered to the Daltons, not being sufficient, it will have to be followed up by others of an equally exterminating character.

A STARTLING FACT.

SIXTEEN PER CENT. OF LIFE INSURANCE APPLICANTS REJECTED ON ACCOUNT OF DISEASED KIDNEYS.

The Trouble Comes From Lack of Care.

Dr. Lambert, the general medical director of the Equitable Life Insurance Company, N. Y., said:

"We reject sixteen per cent. of the applications made to us for insurance, and I have saved the entire expense of this medical department, by the rejection alone of applicants who had diseased kidneys, and who died within two years after I rejected them."

This appalling statement coming as it does, from such high medical authority, should have the attention of our citizens. There is no reason to-day, why people should allow kidney disease to get such a hold on them.

Nature sends her warning in the slight pain in the back, poor circulation of the blood, sediment in the urine. When any of these symptoms appear, Dr. David Kennedy's Favorite Remedy should be taken in small doses at once, and thus drive the poison out of the blood and restore the kidneys to healthy action.

To our knowledge this is the only medicine that surely and effectually cures this almost universal complaint.

We note the happy recovery of Mr. Oscar Lambert, of Jerico, Mo., whose case has been talked of in the papers the world over.



Oscar Lambert.

Quoting from his letter:

"I neglected the first symptoms until I found myself in bed with a complicated disease of the kidneys. No mortal ever suffered more and lived. My physician failed to help me. I then used Dr. David Kennedy's Favorite Remedy, made at Hudson, N. Y. It relieved my kidneys almost immediately, and in a few weeks I was clear of all pain, and entirely cured. I owe my present health to Dr. David Kennedy's Favorite Remedy."

It is used and recommended for what it accomplishes. Writes Mrs. A. J. P. Manchester, from Providence, R. I.

"I began using Dr. Kennedy's Favorite Remedy for kidney disease, when Dr. Foster failed to relieve me. He drew a bad humor out of my blood, cured my kidney trouble, and I am truthful when I say I owe my life to it."

Wm. Huston the popular West Shore R. R. engineer, came out in an open letter stating how he had suffered with kidney disease. Physicians' treatment and the use of various preparations failed to benefit him. Dr. David Kennedy's Favorite Remedy, was procured and it made him well.

Favorite Remedy has had more publicity in the columns of the daily papers, than anything we know of, from the fact that it does as is promised, "cures disease."

Dr. Kennedy's Favorite Remedy possesses marvelous strength giving qualities, that render it especially valuable to the aged or infirm. For a general all around tonic, and to cure any disease arising from an impure condition of the blood, it has no equal. Druggists are selling more of it than all others combined.

To Dye Fast Colors

USE: PEERLESS: DYES!

Address for sample card, ELMIRA, N. Y.

Pennroyal Pills advertisement with image of a pill box.

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

Royal Baking Powder advertisement with logo and text 'ABSOLUTELY PURE'.

THE READING DISASTER

Mystery Surrounds the Cause of the Wreck.

RESPONSIBLE PARTY NOT KNOWN.

The Dead Number Seven, Two Are Fatally Hurt, and More Than Twenty Are Injured, Some Seriously.—Coroner's Inquest to be Held at Norrisstown.

PHILADELPHIA, Oct. 25.—There is considerable mystery connected with the awful disaster of yesterday on the Reading railroad near the West Manayunk tunnel. General Superintendent Bunzang says that the train despatcher at Peneoyd had been notified to give the freight train orders to wait there until the south-bound express had passed. The freight did wait at Peneoyd until the accommodation had passed, as was the usual custom, but then pulled out.

Whether or not the train despatcher delivered the order for the freight to wait for the express is not known, but it is thought he did not. The Sunday rush of coal trains had blocked the south-bound track, and all trains were running over the north-bound track.

The coroner's jury, which will begin the inquest at Norrisstown as soon as matters can be arranged, will fix the responsibility, and until then it is believed the person responsible will not be directly known.

A correct list of the dead is:

BOYNTON, JAMES T., 30 years old, Reading.

DEVINE, MARGARET, 60 years, Minersville.

HEIR, DAVID S., 59 years, of Harrisburg, member of the Legislature from Dauphin county, and a Republican candidate for re-election from the Harrisburg district.

KILRAIN, JAMES, 36 years, of Tamaqua, freeman on freight train.

UNKNOWN WOMAN, 21 years old, supposed to be Annie Atkinson, of Minersville.

WELCH, THOMAS, 56 years, Auburn, Pa., freeman on express.

The fatally injured are:

Thomas Fitzpatrick, Auburn, Pa., engineer of express; fractured skull and concussion of the brain; at St. Timothy's hospital.

S. D. Rhodes, Phoenixville; jaw fractured and concussion of brain.

The injured, who were taken to St. Timothy's Hospital, Roxborough, are:

William H. Becker, aged 32, Pottstown, Pa., leg broken.

Joseph E. Burfield, 29, Renova, Pa., scalp lacerated.

James H. Chilson, 27, Reading, contused leg and lacerated head.

M. D. Cowden, 40, Harrisburg, contused leg.

Ella Devine, 27, Philadelphia, laceration of thigh.

Win. H. Embrey, 33, Reading, lacerated scalp, wound severe.

J. Clayton Epler, baggage-man, Pottsville, 27, concussion of skull, face cut.

Hiram Gottschid, 42, Reading, compound fracture of both legs, right leg amputated.

Rev. Charles Hare, 31, Phoenixville, ankle sprained.

William Halsey, 36, Allentown, leg crushed.

Annie Kemp, 33, Hamburg, Pa., leg fractured.

Morita G. Leppert, Phoenixville, both legs broken.

Mrs. Leppert, 33, wife of the above, leg broken.

A. C. Printz, 27, Reading, conductor of express train, fractured thigh.

Mary E. Pottsman, 25, Pottstown, contusion of ankle.

Annie K. Niden, 45, Reading, broken leg.

Mrs. Mary Tees, 50, Valley Forge, leg fractured.

Dr. Joseph E. Wright, 30, Phoenixville, both legs crushed.

John E. Wyncoop, Port Kennedy, hand crushed, afterward amputated.

Other injured were brought to this city and cared for.

The horrible occurrence is told in detail as follows:

The wreck of the Shamokin express three-quarters of a mile north of the West Manayunk tunnel, with its attendant list of dead and wounded, the burning of cars, the hours and hours of pain and suffering to which the injured and imprisoned passengers were subjected, together with the details of the unceasing labor of the rescuers in the face of almost overwhelming difficulties makes a most appalling tale, the like of which this vicinity has not known for years.

same track, their combined speed being 45 miles an hour.

At a point directly opposite Shaw mount, which is on the other side of the Schuylkill river, the railroad makes a wide curve around the base of a steep hill, which seems to hang suspended over the track.

Just before the express rounded the curve and came in sight of this spot, the engineer sounded his whistle, and a moment later, as the train dashed around the turn, an answering scream of alarm sounded from the freight, which now came full upon the sight of the engineer and freeman on the express. The trains came together with fearful force.

The wreck took fire, but the flames were extinguished by the Manayunk fire department.

The south-bound track was cleared by afternoon, but the north-bound track was blocked all day.

Conductor George W. Hamilton of the express stated that he had orders that the train was clear from Conshohocken to West Falls.

The empty coal cars burned furiously as they were piled up one above the other. Brakenau Kilrain was 23 years of age. He was single, but supported his mother and two other relatives.

The coolest man in the wreck was Dr. Wright. He was wedged in by the seats and although suffering from broken bones, he coolly gave directions to those who were trying to extricate him.

There were several narrow escapes.

Rev. J. Madison Kane of the First Baptist Church of Phoenixville escaped uninjured although two people in front of him were killed.

J. H. Furnam of 2500 North Twelfth street and Bert Hagenbuch of Mahanoy City had just left the smoker and taken seats in the rear car.

The man who took Furnam's seat was killed and the man who took Hagenbuch's seat was badly injured.

Joseph W. Egan and Col. Williams, L. Durant of Coffeyville, W. T. Torrel, assistant master car builder of the Reading railroad, and William Seratford of Germantown were among the passengers who escaped injury.

Superintendent Whittemore of the main line was in his observation car "Ariel" when the crash came and gave personal attention to the relief of the distressed.

Advertisement for Kemp's Cough Cure with image of a bottle.

VOTE FOR JOHN J. COYLE

FOR THE LEGISLATURE. "Honesty in Public Office."

VOTE FOR JAMES B. LESSIG.

OF SHENANDOAH, FOR DIRECTOR OF THE POOR

VOTE FOR WILLIAM BERR

OF SHENANDOAH, FOR DIRECTOR OF THE POOR.

VOTE FOR JAMES PATTERSON

OF SHENANDOAH, FOR THE LEGISLATURE.

(FIRST DISTRICT.)

READING R. R. SYSTEM

Lehigh Valley Division.

ARRANGEMENT OF PASSENGER TRAINS.

MAY 15, 1902.

Passenger trains leave Shenandoah for Penn Haven Junction, South Creek, Lehighon, Nottingham, White Hall, Catawago, Allentown, Bethlehem, Easton, Philadelphia, Reading, Pottsville, Coatesville, Lancaster, York and Mahanoy City at 5.57, 7.40, 9.08 a. m., 12.32, 2.16, 4.21 p. m.

For New York, 5.57, 9.08 a. m., 12.32, 3.10, 4.39 p. m.

For Hazleton, Wilkes-Barre, White Haven, Pottsville, Lehighon, Towanda, Sayre, Wooster, Elmira, Rochester, Niagara, and Albany at 6.41 a. m., 8.10 p. m., to connection for Albany at Buffalo or Niagara Falls, 8.00 p. m.

For Belvidere, Delaware Water Gap and Stroudsburg, 6.41 a. m., 8.10 p. m.

For Lancaster and Trenton, 9.08 a. m., 12.32, 3.10, 4.39 p. m.

For Tonkannock, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

For Auburn, Ithaca, Geneva and Lehigh, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

For Scranton, 5.57, 9.08, 10.41 a. m., 3.10, 5.39 p. m.

For Hazleboro, Jeddo, Drifton and Freeland, 5.57, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

For Ashland, Girardville and Lehighon, 5.57, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

For York, 5.57, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Trains will leave Shamokin at 7.55, 11.55 a. m., 1.10, 4.30 p. m. and arrive at Shenandoah at 10.5 a. m., 12.02, 3.10, 5.39 p. m.

Leave Shenandoah for Pottsville, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Reading, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Allentown, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Easton, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Bethlehem, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Catawago, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Lehighon, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Towanda, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Sayre, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Wooster, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Elmira, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Rochester, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Niagara, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Buffalo, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

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Leave Shenandoah for Pottsville, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Coatesville, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Lancaster, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for York, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Mahanoy City, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Tonkannock, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Auburn, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Ithaca, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Geneva, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Lehigh, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Scranton, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Hazleboro, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Jeddo, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Drifton, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Freeland, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Ashland, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Girardville, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for Lehighon, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

Leave Shenandoah for York, 5.50, 7.40, 9.08, 10.41 a. m., 12.32, 3.10, 4.39 p. m.

First National

BANK

THEATRE BUILDING, Shenandoah, Penna.

CAPITAL, \$100,000.00.

A. W. LEISENKO, President.

P. J. FERGUSON, Vice President.

J. R. LEISENKO, Cashier.

S. W. YOST, Assistant Cashier.

Open Daily From 9 to 3.

3 PER CENT.

Interest Paid on Savings Deposits.

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