### ALL THE NEWS FOR ONE CENT

The EVENING HERALD has a larger of published, Books open to all,

### SUBSCRIPTION RATES:

DAILY, per year,... WEEKLY, per year,...

Entered at the Postoffice, at Shanandoah, Pa for transmission through the matis as second class mail matter.

THE daily increase in our circulation is evidence of the HERALD's popularity.

WATER is still a scarce article and our people must exercise more economy or else they will be put on much shorter allowance than at present. It is criminal to waste it.

SENATOR QUAY will succeed himself as United States Senator from this state and the more the Mugwumy press denounce bim the stronger he will be with the people of the Keystone

THE colored people are on the move They are leaving the South by hundreds daily. It will be but a question of time when the negro question will be solved without resource to blood-

WE are nearing the holiday season, and if our merchants desire a rich harvest they should place their announce ments in a newspaper that is read by purchasers each day. Such a medium stone elephant upon whose back is seated a colossal goddess, all hewn from is the HERALD. It is sold in every town and hamlet in this valley.

SEWARD, the one Democrat chosen on the electoral ticket of Ohlo, must feel lonesome. And by the way, what an irony of fate it is that the one successful Democrat should bear the illustrious Republican name of Seward.

IF Mrs. Lease should become a United States Senator, the Washingtou correspondents, or the public either, for that matter, would not care whether the executive sessions were held with open or closed doors.

with a special view to great speed, was mentioned as a possible rate, wise ones of Confucius. shook their heads, but the other day a locomotive drawing three coaches covered a mile in 87 seconds, which would be more than 97 miles an hour.

COMMODORE FOLGER. Chief of the Bureau of Ordnance of the Navy department, says in his annual report that the near future is to bring a deelded revolution in the character of the armament of war vessels. Their batteries will consist of two different classes of of guns, one sort very long and powerful, as as at present, for the plereing of thick armor-plates, and the other shorter and of large bore for firing projectiles containing the high er explosives. The latter will be directed against unarmored portions of ships. Commodore Folger also states that the tests of armor-piercing projectiles manufactured at Reading, Pa., prove them to be equal and perhaps superior to the best of the Holtzer projectiles thus far imported.

An Easton physician has called attention to the custom of taking to the cemetery flowers that had been placed in the room with the bodies of children who had died from diphtheria He says he has noted one case in particular, where the flowers probably impregnated with diphtheria. He says he has noted one case in particular, where flowers probably impregnated in this way with diphtheria germs were taken from the house of mourning and placed on the grave and later examined and perchance handled by little girls who visited the cemetery. From what is known of the manner in which diphtheria is spread, the practice mentioned by the physician must be a bad one. Diphtheria has insidious ways of spreading. which no one understands, and no possible avenue ought to be left open to it.

"I suffered for two years from a had cough ad pain in my chest. I tried a number of smedies, but Dr. Buil's Cough Syrup was the nly one that effected a cure. P. J. Murphy, whise, Pa."

SURF-BATHING.

Perhaps the most ordinary danger of the seashore—if danger can be called ordinary-is what are known as the three waves. The breakers, as a rule, says Harper's Weekly, come in a series of three. Sometimes the three are small, and sometimes very heavy, but. as a rule, the sequences run about the same size. Imagine a bather inside the surf-line, with the surf breaking over a bar about fifty or one hundred feet from shore. Those big green waves that rise higher and higher as they come toward him do not seem very formidable. The first one rears its head before it reaches him with an angry swish; a curl of foam, like a feather edge, crops out along the top, and fills the air with spray. Then the wave takes a more decided shoreward curl, the line of foam becomes deeper, there is a crash as it drops to a level, and the bather finds himself thrown down in a caldron of seething surf. Say he is in three feet of water on the level. After the wave has passed, he struggles to his feet choking, gasping, and halfblind with the salt-water. He doesn't really know what has happened, but he has a dimidea that something has hit him. Before he has time to collect his senses the second of the series is upon him, and he goes down again. He is dazed and confused, and he flounder around hopelessly. The third wave is always the finishing stroke, and gives the life saver, if there is one, a chance to do some work. Guided by an out-stretched arm thrust above the water avoluntarily, or by a bobbing head with which the surf is playing football, he drags the unsophisticated one out on the sand. That is the most common

### INDIA'S CAVE TEMPLE.

danger of the surf.

A Beautiful Pagoda That Itas Purried the World for Twenty-Five Centuries.

The "Cave temple" of Karli, India, is rightly considered one of the greatest wonders of the world. This gigantic ecess in the mountain ledge has been chiseled by human hands from porphyry as hard as the hardest flint. The nave one hundred and twenty-four feet long, forty-five feet broad and forty-six feet from floor to celling. Before the entrance of the temple stands a monster one solid block of stone. Like the temple walls and the outside ornaments, every article of adorning sculpture on the inside is hewn from the native rock. There are aisles on each side, separated from the nave by octagonal pillage of stone. The capital of each pillar is erowned with two kneeling slephants, on whose backs are seated two figures representing the divinities to whom the temple is dedicated. These figures are perfect and of beautiful features, as, indeed, are all the representations of delties and divinities in this peculiar temple. The repulsiveness so charac-teristic of modern Hindoo and Chinese pagodas is here wholly wanting. Each figure is true to life, or, rather, to art. there being no mythical half horse, half man, or beast-birds depicted in this un-tierground wonder of Karli. This wondrous underground pagoda or cave When the electric railway between temple has been a standing puzzle for Chicago and St. Louis, to be built the learned archaeologists of both Enrope and Asia for the last two thousand five hundred years, and is as much of first talked of, and 100 miles an hour an enigma to-day as it was in the time

-Ine address saughter of Charles Pepler of Bridgeport, Coan., has myster-tously disappeared. Pepler's wife was jealous of the girl and is suspected of abducting her.

-W. A. Richardson has been swindling farmers about Bennington, Vt., by welling them gratu, securing their checks, then selling their checks and decamping.

—The eight non-union sallors who were assumed and admosphed by union sallors, have gone back to the back from which they were forcibly taken as Tasoma.

-Secretary of State: Foster has designaed J. D. lieverout as the agent of the June States to select from the Vationa



# FOUR PHYSICIANS FAIL

But a Mother's Love Surmounts all Difficulties. Her Darling Child Cured of Bright's Disease by Dr. Kennedy's Favorite Remedy.

My daughter had Bright's Disease, Her mkles, feet and eyes were terribly swallen.
Four of our best T physicians attended her but her life T was despaired of.
A mother's love surmounts all difficulties. and I determined to try Dr. Basid Ken-nedy's Favorite Remedy, made at Ron-

How ALWAYS happy I am that I ALWAYS determine well known symptoms of the discase left her. Words fast to express my gratitude, and I cannot too carnestly recommend this and I cannot too carnestly recommend this great medt CURES cine. Her recevery to the form of the control of the

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



# FOR A LOVER'S DEATH

Eva Frear Wants \$40,000 for the Loss of Her Betrothed.

KILLED IN THE HASTINGS WRECK.

He Was Editor J. R. Bagnall, of the Poughkeepsie "Star" - Juris a Say That There is No Reason Why the Plaintiff in Such a Case Should Not Becover,

POTGHERREIR, N. Y., Nov. 28.-The terrible collision on the New York Central railroad at Hastings on Dec. 24, 1891, which brought so much suffering and so much death, has resulted in a suit against the company for damages for the loss of a betrothed husband.

This is a somewhat rare proceeding in this State, but some jurists say that there is no reason why a plaintiff in such a case should not recover.

On the train which was telescoped through the blunder of the rear brakeman, Herrick, in not signalling the train behind it, was John R. Bagnall, editor of the "Evening Star" of this city. The escaping steam scalded him ernelly about the head and body, and when he was extricated from a mass of wreck and splinters he was almost dead.

He was taken to St. John's Hospital in Yonkers and the doctors found that he was seriously hurt internally. He lingered in great agony until death came to his relief.

The same train carried as a passenger Miss Eva Frear, also of this city, who was to all appearances merely a friend of Mr. Bagnali. They had met in the car apparently and were in conversation when the crash came. Miss Frear was slightly burn and went to the same hospital of Mr. Baguall.

The young woman now announces that she was engaged to marry the editor. She has instructed her lawyer to bring suit against the company for \$40,000, claiming that in his death she lost a husband and was deprived of maintenance and support.

She has expressed a willingness to

compromise the case for \$20,000.

The defense of the railroad company, it is said, may be two-fold. In the first

it is said, may be two-fold. In the first place, it will throw doubt on the engagement, and will deny any responsibility to Miss Frear, even if she and Bagnail were sugged, on the ground that the damage was too remote, and that as she is not a relative she can claim nothing. But the plaintiff says she will have the

evidence of a barber who shaved Mr. Bagnall before he took his fateful trip to New York. The man says the editor told him he was engaged to Miss Frear and that he meant to marry her. The woman's sister also declares that they were engaged. At the time of the accident there was some talk to the effect that they were betrothed, but it was de

The New York Central railroad policy has been not to revive memories of the Hastings disaster, which was confessedly he result of the recklesaness of one of its employes. People who were entitled to damages, it is said, had their claims conaidered and paid. The company, how-ever, takes the ground that its unwilling-ness to agitate the question of the disaster has made it peculiarly subject to un-fair demands which it will not pay.

WRECK ON THE FITCHBURG. The Paper Tests Crashes Into a Preight-Oue Killed, Two Hurt.

Firemens, Mass., Nov. 28.-The Fitchburg railroad train which carries the Sunday papers up the Cheshire branch to New Hampshirs and Vermont crashed into the rear end of a freight train one mile east of Ashburnham at 5:15 a. m.

The front of the engine was smashed in, and the caboose of the freight was totally demolished above the floor, which, with the trucks, was driven under the

Conductor Chapman and two brakemen were in the caboose. The former was only alightly injured, but, of the other two, M. F. Fallon was instantly killed, and John Coleman was badly bruised about the face and limbs and also scalded by steam, but he will re-

Fallon' parents reside at Collinsville.

The Bline's Candidate for Printer. CHICAGO, Nov. 28 .- M. B. McCabe of Chicago has the indersement of many Himois Democrats for Public Printer, and it is stated that his name will be presented to President Cleveland by the Illinois Congressional delegation.

Death of a Prominent Divine. NEWARK, N. J., Nov. 28.—Rev. Father Leonard, one of the most prominent di-vines of this place and noted through-out New Jersey and Ponnsylvania for his eloquence as a preacher and missionary, is dead at his home here.

Democrats Sant a Colored Republican Continues, S. C., Nov. 28.—The State Board of Examiners (Democratic officials) have decided the contest in the 7th district by declaring George W. Murray, a colored Republican, the successful candi-date.

Smellper at Birmingham,

BIRMINGHAM, CODE. Nov. 28.-M. Hurley, aged 16, died of smallpox Saturday at the hospital. Bridget Crowley of Ansonia is very sick. Five more cases are in the hospital.

Dead at the Age of 101 Years.

SCHUYLKILL HAVEN, Pa., Nov. 28.— Mrs. Ann Davis, who died Saturday at the almshouse at this place, was born in Wales in 1791 and has been a widow for

# ABSOLUTELY PURE

#### Cadeta Rejuicing Over Their Victory. ANNAPOLIS, Md., Nov. 28.-There is great rejoicing among naval cadets here over the victory of the Annapolis boys in the football game with the West Point

No Division Intended for Kansas, HUTCHINSON, Kan., Nov. 28.—Republican members of the Legislature deny that any meeting has been called to con-sider the question of dividing the State

Ives Secures Control of a Railroad. CINCINNATI, Nov. 28.—It is again as serted in railroad circles that Henry S Ives has secured control of the Ohio Southern Railroad.

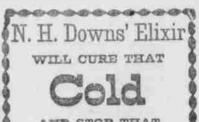
HE OVED good bread , bie , and pastry, but his Stomach was delicate. SHE LOVED

to cook, but was tired and sick of the taste and smell of land. She bought Cottolene, (the new shortening) and

more than ever, be-

cause she made better food, and he could eat it Without any unpleasant after effect. Now THEY ARE HAPPY in having found the BEST, and most healthful shortening ever made -OTTOLENE.

N. K. FAIRBANK & CO.,



Has stood the te t for SIXTY YEARS and has proved itself the best remedy tnown for the cure of Consumption,

Coughs, Colds, Whooping Cough, and all Lung Diseases in young or old. Price 250., 500., and \$1.00 per battle. SOLD EVERYWHERE. HENRY, JOHNSON & LORD, Props., Burlington, Vt.

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Barber Shop, COR. MAIN AND OAK STS.

Everything in the tonsorial line done in first lass style. A fine bath room attached.





### LLOYD'S SALOON AND RESTAURANT

36 East Centre Street. The best beer, ales, porter, whiskies, brandice, wines and finest eigars always on hand.

JOHN R. COYLE, Attorney-at-Law and Real Retate Agent

ROBERT LLOYD, Prop.

### READING R. R. SYSTEM.

Lehigh Valley Division. ARBANGEMENT OF PARREN-GER TRAINS.

Anthracite coal used exclusively, insuring leanliness and comfort
Passengror trains leave Shemandosh for lean Haven Junction, Mauch Chunk, Ledighton, Slatington, White Hall, Catassuqua, dilentown, Bethiehem, Easton, Philadelphia, larieton, Weatherly, Quarake Junction, Delma and Mahanoy City at 5.94, 7.40, 8.08 a.m., 12.52, 3.10, 5.27 p. m.
For New York, 5.74, 8.08 a.m., 12.52, 3.10, 3.7 p. m.

12.52, 3.10, b.77 p. m.

For New York, 5.74, 9.08 a. m., 12.52, 3.10, 5.77 p. m.

For Hazleton, Wilkes-Harre, White Haven, Pitiston, Laceyville, Towanda, Sayre, Waverly, Elmirs, Rechester, Niagara Falis and the West, 10.41 a. m., (3.10 p. m., no connection for Rochester, Buffaio or Niagara Falis), 8.03 p. m.

For Helvidere, Delaware Water Gap and Stroudsburg, 5.04 s. m., 5.27 p. m.

For Lambertville and Trenton, 2.08 a. m.

For Tunkhamock, 10.41 a. m., 2.10, 8.08 p. m.

For Jambertville, Geneva and Lyons, 10.41 a. m., 8.03 p. m.

For Jamesville, Leviston and Beaver Meadow, 7.0, 2.08 a. m., 8.7, 8.03 p. m.

For Audenried, Hazleton, Stockton and Lumber Yard, 5.04, 7.40, 2.08, 10.41 a. m., 12.52, 3.10, 5.27 p. m.

27 p. in. For Scranton, 6.04, 9.08, 10.41 a. m., 8.10, 5.27 p. For Hazlebrook, Jeddo, Drifton and Freeland, 04, 7,40, 9,08, 10,41 a.m., 12,52, 3,19, 5,27 p.m., For Ashinad, Girardville and Loest Croek, 4,27, 46, 8,52, 10,15 a.m., 1,90, 1,40, 4,10, 6,35, 8,10, 9,18

140, 25%, 10.19 a. m., 1.09, 1.29, 2.00.

For Raven Run, Centralia, Mount Carmel and Shamokin, 8.52, 10.15 a. m., 1.40, 4.40, 8.07 p. m.

For Yatesville, Park Pince, Mahanoy City and Delano, 5.57, 7.40, 9.08, 10.41 a. m., 12.52, 3.10, 5.26, 6.05, 9.24, 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 8.08 a. m., 12.52, 3.10, 5.27 p. m.

Leave Shenandoah for Pottsville, 5.50, 7.40, 9.08, 10.41 a. m., 12.52, 3.10, 4.10, 5.27, 8.08 p. m.

Leave Pottsville for Shenandoah, 6.00, 7.35, 9.05, 10.15, 11.48 a. m., 12.32, 3.00, 5.20, 7.00, 7.15, 8.30 p. m.

Leave Shenandonh for Hazleton, 6.04, 7.40, 9.08, 10.41 a. m., 12.82, 3.10, 5.27, 8.03 p. m. Leave Hazleton for Shenandonh, 7.39, 9.15, 11.05 a. m., 12.45, 3.10, 5.30, 7.10, 7.56 p. m.

Trains leave for Ashland, Girardville and Lost Creek, 7.59, 8.40 a.m., 18.39, 2.30 p. m. Fur Yatesville, Park Place, Mahanoy City, belano, Hazieton, Black Creek Junction, Pent Haven Junction, Mauch, Chank, Allemown, Schilebem, Easton and New York, 8.40 s. m., 155 p. m.

Bethlebem, Easton and New York, 8.40 s. m., 2.55 p.m.
For Philadelphia and New York, 12.30 p m.
For Yatesville, Park Place, Mahanoy City and Delano, 8.46, 11.35 s. m., 12.30, 2.55, 4.40 40.7 p. m.
Leave Histeton for Shenandoah, 8.30, 11.30 a. m., 1.08, 4.37 p. m.
Leave Shenandoah for Pottsville, 5.50, 8.40, 2.30 a. m., 12.30, 2.45 p. m.
Leave Pottsville for Shenandoah, 8.30, 10.46 a.m., 13.5, 5.15 p. m.
C. G. HANCOCK, Gen. Pass. Agt.
Philadelphia, Pa.
A. W. NONNEMACHER, Asst. G. P. A.
South Bethlenum, Pa.

DENNSYLVANIA RAILROAD.

NOVEMBER 16, 1891.

NOVEMBER 16, 1891.

Trains will leave Shenandoah after the above date for Wignara, Gilberton, Frankville, New Castle, St. Chair, Pottsville, Hamburg, Roading, Pottstown, Phoenixville, Norristown and Philadelphia (Broad street station) at 4:00 and 11:45 a.m. and 4:15 p. m. on week days. For Pottsville and intermediate stations 9:10 a.m. SUNDAYS.

stille and intermediate stations 9:10 a. m.

SUNDAYS.

For Wiggan's, Gilberton, Frackville, New Castie, St. Cliair, Pottsville at 6:00, 9:40 a. m. and 3:10 p. m. For Hamburg, Reading, Pottstown, 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, 11:18 a. m. and 5:40 p. m.

Leave Pottsville for Shenandoah at 10:40 a. m. and 12:14, 5:04, 7:42 and 10:09 p. m. sundays, 11:18 a. m. and 5:15 p. m.

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

Leave Philadelphia (Broad street station) for Pottsville and Shenandoah at 5:57 and 8:35 a. m. 4:10:40 a. m. and 5:15 p. m.

Leave Philadelphia (Broad street station) for Pottsville and Shenandoah at 5:57 and 8:35 a. m. 4:10:40 a. m. seek days. On Sundays !save at 6:50 a. m. For Pottsville, 9:23 a.m., For New Yorkat 3:04, 405, 4:05, 25, 8:07, 7:30, 8:30, 8:30, 9:50, 13:00, 6:30, 6:30, 7:30, 8:30, 8:30, 9:50, 13:00, 6:30, 6:30, 7:30, 8:30, 8:30, 9:50, 13:00, 5:30, 7:30, 8:30, 8:30, 9:50, 13:30, 8:30, 8:30, 9:50, 13:30, 8:30, 8:30, 9:50, 9:50, 8:30, 8:30, 8:30, 9:50, 9:50, 8:30, 8:30, 9:50, 9:50, 8:30, 8:30, 8:30, 8:30, 9:50, 9:50, 8:30, 8:30, 8:30, 9:50, 9:50, 8:30, 8:30, 9:50, 9:50, 8:30, 8:30, 8:30, 9:50, 9:50, 8:30, 8:30, 8:30, 9:50, 9:50, 8:30, 8:30, 9:50,

For Earlier at a so p in week days. For Eric and intermediate points at 5 to a m daily. 1 %, and 5 % p m week days. For Renovo at 5 to a m, 1 35 and 5 % p m week days, and 5 to s m on Sundays only. For Kane at 5 to a m, 1 35 p m week days.

DHILADELPHIA & READING R. R. TIME TABLE IN REFROT NOV. 13, 1882.

Time rante is were off nov. 15, 1852.

Trains leave Shemandoan as follows:
For New York via Philadelphia, week days, 108, 23, 18, 18, 1908 a.m., 12, 32, 24, 5, 55 p.m. Sunday 108, 7, 46 a.m. For New York via Mauch Chunk, week days, 7, 18 a.m., 12, 32, 2, 85 p.m.
For Reading and Philadelphia, week days, 108, 5, 33, 7, 18, 10, 68 a.m., 12, 38, 2, 48, 5, 35 p.m. Sunday, 2, 08, 7, 46 a.m., 4, 38 p.m.
For Harrisburg, week days, 2, 08, 7, 18 a.m., 12, 33, 2, 48 p.m.

248, 5.53 p. m.

Por Allentown, week days, 2.08 7.18 a. m., 12.33, 2.48 p. m.

Por Pottsville, week days, 2.08 7.18 a. m., 12.33, 2.48, 5.53 p. m.

Sunday, 2.08, 7.48 a. m., 12.35, 2.48, 5.53 p. m.

Por Tamagus and Mahanoy City, week days, 2.08, 5.28, 7.18, 1008 a. m., 12.38, 2.48, 5.53 p. m.

Sunday, 2.08, 7.48 a. m., 1.28 p. m.

Additional for Mahanoy City, week days, 2.08, 2.48 a. m., 1.28 p. m.

For Lancaster and Columbia, week days, 7.18 a. m., 2.5 p. m.

For Williamsport, Sunbury and Lewisburg, week days, 2.37, 7.18, 11.28 a. m., 1.23, 1.38, 2.48, 5.55 pm.

Sunday, 3.38 a. m., 2.03 p. m.

For Mahanoy Plane, week days, 2.08, 2.23, 5.23, 7.18, 10.08, 11.28 a. m., 12.31, 133, 2.48, 5.53, 5.58 pm.

For Girardville, (Happahannock Station), week days, 2.08, 2.28, 5.23, 7.18, 10.08, 11.28 a. m., 12.31, 133, 2.48, 5.53, 2.48, 5.53, 5.59, m.

For Ashiand and Shamokin, week days, 3.33, 8.23, 7.48 a. m., 3.03, p. m.

TRAINS FOR SHENANDOAH;

Leave New York via Philadelphia, week days, 7.48 a. m., 1.30, 4.00, 7.39 p. m., 12.15 might.

Leave New York via Philadelphia, week days, 4.00, 8.49 a. m., 1.00, 4.30 p. m. Sunday, 2.27, 2.28 a. m., 1.00, 7.39 p. m. Sunday, 7.48 a. m., 1.00, 4.00, 7.39 p. m. Sunday, 7.48 a. m., 1.00, 4.00, 7.30 p. m. Sunday, 7.15 a. m.

Leave New York via Philadelphia, week days, 4.0, 10.00 a. m.

Leave New York via Philadelphia, week days, 4.0, 10.00 a. m.

Leave Reading, week days, 4.50, 10.00 a. m.

Leave Reading, week days, 4.50, 10.00 a. m.

Leave Reading, week days, 4.55, 10.48 a. m.

Sunday, 9.08 a in the Careen Careen Leave Reading, week days, 1.55, 7.10, 10.05, 11.50 a.m., 5.55, 7.67 p.m. Sunday, 1.35, 19.48 a.m. Leave Pottsville, week days, 2.40, 7.40 a.m. 12.50, 5.11 p.m. Sunday, 2.40, 7.00 a.m., 2.05 p.m. Leave Tamaqua, week days, 2.20, 8.48, 11.20 a.m., 1.21, 7.15, 2.38 p.m. Sunday, 3.30, 7.43 a.m., 2.00 p.m.

Leave Tamaqua, week days, 8-2, 8-3, 11.50 a. m., 1.21, 7-15, 9.28 p. m. Sunday, 8.30, 7-83 a. m., 1.50 p. m.
Leave Mahamoy City, week days, 8.45, 9.18, 11.47 s. m., 1.51, 7-42, 9.54 p. m. Sunday, 8.46, 8.12 a. m., 8.30 p. m.
Leave Mahamoy Piane, week days, 2-40, 4.00, 6.50, 9.35 10.01, 135 a. m. 1.03, 2.06, 8.50, 6.20, 7-7, 10.10 p. m. Sunday, 2-47, 4.07, 6.36, 9.41 10.45 a. m., 12.05, 2.12, 1.11, 5.26, 6.33, 8.03, 10.16 p. m. Sunday, 2-47, 4.07, 6.36, 9.41 10.45 a. m., 12.05, 2.12, 1.11, 5.26, 6.33, 8.03, 10.16 p. m. Sunday, 2-47, 4.07, 8.38, a. m., 3.41, 5.07 p. m.
Leave Williamsport, week days, 8.00, 9.50, 12.00 a. m., 3.35, 11.15 p. m. Sunday, 1.15 p. m.
For Haitimore, Vashington and the West via B. & O. R. E., through trains leave Girard Avenue station, Philadelphia, (P. & B. R. E.), at 3.50, 8.01, 11.27 a. m., 1.55, 5.42, 7.16 p. m. Sunday, 150, 8.02, 11.27 a. m., 1.55, 5.42, 7.16 p. m.
ATLANFIC CITY DIVISION.

ATLANTIC CITY DIVISION. ATLANTIC CITY DIVISION.

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

Weekdays—Express, 9 00 a m, 2 00, 4 00, 8 00, p. m. Accommodation, 8 00 a m, 5 45, 5 30 p.m. Bundays—Express, 9 00, a m. Accommodation, 8 00 a m and 4 30 p.m. Returning leave Atlantic City depot, Atlantic and Arkanasa avenues. Weekdays—Express, 7 00, 7 45, 9 00 a m and 4 30 p.m. Accommodation, 8 10 a m and 4 30 p.m. Sundays—Express, 4 00 p.m. Accommodation, 7 30 a m and 4 30 p.m. C. G. HANCOCK, Gen'l Pass'r Agt. I. A. SWEIGARD, Gen'l Manager

First National

THEATRE BUILDING.

Shenandoah, Penna.

-CAPITAL,-

## \$100,000.00.

. W LEISENRING, President.

P. J. FERGUSON, Vice President, J. R. LEISENRING, Cashier. S. W. YOST, Assistant Cashier.

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EVERYTHING IN THE

GROGERY LINE

ALWAYS IN STOCK.

Fish, Butter and Eggs, Pointoes, Green Truck,

Gallagher's Cheap Cash Store

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