The Herald.

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WEEKLY, EVERY SATURDAY.

M. A. BOYER.....Proprietor
H. C. BOYER.....Editor and Publisher
W. J. WATKINS.....Local Editor
J. M. BOYER.....Business Manager

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THE GOVERNOR'S MISTAKE

The appointment of Mason Weidman to fill the vacancy caused by the death of Judge Green is a mistake and will do no good when it comes to asking the people to vote for a non-partisan candidate for Judge hereafter. So far as Mr. Weidman is concerned, personally, we have nothing to say. The appointment belonged to the Republicans in the interest of a non-partisan judiciary, as two of the three seats on the Bench are now filled by Democrats. The Philadelphia *Press* covered the point fully when it said:

"In making an appointment of a Common Pleas Judge in Schuylkill county Governor Pattison did not show that breadth of mind which would have been most creditable to him, and at the same time indicated his indorsement of the general purpose of the people to insist upon a non-partisan Judiciary. The Governor would not be criticised under ordinary circumstances for making selections from among members of his own party, but this was a case where every consideration save that of the narrowest partisanship called for a departure from such a policy. The two Judges already on the Schuylkill Bench are Democrats, both elected by Republican votes; the third place could have been fairly given to a Republican, as the people of the county have themselves hitherto filled it by the choice of a Republican. The Governor has made a mistake in this instance. It is such action as this that interferes with the growth of sentiment in favor of a non-partisan Judiciary."

SINCE they began operations twenty years ago cooperative stores of England have made for their investors a total profit of $200,000,000 on a trade that amounted to $2,500,000 annually. The Scotch cooperative wholesale societies save to members at their various branches 10 to 15 per cent. on the purchase money as compared with the price they would have to pay at the regular stores. Besides this they receive annually 5 per cent. on their share capital, which dividend is always sure. In addition they generally make besides 4 per cent. on the loaned capital. The members of these British cooperative societies are nearly all poor working people—clerks and mechanics—though they must be of more than average intelligence. But what intelligent clerks and mechanics have done in England the same class of individuals can do in America.

THE importance of forest preservation is gradually becoming better understood. The production of timber and beneficial effects upon climate and water supply are objects that appeal very strongly to intelligent persons who feel an interest in this subject. An effort is being made to prevent the White Mountain forests in New Hampshire, and the consequent ruin of the beautiful scenery which makes the region a resort for tourists from the whole country. The interests involved suggests the necessity for legislation whereby this wholesale destruction of timber can be stopped, not only in New Hampshire but elsewhere. The law should intervene in behalf of posterity by calling a halt on the wasteful policy that now ruins the finest heritage this country possesses—its valuable timber lands.

VOTE for your favorite teacher.

BELTS SENT FREE FOR EXAMINATION.

DR. SANDEN'S ELECTRIC BELT AND SUSPENSORY FOR WEAK MEN

Who are debilitated and suffering from Nervous Debility, Seminal Weakness, Lassitude, Impotency or Lost Manhood, Rheumatism, Lame Back, Kidney Troubles, Nervous Weakness, etc., and prevented from marriage, will find a CURE by the New improved Electric Belt and Suspensory combined. Belts for this special purpose. Cure of Sciatica in 3 weeks, going 3 miles daily. Continuous Current of Electricity through all parts, restoring them to health and vigorous strength.

In view of the fact that many persons who desire to procure genuine Electric Belts have suffered from different companies for information, and are undecided as to which have the best goods, we suggest that you order from each company the belt you wish to see, sent by express, C. O. D., with privilege of examination. When the belts have arrived at your express office examine them; if you find one better than ours, simply ask express agent to return ours to us. All we require is note, with your order to partially cover express charges, which will be deducted from price of belt if it is accepted. This proposition is a fair one to all concerned. A buyer wants the best for his money, and it is a great pleasure to us to have our goods examined and compared with others before bought. Send for illustrated pamphlet, mailed, sealed, free. Address Sanden Electric Co., 819 Broadway, N. Y.

STATE HEADQUARTERS.

One of the Most Interesting Features of the World's Fair.

Many of the State Houses Are Unique in Design and of Great Historical Interest—Nearly Three Million Dollars to Be Invested.

[Special World's Fair Letter.]

Thirty states and territories have made applications to provide for a proper representation of their resources at the world's fair, and it is expected that others will announce an intention of participating in the exposition when local prejudices are overcome and the eyes of legislators are fully opened to the advantages to be obtained by a display of products at the greatest exhibition ever conceived. The total appropriations from the states thus far approach $3,000,000, of which nearly one-half has been expended for state buildings in Jackson park. Sixty-three acres in the upper end of the park were set apart for this purpose, and now, some five months before the opening day of the fair, there stands a city of magnificent structures varying in architectural style and cost of construction from the Illinois building, largest of all, built after the fashion of the French renaissance and costing $2,000,000, to the diminutive Vermont building costing but $9,000, as white and classic as though built of marble from her own native hills.

It is hardly fair to criticise those of the states not represented in the following list, for in most cases the failure to make an appropriation lies in unreasoning prejudice of former legislatures. South Carolina, for instance, will not be represented at the fair except in a small way in the exposition department, for this reason. Public spirited citizens of Kansas raised the fund to represent that state. The same was true of Minnesota, but a bill recently passed the legislature reimbursing subscribers to the fund. Louisiana was too poor—floods and legislative inaction throwing the burden of making a display upon the women of the state. Tennessee may yet fall into line, and Alabama and Georgia are expected to make appropriations for buildings, sites in Jackson park having been set apart for their accommodation. Following is the list of states that will have buildings of their own:

Arizona	$20,000	Nebraska	$50,000
Arkansas	50,000	New Hampshire	12,000
California	225,000	New Jersey	70,000
Colorado	100,000	New Mexico	25,000
Delaware	10,000	New York	350,000
Florida	20,000	North Carolina	15,000
Idaho	50,000	North Dakota	65,000
Illinois	800,000	Ohio	125,000
Indiana	75,000	Pennsylvania	300,000
Iowa	125,000	Rhode Island	60,000
Kentucky	100,000	South Dakota	75,000
Kansas	50,000	Utah	20,000
Maine	30,000	Vermont	18,000
Massachusetts	150,000	Virginia	25,000
Michigan	100,000	Washington	100,000
Minnesota	50,000	West Virginia	40,000
Missouri	150,000	Wisconsin	65,000
Montana	80,000	Wyoming	30,000

The total cost of buildings is estimated at $2,300,000—rather a large sum to be expended for temporary structures, but the commissioners from the various states have builded well and wisely, and the result in each building is a matter for state and national pride. It was natural that Illinois should erect the largest state building. It is a noble structure, surmounted by a graceful dome springing from the center of the Greek cross which the wings of the building form. Though no more substantial than other state buildings most of the $800,000 expended has been devoted to exterior and interior decorations, and the result is an excellent imitation of a French mansion, though many will see in it a strong resemblance to the state capitol at Springfield. California's building is a delight to the eye, fashioned after the graceful lines of Moorish-Spanish architecture, and, like the state, is huge in its proportions. There is nothing small about California, and one-half the total appropriation was expended for the building. Travelers through the southwest will see in the building a reproduction of the old Mission church at San Diego.

Colorado's building cost $35,000, and is a pure white structure, after the style of the Spanish renaissance, and is surrounded by two tall, graceful towers. The exterior ornamentation is very elaborate, while the interior—and the same may be said of all the state buildings—is finished in native woods, with every accommodation for visitors and the state world's fair commission. There is something monastic in the appearance of the Indiana building, with its gothic gables and grained windows. It is a roomy structure, but not so beautiful as that of many other states. Wisconsin, too, built for practical rather than artistic purposes, for though the building is adapted in every way for the purpose for which it was intended, it looks more like a city mansion than an exhibition building. The structure cost $35,000. Ohio's building is colonial in style, with tall, graceful columns upholding a wide porch over the main entrance. Just the sort of a mansion one would expect to see in a grove on a blue grass farm. The cost was $30,000.

Opposite the Ohio building is the homeliest and at the same time most attractive state building on the grounds. It is of common size and built entirely of huge logs brought all the way from Washington. Every stick in it forms a part of the timber exhibit from that state, and it cost $100,000 to erect the structure. The South Dakota building is small, but, like the state, attractive. Native materials enter into the imitation stone work. North Dakota, Minnesota and Nebraska each have two-story frame structures, covered with staff and ornamented with plaster. All are well adapted for their uses, but are not unusual in appearance. Montana has an out-of-the-way location, but an attractive building, with products of the state cropping out here and there in the construction.

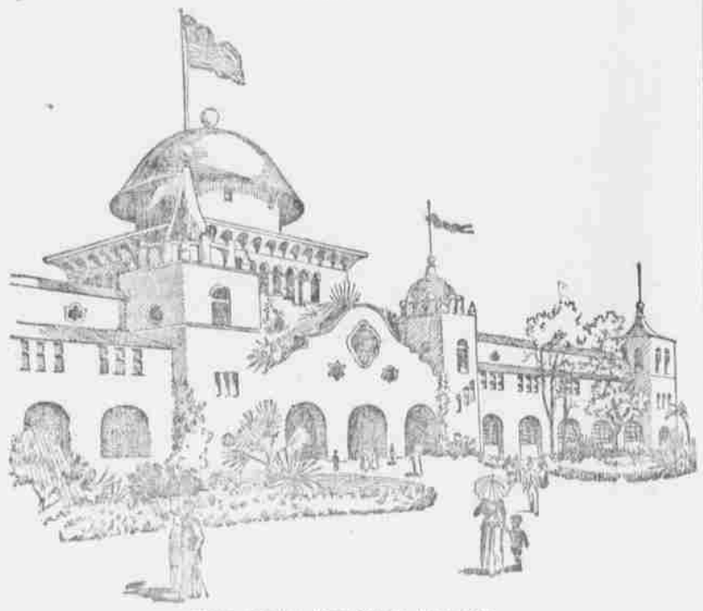
Florida's building is a reproduction of old Fort Marion, and the imitation is made more perfect by a plaster covering made from sea sand filled with tiny shells. This building is in itself an exhibit, possessing great historical interest. In the interior will be a tropical garden. Over $40,000 has thus far been expended in the structure.

Little Rhode Island has a reproduction of a Greek temple, small enough and beautiful enough to be a model of the structure of which it is a copy. The Bay state has a reproduction of the John Hancock residence which formerly stood on Beacon hill, and is an imitation of cut granite. Contractors were paid $50,000 for their work. New Hampshire's building looks like a Swiss cottage, partially constructed of granite from that state, while Maine's building, just across the way, looks like a modern city residence, comfortable in appearance and hybrid in style. Vermont's structure is small, but beautiful, in imitation of marble, and was erected by private subscription.

A large part of the Iowa building is a part of the Jackson park pavilion, a granite structure belonging to the park commission, and the two buildings combine harmoniously after the style of a French chateau. The cost was $35,000. Kansas has an odd-shaped structure costing $25,000, built of wood and covered with staff. Just at present the building is occupied by an exhibit from the state university at Lawrence, and a feeling of dissatisfaction exists between the "educational" and "farmer" element of the state commission as to whether this exhibit shall remain in the building. Utah's building is not yet under way, and ground has just been broken for the Kentucky structure. The design of the Arkansas building follows classic models, the work of a Little Rock woman. Though not large the building is very beautiful, and cost $15,000. The Missouri building, under the shadows of Pennsylvania's clock tower, is a substantial and richly ornamented structure costing $45,000. The interior finish, glass, stone and other materials used in construction are all products of the state. Connecticut has a building in the colonial style costing $12,000, while Virginia has faithfully reproduced Mount Vernon. West Virginia has a typical residence of that section, details being followed out even to the pitched roof and carved wood ornamentation. New Mexico and Arizona will jointly occupy a roomy structure near the New York building.

In some of these buildings exhibits of state products will be made, but many of them will be used solely as headquarters for visitors. Reception and retiring rooms, together with reading and waiting rooms, are provided in all the buildings, and the weary sight-seer from Maine or California or other far off states can find a haven of refuge in structures to which they may claim partial ownership.

PAUL DE H. SWEENEY



VIEW OF THE CALIFORNIA BUILDING.

After sulking because she did not get the fair New York finally came to the front and has erected a florid structure costing $77,000, ranking next in size to the California building. The exterior is very ornamental, in imitation of marble, and in style with the exposition buildings. The structure looks overdressed and pompous, and is quite in keeping with Father Knickerbocker's characteristics.

Pennsylvania's headquarters is the most substantial of all the state buildings, being built of pressed brick, costing $80,000. There's nothing gaudy about the Quaker, and nothing wasted in gew-gaw ornamentation in the building. The structure is colonial in style, the front being an exact representation of Independence hall, tower, clock and all. Old liberty bell will be suspended in a balcony under the tower, and is expected to arrive at Jackson park early in April.

Mrs. Mary E. O'Fallon

of Pigua, O., says the Physicians are Astonished, and look at her like one

Raised from the Dead

Long and Terrible Illness from Blood Poisoning

Completely Cured by Hood's Sarsaparilla.

Mrs. Mary E. O'Fallon, a very intelligent lady of Pigua, Ohio, was poisoned while assisting physicians at an autopsy 5 years ago, and soon **terrible ulcers** broke out on her head, arms, tongue and throat. Her hair all came out. She weighed but 78 lbs., and saw no prospect of help. At last she began to take Hood's Sarsaparilla and at once improved; could soon get out of bed and walk. She says: "I became perfectly cured by

Hood's Sarsaparilla

and am now a well woman. I weigh 128 lbs., eat well and do the work for a large family. My case seems a wonderful recovery and physicians look at me in astonishment, as almost **like one raised from the dead.**"

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It is just because there is no lard in it, that COTTOLENE the new shortening is so wonderfully popular with housekeepers. COTTOLENE is PURE, DELICATE, HEALTHFUL, SATISFYING—none of the unpleasant odor necessarily connected with lard. Get the genuine. There is no real substitute.

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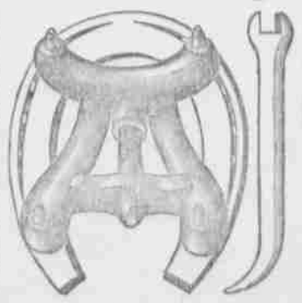

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Sole agent for Schuylkill County.

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Horse Blankets, Skates, Sporting Goods.

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Anthracite coal used exclusively, insuring cleanliness and comfort

TIME TABLE IN EFFECT JAN. 29, 1892

Trains leave Shenandoah as follows:

For New York via Philadelphia, week days, 2.08, 5.23, 7.18, 10.08 a. m., 12.33 2.48, 5.53 p. m. Sunday 2.08, 7.46 a. m. For New York via Mauch Chunk, week days, 7.18 a. m., 12.33, 2.48 p. m.

For Reading and Philadelphia, week days, 2.08, 5.23, 7.18, 10.08 a. m., 12.33, 2.48, 5.53 p. m. Sunday, 2.08, 7.46 a. m., 4.28 p. m.

For Harrisburg, week days, 2.08, 7.18 a. m., 1.48, 5.53 p. m.

For Allentown, week days, 7.18 a. m., 12.33, 2.48 p. m.

For Pottsville, week days, 2.08, 7.18 a. m., 12.33, 2.48, 5.53 p. m. Sunday, 2.08, 7.46 a. m., 4.28 p. m.

For Tamaqua and Mahanoy City, week days, 2.08, 5.23, 7.18, 10.08 a. m., 12.33, 2.48, 5.53 p. m. Sunday, 2.08, 7.46 a. m., 4.28 p. m. Additional for Mahanoy City, week days, 6.59 p. m.

For Lancaster and Columbia, week days, 7.18 a. m., 2.48 p. m.

For Williamsport, Sunbury and Lewisburg, week days, 3.33, 7.18, 11.28 a. m., 1.33, 6.58 p. m. Sunday, 3.23 a. m., 3.03 p. m.

For Mahanoy Plane, week days, 2.08, 3.23, 5.23, 7.18, 10.08, 11.28 a. m., 12.33, 1.33, 2.48, 5.53, 6.58, 9.33 p. m. Sunday, 2.08, 3.23, 7.46 a. m., 3.03, 4.28 p. m.

For Girardville, (Rappahannock Station), week days, 2.08, 3.23, 5.23, 7.18, 10.08, 11.28 a. m. 12.33, 1.33, 2.48, 5.53, 6.58, 9.33 p. m. Sunday, 2.08, 1.23, 7.46 a. m., 3.03, 4.28 p. m.

For Ashland and Shamokin, week days, 3.23, 5.23, 7.18, 11.28 a. m., 1.33, 6.58, 9.33 p. m. Sunday, 3.23, 7.46 a. m., 3.03 p. m.

TRAINS FOR SHENANDOAH:

Leave New York via Philadelphia, week days, 7.45 a. m., 1.30, 4.00, 7.30 p. m., 12.15 night. Sunday, 6.00 p. m., 12.15 night.

Leave New York via Mauch Chunk, week days, 1.00, 8.45 a. m., 1.00, 4.30 p. m. Sunday, 7.15 a. m.

Leave Philadelphia, week days, 4.10, 10.00 a. m., 4.00, 6.00 p. m., from Market and 12th Sts., and 3.35 a. m., 11.20 p. m. from 9th and Green streets. Sunday, 9.05 a. m., 11.30 a. m., from 9th and Green.

Leave Reading, week days, 1.35, 7.10, 10.05, 11.50 a. m., 5.55, 7.57 p. m. Sunday, 1.35, 10.48 a. m.

Leave Pottsville, week days, 2.40, 7.40 a. m., 12.20, 6.11 p. m. Sunday, 2.40, 7.00 a. m., 2.05 p. m.

Leave Tamaqua, week days, 3.20, 8.48, 11.23 a. m., 1.21, 7.15, 9.28 p. m. Sunday, 3.20, 7.43 a. m., 2.50 p. m.

Leave Mahanoy City, week days, 3.45, 9.18, 11.47 a. m., 1.51, 7.42, 9.54 p. m. Sunday, 3.46, 8.12 a. m., 3.20 p. m.

Leave Mahanoy Plane, week days, 2.40, 4.00, 1.30, 9.35, 10.40, 11.59 a. m., 1.05, 2.06, 5.20, 6.26, 7.37, 10.10 p. m. Sunday, 2.40, 4.00, 8.27 a. m., 3.37, 5.01 p. m.

Leave Girardville, (Rappahannock Station), week days, 2.47, 4.07, 6.36, 9.41 10.46 a. m., 12.05, 1.12, 1.11, 5.26, 6.32, 8.03, 10.16 p. m. Sunday, 2.47, 4.07, 8.32, 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, 11.15 p. m.

For Baltimore, Washington and the West via B. & O. R. R., through trains leave Girard Avenue station, Philadelphia, (P. & R. R. R.) at 3.50, 8.01, 11.27 a. m., 3.56, 5.42, 7.16 p. m. Sunday, 3.50, 8.02, 11.27 a. m., 3.56, 5.42, 7.16 p. m.

ATLANTIC CITY DIVISION.

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

Weekdays—Express, 9.00 a. m., 2.00, 3.00, 4.00, 5.00 p. m. Accommodation, 8.00 a. m., 5.45 p. m.

Sundays—Express, 9.00, 10.00 a. m. Accommodation, 8.00 a. m. and 4.30 p. m.

Returning leave Atlantic City depot, Atlantic and Arkansas avenues. Weekdays—Express, 7.00, 7.45, 9.00 a. m. and 3.30 and 5.30 p. m. Accommodation, 8.15 a. m. and 4.30 p. m. Sundays—Express, 4.00, 8.00 p. m. Accommodation, 7.15 a. m. and 4.30 p. m.

Lehigh Valley Division.

Passenger trains leave Shenandoah for Penn Haven Junction, Mauch Chunk, Lehighton, Slatington, White Hall, Catasauqua, Allentown, Bethlehem, Easton, Philadelphia, Hazleton, Weatherly, Quakake Junction, Delano and Mahanoy City at 6.04, 7.40, 9.08 a. m., 12.52, 3.10, 5.27 p. m.

For New York, 6.04, 9.08 a. m., 12.52, 3.10, 5.27 p. m.

For Hazleton, Wilkes-Barre, White Haven, Pittston, Laceyville, Towanda, Sayre, Waverly, Elmira, Rochester, Niagara Falls and the West, 10.41 a. m., (3.10 p. m., no connection for Rochester, Buffalo or Niagara Falls), 8.03 p. m.

For Belvidere, Delaware Water Gap and Stroudsburg, 6.04 a. m., 5.27 p. m.

For Lambertville and Trenton, 9.08 a. m.

For Tunkhannock, 10.41 a. m., 3.10, 8.03 p. m.

For Auburn, Ithaca, Geneva and Lyons, 10.41 a. m., 8.03 p. m.

For Jeanesville, Leviston and Beaver Meadow, 7.40, 9.08 a. m., 5.27, 8.03 p. m.

For Audenried, Hazleton, Stockton and Lumber Yard, 6.04, 7.40, 9.08, 10.41 a. m., 12.52, 3.10, 5.27 p. m.

For Scranton, 6.04, 9.08, 10.41 a. m., 3.10, 5.27 8.03 p.m.

For Hazlebrook, Jeddo, Drifton and Freeland, 6.04, 7.40, 9.08, 10.41 a. m., 12.52, 3.10, 5.27 p. m.

For Ashland, Girardville and Lost Creek, 4.27, 7.45, 8.52, 10.15 a. m., 1.00, 1.40, 4.10, 6.35, 8.10, 9.15 p. m.

For Raven Run, Centralia, Mount Carmel and Shamokin, 8.52, 10.15 a. m., 1.40, 4.40, 9.07 p. m.

For Yatesville, Park Place, Mahanoy City and Delano, 6.04, 7.40, 9.08, 10.41 a. m., 12.52, 3.10, 5.27, 8.03, 9.33, 10.28 p. m.

Trains will leave Shamokin at 7.55, 11.55 a. m., 2.10, 4.30, p. m. and arrive at Shenandoah at 9.05 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, 8.03 p. m.

Leave Pottsville for Shenandoah, 6.00, 7.35, 9.05, 10.15, 11.48 a. m., 12.32, 3.00, 3.20, 7.00, 7.15, 9.30 p. m.

Leave Shenandoah for Hazleton, 6.04, 7.40, 9.08, 10.41 a. m., 12.52, 3.10, 5.27, 8.03 p. m.

Leave Hazleton for Shenandoah, 7.30, 9.15 11.06 a. m., 12.45, 3.10, 5.30, 7.10, 7.56 p. m.

SUNDAY TRAINS.

Trains leave for Ashland, Girardville and Lost Creek, 7.29, 9.40 a. m., 12.30, 6.45 p. m.

For Yatesville, Park Place, Mahanoy City, Delano, Hazleton, Black Creek Junction, Penn Haven Junction, Mauch Chunk, Allentown, Bethlehem, Easton and New York, 8.40 a. m., 2.55 p. m.

For Philadelphia 12.30, 2.55 p. m.

For Yatesville, Park Place, Mahanoy City and Delano, 8.40, 11.35 a. m., 12.30, 2.55, 4.40 6.03 p. m.

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

Leave Shenandoah for Pottsville, 8.50, 8.40, 9.30 a. m., 2.45 p. m.

Leave Pottsville for Shenandoah, 8.30, 10.40 a.m., 1.35, 5.15 p. m.

I. A. SWEIGARD, Gen. Mgr.
C. G. HANCOCK, Gen. Pass. Agt.
Philadelphia, Pa.
A. W. NONNEMACHER, Asst. G. P. A. Lehigh Valley Division, South Bethlehem Pa.

PENNSYLVANIA RAILROAD.

SCHUYLKILL DIVISION.
DECEMBER 8, 1892

Trains will leave Shenandoah after the above date for Wiggan's, Gilberton, Frackville, New Castle, St. Clair, Pottsville, Hamburg, Reading, Pottstown, Phoenixville, Norristown and Philadelphia (Broad street station) at 6:00 and 11:46 a. m. and 4:15 p. m. on week days. For Pottsville and intermediate stations 9:10 a. m.

SUNDAYS.

For Wiggan's, Gilberton, Frackville, New Castle, St. Clair, Pottsville at 6:00, 9:40 a. m. and 3:10 p. m. For Hamburg, Reading, Pottstown, Phoenixville, Norristown, Philadelphia at 8:00, 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 10:27 p. m. sundays, 11:13 a. m. and 5:40 p. m.

Leave Pottsville for Shenandoah at 10:15, 11:48 a. m. and 4:40, 7:15 and 10:00 p. m. Sundays at 10:40 a. m. and 5:15 p. m.

Leave Philadelphia (Broad street station) for Pottsville and Shenandoah at 5 57 and 8 35 a m; 4 10 and 7 11 p m week days. On Sundays leave at 8 50 a m. For Pottsville, 9 23 a m. For New York at 3 20, 4 05, 4 40, 5 15, 6 50, 7 30, 8 20, 8 30, 9 50, 11 00, 11 14, a m, 12 00 noon (limited express 1 06 and 4 50 p m) 12 44, 1 35, 1 40, 2 30, 3 20, 4 00, 4 02, 5 00, 6 00, 6 20, 6 50, 7 13, 8 12 and 10 00 p m. 12 01 night. Sundays at 3 20, 4 05, 4 40, 5 15, 8 12, 8 30, 9 50, 11 02 a m and 12 44, 1 40, 2 30, 4 02 (limited 4 50) 5 20, 6 20, 6 50, 7 13 and 8 12 p m and 12 01 night. For Sea Girt, Long Branch and intermediate stations 8 20 and 11 14 a m, and 4 00 p m weekdays. For Baltimore and Washington 3 50, 7 20, 8 31, 9 10, 10 20, 11 18 a m, (12 25 limited express,) 1 30, 3 46, 4 30, 6 17, 7 00, 7 40 p m 12 02 night. For Freehold only 5 00 p m week days. For Baltimore only at 2 02, 4 01, 5 08 and 11 30 p. m. Sundays at 3 50, 7 20, 9 10, 11 18 a m, 12 10, 4 30, 7 00, 7 40 p m, 12 03 night. Baltimore only 5 08, 11 30 p m. For Richmond 7 20 a m, 12 10p m and 12 03 night.

Trains will leave Harrisburg for Pittsburg and the West every day at 12 25, 1 20 and 3 10 a m and (limited 5 00) 2 25, 3 25, and 5 15 p m. Way for Altoona at 8 15 a m and 3 18 p m every day. For Pittsburg and Altoona at 11 20 a m every day.

Trains will leave Sunbury for Williamsport, Elmira, Canandaigua, Rochester, Buffalo and Niagara Falls at 2 04, 8 10 a m, and 1 35 p m week days. For Elmira at 6 34 p m week days. For Erie and intermediate points at 5 10 a m daily. For Lock Haven at 5 10 and 9 55 a m daily, 1 35 and 5 34 p m week days. For Renovo at 5 10 a m, 1 35 and 5 34 p m week days, and 8 10 a m on Sundays only. For Kane at 5 10 a m, 1 35 p m week days.

C. H. PUGH, Gen'l Manager. J. R. WOOD, Gen'l Pass'r Agt.

JOHN R. COYLE,

Attorney-at-Law and Real Estate Agent,

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