The Herald.

PUBLISHED DAILY, SUNDAY EXCEPTED
WEEKLY, EVERY SATURDAY.

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H. C. BOYER.....Editor and Publisher
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J. M. BOYER.....Business Manager

SUBSCRIPTION RATES:

DAILY, per year,.....$3 00
WEEKLY, per year,.....1 50

Advertising Rates.

Transient, 10 cents per line, first insertion; 5 cents per line each subsequent insertion. Rates or regular advertising can be had on application at the office or by mail.

The EVENING HERALD has a larger circulation in Shenandoah than any other paper published. Books open to all.

Entered at the Postoffice, at Shenandoah, Pa. for transmission through the mails as second-class mail matter.

AN Italian sailor sat down to dinner in a Philadelphia boarding house seventy-six days ago, and because there was neither knife nor fork at his plate refused to eat his dinner and continued fasting until Sunday last, when he died. This is a unique episode in boarding house annals. It is, we believe, the first instance on record where a boarder has refused to eat everything in sight every day in the year and look for more. As a matter of fact, the average boarder would cheerfully furnish his own knife and fork if the landlady furnished food in satisfying quantity.

A GREAT SPEECH.

Of the closing speeches in the House on Saturday, that of Mr. Reed was decidedly the ablest and the most elevated in character. Others commanded great applause by charms of voice and delivery; others appealed with great force to Democratic platforms and interests; but the speech of Mr. Reed, wherever it is read, will illustrate anew the lofty courage of conviction, the splendid patriotism and the broad statesmanship which make the last Congress memorable in history. Many Democrats who heard him doubtless realized for the first time the tremendous power of the Republican position and of the champions who defend it. Though as far as possible from a partisan speech, it set forth magnificently the principles by which the Republicans have been governed and which govern them now in voting to repeal a measure that Democrats and silver Senators made it a necessity to adopt three years ago.

It was well that a leader of the highest rank and of rare popularity should utter the plain truth about the present silver law and the reasons for its repeal. It was passed because there was no other way to stop the coinage under the Bland bill, and to secure the provision that the whole power of the government should be exerted to maintain the parity of gold and silver in use. It was passed because it was the only way to prevent the passage, by a combination of Democrats and silver men, of a free-coinage bill which would have produced immediate disaster in business. No one can say how great a number of voters have been convinced, by three years of experience under the present law, that their beliefs about silver coinage were erroneous. Mr. Wilson, the Democratic leader in the House, himself bore testimony to the great change in opinion which this experience had produced. This demonstration has made it possible now to stop both the coinage and the purchase of silver, so that other nations may have to face their share of responsibility.

It was especially fortunate that a leader so widely honored as Mr. Reed should make the fact clear that the present silver law has not been the main cause of business troubles, and that its repeal will not be a sufficient remedy. With the courage to state the truth exactly as it is, the Republican leader showed that a part of the existing trouble had been caused by the failure of the act itself to accomplish what the silver men expected from it, and a part by the partisan anxiety of Democrats to make this measure the scapegoat for disasters which their own success was likely to cause. Some part of the trouble can therefore be remedied by getting the act out of the way, and that is reason enough for the votes of Republicans. When it is out of the way, the party in power will have to face and deal with other causes of disaster.

IN THE STORM'S RANGE.

The Disasters Both on Land and at Sea.

DETAILS YET HARD TO OBTAIN.

The Damage at Charleston Alone Proves to be Greater Than First Thought by the Cyclone of 1885—The Kearsarge and Nantucket Have a Rough Experience.

COLUMBIA, S. C., Aug. 31.—The storm of Sunday night and Monday morning was one of the fiercest that ever swept over South Carolina. Wires are down in every direction and details are hard to obtain. The damage was general, extending over the entire state, being most severe in the southeastern angle. The damage at Beaufort, Port Royal and neighboring low islands skirting the Atlantic coast was terrible, if the reports are accurate. The rice fields along the Savannah and its affluent streams were torn up by wind and water. Water was driven in from the Atlantic, and tides were unprecedently high, in some places being eighteen feet above mean high water mark.

Indefinite reports received from Port Royal and Beaufort make it appear that the storm did greater damage there and in that vicinity than elsewhere. One report is to the effect that 100 lives were lost at those two places and along the Atlantic coast intervening. Most of the loss was among the negroes, who became frightened, and in their panic stayed in their homes too long to make their escape. No message can be gotten from Port Royal or Beaufort. Columbia has no communication with the outside world.

News received by The Chronicle brings the startling intelligence that seventy dead and swollen bodies were taken from the Coosa river at Port Royal by searching parties. Not one-half of the horrors of the storm has yet been told, as messengers from surrounding sections are arriving hourly, bringing news of deaths and terrible havoc caused by the gale.

The number of missing is over 100, but owing to the poor means of communication correct lists of the dead cannot be obtained. In several places along the Coosa river were found eight or ten bodies lying on the bank close together. Graves were hastily dug near the place of discovery of the bodies and without ceremony the storm victims were placed beneath the earth. Many of the dead were so far advanced in putrification that the sight was sickening and revolting. Suffering in some localities among negroes is reported as being distressing.

CHARLESTON, S. C., Aug. 31.—The damage here is fully as great as from the terrible cyclone of 1885. The News and Courier estimates the losses as follows: City property, $100,000; fertilizing works, $175,500; Charleston Mining company, $50,000; railroads, $80,000; telephone exchange, $6,000; telegraph companies, $50,000; lead works, $12,000; wharves, $250,000; shipping, $50,000; Ashley river bridge, $60,000; churches, $50,000; private property, $200,000; miscellaneous, $100,000. Total, $1,111,500. The experience of 1885 taught Charlestonians a lesson, and over $1,000,000 cyclone insurance was held. This will greatly offset the damage. Five persons were killed and two injured at Charleston and others are missing.

Rattlesnake Shoals lightship was completely wrecked. The crew escaped. The Seminole and Yemassee, of the Clyde Line steamers, are both overdue at Charleston and great anxiety is felt. The schooner Morris W. Child, from Brunswick, lumber, was towed into Charleston by a tug. The vessel is much injured. This vessel reports passing through wreckage and seeing six men in the water with life preservers on. They were barely alive. No assistance could be given them.

FORT MONROE, Va., Aug. 31.—The Kearsarge, which left New York on Friday last with the monitor Nantucket in tow for Wilmington, N. C., ran into the hurricane off Hatteras on Monday. Her hawser parted and both vessels had a very bad shaking up. At one time it was feared the Nantucket would go down. The Kearsarge stood by her and both turned about and made for Hampton Roads, where they arrived yesterday afternoon. They proceeded to the Norfolk yard, where they will have to repair damages before proceeding.

SAVANNAH, Aug. 31.—The following particulars as to the effect of the storm at Tybee have been obtained. It will cost probably $50,000 to repair the damage. The bridge over Lazaretto creek is wrecked. The track from Lazaretto creek bridge to Mrs. Taylor's house is completely wrecked. The water came up with such force that it picked the track up and carried it 500 feet from the road bed.

One or two foundations tell where the Estill House was. Of Peter Smith's house not a board remains. G. R. Robbins' house is badly battered up. The Rattle club house is supposed to rest on one side of Wilmington Island, at any rate it is not on Tybee. The house of W. R. Wilson is moved up towards the railroad about fifty feet. Several houses were destroyed by fire. The home of Mr. Rocker is moved back about thirty feet. The house of Frank Storer was treated rather queerly. The first floor was blown away, while the second floor sailed across several lots, and was uninjured. The pictures on the mantel were not even disturbed by the flight of the building. A box car at the east end of the "Y" switch of the railroad, where Scott Bacon, his wife and two sons lived, all of whom were killed, was blown from its trucks, and has not been found.

The Hotel Tybee is damaged but little. Some of the cottages of Chatham are damaged. The big sand drives along the beach were swept away. The only bath houses now on the island are those of the Atlantic club. It is now estimated that the losses of the planters will be greater than at first supposed. Nearly the whole crop is destroyed. The loss is estimated at $400,000. The steamer City of Birmingham, from New York, has arrived at this port with the wrecked passengers of the steamship City of Savannah, from Boston.

WILMINGTON, N. C., Aug. 31.—The three masted schooner Carrie L. Godfrey, of Philadelphia, from Charleston for Wilmington, Del., with a cargo of acid phosphate and nitrate soda, put in at Southport yesterday leaking slightly and having lost her sails. Two men, names not given, were washed overboard and drowned.

WASHINGTON, Aug. 31.—Reports received by the weather bureau show that the hurricane has moved northeast and is now central near the mouth of the St. Lawrence river. The storm covers a pear shaped radius with Montreal at the point corresponding to the juxtoposition of pear and stem. Halifax is on the eastern outskirts of the hurricane's circumference.

NEW YORK, Aug. 31.—The bark Tillid from Fernandina, Fla., just arrived, reports having had a continuation of heavy [illegible] and hurricanes [illegible] through tremendous high seas, during which the vessel labored heavily, causing her to spring a leak. She sighted the schooner Annie S. Cole in distress, bore down to her, rescued the captain and crew of seven men and brought them to this port.

LONDON, Aug. 31.—A dispatch from Para, Brazil, says that the British steamship Justina, Captain Bisson, which sailed from New York on Aug. 13, arrived at Barbados yesterday. She had passed through a series of terrific storms. Her decks were swept day after day. Her small boats, wheelhouse and engine room skylight were smashed or carried overboard. Her second mate, boatswain and four seamen were washed from her decks by the waves and were lost in the sea.

MILLVILLE, N. J., Aug. 31.—The tug Maurice just arrived in port, reports that Monday night's gale did great damage to the oyster fleet at Port Norris. Numerous boats were adrift and had their sails torn away. On Tuesday the Philadelphia schooner Rescue came into the river for harbor and was blown ashore. The tug pulled her off and also pulled off the schooner R. F. Bunyate and sloop Laura May which had been blown ashore during the gale.

THREE DASHED TO DEATH.

A Scaffold Falls Fifty-five Feet, Carrying with It Nine Men.

PHILADELPHIA, Aug. 31.—By the fall of a section of scaffolding at the new building of the Pennsylvania railroad department Young Men's Christian association, Forty-first and Westminster avenue, yesterday three men were killed and several others injured. The dead are: Andrew Hare, 40 years old, married and leaving three children. His head was crushed. P. Dolores, 41 years old, head also crushed. Has a wife and family in Italy. Fritz Kiehler, 31 years old, of Manayunk.

Five were seriously injured, and were taken to the Presbyterian hospital. The killed and injured were all stone masons. There was another man considerably bruised up, who left the hospital.

The accident was the result of a concentration of great weight at one spot. The masons were working on the tenth scaffold on the Westminister front, where the stone for the gable had just been hoisted, and nine of them, from different parts of the building, had just gathered at that point, and their combined weight, with that of the heavy stone proved too much for the timbers.

There was a grinding noise, as of crushing timbers, an agonized cry from the men on the scaffold and down the whole thing crashed to the ground, fifty-five feet below, carrying with it the nine men. The tool boy, Joseph Huntermark, stepped back just in time to save himself from falling. Foreman Charles Zaner was just about to step on the scaffold as it fell, and he drew back horror stricken at his narrow escape.

Pennsylvania Republicans.

HARRISBURG, Aug. 31.—As predicted in yesterday's dispatch the Republican state convention yesterday afternoon nominated Judge Fell for supreme court judge, and Samuel M. Jackson, of Armstrong, for state treasurer. Ex-Senator Packer, of Tioga, was elected permanent chairman. The new chairman of the state committee is B. F. Gilkeson, of Bucks county, second controller of the currency under President Harrison, and the new secretary John A. Glenn. The assistants are Jere Rex, of Huntingdon, and A. D. Fetterolf, of Montgomery, who is resident clerk of the house of representatives.

Where Is Birkinshaw?

VINELAND, N. J., Aug. 31.—Notices posted on the streets that the personal property of Charles A. Birkinshaw, "an absconding and absent debtor," has been attached created quite a sensation. Birkinshaw was director of the county board of chosen freeholders until a few weeks ago. He left Vineland last Friday. Since then nothing has been heard of him, and he is believed to be in St. John's, N. B. Birkinshaw is executor of the Wadley estate, consisting of three valuable farms. No settlement has been made with the heirs.

A Benevolent Centenarian Dead.

BURLINGTON, N. J., Aug. 31.—Mrs. Martha Post died yesterday in the 102 d year of her age. Up to within a year the deceased was very active and at no time used spectacles. Mrs. Post was born in Jersey City this state, where she was instrumental in starting the initial church of that city, it being of the Dutch Reformed denomination, and in her life time she spent a large fortune in advancing the doctrines of this church.

Veterans' Annual Reunion.

BEDFORD, Pa., Aug. 31.—The second annual reunion of the Fifty-sixth regiment Pennsylvania volunteers, was held here yesterday. A parade through the town and addresses by Hon. Robert McNamara and Dr. Americus Enfield was the program for the day. Last night a camp fire was held in the court house. The attendance was very large. The town was profusely decorated in honor of the occasion.

Receiver for the Nicaragua Canal.

NEW YORK, Aug. 31.—In the United States circuit court Judge Benedict appointed Thomas E. Atkins, of New York receiver for the Nicaragua Canal and Construction company on the application of Louis Chobie, one of the stockholders. The application for a receiver is acquiesced in by Warner Miller, president, who says that the company has no longer means to meet its obligations.

Commodore Montgomery Discharged.

NEW YORK, Aug. 31. — Commodore Thomas Montgomery, who was arrested last Wednesday charged with complicity with William P. Wentworth, the embezzling clerk of the Victoria hotel, was discharged in the Tombs police court yesterday afternoon, Judge Martin declaring that there was no evidence to hold him.

Mail Pouch Thief Arrested.

WASHINGTON, Aug. 31.—A telegram was received by the chief postoffice inspector announcing the arrest at Wilmington Del., of William Sanders for stealing a pouch of mail. The cut pouch and nearly all of the mail was recovered. Sanders is said to have made a full confession.

A Ten Per Cent. Reduction.

PHILLIPSBURG, N. J., Aug. 31.—The wages of the men employed at the Andrew furnace have been reduced 10 per cent. This is the first reduction made at these works in several years, and the company was the last in this section of the country to make the reduction.

Children Killed by Lightning.

WORCESTER, Mass., Aug. 31.—Three children, Lawrence Blair, aged 11, and two little girls named Fulman, were struck and killed by lightning while playing under an apple tree near A. C. Blair's house in Petersham.

STOCK AND PRODUCE MARKETS

Closing Quotations of the New York and Philadelphia Exchanges.

PHILADELPHIA, Aug. 30.—The stock market was fractionally higher yesterday. Closing bids:

Lehigh Valley	31¼	W. N. Y & Pa.	4
Pennsylvania	49⅝	H. & B. T. com.	—
Reading	18⅛	H. & B. T. pref.	—
St. Paul	57⅛	Erie	15
Lehigh Nav.	—	D., L. & W.	139¼
Reading g. m. 48	68	N. Y. Central	102
Reading 1st pf 5s	81⅞	West Shore	95¾
Reading 2d pf 5s	29	Lake Erie & W.	14⅛
Reading 3d pf 5s	16¼	New Jersey Central	
N. Y. & N. E.	23¼	Del. & Hudson	112¼

General Markets.

NEW YORK, Aug. 30.—State and western flour quiet, easy; low extras, $1.95@2.45; city mills patents, $4.25@4.50; fair to fancy, $2.40@3.45; Minnesota clear, $2.50@3.00; patents $3.90@4.30; superfine, $1.75@2.25; city mills $3.80@3.85; winter wheats, low grades, $1.95@2.40; patents, $3.40@4.00; straights, $3.10@3.60; rye mixtures, $2.90@3.40; fine, $1.70@2.10. Southern dull, weak; common to fair, extra $2.10@3.10; good to choice, extra, $3.15@4.25. Rye flour steady, quiet; superfine, $3.00@3.35. Wheat moderately active; September, 68 1-16@68⅝c.; October, 70⅝@70¾c.; December, 74 15-16@75¼. Rye nominal; Western, 54@56c. Corn, No. 2, dull, easier; No. 2, 45½@46c.; September, 44⅞c.; October, 45⅝@45¾c.; November, 46¼c.; December, 46⅝c. Oats dull, steady; state, 30@43c.; September, 30@30½c.; October, 30¾c.; May, 36⅝c.; western, 30@40c.

PHILADELPHIA, Aug. 30.—Beef steady; extra mess, $7.50@8; family, $10@12. Pork quiet, firm; new mess, $16@17. Lard dull, lower steam rendered, $8.25. Butter quiet, steady. New York dairy, 17@23½c.; New York creamery, 25@26c.; western dairy, 14½@18c.; western creamery, 17@26c.; Elgin, 26@28c.; imitation creamery, 15@19c. Cheese steady, dull. New York white, 8¼@9c.; do. colored, 9@9½c.; do. small, 8@9½c.; part skims, 5@6½c.; full skims, 1@1½c. Eggs quiet, firm; New York and Pennsylvania, 17@17½c.; western, 15½@16c.

BALTIMORE, Aug. 30.—Flour dull. Wheat steady. Corn dull; white and yellow by sample, 50c. Oats steady, dull. Rye inactive, lower. Hay dull; good to choice timothy, $14@15.50. Cotton, middling, nominal; 8c. Provisions steady, unchanged. Butter firmer creamery, fancy, 25½c.; do., fair to choice, 23@24c.; do., imitation, 20c. Eggs quiet at 15c.

Live Stock Markets.

EAST LIBERTY, Pa., Aug. 31.—Cattle dull; choice, $4.40@4.45; good butchers, $3.75@3.90; common to fair, $3@3.25; fat cows, $2@2.25; good bulls, $2@2.75; fresh cows, $20@35. Hogs active; choice light weight, $6.15@6.25; medium weights, $6.10@6.15; extreme heavy, $5.60@5.75. Sheep very dull; prime, $5.50@5.75; good, 3d quality, common to fair, $4@4.75; lambs $4@4.75; veal calves, $5.50@6.25; heavy and thin, $3.50@4.

BUFFALO, Aug. 30.—Cattle dull; good 1,100 and 1,250 steers, $3.75@4; coarse but fat steers, $3.85@3.90; light butchers 900 to 1,050 pounds, $3.20@3.50; bulls, $2.50@3.85; cows, $1.75@3.50. Hogs steady; corn fed Yorkers, $6.15@6.25; few selected choice light lots, $6.30@6.35; good mediums, $5.85@5.90; choice 250 pounds, $6; good heavy, $5.80@5.90; pigs, $6.15@6.30. Sheep and lambs steady to firmer; good to choice western lambs, $5.15@5.30; good, $4.75@5; common to fair, $4.25@4.50; no good sheep here; choice ewes and wethers, $3.75@4; fair to good, $3@3.50; culls and common, $1.50@2.75; one load choice Canada lambs brought $5.75.

Another Race for the Britannia.

LONDON, Aug. 31.—The race for the Town cup was sailed off Plymouth yesterday by the Britannia, Satanita and Calluna. The course was triangular and forty miles long. The Satanita dropped out of the race. At the finish the Britannia was twelve minutes ahead of the Calluna. Royal Phelps Carroll's Navahoe, which takes no part in the Plymouth races, has had her mainmast shortened three feet, and her mainsail is being reduced accordingly.

Foul Play Suspected.

POTTSTOWN, Va., Aug. 31.—The body of Horace Riefandyer, a farmer, was found on his premises near here. He had been shot through the heart and foul play is suspected, as the pistol found in his hand did not belong to him. Deputy Coroner Manger, of Douglassville, is investigating.

Ocean Grove Camp Meeting Closed.

OCEAN GROVE, N. J., Aug. 31.—The Rev. Thomas L. Paulson, of Jamaica, preached the closing sermon of the camp meeting last night. There was an attendance of over 6,000 people. This morning President Stokes conducted the infant baptism and the camp came to a close.

Irish Home Rule.

LONDON, Aug. 31.—The closing days of the home rule debate were marked by an eloquent speech by Mr. Gladstone yesterday after he moved the bill to a third reading.

Eunice S. Saylor

After Scarlet Fever

I was in very weak and low condition. I commenced to take Hood's Sarsaparilla, and after using three bottles I felt like a new person. It made me stout and gave me a good appetite." EUNICE S. SAYLOR, Eagleville, Pa.

Hood's Sarsaparilla Cures

Hood's Pills cure constipation. 25c.

Rheumatism, Lumbago, Sciatica, Kidney Complaints, Lame Back, &c.

DR. SANDEN'S ELECTRIC BELT

With Electro-Magnetic SUSPENSORY.

Latest Patents! Best Improvements!

Will cure without medicine all Weakness resulting from over-taxation of brain or nerve forces; excesses or indiscretion, as nervous debility, sleeplessness, languor, rheumatism, kidney, liver and bladder complaints, lame back, lumbago, sciatica, all female complaints, general ill health, etc. This electric belt contains wonderful improvements over all others. Current is instantly felt by wearer or we forfeit $5,000.00, and will cure all of the above diseases or no pay. Thousands have been cured by this marvelous invention after all other remedies failed, and we give hundreds of testimonials in this and every other state.

Our Powerful Improved ELECTRIC SUSPENSORY, the greatest boon over offered to weak men, FREE with all Belts. Health and Vigor restored to all WHO ARE IN ON 60 to 90 days. Send for Illus'd Pamphlet, sealed, mailed, free.

SANDEN ELECTRIC CO.,
No. 820 BROADWAY. NEW YORK CITY.

READING RAILROAD SYSTEM.

TIME TABLE IN EFFECT AUG. 7, 1893.

Trains leave Shenandoah as follows:

For New York via Philadelphia, week days, 2.10, 5.15, 7.20, a.m., 12.26, 2.50, 5.55 p.m. Sunday 2.10, 7.48 a.m. For New York via Mauch Chunk, week days, 7.20 a.m., 12.26, 2.50 p.m.

For Reading and Philadelphia, week days, 2.14, 5.25, 7.23, a.m., 12.26, 2.50, 5.15 p.m. Sunday, 2.10, 7.48 a.m., 4.30 p.m.

For Harrisburg, week days, 2.10, 7.10 a.m., 2.50, 5.55 p.m.

For Allentown, week days, 7.20 a.m., 12.26, 2.50 p.m.

For Pottsville, week days, 2.10, 7.20, a.m., 12.26, 2.50, 5.55 p.m. Sunday, 2.10, 7.48 a.m., 4.30 p.m.

For Tamaqua and Mahanoy City, week days, 2.10, 5.25, 7.10, a.m., 12.26, 2.50, 5.55 p.m. Sunday, 2.10, 7.48 a.m., 4.28 p.m. Additional for Mahanoy City, week days, 7.00 p.m.

For Lancaster and Columbia, week days, 7.20 a.m., 2.50 p.m.

For Williamsport, Sunbury and Lewisburg, week days, 3.28, 7.20, 11.30 a.m., 1.25, 7.00 p.m. Sunday, 3.25 a.m., 3.05 p.m.

For Mahanoy Plane, week days, 2.10, 3.15, 5.55, 7.20, 11.30 a.m., 12.26, 1.25, 2.50, 5.55, 7.03, 9.15 p.m. Sunday, 2.10, 3.38, 7.48 a.m., 3.05, 4.10 p.m.

For Girardville, (Rappahannock Station), week days, 2.12, 3.25, 5.15, 7.20, 11.10 a.m., 12.26, 1.25, 2.50, 5.55, 7.00, 9.25 p.m. Sunday, 2.10, 3.25, 7.48 a.m., 3.05, 4.30 p.m.

For Ashland and Shamokin, week days, 3.15, 5.25, 7.20, 11.10 a.m., 1.25, 7.00, 9.25 p.m. Sunday, 3.25, 7.48 a.m., 3.05 p.m.

TRAINS FOR SHENANDOAH:

Leave New York via Philadelphia, week days, 8.00 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, 4.00, 8.45 a.m., 1.00, 4.30 p.m. Sunday, 7.15 a.m.

Leave Philadelphia, Market Street Station, week days, 4.12, 8.35, 10.00 a.m., and 4.00, 6.00, 11.30 p.m. Sunday 4.00, 9.05 a.m., 11.30 p.m.

Leave Reading, week days, 1.35, 7.10, 10.08, 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., 12.30, 6.11 p.m. Sunday, 2.40, 7.00 a.m., 2.03 p.m.

Leave Tamaqua, week days, 3.20, 8.46, 11.22 a.m., 1.21, 7.15, 9.38 p.m. Sunday, 3.20, 7.43 a.m., 3.30 p.m.

Leave Mahanoy City, week days, 3.45, 9.18, 11.47 a.m., 1.51, 7.42, 9.54 p.m. Sunday, 3.45, 8.13 a.m., 3.20 p.m.

Leave Mahanoy Plane, week days, 2.40, 4.00, 8.30, 9.38, 10.40, 11.59 a.m., 12.55, 2.06, 5.20, 6.26, 7.57, 10.10 p.m. Sunday, 2.40, 4.00, 8.27 a.m., 3.27, 5.01 p.m.

Leave Girardville, (Rappahannock Station), week days, 2.47, 4.07, 6.36, 9.41, 10.46 a.m., 12.02, 2.12, 5.01, 5.29, 6.33, 8.03, 10.16 p.m. Sunday, 2.47, 4.07, 8.33, a.m., 3.41, 5.07 p.m.

Leave Williamsport, week days, 8.00, 9.35, 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., 3.36, 5.42, 7.16 p.m. Sunday 3.50, 8.01, 11.27 a.m., 3.36, 5.42, 7.16 p.m.

ATLANTIC CITY DIVISION.

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

Weekdays—Express, 3.00, 9.00, 10.45 a.m. (Saturdays, 1.30) 2.00, 3.00, 4.00, 4.30, 5.15 p.m. Excursion 7.00 a.m. Accommodation, 8.00 a.m. 4.30, 5.45 p.m.

Sundays—Express, 7.30, 8.00, 8.30, 9.00, 10.00 a.m. and 4.30 p.m. Accommodation, 8.00 a.m. and 4.45 p.m.

Returning leave Atlantic City depot, Atlantic and Arkansas avenues. Weekdays—Express (Mondays only, 6.45) 7.00, 7.35, 9.30 a.m. and 3.15, 4.00, 5.00, 7.30, 9.30 p.m. Accommodation, 5.50, 8.10 a.m. and 4.30 p.m. Excursion, from foot of Mississippi Avenue only, 6.00 p.m.

Sundays—Express, 3.30, 4.00, 5.00, 6.00, 6.30, 7.00, 7.30, 8.00, 9.30 p.m. Accommodation, 7.30 a.m. and 5.05 p.m.

C. G. HANCOCK, Gen. Pass. Agt.
Philadelphia, Pa.

LEHIGH VALLEY RAILROAD.

Passenger trains leave Shenandoah for Penn Haven Junction, Mauch Chunk, Leighton, Slatington, White Hall, Catasauqua, Allentown, Bethlehem, Easton, Philadelphia (Hazleton, Weatherly, Quakake Junction, Delano and Mahanoy City at 6.01, 7.26, 9.08 a.m. 12.43, 2.57, 4.22 p.m.

For New York, 6.04, 7.26 a.m., 12.43, 2.57 4.22 p.m.

For Hazleton, Wilkes-Barre, White Haven Pittston, Laceyville, Towanda, Sayre, Waverly, and Elmira, 6.04, 9.08 a.m., 2.57, 8.08 p.m.

For Rochester, Buffalo, Niagara Falls and the West, 6.04, 9.08 a.m. 12.43 and 8.08 p.m.

For Belvidere, Delaware Water Gap and Stroudsburg, 6.04 a.m., 4.22 p.m.

For Lambertville and Trenton, 9.08 a.m.

For Tunkhannock, 6.04, 9.08 a.m., 2.57, 8.08 p.m.

For Ithaca and Geneva 9.04, 9.08 a.m. 8.0 p.m

For Auburn 9.08 a.m. 8.08 p.m.

For Jeanesville, Leviston and Beaver Meadow, 7.26, a.m., 5.27, 8.08 p.m.

For Auden ried, Hazleton, Stockton and Lumber Yard, 6.04, 7.26, 9.08, a.m., 12.43, 2.57, 4.22, 5.27, 8.08 p.m.

For Scranton, 6.04, 9.08, a.m., 2.43, 2.57 8.08 p.m.

For Hazlebrook, Jeddo, Drifton and Freeland, 6.04, 7.26, 9.08, a.m., 12.43, 2.57, 5.27 p.m.

For Ashland, Girardville and Lost Creek, 4.52, 7.51, 8.52, 10.30 a.m., 1.00, 1.40, 4.10, 6.35, 8.22, 9.16 p.m.

For Raven Run, Centralia, Mount Carmel and Shamokin, 8.42, 10.00 a.m., 1.40, 4.40, 8.22 p.m.

For Yatesville, Park Place, Mahanoy City and Delano, 6.04, 7.26, 9.08, 11.05 a.m., 12.43, 2.57, 4.22, 5.27, 8.08, 9.33, 10.28 p.m.

Trains will leave Shamokin at 7.55, 11.45 a.m., 1.55, 3.20 p.m. and arrive at Shenandoah at 9.08 a.m., 12.43, 2.57, 4.22 p.m.

Leave Shenandoah for Pottsville, 5.50, 7.26, 9.08, 11.05 a.m., 12.43, 2.57, 5.27, 8.08 p.m.

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

Leave Shenandoah for Hazleton, 6.04, 7.26, 9.08, a.m., 12.43, 2.57, 4.22, 5.27, 8.08 p.m.

Leave Hazleton for Shenandoah, 7.28, 9.23 11.06 a.m., 12.15, 2.55, 5.30, 7.25, 7.56 p.m.

SUNDAY TRAINS.

Trains leave for Ashland, Girardville and Lost Creek, 7.29, 9.40 a.m., 12.30, 2.45 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., 12.30, 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 8.37 p.m.

Leave Hazleton for Shenandoah, 8.30, 11.30 a.m., 1.05, 5.30 p.m.

Leave Shenandoah for Pottsville, 8.00, 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.

A. W. NONNEMACHER, Asst. G. P. A., South Bethlehem Pa.
R. H. WILBUR, Genl. Supt. Eastern Div.

PENNSYLVANIA RAILROAD.

SCHUYLKILL DIVISION.
JULY 23, 1893.

Trains will leave Shenandoah after the above date for Wiggan's, Gilberton, Frackville, New Castle, St. Clair, Pottsville, Hamburg, Reading, Pottstown, Phœnixville, Norristown and Philadelphia (Broad street station) at 6:00 and 11:48 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 8:00, 9:40 a. m. and 3:10 p. m. For Hamburg, Reading, Pottstown, Phœnixville, Norristown, Philadelphia at 6:00, 9:40 a. m., 3:10 p. m.

Trains leave Frackville for Shenandoah at 10:10 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 8 37 and 8 35 a m, 4 10 and 7 11 p m week days. On Sundays leave at 6 50 a m. For Pottsville, 9 23 a m.

For New York Express, week days, at 3 20, 4 03, 4 50, 5 15, 6 50, 7 30, 8 20, 9 50, 11 00 11 25, a m, 12 00 noon, 12 44 p. m. (Limited Express 1 40 and 4 50 p m. dining cars.) 1 35, 1 40, 2 30, 3 20, 4 00, 4 02, 5 00, 6 00, 6 20, 6 50, 7 13, 8 12, 10 00 p m, 12 01 night. Sundays 3 20, 4 05, 4 50, 5 15, 8 12, 9 50, 11 03 11 35, a m, 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, 5 05, 6 50, 8 25, 11 39 a m, and 2 40, 3 30 4 00 p m weekdays and 5 00 p m Saturdays only Sundays 4 05 and 8 25 a m.

For Baltimore and Washington 3 50, 7 20, 8 31, 9 10, 10 20, 11 18 a m, (12 25 limited dining car.) 1 30, 3 46, 4 41, (5 16 Congressional Limited Pullman Parlor Cars and Dining Car), 6 17, 7 00, 7 40 p. m., 12 03 night week days. Sundays, 3 50, 7 20, 9 10, 11 18 a m., 12 10, 4 41, 7 00, 7 40 p m, and 12 03 night. Washington only, 6 55 p m daily. No coaches.

For Richmond 7 20 a m, 12 10 p m, 12 03 night daily, and 1 30 p. m. week days.

Trains will leave Harrisburg for Pittsburg and the West every day at 12 25, 1 20 and 3 10 a m and 2 25, 3 25, (5 00 limited) and 7 30 p m. Way for Altoona at 8 18 a m and 5 03 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, 9 18 a m, and 1 35 p m week days. For Elmira at 5 24 p m week days. For Erie and intermediate points at 9 18 a m daily. For Lock Haven at 9 18 and 9 56 a m daily, 1 35 and 5 24 p m week days. For Renovo at 9 18 a m, 1 35 and 5 24 p m week days, and 9 18 a m on Sundays only. For Kane at 9 18 a m, 1 35 p m week days.

S. M. PREVOST, Gen'l Manager
J. R. WOOD, Gen'l Pass'r Agt.

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