Evening Herald.

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

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Republican Candidates.

HON. D. NEWLIN FELL.
Candidate for Judge of the Supreme Court.

COL. S. M. JACKSON.
Candidate for State Treasurer.

THE Republican party proposes, by the nomination of these two excellent candidates, to reprove the *soldier hating policy of the Cleveland Administration*. Both were gallant soldiers during the war, and certainly deserve the unanimous support of all their comrades, whatever their party affiliation may have previously

McKINLEY IN OHIO.

It was an apt question Governor Foraker put to the 4,000 people in Lancaster on Wednesday when he said, "If this be the shadow of free trade, what will the substance be?" When he put the question he looked down upon a set of earnest, serious, attentive faces. Nor was this response confined to looks alone, for in answer to every question, in approval of every argument, came such expressions as "You're right, Governor!" "That's what!" "We'll make another change this fall, sure!"

From beginning to end the audience was with him. Their action was not that of men yielding the perfunctory approval of partisanship, but the spontaneous expression of a serious conviction and firm determination. Nothing is blind the people of Ohio to the real issue of this campaign. "We've got more money in this country than we ever had before," said the Governor, "and it is better money. The root of the evil lies deeper than this. If the people could be assured that there would be no tariff legislation for five years every idle factory would be in operation within 24 hours—every wheel would be turning and every spindle busy."

"And my old sheep would begin straying 'round the pasture field to-night!" shouted a sturdy old farmer, and the crowd set up a roar of approval.

Governor McKinley's question means much to the people of the whole country. The shadow of free trade has fallen upon the farmers, while the workingmen may well fear its substance.

As the Ohio standard bearer of the Republican party says, "We have the same people in this country we had a year ago. We have the same wealth, the same energy, the same enterprise, the same factories and the same machinery. But we have a new national engine and a new engineer, and they are both of the type of before the war. Free trade will never start a factory. No good government [illegible] its mar[illegible] you think of it, but I would not buy one article abroad, no matter how cheap I could get it, as long as there was one idle man in this country who wanted work and could not get it."

Major McKinley will surely be reelected Governor of Ohio. All over the country Democrats are petitioning Congress not to disturb the tariff. And yet last fall they all voted to destroy it root and branch. The campaign is over now and its excitement is past. And now they see things as they really are. They know that a party pledged to destroy it has the power to carry out its pledge, and that the system upon which for 30 years our industries have been based may within three months, or six months, be overturned. And they know, too, that that means ruin to business, bankruptcy to business men, and idleness and poverty to labor. And with the opening of the people's eyes they have changed their minds. That is a right the people always reserve. Their action at one election they can reverse at the next. And they are going to reverse it in November. They will serve notice on President Cleveland and the Democratic party that they have reconsidered their action of last fall. Every man who wants to call a halt on this march toward free trade, who desires to avert the disasters that are impending, will do it on November 7th by voting the Republican ticket. See that you are out early on the morning of that day, and cast a straight Republican ticket. It means American labor and American industries against the labor and industries of all other countries of the world.

THE official form for the ballot to be voted in November has been prepared by the Secretary of the Commonwealth and is now in the hands of the State Printer, who will print the ballots as rapidly as the work can be done. The State ticket is about 16 inches long and about 13 inches in width. The State ballot will contain this year the candidates of four parties, Republican, Democrat, Prohibition and the People's Party, these four having shown a vote of sufficient size to entitle them to a place on the official ballot. All the candidates for county offices whose certificates of nomination were in proper form and on file at Harrisburg within the time limited by law were certified on Monday and sent to the Commissioners of the counties throughout the state. There is no material additional duty imposed on the Commissioners in preparing for the election this year, beyond providing curtains for the booths to shield voters from inquisitive observers who are skillful in discovering to some extent how the voter is preparing his broadside ballot from his manipulation of it.

Moorish Tribesmen Still Belligerent.

MADRID, Oct. 21.—A dispatch from Melilla says that the Spanish consul from Oran states that an active propaganda is being carried on along the Algerian frontier to incite the tribes to war against the Spaniards. The dispatch adds that 10,000 Kabyles have abandoned work in the mines and are making preparations to join their brother tribesmen in the "holy war" against the Spanish forces.

Glass Works Will Resume.

MILLVILLE, N. J., Oct. 21.—Charles Wiltz, chairman of the Eastern Window Glass Workers' executive board, received a telegram from President Eberhardt, of the National association, stating that the agreement for the next blast will soon be signed by the manufacturers. A general resumption in eastern window glass factories is confidently expected.

Unrequited Love, Cigarettes and Suicide.

WEST CHESTER, Pa., Oct. 21.—Desperate because the girl he loved did not return his affections, Lanen Quillan, a 22-year old young man of this place, sought to commit suicide by shooting. The young man was also a slave to the cigarette habit, and it was the combination of unrequited love and the influence of the deadly cigarette that led to the desperate deed.

Muncie's Business Boom.

MUNCIE, Ind., Oct. 21.—Fires have been started at the White River iron and steel works, and the mill starts on Monday, making bar iron and steel. Monday morning the Muncie knitting mill will resume work after three months' idleness. The window glass works resume tomorrow night, and the Whitsley reaper works will resume work Oct. 30.

Chinese Will Register.

WASHINGTON, Oct. 21.—A reply to the Dolph resolution asking if the administration had any assurance that the Chinese will register has been given out. It is that there is no official assurance, but that the Chinese minister unofficially has assured the department that they will register.

THE OLD-FASHIONED STYLE

of pill gives you a feeling of horror when you see it and when you feel it. Like the "blunderbuss" of a former decade it is big and clumsy, but not effective. In this century of enlightenment you have Dr. Pierce's Pleasant Pellets, which cure all liver troubles in the most effective way. They're not easily seen for they're small as grains of mustard seed, but the effect is lasting and the cure complete. For Indigestion, Constipation, Bilious Attacks, Sick and Bilious Headache, nothing has been found to equal these pills of Dr. Pierce's Invention. They give such complete relief that their makers promise that they'll give satisfaction or your money will be returned.

A plain statement of fact made by the proprietors of Dr. Sage's Catarrh Remedy is this: "If we can't cure your Catarrh no

KINGS OF THE SADDLE.

Fred Taral Describes the Dangers of a Jockey's Life.

MANY PIGSKIN KNIGHTS KILLED.

Green Boys the Bane of an Old Jockey's Life—How Riders Are Starved, Steamed, Tempted and Placed In Deadly Peril. Tragic End of Six Jockeys.

The public at large is accustomed to look at the bright side of a successful jockey's life—the adulation he receives at the hands of sportsmen for whom he wins small fortunes, the magnificent emoluments bestowed upon him for the season's work and the receptions showered upon him after that season's work has ended.

These are all very well in their way, but the public never gives a thought to the darker side of that same jockey's life—the trials and privations which he must suffer to attain success, the risks to life and limb which he is compelled to undergo daily, and last, but not least, the temptations and annoyances to which he is subjected by designing men who wish to profit by his knowledge.

All of these matters are deserving of consideration to the end that the theory that a jockey lies perpetually on a bed of roses may be dissipated. Let us take them up seriatim. With the arduous work of training most people are familiar, and I will dis-

EVERY ONE WANTS TO TREAT A JOCKEY.

miss that feature of a jockey's life with a passing notice. It will suffice to say that from early dawn until long after nightfall the jockey's labors endure. Riding is but a small portion of them. First, in the earlier part of the season especially, he must go down to the track at daybreak and exercise his horses. Then he is "steamed" and sweated and well nigh starved to death until after his race or races are run. After that he can partake of a slight collation of nonfattening foods until nightfall, when he undergoes another steaming and then retires for the night. At times the craving for juicy joints, appetizing side dishes and sweet tasting farinaceous foods becomes almost unbearable. This process of training and torture is kept up daily for the most part while the season lasts.

But it is of the perils of a jockey's life I would speak. There is not a prominent rider in the land who has not at one time or another had terrible tumbles and suffered severe bodily injuries. I know that I have been thrown a dozen times in my career and twice have been badly injured. On one occasion at Lexington, Ky., seven years ago a green boy jostled into me with a force that threw my animal, Lillie Paine, clear across the track. She fell on me and broke my left arm in three places. I had as many pieces of bone taken out of that arm, which was almost smashed to a pulp.

At Morris Park three years ago Covington and I had a narrow escape from being crushed under our horses. I was on Banquet, and Covington on Willie L. There were half a dozen of us in the race, and we all got off well together. Suddenly a little stable boy, who was on a "selling plater," pulled his way across Covington, who bumped into me, and we went down together. I flew over Covington's head and arose uninjured. Covington escaped with a slight shock. Had the horses fallen on us we would in all likelihood have been killed, as we were bunched together and close to the rail.

At Guttenburg two years ago, and last summer at Chicago, I got two bad falls in precisely the same way; green boys ran across me in each instance and gave me a great toss. As I flew threw the air at Chicago I said to myself, "Here goes my chance for the Derby." I thought I would be badly crippled, but was not even stunned. I fell in a soft spot and managed to catch the Derby three days later. At Guttenburg I dropped on a lot of cobblestones; but, marvelous to relate, escaped with a few scratches. I threw out my arms to protect my head as I went whizzing through the air.

Other lads have not been so fortunate as myself. At least a dozen have been killed during the past seven years. I can recall six who met tragic ends, and in almost every instance they were killed by the action of green boys running across them. This usually occurs at the beginning of a race when all are striving to get favorable positions. It seldom happens at the finish. These green youngsters are hardly ever judges of distance and attempt to cross a competitor at the most inopportune time.

I FLEW OVER COVINGTON'S HEAD.

The jockeys mentioned who rode to their death were Eddie West at Saratoga, six years ago; Joe Bergin at Gloucester, a year ago; Tommy Flynn at Brighton Beach, this summer, Joe Huber at Gloucester, two months ago; Andy McCarthy at Morris Park, a year ago, and Enoch Turner at Chicago, four years ago. I mention Turner last, because he was drunk when he mounted his horse and was accountable for his own death. He did not know what he was doing and unconsciously ran right on top of another horse. He was thrown down and his skull crushed.

Tug Decker, another promising jockey, after riding a race at Morris Park, was found dead on the outskirts of Westchester. It is supposed he was murdered.

Much has been said about the temptations to which jockeys are subjected by newspaper men and others. I can honestly say that boys are seldom tempted by horse owners to do wrong and certainly not by bookmakers. The men who do the tempting are generally "outsiders" who wish to "throw down" the bookmakers. The latter have a big enough percentage in their favor to render them honest, if they were not long run lose, the same as the man who "bucks the tiger."

If jockeys go astray it is their own fault. They are bright lads, generally speaking, and know the difference between right and wrong. They are, nine times out of ten, as honest as the day is long, and loyal to the men who employ them. I have been tempted but once in my life, and that was seven years ago, when I was a mere lad, at Chicago. I took off my colors at once and refused to ride for the owner of the horse.

No; jockeys, as I have said, as a rule are honest not only to their employers, but to the public. The greatest temptations to which they are exposed are social pleasures. Every one wants to treat a successful jockey, some from pure friendship, others from a desire to gain inside information regarding the jockey's employer's stable and thereby reap a golden harvest. Few jockeys yield even to temptation of this kind. They rigidly adhere to the rules of training and "give no points away," thereby remaining true both to their employers and to the public. For this they cannot be praised too highly.

Fred Taral

Iron Works Resume.

PHILLIPSBURG, N. J., Oct. 21.—One stack of the Andover Iron company was lighted and a small force of men put to work. The furnaces will begin making iron on Monday. It has been out of blast since the middle of the summer.

Campania the Gem of the Ocean.

NEW YORK, Oct. 21.—Steamer Campania arrived at the bar at 10:37 last night, beating the westward record by eight minutes. The Lucania of the same line previously held the westward record, 5 days, 18 hours and 45 minutes.

Mr. Herman Hicks
Of Rochester, N. Y.

Deaf for a Year
Caused by
Catarrh in the Head

Catarrh is a CONSTITUTIONAL disease, and requires a CONSTITUTIONAL REMEDY like Hood's Sarsaparilla to cure it. Read:

"Three years ago, as a result of catarrh, I entirely lost my hearing and was deaf for more than a year. I tried various things to cure it, and had several physicians attempt it, but no improvement was apparent. I **could distinguish no sound.** I was intending putting myself under the care of a specialist, when some one suggested that possibly Hood's Sarsaparilla would do me some good. I began taking it without the expectation of any lasting help. To my **surprise and great joy** I found when I had taken three bottles that my **hearing was returning.** I kept on till I had taken three more. It is now over a year and I can **hear perfectly well.** I am troubled but very little with the catarrh. I consider this a **remarkable case,** and cordially recommend

Hood's Sarsaparilla

to all who have catarrh." HERMAN HICKS, 30 Carter Street, Rochester, N. Y.

Purely vegetable, and do [illegible] Sold by all druggists.

Tell your neighbors and friends of the opportunity to visit the City FREE OF RAILROAD EXPENSE.

We have an enormous stock of Clothing. We shall sell it. The prices will be the lowest ever known.

IMPORTANT!

IMPORTANT!

A Trip to the City free of Cost!

To make it an object to you we will, in addition to the low prices, pay your Railroad Fare on the purchase of $40 worth or over.

Best Suits and Overcoats ever sold for

$10 AND $15

Wanamaker and Brown

Philadelphia

Sixth and Market

Murdered a Three-Year-Old Child.

CANONSBURG, Pa., Oct. 21.—A colored lady named Mary Agnes Shearer was shot and badly wounded and her 3-year-old child, which she held in her arms, killed by Al Davis, also colored. The weapon used was a shotgun. Davis claims he did not know the gun was loaded, and pointed it as a joke.

Embezzlers Indicted.

ST. PAUL, Oct. 21.—The Ramsey county grand jury handed in indictments against ex-Cashier Hawks, of the defunct Seven Corners bank, and W. B. Evans, assistant cashier of the same institution. The men are charged with the embezzlement of $103,000.

STOCK AND PRODUCE MARKETS.

Closing Quotations of the New York and Philadelphia Exchanges.

NEW YORK, Oct. 20.—There was an advance in the stock market today granger stocks and sugar certificates being especially strong. Closing bids:

Lehigh Valley	82¾	W. N. Y. & Pa.	4
Pennsylvania	50⅝	H. & B. T. com.	—
Reading	17¼	H. & B. T. pref.	—
St. Paul	60¾	Erie	13⅞
Lehigh Nav.	49¼	D. L. & W.	157½
Reading g. m. 4s	67¼	N. Y. Central	101½
Reading 1st pf. 5s	80½	West Shore	109¼
Reading 2d pf. 5s	20	Lake Erie & W.	15½
Reading 3d pf. 5s	15¾	New Jersey Cen.	10¾
N. Y. & N. E.	28½	Del. & Hudson	121½

General Markets.

PHILADELPHIA, Oct. 20.—Flour firm; winter superfine, $2@2.15; winter extras, $2.25@2.50; No. 2 winter family, $2.60@2.80; state roller, straight, $3@3.25; western winter, clear, $2.90@3.15; western winter, straight, $3.15@3.35; winter, patent, $3.50@3.75; Minnesota, clear, $2.75@3.25; Minnesota, straight, $3.50@3.85; Minnesota, patent, $3.85@4.15; Minnesota, favorite brands, higher. Rye flour, $2.90@3 per barrel. Wheat strong, higher, with 67½c. bid and 68c. asked for October; 67¾c. bid and 68c. asked for November; 69½c. bid and 69¾c. asked for December; 70¼c. bid and 71c. asked for January. Corn higher, firm, with 47½c. bid and 47¾c. asked for October; 47¼c. bid and 47½c. asked for November; 46½c. bid and 47c. asked for December; 46½c. bid and 47c. asked for January. Oats firm, higher; 36½c. bid and 37½c. asked for October; 36½c. bid and 37½c. asked for November; 36¾c. bid and 37½c. asked for December; 37c. bid and 37½c. asked for January. Beef quiet, firm; extra mess, $10@11; family, $12@14.50. Pork strong; new mess, $20. Lard quiet, firm; steam rendered, $6.30. Butter quiet, easy; New York dairy, 19@17c.; western dairy, 19@20c.; Elgins, 20½@20½c.; New York creamery, 24@28c.; western creamery, 20@26c.; imitation creamery, 16@18c. Cheese steady; New York, large, 9@11½c.; do. fancy, 11@11½c.; do. small, 10½@12c.; part skims, 4@9½c.; full skims, 2@3½c. Eggs quiet, steady; New York and Pennsylvania, $20@22½c.; western, 21@23c.

Buffalo Cattle Market.

BUFFALO, Oct. 20.—Cattle market weak. Hogs closed easy to a shade off; Yorkers, light to fair, $4.80@5.10; good to choice, $4.75@4.80; good mixed packers, $4.75@4.80; good mediums, $4.60@4.65; pigs, $4.50@4.60. Sheep and lambs closed very dull, with a number unsold; fair to good lambs, $3.50@4.15; choice, $4.25@4.30; fair to good sheep, $2.75@3.15; choice wethers, $3.40@3.75.

CURE THAT COUGH WITH SHILOH'S CURE

The Great Cough Cure. One Cent a Dose.

25cts., 50cts., and $1.00 per Bottle.

Cures Coughs, Hoarseness, Sore Throat, Croup promptly; relieves Whooping Cough and Asthma. For Consumption it has no rival; has cured thousands where all others failed; will CURE YOU if taken in time. Sold by Druggists on a guarantee. For Lame Back or Chest, use SHILOH'S PLASTER. 25 cts.

SHILOH'S CATARRH REMEDY.

Have you Catarrh? This remedy is guaranteed to cure you. Price 50 cts. Injector free.

READING RAILROAD SYSTEM.

TIME TABLE IN EFFECT AUG. 7, 1893.

Trains leave Shenandoah as follows:

For New York via Philadelphia, week days, 2.10, 5.25, 7.50, 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, 2.10, 5.23, 7.20, a. m., 12.26, 2.50, 5.55 p. m. Sunday, 2.10, 7.48 a. m., 4.03 p. m.

For Harrisburg, week days, 2.10, 7.20 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, 7.20, 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, 3.25, 7.20, 11.30 a. m., 1.35, 7.00 pm. Sunday, 2.25 a. m., 3.05 p. m.

For Mahanoy Plane, week days, 2.10, 3.25, 5.25, 7.20, 11.30 a. m., 12.26, 1.35, 2.50, 5.55, 7.00, 9.55 p.m. Sunday, 2.10, 3.25, 7.48 a. m., 3.05, 4.10 p. m.

For Girardville, (Rappahannock Station), week days, 2.10, 3.25, 5.25, 7.20, 11.30 a. m. 12.26, 1.35, 2.50, 5.55, 7.00, 9.55 p. m. Sunday, 2.10, 7.25, 7.48 a. m., 3.05, 4.30 p. m.

For Ashland and Shamokin, week days, 3.25, 5.55, 7.20, 11.30 a. m., 1.35, 7.00, 9.55 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, 8.00 p. m., 12.15 night.

Leave New York via Mauch Chunk, week days, 4.00, 9.45 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, 9.00 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. 12.50, 6.11 p. m. Sunday, 2.40, 7.00 a. m., 2.05 p. m.

Leave Tamaqua, week days, 3.30, 8.48, 11.22 a. m., 1.21, 7.15, 9.28 p. m. Sunday, 3.30, 7.48 a. m., 2.50 p. m.

Leave Mahanoy City, week days, 3.46, 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, 7.30, 9.35, 10.46, 11.58a. m., 12.56, 2.06, 5.30, 6.26, 7.37, 10.10 p. m. Sunday, 2.40, 4.00, 8.37 a. m., 3.37, 5.01 p. m.

Leave Girardville, (Rappahannock Station), weeks days, 2.47, 4.07, 6.36, 9.41 10.46 a. m., 12.05, 2.12, 5.01, 5.26, 6.32, 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, 9.55, 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, 8.00, 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, 5.10, 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 5.00 p m.

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

LEHIGH VALLEY RAILROAD.

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, 7.26, 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 6.04, 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 Auderried, 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., 2.45, 5.57 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, 8.02, 9.12 p. m.

For Raven Run, Centralia, Mount Carmel and Shamokin, 8.42, 10.10 a. m., 1.40, 4.40, 8.22 p. m.

For Yatesville, Park Place, Mahanoy City and Delano, 6.04, 7.26, 9.08, 11.08 a m., 12.43, 2.57, 4.22, 5.27, 8.08, 9.32, 10.28 p. m.

Trains will leave Shamokin at 7.55, 11.45 a. m., 1.55, 3.30 p. m. and arrive at Shenandoah at 9.05 a. m., 12.43, 2.57, 4.22 p. m.

Leave Shenandoah for Pottsville, 5.50, 7.26 9.08, 11.08 a. m., 12.43, 2.57, 5.27, 8.08 p. m.

Leave Pottsville for Shenandoah, 6.00, 7.15, 9.05, 10.45, 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, 7.20, 9.22 11.06 a. m., 12.15, 2.15, 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 5.07 p. m.

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

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

PENNSYLVANIA RAILROAD.

SCHUYLKILL DIVISION.
SEPTEMBER 12th, 1893.

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 11.45 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 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 10.27 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 8.25 a m, 4.10 and 7.11 p m week days. On Sundays leave at 6.50 a m. For Pottsville, 9.22 a m.

For New York Express, week days, at 3.20, 4.05, 4.50, 5.15, 6.50, 7.33, 8.30, 9.50, 11.02, 11.35, a m, 12.00 noon, 12.44 p m. (Limited Express 1.00 and 4.50 p m. Dining cars.) 1.40, 3.30, 3.20, 4.00, 5.00, 6.00, 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, 11.02 11.35, a m, 12.44, 1.40, 2.30, 4.00 (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, 6.50, 8.25, 11.29 a m, and 3.30, 4.00, p m weekdays and 5.00 p m. Sundays 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, 3.48, 4.41, (5.16 Congressional Limited Pullman Parlor Cars and Dining Car), 6.17, 6.55, 7.40 p. m., 12.08 night week days. Sundays, 3.50, 7.20, 9.10, 11.18 a m. 12.10, 4.41, 6.55, 7.40 p m, and 12.05 night.

For Richmond 7.00 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 2.20, 3.25, (5.20 limited) and 7.50 p m. Way for Altoona at 8.18 a m and 5.05 p m every day. For Pittsburg and Altoona at 11.30 a m every day.

Trains will leave Sunbury for Williamsport, Elmira, Canandaigua, Rochester, Buffalo and Niagara Falls at 2.05, 5.13 a m, and 1.35 p m week days. For Elmira at 5.34 p m week days. For Erie and intermediate points at 5.13 a m daily. For Lock Haven at 5.13 and 9.56 a m daily, 1.35 and 5.34 p m week days. For Renovo at 5.13 a m, 1.35 and 5.34 p m week days, and 5.13 a m on Sundays only. For Ralston at 5.13 a m, 1.35 p m week days.

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

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