MASCOTS AND HOODOOS for the Louisville players knew that the left bind legs of 14 rabbits—caught in an Indian graverant by a cross condition

Strange Superstitions Prevalent Among Sporting Men.

THE COLONELS' RABBITS' FEET.

How Fourteen of Them Temporarily Routed the Louisville Club's Houdon-Seeing a Cross Eyed Woman and Walking Under

Thorsands of sporting men, turf followers, gamblers, puglists, taseball players and race times plungers are firm believers in the efficiency of a genoine mascot and in the blighting indicance of a vood-on or hoodo, as it is more commonly called. In the opera "Mascot," Loranzo defines a traceous professional players for levil and rather missisfactorily. "A mascot," he says, "is a mescot." To an imprejudiced observer this seems quite self evident. Welster drives somewhat deeper into the subject when he declares that a nascot is "a person who is supposed to bring good luck."

One very popular bles of a mascot is that it should be the reverse of heartiful. For this reason men who play the races be.

The season tiefs. Lorans baseball clubes.

This season tiefs. Lorans baseball clubes.

The result for the missent tief the missing that the time of the second that the time the fivolety in the time of the second tiefs the season tiefs. Lorans baseball clubes.

The result for the missent tief the season tiefs they might have actively the tief that the time of the season tiefs they might the time the time and the tief the coe.

The recent six days match between the fact of the cue of a large players who have seen him handle the coe.

The recent six days match between the fact of the season tief the fatal gift of beauty, and was consequently more of a large players and polyon, the chican treats the coe.

The recent six days match between tieffer the fatal gift of beauty may be seened the fatal gift of bea



bough many betters who industrion ly foulds the wool on a blind darky's head or tonch, the determiny between a humer-back's shoulders find it necessary to walk home from the track now and then, they do not lose confidence in the efficiency of their pet massus. Frequently they are boodconducter the masses has begun to ex-

definition of a potent rabbit's foot, but other mascot authorities declare that the foot to be truly officacious must be taken from the left hind leg of a graveyard rabbit caught in the dark of the moon at midnight by a cross eyed colored man who first crawled into the graveyard backward. To this conflict of authorities and failurs to carry out the entire programme is doubt-less due the occasional failure of a rabbit's foot to ward off hoodoos.

The experience of the Louisville baseball club this senson plainly demonstrated that 14 rabbits' lest could make the strongest kind of an upfull fight against overwhelming hoodoos. As every student of baseball as a coming world beater in the 3-year-old history knows, Sinhad the sailor had an easy time unseating the Old Man of the Sea comtime unsensing the Old Man of the Sea compared with the time the Louisville club had in shaking the hooden that got astride its speed in a tretter at bur age is a decided inneck early in the season and clung there with legs and arms of steel. Fourteen rabbits' feet, however, kicked the hoodoo loose



L. Halloing the bind darks wheat 2. Touch-ing the binechast's hamp, 3. The rabbit's forgotten.

fact.
In a trice. On Aug. 24 George T. Leavy of
Korman, O. T., and farmerly of Kentucky,
sent a consignment of tabbits' feet to the
players, accompanied by the following note: Knowing of Louisville's hard fuck this sea-

Browing of Louisvice which there are seen son, I have soured a rather's foot for each player, which, I hope, will sld them as they accend the seale of E. These feet are from Oklahoma jack rabbits caught in a disolate and ghostly indian graveyard and possess all necessary charms for a macoot. I carnesily trust they will have the desired effect.

The very next day, and of sourse long be-

left hind logs of 14 rabbits—caught in an Indian graverard by a cross eyed colored man in the dark of the moon, presumably—were "rooting" for them against the hoo-dee, the Colonels defeated the Philadelphia club. They followed this victory with another against the same club and then van-quished the New Yorks and Brooklyns, thus winning four glunes in succession before the Oklahoma bunnle boomers lost their grip on the hoodon. Just before the fifth name, however, some cross eyed wom-m in the City of Churches must have hoodoord the entire chals again, for in this game and the one following the Colonels were badly beaten by the Brookiyas.

a Cross Eyed Woman and Walking Under

Had the Colonels been fortified with raba Lander Are Very Dangerous Hoodons. bits' feet early in the season instead of only Thousands of sporting men, turf follow-around a better position than eleventh in

core a nominity tool call to other as mus-cost and dragged blin around the bases be-fore each game. The civit won game after gume, and the call was tyelded upon as such a dongerous factor in the pennant contest. In Chicago and the proposed triangular that some enemy of the team spirited in many.

The Valleyrie had two alleged masgets, a The Valkyrie had two nlieged massets, a pherm and Miss Bachael Dumaven, but both were so good looking they proved hoodness, and the longlish yacht was easily beaten in the race for the America's cup, Massed authorities allege that despite her two pretty hoodness the Valkyrie might have won the final and decisive race had it not been sailed on Friday and on the 12th of October, but that with such a combination of pretty messors, unlocky Friday and limkless 13, Lord Dunaven oughs to be thankful that he and his crew finished the race alive.

Exhibit H. Exton.

The Great Pacer Robert J. Robert J, the bay son of Hartford, is plexion is of a looked upon as one of the most promising bronze tint, and in



distilled quintessence of Jonatham and is Will Kerr in straight heats, the first of invariably followed by walking home.

Probably the most popular mascot in America today is the rather's foot. A great many people believe that any rabbit's foot all the next beautiful the others in 2074 respectively. Every heat was faster than the best bent in the free for all in

of his recent performances Robert J may truly be deciared the greatest racing pacer living today.

SPORTING NOTES.

Tom Conners, the English wrestler now in this country, has challenged all comers to meeth him at catch weights.

Frank H. Bolen of the Philadelphia cricket team recently scored 118 before being retired in a game against the Austra-

Charm, the Pale Aito filly, is looked upon

The crack rough coated St. Bernard, Sir. Bedivere, has again changed hands. Mr. C. A. Pratt, proprietor of the Argyle kennels at Little Rock, has purchased the chamm of his sex from the New York St. Hernard kennels.

The Turf Season of 1893.

The surf season of 1885 just closed will for many years be memorable, because it witnessed the triumpas of Domino, one of if not the very greatest Eyear-olds the country ever saw. It will also be memor-able because of the disappointments and able because of the disappointments and defeats of Lamplighter, the popular idol, and because it witnessed the ascendency of his rival, Tammany, who easily proved himself Lamplighter's master and beyond doubt the champion of the turf. Domino's triumphal career will live longest, however, and will fill a larger place in turf history. A colt that scilpsed a Hindoo, and a Tremont and a His Highness will not soon be mont, and a His Highness will not soon be

Turf Music.

Pre listened to the harmonies of mass'd or-chestral bands,
And been charm'd by operatio stars of this and other lands.
But as for me all other sounds the subtis ca-

But as for me all other sounds
sence lack
Of the crand crescendo music that comes rolling down the trach,
When, nerves a street and finals a drip and
nestric breat like dies,
A well bunched that of thoroughbreds comes
thundering to the wire.

—Temmy Dod in Horseman.

POOL PLAYER ALFREDO DE ORO.

The Expert Cuban and His Victory Over English Champion Roberts. Alfredo de Oro, whose match with John Roberts, the famous English champion, as



tracted such wide altention, is con-sidered the king of all pool players on this side of the Atlantic. De Ore ls a Cuban. He has won the chain plouship here and is a player of rare nerve and general all round excel-lence. His eye for difficult combina-

the pretty pany surely boodcoed him.

This season the St. Louis baseball clubescured a homely bull call to officiate as mass.

One best Roberts 89 points at the American

Eaule H. Eaton. king for the sum of \$1,000 a ship. Freemun's com-

the age of 11 years he removed to Providence. In 1879 he played Charles V. Barker of Boston, the champion of America, and defeated him by 6 to 2, with 11 games drawn. Since then he has played five matches with Barker, the total score standing; Freeman, 14: Barker, 6; drawn, 80. In 1885 he played Barker a series of 50 games for the championship of America and \$200 a side. The score stood: Freeman, 6; Barker, 3; drawn, 41.

Billiardist Ives! Plans.

In a recent interview, Frank C. Ives, the billiard champion, said: "I leave in No-vember for London to play Roberts a rethan the liest heat in the free for an going to India on an exhibition cour, foot and dragoons, but this is a grave-error. To be a genuine muscot a rabbit's foot must be taken from the left hind leg of a grave-pard at the very witching time of night. The first two heats were the first two heats are trotted or paced. In view of I did not avail myself of this feated Flying Jlb in three even more remarkable straight feats. He captured the loss stay. I am going to dispose of my first two in 2,054 and the last in 2,104. The first two loats were the firstest consecutive heats ever trotted or paced. In view of his recent performances Robert J may Paris, which pays better than billiards do in this country. I would be foolish if I did not savid myself of this Paris no opportunity." Parisian opportunity.

CHECKERS AND CHESS.

Checker Problem No. 943-By J. J. Denny. Hlack.



White to move and win, Choss Problem No. 242-Rg J. K. Hanshew.



White. White to play and compel stalemats in for

Plack.
1.. 2 to 9
2. 22 to 13
8. 30 to 27
4.. 1 to 10
Drawn

7.1030 White.
... Q to H 7
... Ri to E 5 ch Riack. 1. Kis Q 8. E move

SOME HISTORIC DISASTERS RECALLED BY A RECENT HORROR.

The Angela Horror and the Ashtabula Wreck-Terrors of the Chatsworth Affuir-The Last Great Holocaust-A Few Minor Accidents.

(Special Correspondence,) rallway disaster near Newburg, in this state, is a fresh priof that neither science nor human foresight and care can give en-tire immunity from this form of danger. Since the first railroad track was laid in the United States there have been a great number of these horrors, but despite the general impression to the contrary the loss drowned in the creek. general impression to the contrary the loss of life on American milronds has not been greater in proportion than it has in Europe,



INTO AN OPEN DRAW.

For some years after the railroads had begur business they enjoyed a singular ex-emption from serious accidents as cam-parad with the European corporations, and it was not until 1853 that a really great es-lantity occursed. When it came, however, it made up for lost time, and the shock of it had no adverse effect on railroad travel and growth for several years afterward. It and gravial on the morning of May6 at South Norwalk, Coun., on the New York, New Haven and Hartford, and cost 46 lives. The Boston express from New York was rushing along at a high rate of speed when it went through an open draw in the bridge which spanned the river about 250 feet east of the South Norwalk station. It was a bright, fine, clear day, and there

was absolutely no reason why the accident should have happened, except the careless-THE TRIBUTURE LADRICA MODEO.

Here they will survive pack a winner if they only see a lumediseak on their way to the track. Or, better will, if they get near enough to gently touch his deformity.

Others are firmly conviced that if they can runbe the wool on a billed darky's head fickle fortune will lead them to place their most was a considered limitin's most formidish by the bookmakers. Still other rates track habitares before that they will surely be bookmakers. Still other rates track habitares before that they will surely be superstitions cause burdes of longers to through the survey and the control of the process much the world of the process much the superstitions cause burdes of longers to through the survey and the control of the process to the large control of the process much the survey and the control of the process of the major of the survey of the rate tracks. The proof of the track of the process much the survey of the rate tracks habitares before the track of the process much the survey of the rate tracks habitares before the track of the process much the survey of the rate.

The proof of the process to the large tracks, and fromly a homothosek's hump has been much as a process of the game of the major of the water being only 12 feet from the survey of the rate.

The result much process of the game of the survey of the rate of the open motive, who should have seen the open motive, who should have been displayed the significant height. He is of motive the medium height. He is of the bright of the best sum the below the medium. For the passenger the open motive, who should have been the open motive, who should have been of the open motive, who should have been the open motive, who should have been of the open motive, who should have bee should have happened, except the carciess-ness of the engineer in charge of the loor motive, who should have seen the open draw. For 15 minutes before the train was due the bridge tender had displayed the signal "open draw" to enable the steam-boat Pacific to pass, but it was only a mo-ment before the truin went down that the

their pet massens. Prequently they are hoodcondates the massent has begin to exercise its charm, and what massent can with stand the baleful effect of a genuine hood foo?

Many a turf plumer has run into a verifiable nest of massent on his way to the runes and entered the track prepared to wager his very shoes on any horse in the of a cross evel woman in the grand stand and feel himself so thoroughly hoodcoed and feel himself so thoroughly hoodcoed that he desire not risk a nickel on even a "lesst ple cluck." The cross evel woman hoodco is but enough, but waiting under hoodso is but enough, but waiting under a ladder be a dire act filled with the double.

Score stood: Freeman, 6; Barker, 8; drawn, and the runter of the collected of the ponderons machine as it strick the bring the part of the ponderons machine as it strick the bring the part of the ponderons machine as it strick the bring the part of the ponderons machine as it strick the bring theorem and Harker I. In 1820 Freeman and Barker played another of the soficials of the read. In this case the engine run off the track. The weight of the ponderons machine as it strick the bring them at through them at through them at the case the engine run off the track. The track of the ponderons machine as it strick the bring than at through them at through them at through the preman won 2 and Barker I. In 1820 Freeman and Wyllie and the engine the engine run off the condition of the wonderful time of until ropes had been secured that the reservers could do mything toward extricatng the 15 or 20 persons who still remained.

On June 19, 1961, there occurred another ing nearly 160 human lives, and making the record for American railroad disasters, The train which carne to grief comisted of It emigrant cars on the Grand Trunk rail-If emigrant cars on the Grand Trunk rail-way. It carried besides the truin hands 356 people, and like the Norwalk wrock, the se-cident was due to the gross negligence of the engineer, who, disregarding the warn-ing signals, ran through an open draw on the Belgiere of the lengtheer, who, disregarding the warn-ing signals, ran through an open draw on the Belgiere at St. Hillage, about 10 Sem. It See Exempton train from Free for the Beloit bridge at St. Hilaire, about 19 miles from Montreal. The scene of the wreak, as described by eyewitnesses, was something terrible. The cars fell in 10 feet of water and were only partially submerged. But the height from which they tumbled, about 70 feet, smashed them into kindling would, and when the resoners put in an ap-penrance they found an indescribable mass of splintered wood, from and human re-mains, all jammed together in a solid heap. Ninety-five bodies were recovered, and 100 injured were taken out of the wreck. Among the latter was the gulity engineer, who trent down with his engine, in was not fatully hart.

In the next good one dent, which came to be known as the "Angola horror," fire add-ed to the terrors of the situation. The New York express from Cleveland on the Lake Shore road had been delayed, and with a clear road ahead was running unde a full head of steam to make up lost time It was midwinter, Dec. 18, 1867, and the rails were covered with snow and ice. At Big Sisters bridge, a quarter of α mile east of Angela, N. Y., a wheel broke under the last coach, and the car went tumbling over the embankment. Only 12 passengers were rescued, all of whom were budly hurt. The rest, 48 in number, were either crushed or burned to death, the remains being gen-

erally charred beyond recognition. "The "Ashtabula disaster" cam on Dec. 24, 1876. In this frightful accident all the elements seemed combined for the occasion to render the scene more terrible. It was pirch dark and the show was falling in a dense cloud as the ill fated train, the in a dense cloud as the ill fated train, the west bound express on the take Shore, approached the big iron bridge which crossed the Ashtabula creek in Ohlo, 75 feet above the water. Because of the intense cold and heavy snowfull, the train, composed of seven cosches and pulled by two powerful engines, was going at a moderate rate of spead. Suddenly, without a moment's warning, and it as as the foremest engine had reached solid ground again, there was a dealwaing crash, and the next instant the entire train, with the the next instant the entire train, with the exception of the first engine, by at the bottom of the shallow creck, the bank owering there 70 feet above. The bridge

Under the strain of the intense cold, the

RAILWAY ACCIDENTS.

structure had your down as soon as the full weight of the train was brought to bear on it. There was a thick coating of ice on the creek, fully 2 feet thich, through which the cars and sugine crushed as though it was an argabell with a second crash almost as great as the breaking of the bridge. For a few moments after this everything was still down to that terrible chasm, and then arose the screams of the imprisoned compents of the cars who still remained slive. The railroad statton was only a short distance away, and help arrived almost in-stantly, but before the first spectator came Stantly, but before the first special Correspondence.)

BUFFALO, July 25—The recent frightful on the scene fire had broken out in the purity of the scene fire had broken out in the purity issue, is a fresh proof that neither science lieking up all the weedwork that remained on human foresight and care can give entire immunity from this form of danger.

There were 147 persons on the first water. There were 147 persons on the first immunity from this form of danger.

out of water. There were 147 persons on the train, and, strange to say, 73 were rescued alive, though most of them were pretty hadly injured. Seventy-five were killed coutright by the fall, burned to death or drowned in the creek.

The last of the six greatest railroad accidents, the "Chatsworth disaster," in most respects was worse even than the Ashtabuía wreck, though it lacked some of the terrors of snow, ice and water which added so much to the borrors of the Chio holocans. On the night of Wednesday, Aug. 10, 187, at 40 minutes after 9 o'clock, a large excursion train, 17 cars, packed with

caust. On the night of Wednesday, Aug.

10, 1887, at 40 minutes after 9 o'clock, a large excursion train, 17 cars, packed with a happy throng of pleasure seckers, dashed by the Chatsworth (Ilis.) station of the Toledo, Peoria and Western mitroid at a high rate of speed. The train was drawn by two of the heaviest sugines on the road and was bound for Niagara Falls.

Shortly after the Chatsworth station, at which no stop was made, had been passed, the engineer of the forward locomotive saw flames lapping at the stringers of a short treale work which led across a dry cut some 10 feet deep, instinctively he reversed his lever, but in the next moment he saw that it would be impossible with the heavy train belaind to stop before the danger spot was reached. The only chance lay in a dish for analyte, and throwing his lever back again he putton every pound of steam, and the stringers as a disk for analyte, and throwing his lever back again he putton every pound of steam, and the stringers as a disk for analyte, and throwing his lever back again he putton every pound of steam, and the stringers and throwing his lever back again he putton every pound of steam, and the stringers and throwing his lever back again he putton every pound of steam, and the stringers and throwing his lever back again he putton every pound of steam, and the stringers and throwing his lever back again he putton every pound of steam, and crain behind to stop before the danger spotwas reached. The only chance lay in a
dash for safety, and throwing his lever back
again be put on every pound of steam, and
the ears fairly made a leap ahead. But
neither speed nor caution could save the
train. The flames had undermined the
twoodwork of the trestle, and it gave way
as soon as the weight of the first engine
that the floor propie on board were thrown in the
midst of the wreck, pinioned under the
midst of the shattered vehicles. A
feams work of the shattered vehicles. B
feat the form the first engine
for the feat the first engine
for the fir but fire broke out like a flash in a dozen different places.

different places.

When morning came, the shattered train was still blazing. After the wreck was floally cleared away it was found that 76 persons had been killed. Three hundred and fifty passengers were injured, a majority of them severely, and for months the affair hung like a pall over what had been one of the happiest and most prosperous stretches of country in the west. Compared with this terrible calumity most of the so called minor accidents which have from time to time shocked the country seem small, but taken together they make a most formidable list. The most important of them are as follows:

Nov. I, 1835-The bridge over the Gasconada river on the Missouri Pacific went down under the first train run through to Jefferson Cityl 20 killed, 30 lingured. The chief engineer was

April 1, 1885 - Fram on the Eric room detailed at Carra rock; if Skilled, 5 wounded.

May 12, 1840 - Night express on the Missouri Pacific ran into a stabled freight at Eureka, Me.; 10 killed, 50 wounded.

Ang 50, 1871 - Express on the Eastern raffered rat into the rear end of the Beverly accommodation at Hevere, Mass.; 24 killed, 20 wounded.

Fab. 5, 1671-The "Second Pacific express" on the Hudson theer road ran into a wrecked oil train near New Hamburg, 21 killed, 38 recognition.

womined.
June 22, 1873—Express train on the Grand
Trunk of Canada jumped the track on account
of a defective tail near Rolleville, Outarior 30

Dec. 21, 1872-A broken wheel precipitated an express train on the Bullalo, Cacy and Pittabarg down an embankment at Prospect, N. Y.; 19 killed, 29 wounded. Jun. 15, 1878-An excursion train on the Con-

preciout Western went down with a bridge over the Parmington river at Tariffville, Conn.;

from a boat race collided with the edge of a freight car at Wolfaston Heights, near Bos-tos, locause of an improperly thrown switch; 15 killed, 159 wounded. Oct, 16, 1879—The Pacific expresson the Mich-

Jack on Jack of the Racing express on the Mich-ican Central conflict with a freight train at Jack on Junction to killed, 31 wounded, Jan. 13, 192-The Atlantic capress on the New York Central at Spoyten Duyvit run into by the Tarrytown local; 8 killed and 20 wounded.

Sept. 14, 1686-Excursion train from Erie for

Sept. 14, 2886—Excursion train from Eric for Niagara Falls ran into a treight at Silver Creek, N. Y.; 20 killed and 45 injured.

Jan. 4, 1887—The west bound express on the Baltimore and Ohio ran into a stalled freight at Republic, O.; 18 killed, 29 injured.

Feb. 5, 1887—Two cars of a passenger train on the Vermont Central jumped the track at the White river bridge, near Woodstock; 32 killed.

March 14, 1887—Bassey bridge in the outskirts of Boston went down under a crowded train on the Boston went down under a crowded train on the Boston and Providence road; 28 killed, 115 injured.

Feb. 27, 1889—A passenger train on Grand Trank was decalled on the bridge at St.

Trunk was detailed on the bridge at St. George, Ont.; 10 killed; 30 injured.

Aug. 18, 1865. The Wood's Holl express on the Old Colony road; ran into a ratichet jook which had been left on the track by workman near Quincy, Mass.; 31 killed, 50 injured.



THE ASHYABULA WRECK.

July 3, 1831—The "Thunderbolt" innited ex-tress on the New York, Lake Eris and West-en was run into by a fast freight at Ravenna, excursion train on the Ka-

delimate read went down with a to near Charleston, W. Va.; 13 rokel. The St. Lenis limited on the

West Share ran into the rear of a freight near Port Byron, N. Y.; 18 killed, 16 injured. Au. S., 181-The west bound passenger trate on the Western North Carolina railroad was detailed near Statesville, N. C.; 25 killed, 25 injured.

are well paid and small children well pun-ished."

READING RAILROAD SYSTEM.

TIME TABLE IN SPERCE AUG. 7, 1888.

50 p. m; For Pottaville, week days, 2.10, 7.20, a.m., 50, 2.50, 5.50 p. m. Sunday, 2.10, 7.48 a. m., 4.30 Tamaqua and Mahanoy City, week days, 0.35, 7.35, a.m., 15.35, 2.50, 5.55 p.m. Sen, 2.10, 7.48 a.m., 4.25 p.m. Additional formatics of the country City, week days, 7.00 p.m. or Lancaster and Columbia, week days, 7.2

turning icave Atlantic City depot, Atla Arkanens avenues, Weekelays-Expr

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

LEHIGH VALLEY RAILROAD. Passenger trains have Shemacdean enn Reven Junction, Matth Chink chion, Slatthgron, White Bath, Carnesso lemoven, Bethielem, Easton, Phillader, saisson, Weatherly, Qualake Junction, o and Mahanoy City at 8.01, 7.20, 8.98 a 48, 2.57, 4.22 p. m.

New York, 5.0s. 7.26 s. m., 12.43.

p. H.
or Harleton, Wilkes-Harre, White Haveston, Laceyville, Towards, Sayre, Ward
Simma, 6.05, 0.05 a.m., 2.07, 5.05 p. h.
or Rechester, Buffalo, Nieszar Falls
West, 8.01, 5.05 a.m., 12.43 and 5.05 p. m.
or Bethadern, Lodinware Water Gap
Budsburg, 6.01 a.m., 4.25 p. m.
or Lamoer with and Trentan, 5.08 a.m.
or Tuninamneck, 6.04, 5.08 a.m., 2.57, 500 or
I ilmaa and Gengva 6.05, 5.08 a.m.

r Auburn 9.08 a. m. 8.08 p. m. r Jeanesville, Levision sin Beaver Mels auton, 5.04, 9.08, h. m., -4

or Raven Kon. Centralls, Mount Corm. mohin. 5 st. 10 fg a. m., 1.40 s. 40, 8.22 p. or Yatesville, Park Pince, Michanop Cit. 150, 6.04, 7.26, 208, 11 f6 a. m., 12 48, 2.57

Leave Shemundown for Harleton 4.04, 7, m., 12.48, 2.87, 4.92, 8.77, 8.06 p. m. Leave Harieton for Stemandosh, 11.05 a, m., 18.15, 8.55, 5.30, 7.35, 7.55 p. 28

H.66 a. m., 18.15, 2.56, 5.30, 1.32, 7.55 p. m.

Trains insve for Ashimad, dirardyllic and Crock, 7.55, 9.05 a. m., 12.30, 2.55 p. m.

For Vaterville, Park Planc, Bahanoy Dehano, Harlston, Black Crock Junction, Mayer Chank, Alexander, Buthishem, Easton and New York, 2.40 a 12.30, 2.55 p. m.

For Philadelphia 12.30, 2.55 p. m.

For Yatesville, Park Plance, Makanoy Cit, Delanc, 8.40, 11.36 a. m., 12.30, 2.56, 4.40 0.07 d.

Leave Handelon for Shemandonh, 6.35, a. m., 10.56, 3.40 p. m.

Leave Shemandonh for Pottsville, 5.30, 2.80 a. m., 2.45 p. m.

Leave Pottsville for Shemandonh, 8.30, a.m., 1.36, 5.16 p. m. a.m.,1.35, 5.16 p. m. A. W. NONNEMACKER, Aust. G. P. A.,

R. H. WILBUIL Geni. Supt. Easte DENNSYLVANIA RAILROAD.

SEPTEMBER 19th, 1898.

SEPTEMINER 18th, 1808;

Trains will leave Shemandoah after the date for Wignan's, Gilberton, Frackville Castle, St. Clair, Potaville, Hamburg, Re Potastown, Phoenixville, Norristown, and delphis, (Broad sirees station) at 6:00 ass. m. and 4:15 p. m. on week days. For wile and intermediate stations 0:16 a. m. SUNDAYS.

For Wignan's, Gilberton, Prackville, Castle, St. Clair, Potaville at 6:00, 9:0 and 3:10 p. m. For Hamburg, Reading, Lown, Phomitrille, Norristown, Philad at 6:00, 9:0 a. m. 3:10 p. m.

Trains leave Prackville for Shenandi 10:00 a. m. and 12:14 a. os, 7:22 and 10:12 sindays, 1:16 a. m. and 5:40 p. m.

Leave Puttaville for Shenandoah at 11:48 a. m. and 6:10 p. m. 3:41 p. m. Leave Puttaville for Shenandoah at 11:48 a. m. and 6:10 p. m. St. 41 and 7:11 p. m. ose Gays. On Sundays at 6:00 a.m. for Potaville, 25 a.m. For Now York Express, week at 2:20, 456, 5:60, 118 at 0.75 m. ss. 5 16. \$12. \$ 50. \$1 05 11 35, a m., 12 44, 1 40. Tilmited 4 50) \$ 50. \$2.0. \$50. \$7 12 and \$11 p 12 01 mght.

For Sea Gira, Long Branch and Index stations. \$600, \$25, 11 25 a m. and 5. p m weekdays and 5.00 p m. Sundays \$8 70 Haitmore and Washington \$8 80 9 10, 10 m., 11 15 a m. (17.25 innited arr) \$190, \$40, \$41, \$6 16 Congressions I. Philman Parker Dars and Dining Car 900, \$740 p m., 1260 mght week days, \$200, \$10, \$10 16 a m. 12 10, \$2, \$40, \$41, \$10 p m., \$12 00 mm, \$12 00 mm

A musical dictionary defines a shout to be "an unpleasant noise produced by overstraining the throat, for which grout singers are well paid and small children well non-