Evening Herald.

PUBLISHED DAILY, SUNDAY EXCEPTED

WEEKLY, EVERY SATURDAY.

M. A. BOYER.....Proprietor
M. O. BOYER.....Editor and Publisher
W. J. WATKINS.....Local Editor
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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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THE Hawaiian muddle is still on. Everybody seems to be in a mist in regard to it. The only thing that seems to be definitely settled, up to the latest advices, is that if Minister Willis had instructions to restore the Queen, circumstances were such as to indicate it would be prudent to defer such action for the present.

IF Louis Kossuth lives until the 27th of next April he will be 92 years old. On the occasion of his 91st birthday he wrote in answer to a letter of congratulation, "It will be a blessing for me if your congratulations are the last I receive, as I sincerely hope they may be." Such a reply as that would tend to damp the ardor of a man's most enthusiastic admirers. The fact is that for forty years this old lion has done nothing but sit and growl. He was not an old lion when the revolt of Hungary against the Austrian government finally failed. He was young then, no foreigner who ever visited the United States was ever made so much of a lion of, except Lafayette, as Kossuth was. After the Hungarian revolution failed, many of his countrymen who had been with him accepted the order of things and began to work inside the Austrian Empire for a greatness for Hungary that they had hoped to win outside of it. The result of their patriotic efforts is that Hungary is today the most powerful portion of Austria-Hungary. The tail wags the dog. But Kossuth over and again refused election to the diet at Pesth, where he might have wrought far reaching reforms. He declined to do anything whatsoever for his country. Consequently he is today a soured, disappointed, not over agreeable old man, a burden to himself and no good to anybody else.

SCHOOL HOLIDAYS.

When the list of holidays legalized by the last Legislature was first published, says the Lancaster *New Era*, a bright lad counted the days on which he thought the schools would be closed in the coming year. He found fifteen legal school holidays. In his town the schools were also closed on circus day, during the agricultural fair, between Christmas and New Year, and during June, July and August. Although living in a county seat he thought he would have less than 150 days, or more days for play than for school, not counting the Sundays. He boasted of his reckoning in the presence of a heavy taxpayer and of a veteran teacher. The former growled with some show of justice at the waste of public money without an adequate return, and the latter complained that the increasing breaks in the regular school year made it more and more difficult to get the pupils ready for promotion.

The recent ruling of the State Superintendent in regard to legal holidays was evidently a step in the right direction. It does not imply that the schools must be kept in operation on Christmas and on Thanksgiving Day. It simply leaves the matter in the hands of directors and controllers. Nor does it lead to inconvenient consequences in regard to school on Saturday. Three state normal schools and several colleges have their weekly holiday on Monday instead of Saturday. Those who have tried this change are not willing to go back to the old arrangement. The state department will, under the recent ruling, not be required to withhold the state appropriation from districts in which some teacher, through ignorance of the law, happens to teach on Saturday.

Many school districts were accustomed to begin the school year on the first Monday in September, and found themselves greatly annoyed when this day was selected by legislative enactment as Labor Day. To obviate this difficulty in the school year the last Legislature changed Labor Day to the first Saturday in September. The framer of the recent holiday act wisely omitted ordinary instruction at school from the list of purposes for which the days enumerated therein were created legal holidays. It may be right and proper to shorten the number of study hours in the school day, but the time has certainly come to stop curtailing by legislative enactments the number of days in which teachers can give regular instruction to their pupils.

A Physician's Lucky Find.

LANCASTER, Pa., Nov. 21.—Dr. Bailey, a retired physician living at the Gap, eighteen miles from this city, recently purchased a farm from a man named Harvey Donahue. A few days ago Dr. Bailey started to tear down the old buildings, and under the floor of the kitchen the workmen found a big iron pot, firmly embedded in the earth. When it was opened it was found to contain $2,000 in gold and silver coins, and a number of solid silver spoons. The coins were all of a date before the present century, and the spoons were marked "C." A family named Chamberlain lived in the house many years ago, but none of them live in this vicinity now.

Defrauded Many Banks.

RICHMOND, Ind., Nov. 21.—J. W. Fuller has, it is believed, been identified as a notorious operator, and his conviction is regarded as certain. On Sept. 29 last the Third National bank, of Louisville, Ky., was swindled out of $200 by a man who gave his name as C. H. Hardwech. Yesterday Louis Ryan, paying teller of the bank at Louisville, came here and identified Fuller. Word has been received that one week before coming here Fuller victimized the Lycoming National bank, of Williamsport, Pa., of $200. Last May the Merchant Bankers' association, of New York, issued circulars offering $200 reward for his arrest.

The Gulf Transportation Scheme.

TOPEKA, Kan., Nov. 21.—Governor Lewelling has received a letter from Alfred Christiansen, of Copenhagen, stating he had read with interest that a gulf transportation project was under consideration in the United States, as he was already working on such a line of steamers. Mr. Christiansen expects to have the backing of two strong banking institutions of Copenhagen. Two vessels projected will cost about $125,000 each. They will be sailed under the Danish flag.

Summary Treatment of "Sooners."

NORTH END, I. T., Nov. 21.—Whitecaps are spreading terror in the strip to "sooners." At Kramlin seven "sooners" were put on a train and told they would be strung up if they ever returned. At Round Pond the mayor has been notified to leave by the vigilance committee, and two "sooners" are reported to have been hanged seven miles east of here for driving settlers off their claims.

The Loss by the British Storm.

LONDON, Nov. 21.—At least forty steamers and barks are known to have been wrecked on the English coast during the gale of the past three days. This is not counting the loss of fishing boats and small schooners, which will bring the total of craft wrecked up to nearly a hundred. There were fully 200 lives lost.

Removed to Avoid a Lynching.

LOUISVILLE, Nov. 21.—In a fight near Madisonville, Ky., between Jack O'Brien, his father and a man named Brooks the latter was badly cut. Brooks' son waylaid the O'Briens and fired two shots, the second taking effect in Jack's breast, killing him instantly. He was taken to Hopkinsville to escape lynching.

Held for Mayhem.

NEWARK, N. J., Nov. 21.—Justice Davis held Patrick Condon, who resides on South street, for trial on a charge of mayhem. Condon returned home and found his wife talking to Tony Frank, an Italian. Condon became jealous and assaulted Frank, knocking him down. Condon then bit Frank's ear off.

Burge and Mickless to Fight.

LONDON, Nov. 21.—Harry Mickless and Dick Burge have signed articles at the office of The Sporting Life to fight with gloves for $500 a side and the 140-pound championship of England. The dispatch states that the fight will be decided on Jan. 22 in the club offering the largest purse.

Lobengula Refuses to Yield.

CAPE TOWN, Nov. 21.—King Lobengula refuses to surrender, and advices from Bulyuwayo just received here say that a war is decided to attack him in there on Nov. 16. Since then no news has been received here as to the result of the battle.

The Weather.

Generally fair; winds shifting to southeast; slightly warmer.

IT'S A QUEER WOMAN—who cannot understand the benefit to be derived from the use of Doctor Pierce's Favorite Prescription. Did you ever see a sickly woman with bright eyes, clear skin, and rosy cheeks? Or a healthy one without them? A woman can live in full health, do more work, have more pleasure, amount to more, by taking the "Prescription." When the bodily functions are not regular the woman is *delicate*.

As a support for nervous, exhausted, overworked, women, it's an invigorating tonic, a soothing and strengthening nervine; besides, it lessens pain. It's the only remedy for woman's chronic weaknesses and irregularities that's *guaranteed* to benefit or cure, or the money paid for it refunded.

If suffering from Catarrh try Dr. Sage's Remedy. $500 reward if you can't be cured.

BLOUNT VS. STEVENS.

The Georgian's Charges Against His Predecessor.

IT IS NOW A QUESTION OF VERACITY

Mr. Stevens Asserts That Mr. Blount's Report Is a Direct Perversion of Facts, and Promises to Make a Counter Statement in the Near Future.

WASHINGTON, Nov. 21.—Secretary of State Gresham decided last evening to make public all the correspondence and the report of James H. Blount, the special commissioner sent to Hawaii by President Cleveland to investigate the revolution which dethroned Queen Liliuokalani and the establishment of the provisional government. In his report Mr. Blount calls attention to his reception by Minister Stevens, who, "accompanied by a committee from the Annexation club, came on board the vessel which had brought me. He informed me that this club had rented an elegant house, well furnished, and provided with servants, and a carriage and horses for my use; that I could pay for this accommodation just what I chose, from nothing up. He urged me very earnestly to accept the offer. I declined it, and informed him that I should go to a hotel." The committee renewed the offer, which was declined. He also refused to accept proferred favors from the ex-queen.

Mr. Blount then gives at great length the result of his investigations. The landing of the United States troops, he declares, was the result of a conspiracy between Minister Stevens and the revolutionary leaders before any effort had been made to depose the queen. He goes into the details of the matter and points out the haste with which Mr. Stevens acted, and by quoting from Stevens' report and the papers on file at the legation declares that the minister misrepresented the revolution to the United States government.

The report proceeds:

"Mr. Stevens consulted freely with the leaders of the revolutionary movement from the evening of the 14th. They disclosed to him all their plans. They feared arrest and punishment. He promised them protection. They needed the troops on shore to overawe the queen's supporters and government. This he agreed to and did furnish. They had few arms and no trained soldiers. They did not mean to fight. It was arranged between them and the American minister that the proclamation dethroning the queen and organizing a provisional government should be read from the government building, and he would follow it with a speedy recognition. The leaders of the revolutionary movement would not have undertaken it but for Mr. Stevens' promise to protect them against any danger from the government. The American minister and the revolutionary leaders had determined on annexation to the United States, and had agreed on the part each was to act to the very end."

This report was not Blount's final reply in the Hawaiian question, but from the dispatches he sent to the government from time to time during his stay at Honolulu. Among these are the following not yet printed:

Under date of April 8 he reports: "As a class American citizens have been most active in dethroning the queen, and are active in maintaining the existing government. When force is used to suppress such movements the forces of the United States are to be called in to protect their persons and property. My present impression is that the existing government owes its being and its maintenance to this perverted influence."

In a dispatch dated April 26 he reports a conversation he had with President Dole relative to reports that the United States was seeking to secure an agreement between the queen and the provisional government. The dispatch says that President Dole said that there had been some approaches from the queen's side with propositions of settlement, and that he had responded: 'I will consider any reasonable proposition.' "I told him that I would not permit the government of the United States to be represented as having any wish in the matter as to any negotiations between the queen and provisional government."

A statement is enclosed from the Hawaiian Political association (native), addressed to Mr. Blount, to show why they urged the queen to overturn the constitution of 1887 and adopt a new one. Mr. Blount says in continuation of the subject:

"The white race, or what may be termed the reform party, constitute the intelligence and own most of the property in these islands, and are desperately eager to be a part of the United States on any terms rather than take the chances of being subjected to the control of the natives. The feeling of the natives is that while they do not want annexation, if the United States does it will be accomplished and they will acquiesce."

AUGUSTA, Me., Nov. 21.—A reporter called on ex-Minister to Hawaii John L. Stevens and asked if he had anything to say regarding Commissioner Blount's statement. Mr. Stevens said that he firmly adhered to all of his previous statements.

He expressed great surprise at the language of Mr. Blount as to Mr. Stevens' unwillingness to show him the records of the legation. Mr. Stevens says that he feels himself at liberty to expose Mr. Blount's remarkable conduct toward himself, commencing immediately after Mr. Blount's arrival in Honolulu. It is a record, Mr. Stevens says, the publication of which will astonish all honorable minds, bringing to Mr. Stevens no censure, unless it be that he tolerated such insulting treatment without at once resenting it by refusing all intercourse with the offending person.

Mr. Stevens two weeks ago made an imperative engagement out of the state which will occupy the next two or three days. With reasonable promptness he will be heard in his defense. It is sufficient to say now, Mr. Stevens adds, that Mr. Blount's report so far as given to the public is an ex-parte and shameless perversion of the facts.

McKane Claims He Was Right.

BROOKLYN, Nov. 21.—John Y. McKane, when asked in regard to the suits brought against him, said: "I am now preparing a statement of the facts of the Gravesend affair which I think will vindicate me. I shall give the facts just as they are, whether they tend to convict me or not. I will then let the public judge of my guilt or innocence."

Another Skirmish with the Moors.

MELILLA, Nov. 21.—A skirmish took place here yesterday between the Spanish troops and the Moors. A number on both sides were wounded.

The best builders use only the best materials—lumber, brick, lime, cement, sand—whatever goes into the construction of a building; they employ only the best workmen and pay the best wages; they get better prices for their work than their less careful competitors, and always get the best contracts; they paint their work with

Strictly Pure White Lead

manufactured by the "Old Dutch" process of slow corrosion; the

John T. Lewis & Bros.

brand. For colors they use the National Lead Company's Pure White Lead Tinting Colors. These colors are sold in small cans, each being sufficient to tint twenty-five pounds of Strictly Pure White Lead the desired shade.

This brand of Strictly Pure White Lead and National Lead Co.'s Tinting Colors, are for sale by the most reliable dealers in paints everywhere.

If you are going to paint, it will pay you to send to us for a book containing information that may save you many a dollar; it will only cost you a postal card to do so.

JOHN T. LEWIS & BROS. CO.,
Philadelphia.

Prince Pedro Off for Brazil.

PARIS, Nov. 21.—The eldest son of Count D'Eu, Prince Pedro, who is said to have been proclaimed emperor of Brazil by Admiral de Mello, has started for St. Nazaire, a seaport near Nantes, where it is stated he will start for Brazil, accompanied by a suite of twenty persons. Although no absolute confirmation of the departure can be obtained, the officials at the railway station are confident of his identity. They also say that several members of the Brazilian colony witnessed his departure.

The Coming Tariff Bill.

WASHINGTON, Nov. 21.—The ways and means committee will probably give out the new tariff bill on Monday next. The Democratic members are now devoting most of their time in conference attempting to discover the exact amount of revenue that will be yielded by the various schedules under the revision contemplated by the committee. The income tax provision is still held in abeyance, though there seems to be no doubt of its final adoption.

Fears of a Race War in Kansas.

PITTSBURG, Kan., Nov. 21.—C. E. Elliott, pit boss, shot and killed Will McKover, a negro miner. During a quarrel the negro rushed at Elliott with a pick, but before he could reach him he met two fatal shots. The town is full of negroes armed to the teeth, and every citizen carries a Winchester. Excitement runs high, and should a gun be fired on either side a terrible race war would result. Elliott is out of the way till a safer time.

Young Toole Not a Poisoner.

BOSTON, Nov. 21.—After an exciting session of the hearing on the charge of murder preferred against Stephen Toole in causing the death of his mother and sister by putting poison in a bottle of port, Judge Fallon ordered the discharge of the prisoner.

Incendiaries at Work.

LANCASTER, Pa., Nov. 21.—M. R. Hoffman & Co.'s large tobacco warehouse at Bainbridge was set on fire by incendiaries yesterday afternoon, and for a time a disastrous conflagration threatened. By hard work the flames were extinguished.

An International Disagreement.

BELGRADE, Nov. 21.—The relations between Servia and Austria are very strained owing to the fact that Servia is placing higher duties upon imports from Austria than the treaty justifies. Reprisals upon the part of Austria are feared.

Mr. Geo. W. Turner

Simply Awful

Worst Case of Scrofula the Doctors Ever Saw

Completely Cured by HOOD'S SARSAPARILLA.

"When I was over 3 years old I had a scrofulous sore on the middle finger of my left hand, which got so bad that the doctors cut the finger off, and later took off more than half my hand. Then the sore broke out on my arm, came out on my neck and face on both sides, nearly destroying the sight of one eye, also on my right arm. Doctors said it was the **Worst Case of Scrofula** they ever saw. It was **simply awful!** Five years ago I began to take Hood's Sarsaparilla. Gradually I found that the sores were beginning to heal. I kept on till I had taken ten bottles, **ten dollars!** Just think of what a return I got for that investment! **A thousand per cent!** Yes, many thousand. For the past 4 years I have had no sores. I **Work all the Time.** Before, **I could do no work.** I know not what to say strong enough to express my gratitude to Hood's Sarsaparilla for my perfect cure." GEORGE W. TURNER, Farmer, Galway, Saratoga county, N. Y.

HOOD'S PILLS do not weaken, but aid digestion and tone the stomach. Try them. 25c.

Chichester's English Diamond Brand.

PENNYROYAL PILLS

Original and Only Genuine. Safe. Reliable. Ladies, ask your Druggist for Chichester's English Diamond Brand in Red and Gold metallic boxes, sealed with Blue Ribbon. Take no other. Refuse dangerous substitutions and imitations. At Druggists, or send 4c. in stamps for Particulars, Testimonials and "Relief for Ladies," in letter by return Mail. Name Paper. Chichester Chemical Co. Sold by Druggists everywhere. Philadelphia, Pa.

RUPTURE

CURED IN 30 TO 60 DAYS. NO PAY TILL CURED. DR. E. M. MAYER, Office, 704 Chestnut St., ST. LOUIS, MO.

READING RAILROAD SYSTEM.

TIME TABLE IN EFFECT AUG. 7, 1893.

Trains leave Shenandoah as follows:

For New York via Philadelphia, week days, 2.10, 5.35, 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, 2.10, 5.35, 7.20, a.m., 12.26, 2.50, 5.55 p.m. Sunday, 2.10, 7.48 a.m., 4.30 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, 7.35, a.m., 12.26, 2.50, 5.55 p.m. Sunday, 2.10, 7.48 a.m., 4.26 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, 11.50 a.m., 1.25, 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, 11.50 a.m., 12.26, 1.35, 2.50, 5.55, 7.00, 9.35 p.m. Sunday, 2.10, 3.25, 7.48 a.m., 3.05, 4.30 p.m.

For Girardville, (Rappahannock Station), week days, 2.10, 3.25, 5.25, 7.20, 11.50 a.m. 12.26, 1.35, 2.50, 5.55, 7.00, 9.35 p.m. Sunday, 2.10, 3.25, 7.48 a.m., 3.05, 4.30 p.m.

For Ashland and Shamokin, week days, 3.25, 5.25, 7.20, 11.50 a.m., 1.35, 7.00, 9.35 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, 8.45 a.m., 1.00, 4.30 p.m. Sunday, 7.15 a.m.

Leave Philadelphia, Market Street Station, week days, 4.12, 8.33, 10.00 a.m., and 4.00, 9.00, 11.50 p.m. Sunday 4.00, 9.00 a.m., 11.50 p.m.

Leave Reading, week days, 1.35, 7.10, 10.05, 11.50 a.m., 3.55, 7.37 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., 2.05 p.m.

Leave Tamaqua, week days, 3.23, 8.46, 11.42 a.m., 1.21, 7.15, 9.38 p.m. Sunday, 3.30, 7.43 a.m., 7.50 p.m.

Leave Mahanoy City, week days, 3.48, 8.18, 11.47 a.m., 1.51, 7.42, 9.54 p.m. Sunday, 3.40, 8.12 a.m., 3.20 p.m.

Leave Mahanoy Plane, week days, 2.40, 4.00, 6.50, 9.25, 10.40, 11.58 a.m., 12.55, 3.06, 6.20, 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), week days, 2.47, 4.07, 6.57, 9.41 10.46 a.m., 12.05, 1.12, 3.01, 6.28, 6.32, 8.04, 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, 9.35, 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, 8.02, 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, 8.00, 9.00, 10.48 a.m. (Saturdays, 1.30) 3.00, 3.00, 4.03, 4.30, 5.15 p.m. Excursion 7.00 a.m. Accommodation, 8.00 a.m. 3.30, 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 3.05 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 6.01, 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 6.04, 9.08 a.m. 8.0 p.m

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

For Jeanesville, Lovision and Beaver Meadow, 7.36, 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., 2.57, 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, 10.20 a.m., 1.00, 1.40, 4.10, 6.35, 8.22, 9.18 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, 11.08 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 8.35 a.m., 12.43, 2.57, 4.22 p.m.

Leave Shenandoah for Pottsville, 5.50, 7.2 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, 10.16, 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, 7.29, 9.23 11.06 a.m., 12.15, 2.05, 3.30, 7.25, 7.50 p.m.

SUNDAY TRAINS.

Trains leave for Ashland, Girardville and Lost Creek, 7.29, 9.40 a.m., 12.30, 3.45 p.m.

For Yatesville, Park Place, Mahanoy City, Delano, Hazleton, Black Creek Junction, Penn Haven Junction, Mauch Chunk, Allentown, Bethlehem, Easton and New York, 3.40 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, 11.36 a.m., 12.30, 2.55, 4.40 5.03 p.m.

Leave Hazleton for Shenandoah, 6.30, 11.30 a.m., 1.05, 3.30 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.

OCTOBER 15th, 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 8.00, 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 10.10 a.m. and 12.14, 3.04, 7.42 and 10.27 p.m. Sundays, 11.18 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 8.50 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, 8.20, 9.50, 11.00 11.55, a.m. 12.00 noon, 12.44 p.m. (Limited Express 1.06 and 4.50 p.m. dining cars.) 1.40, 2.20, 3.25, 4.00, 5.00, 6.00, 6.50, 7.12, 8.12, 10.00 p.m., 12.01 night. Sundays 3.20, 4.05, 4.50, 5.15, 6.12, 9.50, 11.03 11.35, a.m. 12.44, 1.40, 2.20, 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, 8.50, 11.14 a.m, and 4.05 p.m weekdays.

For Baltimore and Washington 3.50, 7.20, 8.21, 9.10, 10.20, 11.18 a.m, (12.20 limited dining car.) 1.30, 3.40, 4.41, (5.10 Congressional Limited Pullman Parlor Cars and Dining Car), 6.17, 6.55, 7.40 p.m., 12.03 night week days. Sundays, 3.50, 7.20, 9.10, 11.18 a.m. 3.40, 4.41, 6.55, 7.40 p.m. and 12.03 night

For Richmond, 7.00 a.m. 12.10 p.m, 12.03 night daily, and 4.30 p.m. week days.

Trains will leave Harrisburg for Pittsburg and the West every day at 12.20, 1.20 and 3.10 a.m and 2.25, 3.25, (5.20 limited) and 7.50 p.m. Way for Altoona at 8.15 a.m and 5.05 p.m every day. For Pittsburg and Altoona at 11.50 a.m every day.

Trains will leave Sunbury for Williamsport, Renovo, Canandaigua, Rochester, Buffalo and Niagara Falls at 2.04, 9.15 a.m. and 1.55 p.m week days. For Elmira at 4.04 p.m week days. For Erie and intermediate points at 9.15 a.m daily. For Lock Haven at 9.15 and 9.00 a.m daily, 1.55 and 5.34 p.m week days. For Renovo at 9.15 a.m, 1.55 and 5.34 p.m week days, and 9.15 a.m on Sundays only. For Kane at 9.15 a.m, 1.55 p.m week days.

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