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Know and get the best. Cottolene, the new vegetable shortening, has won a wide and wonderful popu-larity. At its introduction it was submitted to expert chemists, prominent physicians and famous cooks, All of these pronounced



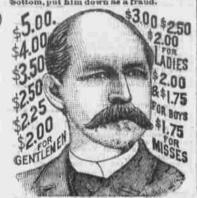
a natural, healthful and acceptable food-product, better than lard for every cooking purpose.

The success of Cottolene is now a matter of history, Will you share in the better food and better health for which it stands, by using it in your home?

Avoid imitations-countlessworthless. Stick to COTTOLENE.

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CAUTION,--If a dealer offers W. J., boughas Shoes at a reduced price, or says is has them without name stamped on ottom, put him down as a fraud. ho has the



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Chocolate

Lunch

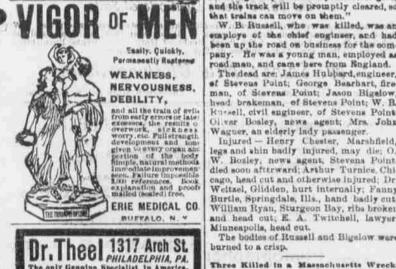
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ting, and give better satisfaction at the prices ad-vertised than any other make. Try one pair mad be convinced. The stamping of W. L. Douglas' name and price on the boltom, which guarantees their value, saves theseands of dollars assually to those who wear them. Dealers who push the usle of W. L. Deaglas. Shore, gain customers, which helps to increase the sales on their full line of goods. They can afford to sell at a less profit, your foctwary of the dealer asvertige below. Catheous free man and inviting. Advances ting, and g Catalogue free apes application. Address, W. L. DOUGLAS: Brockton, Maxe. Seld by Joseph Ball, Shemandoah,



VICTIMS OF THE RAIL. A Defective Switch in Minnesota Brings Death to Six.

A LARGE NUMBER BADLY INJURED.

The Doralled Train Took Fire and Two of the Dead Were Burned to a Crisp. A Collision on a Massachusetts Road Hills Three.

MILWAURER, May BI.—A special from the town of Marshfield, Wis., says: The St. Paul limited south bound train on the Wisconsin Central met with a bor-rible socident, which has never been equaled in northern Wisconsin and adds another long list of victims through disasters of this kind. The train, which was made up of seven coaches and sloop-ers, left Abbott's Ford behind time, and while running at fifty miles an hour struck a defective split switch at Mann ville, a deserted station, derailing the en-tire train and piling engine and cars in a heap of broken timbers. To add to the horror the entire mass was soon in a sheet of flams which, mingled with the groans and cries of the injured, made a scene that turned the hearts of the bravest. Receiver Howard Morris and Sidney

Hirsch, a business man from Ironwood, who were on the train, arrived in this city on the regular train from Stevens' Point. From them it is learned that five, as far as known, were all that were killed outas known, were all that were knied out-right, and fifteen or sixteen injured, some of them very seriously. Mr. Hirsch says that the only passenger known to have been killed was a woman, mane unknown, who boarded the train at Mellen Station. and who was riding in the second day coach

"Our train was running at the rate of about fifty or sixty miles an hour when the crash came," said Mr. Hirsch, "and the train seemed to go into a heap within a few seconds. I was asleep in the next to the rear sleeper at the time, and was thrown from my berth, as were all the other passengers. As soon as we could other passengers. As soon as we could scramble out we found a terrible state of affairs. The baggage, express, smoker, day coach, a business car and a sleeper were pilled on top of each other, and within a very few minutes the pile was on fire, taking fire, it was stated, from the locomotive, which iay in a heap beneath all the cars.

all the cars. "The fire burned rapidly, and it kept all the persons who escaped without injury very busy rescuing those who were in-jured and pinioned beneath the wreck. Some fifteen or sixteen passengers were taken out more or less injured, and were sent to Marshfield for proper care. The bodies of the trainmen and the unknown woman were recovered as soon as possible

Some fifteen or sixteen passengers were taken out more or less injured, and were sent to Marshfield for proper care. The bodies of the trainmen and the unknown we got out after the crash, and I know how we got out after the crash, and I know how we got out after the crash, and I know how mentioned the earnow one for all those who came out alive and unharmed. The train was reasonably well filled. That is, the sleepers were very well occupied the company: business car, which did not get into the base, and so escaped destruction by burning. The rear sleeper and the business car alone came out practically unharmed. The rear sleeper and the business car alone came out practically unharmed. The welle of the passenger track had stide train, except the icomotive to catch the point. The singine and all the cars of the train, except the rear ocach and business car, left she track, and all the cars of the train, except the rear ocach and business car, left she track, and all the cars of the trains can move on bear." W. B. Bussell, whe was killed, was an employs of the track sells the prouptly cleared, and the track sells to grine and the track and all the cars of the trains can move on bear." W. B. Bussell, whe was killed, was an employs of the track sells the prouptly cleared, and the track sells to grine and the track sells to grine and the track sells to grine. The move on base into the more and the track and all the cars of the trains can move on bear." W. B. Bussell, whe was killed, was an employs of the track sells the prouptly cleared, and the track sells to proupt the track sells to grine. The track sells to grine. The move of the track and all the track the track sells to grine. The trace track and the probable cause. The sells the track sells to grine. The trace sells to grine. The trace sells to grine. The trace trace sells to grine. The trace sells the track sells to grine. The trac

W. B. Russell, who was killed, was an employe of the chief engineer, and had been up the road on business for the com-pany. He was a young man, employed as

road man, and came here from England. The dead are: James Hubbard, engineer, of Stevens Point; George Bearbart, fireman, of Stevens Point; Jason Bigelow, hvad brakeman, of Stevens Point; W. B. head brakeman, er blevens Point; W. B. Russell, civil anginear, of Stevens Point; Oiver Bosley, news agent; Mrs. John Wagner, an elderly Indy passenger. Injured - Henry Chester, Marshfield, lega and shin badly injured, may die; O. W. Bozley, news agent, Stevens Point, died soon aftirward; Arshur Turnice, Chi-caro, bead cut and otherwise injured. Dr

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Where you can always get a glass of

Cool Beer and Refreshing Wines, Whiskeys, etc. Don'i forget the place. T. M. Reilly's,

LOCUST Avenue, CENTRALIA, PA.

DENNSYLVANIA RAILROAD

Bot and a set in the set of the

FOR BHERIFF.

novernor Flower to Take a Rest. SARANAC LARE, N. Y., May 30,-Governor Flower has engaged rooms at the Riv erside Inn, which is situated on the shore of Lake Flower so named last year in honor of the governor. He will arrive next week. The governor will remain at next week. The governor will remain at the inn for several days, and will devote

considerable time to fishing. Gored by an Angry Bull.

CHESTER, Pa., May 30 --Philip Marvel, 30 years old, employed on Bergdoll's farm, near Bridgswater, was gored by an angry bull and received a compound fracture of the thigh, besides internal injuries. Mar-vel was tossed in the air a distance of ten feet. The injured man is in a serious condition.

Mrs. Fitzgerald Acquitted.

NEW YORK, May 30 -The jury in the case of Mrs. Catharine Fitzgerald, sister of Police Inspector McLaughlin, on trial for the murder of Mrs. Hattie Penrs all inst October, brought in a verdict of not guilty after being out ten minutes. The defense was insanity.

General Weaver for Congress

ATLANTIC, In., May 30.-General James B. Weaver has been nominated as the Populist candidate for governor from the Seventh district.



Captain Sweeney, U.S.A., San Diego, Cal., Bays: "Shiloh's Catarrh Remedy is the first medicine I have ever found that would do me any good." Price 50 cts. Sold by Druggists. SHILOH'S CURE.

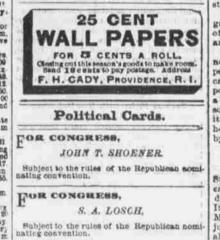
THIS GREAT COUCH CURE promptly enses where all others fall. For Consumption it has no rival, has cured thousands, and will curse rout, if taken in ima. Frise Botts. 59 cts. \$1.00. Sold by C. H. Hagenbuch, Shenandoah,



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ject to the rules of the Republican nomi-

FOR SENATOR, COM Dustries)

Subject to the rules of the Republican n

FOR SHERIFF.

TO BUILD UP THE SOUTH

Opening of the Interstate Immigration Congress.

THIRTEEN STATES REPRESENTED.

Addresses of Welcome by Governor Northen, Senator Walsh and Others-The Necessity for United Action in Developing the South's Boundless Resources.

AUGUSTA, Ga., May 31 .- The southern interstate immigration congress opener auspiciously in Augusta yesterday. I was called to order at noon in the Grand Opera house by President Bryan, of Nash-ville, who introduced Mayor J. H. Alexander, of Augusta. The latter welcomed the congress on the part of the city. Mayor

Alexander's speech was full of Interesting history about Augusta. Following[Mayor Alexander Hon Joseph R. Lamar, president of the Young Men's Business lengue, of Augusta, which secured the convention for this city, well curved the convention for time city, we conved the congress, and followed with more valuable facts concerning the Au-gusta of today. Taking simply the official cenasis figures for 1800 he showed that Augusta had increased in the number of Augusta and increased in the number of manufacturing establishments in the past decade 650 per cent.; in capital employed, 250 per cent.; in labor employed, 250 per cent.; in wages paid, 350 per cent.; that it had spent more money for public improvements than any city in the south, and had the lowest death rate in the

south. Governor Northen welcomed the con-gress on the part of Georgia, and gave a glowing picture of her progress and thrift. He declared the readiness of Georgia to welcome industrious immigrants who came to cast their lot here. Senator Patrick Walsh, whose home is

here, also welcomed the congress. He said the assembling of thirteen southern states reminded him of that first convention of the thirteen original states to de-clare their independence. The present movement is to formulate plans by which this most favored section could enlarge its citizenship and work out its material independence. He thought the occasion most auspicious and the outlook very bright for the success of the congress

bright for the success of the congress. Responses to the addresses of welcome were made by Governor McCorkle of West Virginia, Governor Carr of North Carolina and Governor Tillman of South Carolina. The latter declared it was well enough to invite people and capital from the outside, and all that came would be welcome, but for every dollar of out-side capital the southern people must ex-pend ten of their own, if they were in earpend ten of their own, if they were in ear-nest about desiring to build up the south. The future of this section depends, he said, on the efforts of our own people, and what southern farmers need most is an immigration of ideas and intelligent agri-

cultural methods. At the conclusion of the addresses of welcome and the responses President Bryan addressed the convention. He ex-plained the need for immigration in the outhern states by contrasting the popu-lation per square mile of some of the states

At the afternoon session permanent or gauization was effected by the re-election of President M. T. Bryan, of Tennessee, and Secretary B. F. Elliott, of Florida.

Just what line of action will be taken nobody seems yet to know. There ap-pears to be no preconceived scheme to carry out. Everybody seems to be at the point where he believes the time is ripe for converted movement in the interest of southern immigration, and to believe that it is a good thing to undertake. But just how it is to be done is yst to be determined by the convention.

No Damages for Rist Victima.

NEW ORLEANS, May 31.-The United States court of appeals decided the Italian cases against the city of New Orleans for damages resulting from the deaths of the Italians in the parish prison assault on March 14, 1889. In the lower courts the jury returned a verdict in the test case, allowing \$5,000 damages for the plaintiff. The city entered a plea of no cause on acon, and Judge Parlange decided in favo

ACCIDENTAL DEATHS.

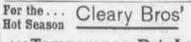
Caused by Carelessness.

Caused by Carelessnees. The majority of, people die sooner than they should. Evidence of this fact is grow-ing dally. Waring says: "Disease is not a consequence of life; it is due to unnatural conditions of living- neglect, abuse, want." In: Stephen Smith, on the same subject, "Man is born to health and long life; dis-case is unnatural, death, except from old ign is accidental, and both are preventable by human agencies." This is almost invari-tily true of death resulting from heart dis-use of ten, coffee, tohacco, alcoholic or other diminants are generally the causes of this they she or every day. If you have any of the following symp-

and shortness of breath, palpitation, irreg-ar pulse, fainting and smothering spells, in aboulder, side, or arm, swollen bis, etc., begin treatment immediately for art disease. If you delay, the consequences

be serious, or over 20 years Dr. Franklin Miles, eminent specialist, has made a profound by of heart disease, its causes and cure, many of the leading discoveries in that

al many of the leading discoveries in that include a shoolntlely the only reliable removing the is absolutely the only reliable removing the cure of heart disease, as is provid thousands of testimonials from grateful recent who have used it. James A Pain, editor of the Corry, Pa. Leaster, rec. "After an apparent recovery from these theory of a scippe. I fell on the street macob-from heart disease. In one month from time I was unable to walk across my room, its public beat from Sh to life times a minute then used Dr. Miles' New Heart Cure and at a because stronger. After using six builter a because stronger. After using six builter a because stronger. After using six builter is more in a particle from 6 work and a strenger "builted from Sh to life times a militate then used Dr. Miles' New Heart Cure and at a because stronger. After using six builter a because stronger from 6 work. In Miles' and the not only a preventive but a cure." "builted for Fischart and, on receipt of price Si builted for Fischart and, on receipt of price Si builted for fischarts. Free book as druggiets we to a Plan end. Free book as druggiets we



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Mineral waters. Weiss beer. Bottlers of the finest lager beers.

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A RAILROAD SYSTEM IN EFFECT MAY 20, 1894. TAIME ISAYE Shemandowi as followsi: Followsi York vis Philadeliphia, week days, 10,8.25, 7.20, a.m., 12,32, 2,55, 5,55 p.m. shuntay, 20,8.25, 7.20, a.m., 12,32, 2,45 p.m. To show York vis Mariot Chunk, week days, 8,25, 7,20, a.m., 12,32, 2,45 p.m. To show York vis Mariot Chunk, week days, 8,25, 7,20, a.m., 12,32, 2,45 p.m. To show York vis Mariot Chunk, week days, 8,25, 7,20, a.m., 12,32, 2,45 p.m. To show York vis Mariot Chunk, week days, 8,25, 7,20, a.m., 12,32, 2,45 p.m. For Portuville, week days, 2,10, a.m. For Starbay and Mahaaoy City, week days, and the show of the show of the show of the show and the show of the show of the show of the show we days, 7,200 p. m. To Mabanoy Plane, week days, 2,10, 2,15, 4,5,45,45, the show of the show of the show of the show the show of the show of the show of the show the show of the show of the show of the show the show of the show of the show of the show the show of the show of the show of the show the show of the show of the show of the show the show of the show of the show of the show of the show the show of the show of the show of the show the show of the show of the show of the show of the show the show of the show of the show of the show of the show the show of the show of the show of the show of the show the show of the show of the show of the show of the show the show of the show the show of the show the show of the show the show of th

TRAINS FOR SHENANDOAR

The only Genglin Specialist in America, withintanding mat others mitretian NERVOUS DEBILITY AND THE RESULTS OF INDISCRETION manently Cared in S to 5 days BLOOD POISON Primary or Becomd The second secon

SHARON, Mass., May 31.-A bad freight smashup occurred here yesterday, in which three men were killed and one seriously injured. As an express freight be-tween Providence and Boston was passing here it smashed into some freight cars dosh, Pa. Left on the north bound track by the local freight train. The locomotive of the M. S. EDSTLER, M. D., freight was somewhat, damaged, the ten-dar demolished and three cars smashed into kindling wood. The dead are: Fire-man Edward T. Goodwin, 28 years old; scalded to death; Benjamin McLeod, 28 years old, married, scalded to death; un-known tramp, crushed to death. The Hours : 6.5; Everaded; Wed, and Sat. even 6-10; San. 9-12 Successful breatment by mail only one seriously injured is an unknown tramp, who was stealing a ride in som-pany with the one killed. THE GREAT SUCCESS.

Farty Excursionists Injured.

MACON, Ga., May 21.-The rear soach of a train on the Albany and Columbia Office-Room 3, P. O. Building, chenandoas and Esteriy building, Pottaville. branch of the Southwestern railroad was J. PIERCE ROBERTS, M. D., verturned by a broken rail at Holt's, and forty people were injured, two or three of whom will in all probability die. The train consisted of six coaches loaded with excursionists from Andersonville to at exournionistis from Andersonville to at-tend Decoration Day exercises at the Na-tional cemetery. Those fatally injured are John Smith of Bluffton, Andy Jones of Edison and Mrs. Little of Hillton, Ga. None of the others are thought to be se riously injured. The detailed coach rolled down a steep embankment, and it is a miracle that many were not killed out-right, as it contenned over 100 people.

Maryland Mine Strikers Weaken.

FROSTBURG, Md., May 31.-At Hoffman mine about fifty-four strikers returned to Eckhart and Hoffman mines are ork. now about filled up. At Union mines are sixty tons of coal a day are being taken out. This mine will pay off the strikers in a few days. The removal of their tools from the miners is treated with indiffer-snee by the strikers. The number of miners now working will allow the Con-solidation Coal company to ship 30,000 tons of coal daily. The fact that the Consolidation Coal company's miners are con-tinuing at work, it is claimed, will be the cause of ending the strike in a short time.

Elmirs, Canandaigus, Rochester, Buffal Niagars Falls at 150, 5 18 s m, and 1 35 p m lays. For Elmira at 544 p m week days and intermodiate points at 518 and asis Lock Havon at 518 and 956 and 1.1718 541 pi work days for Honovo at 518 158 and 549 pin work days, and 818 aro days only for Kaon at 118 aro, daily cago, head cut and otherwise injured; Dr. Weitzel, Glidden, hurt internally: Fanny Burtle, Springdale, Ills., hand badly cut; Burtle, Springdale, Ins., Has, ribs broken, Sundays and William Ryan, Sturgeon Bay, ribs broken, Sundays and and head out, E. A. Twitchell, lawyer, A. Paryor, "I Massrey days only For 2. 3 VIOD The bodies of Russell and Bigelow were

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nating convention.

Hubject to the rules of the Republican nomi-sting convention.

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Hubjust to the suice of the Republican nomi-nating convention.

FOR POOR DIRECTOR, DAVID H. LLEWELLYN. Of Shenandoah, Subject to the rules of the Republican nomi nating convention.

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FRANK KING.

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nating convention

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-EYE AND EAR SURGEON,-

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otni-	of the city. The decision then rendered is now sustained, the court holding that mu- nicipal corporations of this state are not
	the block from monor discourses discourse has seen been
	riotous assemblages, except for damage to property. The decision was unanimous,

Officers of the Railway Telegraphere

DENVER, May 31 - The railway telegra-phers' convention finished its work and adjourned yesterday. The full list of of-ficers elected is as follows: Grand chief telegrapher, W. V. Powell, Wichita, Kan.; asalatant grand chief, M. M. Dolphin, Kansas City, secretary and treasurer, J. Waterbee, Denvar; senior telegrapher, T M. Pierson, Indianapolis; junior telegrapher, J. M. Pierson, Indianapolis; junior telegra-pher, J. E. Stinson, Dallas, Tex.; inside sentinel, W. C. White, London, Ont; out-side sentinel, J. C. McDermott, San Francisco; editor and manager, J. R. Tauslin, Dallas, Tex.; members of grand executive committe, I. A Tanquary of Pueblo and Charles Daniels of Atlanta.

New York's Greeler Monument Unvelled. NEW YORE, May S1 -- At 2 o'clock yes-terday afternoon, in the triangle at Broad-way, Sixth avenue and Thirty-eighth street, known as Greeley square, the statue of Horace Greeley was unveiled and accepted by the city, and a popular movement that was begun twenty years ago came to its proper conclusion Ap-propriate and interesting estemonies inarked the event. On behalf of Mayor Gilroy. District Attorney Fellows ac-cepted the tribute. The oration was made by Congressman Amos J. Cumnings

1894JUNE. 1894 Su. Mo. Tu. We. Th. Fr. Sa. bject to the rules of the Republican nomi 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 MOON'S PHASES. • New 8 di00 p.m. Entoon 18 2:10 Plust 10 8:18 Quarter 10 8:18 Quarter 26 5:08

THAINS FOR SHENANDCAR: Leave New York via Falladeignais, week dawn day, 4.30 g.m., 110, 4.30 g.m., 115 sight for day, 4.30 g.m., Leave New York via Manch Churk, week dayn day, 4.30 g.m., Leave Wirk via Manch Churk, week dayn dit on Leave Philadeiphik, Reading Terminal, week dayn, 4.30, 5.30, 10.00 a.m., and 4.03, 10.00 g. 11.30 p.m. Sunday, 11.39 p.m. Leave Heading, week dayn, 1.35, 7.40 a.m., 10.00 a.m., 130, 7.15 p.m. Sunday, 1.39, 7.10, 11.33 a.m. favor Leave Tamaqua, week dayn, 2.36, 7.40 a.m., Leave Tamaqua, week dayn, 2.36, 7.40 a.m., Leave Tamaqua, week dayn, 2.36, 7.40 a.m., 1.30, 7.11 p. Sunday, 1.39, 1.1 a.m. Leave Mainanoy City, week dayn, 3.48, 8.10, 11.33 a.m. 1.30, 7.16, 9.28 p.m. Sunday, 1.3 b. 30, 1.47 a.m., 1.51, 7.44, 8.54 p.m. Sunday, 3.45 a.m.

m.
Leave Mahanoy Piane week drys. 2.40, 4.30, 5.30, 5.37, 11.50 a.m., 12.18 2.06, 5.20, 5.57, 5.6, 10.18
p.m. Sunday, 2.40, 4.00 a.m., Leave Williamsport, week days, 10.18, a.m., 3.55, 11.15 p.m. Sunday, 11.16 p.m.
For Baltimore, Washington and the West vis B. & O. R. R., through traine leave Roading Terminal, Philadelphia, (P. & R. R. R.) at 3.56, 7.40, 11.20 a.m., 3.46, 7 H p.m.

ATLANTIC CITY DIVISION.

A TLANTIC CITY INVISION. Leave Philadelphia, Chestnut Street Wharf and Nouth Street Wharf for Atlantic City. Week days-Express, 8.00 a. m. (Satardays only 200; 400, 500 p. m. Accommodation, 8.00 a. m.; 5.60 p. m. Sindays-Express, 8.00, 10.80 a. m. Accommo-red Allantic and A frames Areaues. Week days-Express, 7.80, 5.06 a. m. and 4.80 p. m. Accommodation, 8.10 a. m. and 4.80 p. m. Suith ays-Express, 4.00, 5.15, 8.00 p. m. As-commodation, 7.16 a. m. and 4.16 p. m. Suith ays-Express, 4.00, 5.15, 8.00 p. m. As-commodation, 7.16 a. m. and 4.16 p. m.

Sun ay on all express trains. Parkor ears on all express trains. C. G. HANCOXIE, Gen. Pass. Agb. Philadelphis. Pa.

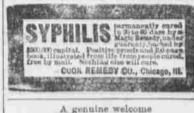
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Pool room attached. Finest whiskeys, beers, porter and ale constantly on tag. Choice temperance drinks and cigars.

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