The Hevald Is delivered in Shenandoan and surrounding towns for Six Cents a week, payable to the carriers. By mail, Three Dollars a year or Twenty-five cents per month,

in advance. Advertisements charged according to space and position. The publishers reserve the right to change the position of advertisements when ever the publication of news requires it. The right in also reserved to reject any advertise ment, whether paid for or not, that the pub ishers may doem improper. Advertising ratesade known upon application.

Entered at the post office at Shenandoah, Pr., a second closs mail matter. THE EFENING HERALD.

Sheanndoah Penns.

Evening Herald

TURIDAY, JANUARY IN 1805.

DUNBAVAN is coming over here again, but we do not think that the America's cup will go back with blue

THERE are millions of poor unemployed workingmen suffering in this country to day from cold, who are unable to buy the cheap woolens of the cheap blooded De mocracy. Their loss of work is the result of the theft of Cleveland, Gorman and Wilson

THE new Tariff has sent a big sum of American capital to Canada. A syndicate has bought 860,000 acres of timber land in Nov : Scotia. Whether this bene fits or injures the industries of the United States will depend on whether the timber is sawed and planed there or in this constry.

As THE mouths go by and the price of cotton in the markets of the world still remains below the cost of production in most of the Southern states, our Southern friends are becoming more and more weary of the disastrous results of Democratic misgovernment at Washing-

PETER COOPER used to say: "We can buy nothing cheap of foreign countries that must be bought at the expense of keeping our own gool raw material unused and our laborers unemployed," and he spoke the simple truth. The wealth of a nation is the product of labor or of the earth obtained by labor, and that economic policy which will keep all the laboring classes employed is adding most to the national wealth.

SPECULATION in stocks has been killed, as all know, by speculation in trusts, and that is in process of being killed by dishonest manipulation. The average of Trust stocks is now \$53.34 per share, the lowest point touched since February of last year. The average for the sixty most active railroad stocks is \$47.18 per share the lowest since August, the panic is not much to cause a rise, but other influences are small compared with the constant current of American securities from across the water, which is likely to continue until a Democratic Congress ceases to threaten the stability of the currency.

THE State Bank bill is dead; for so much the business world may give thanks and take courage. That one, and in some respects the gravest, of the perils threatened by Democratic incompetence and wrong-headedness will disturb the market no more this year. The plain civil courts to expand the power of intruth is that Mr. Cleveland's bill would have produced a financial earthquake, less amazing, perhaps, to everybody else than to him, because he has not the remotest idea of the risks he was running. No one credits President Cleveland with much real knowledge about monetary matters, but he might have taken advice from somebody besides Southern Demo cratic politicians before approving this dangerous plan.

THE enactment of a Democratic Con gress prohibiting the payment of bounty upon last year's sugar crop threatens the Louisians sugar planters with financial rain, one of the most extensive growers in the state having failed already, while many others are reported as hopelessly embarrassed. The crop of 1894 was planted and cultivated with the understanding that the regula: bountles upon it would be promptly paid. Upon that assumption Mr. D. S. Ferris, whose failure is referred to above, built extensive refinecies on his plantations, fitted them with costly machinery and incurred large expenses in preparing for the extension of his business. The result is that the repeal of the bounty act simply drives him into bankruptcy and makes him the victim of broken faith on the part of the Government. Among individuals a breach of con ract like that by which Mr. Ferris has been ruined is called by ha sh names francs to spread the remedy throughout and is punishable at law, but it seems Franco. that when the Government, dominated by free trade duplicity, is the offender, there is no redress for the victim.

American Dialect Stories.

Have we not had about enough of these American dialect stories? The country seems to be splitting up into sections, linguistically speaking. There is the southern dialect, both negro and "cracker," worked with such success by Ruth McEnery Steart and Charles Egbert Craddock. We have the awful middle belt dialect of Edward Eggleston in "The Hoosier Schoolmaster," certainly the vilest patois under the sun; the cowboy and mining lingo of Bret Harte and his hundreds of imitators, and the rustic New England dialect made so familiar in the wonderful short stories of Marie Wilkins, George W, Cable has given us the New Orleans creole patoia. It is a little odd that our best and most brilliant story writers are the worst sinners in this respect.

Lately there is evidence that another dialect in literature is to be sprung on a helpless public. It is the corrupt and degenerate mixture of tongues, alleged to be English, that has grown up around the Bowery and east side slums in New York city. It has so minted and injured the language in the big city that currect English among even moderately intelligent people there is the exception.

It is time to stop this bad practice. In a few years more, unless thoughtful people and schooltenchers struggle sucssfully against it, we shall have as many and as unintelligible dialects in the United States as there now are in the different parts of Great Britain.

Let us have some stories written in good, pure English.

The National Debt.

Aug. 31, 1865, the United States government owed \$2,381,530,295. This was the highest point of the national indebtedness. The rapidity with which the greater part of that debt has been paid furnishes one of the most brilliant nchievements in modern finance. An older nation could not have accomplished it. We can never do it again probably, for the public resources of this new country are more nearly at the end than they were in 1866, and they are growing less every year.

The war closed in 1865. In 1866 the nation began to pay its billions of debt. By the end of June, 1867, \$38,000,000 had been paid. The payment steadily increased until in one year, 1870, the sum wiped out was \$115,000,000. That was the largest amount ever paid in any one year. The decrease went on. The panic of 1873 interrupted the payment somewhat, but not seriously. In 1879 the resumption of specie payments caused Secretary Sherman to borrow \$90,000,000 in gold, by which sum the debt was in-

Then it began to go down again. It decreased from nearly \$3,000,000,000, till it was only \$585,029,330. That was the amount in February, 1894, when the treasury again began to borrow gold, Since then the debt has been increased by \$100,000,000. But while we were paying we did it at the average rate of over \$64,000,000 a year, \$12 a minute. We are going to pay the rest of it too.

In a paper read before the American Economic association Labor Commissioner Carroll D. Wright pronounces the Chicago "combination strike and boycott' an opecial event in the labe movement and in the industrial development of this country. He says it was an incident in a revolution which is quietly taking place in this country, a revolution begun when cougress passed the interstate commerce law in 1887. As to the Chicago strike, Colonel Wright says it demonstrated first the right of the national government while not interfering in the operation or control of strikers thomselves to send troops into a state to protect its own interests, whether the state asked for them or not. It has shown the assertion of the right of the junction and mandamus, to define crime under certain circumstances, "to execute their own views by legal process, to interpret their own acts and impose sentence." In brief, it has forced the recognition of the fact that railroads represent public as well as private interests, and that railway employees are quasi public servants. "But this is es-sentially state socialism and compulsory legislation." Colonel Wright further considers the interstate pooling bill now pending in the senate as a 'socialistic measure equaling the compulsory insurance legislation of Germany. "

A correspondent of the Des Moines Register suggests that there ought to be occasional newspaper readings in schools. It would be the best possible means of teaching young people current history. If there is not time for a reguhar reading each day, then the teacher ought to carefully sift out of the news the principal events and relate them to the pupils and comment on them. It could be done in five minutes. In country schools a weekly reading would suffice. But it would be necessary for teachers themselves to read the papers.

If Dr. Roux's serum remedy for diphtheria really effects a cure, that will be glory enough for France to close the nineteenth century with. The french chamber of deputies was evidently impressed with this fact when it granted without debate or question 200,000

It is apparently impossible for some people to distinguish the exact difference between the truth and a lie.



Miss Grace Wilson

Like a New Woman I am feeling since I took Hood's Sarsaparilla. 1 was suffering from Indigestion, Catarra

lood's Sarsaparilla Lococco and Sick Henducke ures and did not have any appetite. I am glad to say Hood's Sarsaparilla has cured me of catarrh and all my other troubles. GRACE WILSON, Halnesville, N. J.

BARTMAN STEEL PICKET PENCE

Hood's Pills cure all liver ills, constips

usness, sick headache, indigestion.



a the cheapest and best fence made. Cheaper than a wooden fence for residences, lawns.cemeters lots or any kind of fencing. M. H. MASTER as the agency and carries it in stock at his marble and granite works. 127 N JARDIN ST

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No finer made.

Fine liquors and Cigar-

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PHI SICIAN AND SURGEON. Office—Room 2. Fgan's New Building corer Main and Centre streets, Shenandoah, Ps fice Hours: 8 to 10 a.r., 1 to 3 p. r., 7 to p. m. Night office—No. 220 West Oak street

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AMU-EMENTS

PERGUSON'S THEATRE

P. J. PERGUSON, MANAGER. TUESDAY, JANUARY 15th.

Harold Holmes, And his superb comp-ry of players in the greatest of all remantle dramas,

THE

The most successful drama of the 210 times in London. 72 times in New York.

SEE BEBE RIEL

The dancing sunbeamin her latest hit, "Silence and Fun." The services of the well-known emotional leading lady, MISS KATE M. HOWARD, formerly of Mr. Frobman's force, has been specially engaged for the balance of the season.

Prices, 25, 35 and 50 Cts.
Reserved seats at Kirlin's drug store. RERGUSON'S THEATRE.

P. J. FEBGUSON, MANAGER.

THURSDAY, JANUARY 17th

THE .. ORNADO

The Awful Tornado.

The

J. CARTER'S MAMMOTH SCENIO

Great Higging Scene. Six Tars Ferling a Monster Sall, Collision of Two Ocean Liners at full Speed. The Mighty Open Sea Scene, with Waves Running Mountain High, Chicago Harbor at Night, and many PRODUCTION other scenic wonders,

> "To hold as well as win success. Keep all your play-bill promises. -LINCOLN J. CARTER.

Prices: 25, 35, 50 and 75 Cts. Reserved Seats at Kirlin's drug store

. BANK THEF AND SUICIDE

The City Treasurer of Dover, N.H., the Guilty One.

SHORTAGE FROM \$75,000 TO \$90,000

He Had fild the Books of the Bank, of Which He Was Cashler, and Refused to Disclose the Hiding Place—Death Rather Than Arrest.

DOVER, N. H., Jan. 15.—Isanc F. Abbott, cashier of the Dover National bank, com-mitted suic de by shooting at his home in his city late yesterday afternoon. The suicide was the result of a discovery by Bank Examiner Dorr of a shortage in his accounts of between \$75,000 and \$90,000, The finances of the city, which he handled as city treasurer, may be involved, and the books of the bank have been destreyed or hidden where they cannot be found. When the treasurer was asked esterday to report at the bank at one ad produce the books he replied:

I removed the books last week, and I done know where they are. If the bank ple push me now no mortal will ever

now what became of them. Shortly after this, however, Mr. Abbott ppeared at the bank and gave When he presented it to Mr. Dorr he intimated that it would explain mat-ters, and he hoped that no attempt would be made to place him under arrest, as he would never be taken alive. Then he left he bank and started for his home.

About this time United States Marshal Campbell arrived here. The latter at once procured a warrant for the arrest of Ab ott, and went to the treasurer's residence. It was just as he reached the gate that a pistel shot rang out. Mr. Abbott's brother, hastening to the room, found the body of Abbott lying on the floor before a large mirror, into which the man had evidently ooked to be sure of his aim. Death had followed the shot instantly. When the officer arrived at the door he was informed of the suicide, and at once departed, leaving the doubly afflicted family to their grief. The family consists of three children, Mrs. Abbott having died several years ago. The oldest is aged 22.

Bank Examiner Dorr refuses to make known anything as to the statement given him by Mr. Abbott. It is expected that the assessment on stockholders will be about 40 per cent. on their holdings, but this cannot be accurately estimated until the exact amount of shortage is known.

Rumors of a shortage in Abbott's acounts gained currency on Friday, when Bank Examiner Dorr came here to ex-amine the books of the bank. Cashier Ab-bott, who had been under surveillance since Saturday, was interviewed yesterday forenoon. Mr. Abbott admitted that his accounts were short, but refused to say how much. He would not say where the money had gone or how long the shortage ins existed.

Yesterday morning the bank vault was opened, and soon after the notice was posted on the bank door that the institu-

Still Fighting Chicago's Gas Trust.

CHICAGO, Jan. 15.—Attorney General Maloney yesterday sprang a decided surprise upon the gas companies of Chicago and the Fidelity Insurance Trust and Deposit company of Philadelphia. He went before Judge Tuthill early in the morning and obtained a decree restraining the Fidelity company from voting any stock or proxies at the annual meeting of the companies, which was set for yesterday, or from receiving any dividends from Chi-cago Gas stock. This decree had the effect of causing an adjournment of all the meetings of the gas companies until this de-cree can be disposed of or set aside. The Chicago Gas trust was dissolved by a recent order of Judge Windshieh, and the attorney general has discovered that the companies have been evading the order.

Appealing to the Postmaster General. Washington, Jan. 15. - Postmaster Thomas A. Butkiewicz and a delegation of citizens from Nanticoke, Pa., had an interview with Postmaster General Bissell yesterday. The office is not a self supporting one, and the department recently ordered the discontinuance of the free de livery service in operation there. The del egation urged that the service be continied three months longer.

His Body Torn to Pieces.

Galveston, Tex., Jan. 45. — Martin Schell, formerly of Brooklyn, N. Y., was caught in the fly wheal of the electric rallway power house here and torn to pieces and the body scattered over the building. He was oiling a bearing when eaught.

STOCK AND PRODUCE MARKETS. Closing Quotations of the New York and Philadelphia Exchanges.

New York, J m. 1t.—The week opened on the stock Exchange with an irregular mar-ket, and the tone of speculation was unsettled throughout the greater part of the day. Clos

hig blds: Lehigh Valley 35 W. N. Y. & Pa... 554

General Markets.

PHILADELPHIA, Jan. I5.—Flour steady; win-ter superfluo; \$2.10(10.00); do. extras, \$2.2006 2.40; No. 2-winter family, \$2.5052.20; Pennsyl-vania roller, straight, \$2.5052.75; western winter, clear, \$2.5052.70. Wheat quiet, eader, with 60% to the and the asked for January. with 60% total and file, asked for January. Corn quiet, weaker, with 60% bid and 40% asked for January. Onto quiet, steady, with 37% bid and 47% asked for January. Hay steady; good to choice timothy, \$13.513.50. Beef quiet. Purk steady. Lard steady; western stoam, \$7.20.519, \$1.50.50.55. lutter duli: New York creamery, 16.20.50.; Funnsylymia creamery prints, extra 57c.; do choice, 25c.; do fair to good, 23.20.50.; prints jobbing at 28 quiet Cheese stull. Exps firm: New York and Permaylymia. 22.52.50.; western fresh, 25c.; southern, 20.22.15c.

Live Stock Markets.

EAST BUFFALO, Jan. 14 .- Cattle receipts very ight: extra to prime fancy steers, \$5.005.53; cows and helfers, \$2.75.54; export buils, \$3.50.24; good to choice stockers, \$2.50.22.75; choice feeders, \$3.60.50; choice to fancy fresh cown. feeders, \$5.00,05.50; choice to fancy fresh cows.
\$50,045. Veals and calves very slow for ordinary fair to good, but fairly steaty for the
best fair veals. Hogs higher; choice core fel.
Yorkers, \$4.88,04.85; mediums, \$4.85,24.90;
good heavy, \$4.88,05; roughs, \$5.50,24; stags,
\$2.25,08.75. Sheep and lambs fairly active;
choice apport; wethers, \$4.24.25; fair to good
mixed sheep, \$5.60,03.25; common to fair, \$2.50,
225; good to choice lambs, \$4.55,55; fair to
good lambs, \$5.75,04.15.
EAST LIEBERT, Pa. Jan. 14.—Cattle active;
prime, \$5.25,05.25; good, \$4.75,05; buils, stags
and cows, \$2.50,25. Hogs higher; heavy Philadelphins, \$4.85,05; common to fair Yorkers,
\$4.55,04.65; roughs, \$3.25,04.25, Sheep active
and higher; extra, \$5.55,05.5; good, \$2.45,02.85;
common to fair lambs, \$2.45,03.55.

COTTOLENE

^@@@@@@@@@@@@@@@@@@@@

Delicious

Food, crisp pastry, delicate cake, good digestion, all come with the use of Cottolene, and it saves money as well. Its wonderful success has brought numerous imitations. Genuine has trade mark-steer's head in

cotton-plant wreath-take no other. Made only by

The N. K. Fairbank Company, CHICAGO, and 132 N. Delaware Ave., Philada.

IN EFFECT NOVEMBER 18, 1884

Passenger trains leave Shenandoan for Pene Baven Junction, Staudt Chung highton, Stautington, White Hall. Cathesuque Aluntown, Seatington, White Hall. Cathesuque Aluntown, Sethichem, Easton, and Weather's 504, 738, 745 p.m.

For New York and Philadelphis, 6.04, 738, 745 p.m.

For New York and Philadelphis, 6.04, 738, 748 p.m.

For New York and Philadelphis, 6.04, 738, 748 p.m.

For New York and Philadelphis, 6.04, 738, 748 p.m.

For New York and Philadelphis, 6.04, 738 p.m.

For New York and Philadelphis, 6.04, 738 p.m.

For Roundal, 577 p.m.

For Roundal, 577 p.m.

For Rochester, Buffalo, Niagara Falls at West, 6.04, 9.15 a.m., 2.57, 5.27 p.m.

For Lambertville and Trenton, 9.16 z.m.

For Tunkhannock, 6.04, 9.15 a.m., 2.57, 6.27 p.m.

For Tunkhannock, 6.04, 9.15 a.m., 2.57 p.m.

For Tunkhannock, 6.04, 9.15 a.m., 2.57 p.m.

For Tunkhannock, 6.04, 9.15 a.m., 2.57 p.m.

For Auburn 9.15 a. m. 5.27 p. m.
For Auburn 9.15 a. m. 5.27 p. m.
For Jeanesville, Levision and Heaver 4.04 c.
S8 a. m., 12.43 p. m.
For Slockton and Lumber Yard, 8.04, 7.8, 115 a. m., 12.48, 2.57, 5.27 p. m.
For Silver Brook Junction, Audenried and Hauleton 6.04, 7.38, 9.15 a. m., 12.48, 2.57, 5.27 and 100 p. m.

For Scranton, 5.04, 9.15, a. m., 2.5; and 5.3 p. m. For Harlebrook, Jeddo, Drilson and Fresia, 5.04, 7.28, 2.15, a. m., 12.43, 2.57, 5.27 p. n. For Ashland, Girardville and Lost Creek, b. E. 7.46, 2.13, 40.20 a. m., 1.00, 1.40, 4.70, 5.35 p. m. For Raven Run, Centralia, Mount Carme : Shamekin, 9.13, 11.14 a. m., 1.32, 4.20, 8.22, 8.15

p. B., For Yatesville, Park Place, Mahanoy City and Delano, 6.04, 7.38, 9.16, 11.06 a.m., 12.48, 2.5 5.27, 8.08, 10.53 p. m.

Trains will leave Shamokin at 5.15, 8.11 14.45 a.m., 1.80, 4.30 p. m., and arrive a Shenst doah at 6.04, 9.15 a.m., 18.43, 2.57, 5.27 Leave Shenandoab for Pottsville, 5,86, 7,9 Leave Shenandoab for Pottsville, 5,86, 7,9 2,08, 11,05 11,50 a. m., 13,43, 2,57, 4,10 5,27, 8,0

m Leave Pottsville for Shenandoun, 6.00, 7.5 05, 10,15, 11,40 a. m., 12,82, 8,00, 440, 5.50 k05, 10,15, 11,40 a. m., 18,62, 5,55, 7,5 p. 15, 55, 42 p. m.
Leave Shenandoah for Harleton, 5,54, 7,5 p. 16, a. m., 12,43, 2,57, 5,27, 8,08 p. m.
Leave Harleton for Shenandoah, 7,30 10,0 11,95 a. m., 12,15, 2,56, 5,30, 7,25, 7,50 p. m.

SUNDAY TRAINS.

Trains leave for Raven Run, Centralia. a armel and Shamokin. 6,45 a. m., 2,40 p. m. and arrive at Shamokin at 7,40 a. m. and E.e.

andarrive at Shamokin at 7.40 a. m. and 2.6 p. m.
Trains icave Shamokin for Shenandoai. s. 7.55 a. m. and 4.00 p. m., and arrive at 85 e. andesh at 8.49 s. m. and 4.58 p. m.
Trains icave for Ashland, Girardville at Lost reek, 5.40 s. m., 12.30 p. m.
For Harleton, Black Creek Junction, Park Haven Junction, Mauch Chunk, Allentov n. Betblehem, Easton and New York, 2.49 s. 12.30, 2.55 p. m.
For Philadelphia 12.30, 2.55 p. m.
For Philadelphia 12.30, 2.55 p. m.
For Yatesville, Park Place, Mahandy Clip are Delano, 8.40, 11.55 s. m., 12.30, 2.55, 4.58 5.05 p. m.
Leave Harleton for Shenandoah, 2.30, 11 a. m., 1.05, 5.30 p. m.
Leave Shenandoah for Pottsville, 1.55 2.6
9.30 s. m., 2.40 p. m.
Leave Pottsville for Shenandoai, 5.30 g. m.
ROLLIN H. WILBUR, Geni Supt.
South Betblebeur, Pa

DHAS S. LKE, Geni Pass Agt. Philadelphu W. NONNEMACHER, ASS. G. P. A. South Bethlehe MUSSER & BEDDALL,

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Metropolitan News Company 48 CONGRESS ST., Beston, Mass

PART THAT SECREM IN SPEECT NO PARSE 18, 1894.

Liu, B.D., 10, a m. For Pottaville, week days, 10 s. m., For Pottaville, week days, 10 s. m. For Tamaqua and MaBaroy City, week days, 10 s. 5.25, 7.30, a.m., 12,82, 2.55, 5.55 p. m. Sun 5.10, 5.25, 7.20, a.m., 12,32, 2.50, 5.55 p.m. Sunday, 2.10, a.m.

For Williamsport, Sunbury and Lawisburg, week days, 3.25, 11.20 a.m., 1.36, 7.21 p.m., Sunday, 3.35 a.m.

For Mahanop Piane, week days, 2.10, 3.25, 5.20, 11.30 a.m., 12.32, 1.35, 2.55, 5.55, 7.20, 9.35 p.m. Sunday, 2.16, 8.25, a.m.

For Ashland and Shamokin, week days, 3.25, 7.20, 11.30 a.m., 1.35, 7.21, 2.35 p.m. Surday, 3.25,

For Baltimore. Washington and the Wost via 8 & O. R. R. through trains leave Reading Terminal, Philadelphia. (P. & R. R. R.) at 3 29, 156, 11.26 a. m., 3 45, 7.37, p. m., Bunds 3 22, 56, 11.26 a. m., 3 46, 7.37 p. m. Additional tai a from 24 h and h rainut streets station, week days, 1.45, 5 41, 5.23 p. m. Sundays, 1.35, 8 28 p. m.

TRAINS FOR SHENANDOAR Leave New York via Phliadelpnia, week days (100 a.m., 1.30, 4.50, 7.30 p. m., 12.15 night. Butday, 6.00 p. m., 12.15 night. Butday, 6.00 p. m., 10.15 night. Butday, 6.00 p. m., 10.15 night. Butday, 6.00, 10.0 m., 10.00 a.m., 10.00 a.m., and 4.00, 4.00, 8.35, 10.00 a.m., and 4.00, 4.02, 11.30 p. m. Sunday, 11.30 p. m. Leave Reading, week days, 1.35, 7.10, 10.05, 1.55 a.m., 1.55, 7.57 p. m. Sunday, 1.35, a.m. Leave Potteville, week days, 2.35, 7.40 a.m., 12.30, 6.12 p. m. Sunday, 2.155 a.m. Leave Tamaqua, week days, 8.15, 5.50, 11.25 t.m., 1.35, 7.15, 9.25 p. m. Sunday, 8.15 a.m. Leave Mahanoy City, week days, 8.45, 9.81, 11.47 a.m., 1.51, 7.39 9.54 p. m. Sunday, 8.45, 9.81, 11.47 a.m., 1.51, 7.39 9.54 p. m. Sunday, 8.45 cave New York via Philadelpnia, week days 0 a. m., 1.80, 4.00, 7.80 p. m., 12.15 night. Su:

a. m. Loave Mahanoy Plane, week days, 2.49, 400, 5.80, 9.87, 11.89 a. m., 12.58, 2.06, 5.20, 5.26, 7.88 10.10 p. m. Sunday, 2.40, 4.00 a. m., Leave Williamsport, week days, 7.42, 10.10, a. 3 45.11.16 p. m. Sunday, 11.15 p. m. ATLANTIC CITY DIVISION. Leave Philadelphia, Chostaut Street Wharf and South Street Wharf for Atlantic City, Week-Days—Express, 9.00, a. m., 2.00, 4.00, a.00 p. m. Accommodation, 8.00 a. m., 5.45

A00 p. m. Accommodation, 8.00 a. m. 5.40 p. m. Sunday—Express 8.00, 10.00 a. m. A "ommodation, 8.00 a. m. and 4.30 p. m. Returning, Inave Atlantic City, depot, corner atlantic and Arkansus avenues. Week Days—Express, 7.35, 9.00 a. m. and 4.00 a. d.530 p. m. Accommodation, 8.15 a. m., and 4.52 p. m. Sunda, —Express, 4.00, 7.30 p. m. Accommodation, 7.15 a. m., and 4.15 p. m. Parlor cars or all express trains. C. G. HANCOCK, Gen. Pass. Agt. Philadelphia F. I. A. SWEIGARD, Gen. Supt

DENNSYLVANIA RAILROAD JANUARY 14, 18 5.

Trains will leave Shenandoah after the above tate for Wiggan's, Giberton, Prackville, New Dastie, St. Clair, Pottsville, Hamburg, Reading, Pottsvow, Pimenkville, Noristown and Philadelphia Broad street station; at 1:08 and 11:45 and at 1:15 p. m. on weekdays For Potsi-tille and intermediate mations 9:10 a.m.

SUNDAYS.

The Wiggan's Gibberton, Erast-tille, New

For Wiggan's, Gilberton, Fraceville, New Dastie, St. Clair, Pottsville at 6:8, 9:40 a. mand 5:10 p.m. For Hamburg, Reading, Pottsvown, Phomizville, Norristown, Philadelphia at 6:50, 9:40 a.m., 8:10 p.m.

Trains leave, Frackville for Johnsandoch at 16:40 a.m. and 12:18, 5:04, 7:42 and 16:77 p.m. tundays, 11:13 a.m. and 6:50 p.m.

Leave Pottsville for Shensandoch at 16:15, 1:48 a.m. and 4:50, 7:16 and 10:00 p.m. Sundays at 10:40 m. m. and 4:50, 7:16 and 10:00 p.m. Sundays at 10:40 m. m. and 4:50 p.m.

Leave Philadelphia (Broad street station) for internances at 0:7 and 8:50 a.m. 4:10 and 7:11 p.m. week days. On Sundays leave at 6:50 a.m.

Leave Broad Street Station, Philadelphia,

FOR NEW YORK. FOR NEW YORK.

For New York. Express, week 6svs., at 820, 405, 450, 515, 650, 738, 820, 560, 1030, idining car), 11, 11 1 a m. 12 moon, 12 44 (Limited 12) and 422 p m dining cars), 144, 236 (dining car), 820, 4, 5, 6, 650, 713, 812, 10 p m., 12 01 might. Sunday, 820, 405, 450 f 515, 812, 10 p m., 12 01 might. Sunday, 830, 650, 730 (dining car), 4 00 (limited 422, 520, 630, 650, 713, 412, 10 00 p m. 12 01 might.

Express for Boston, without change, 11 a m., weekdays, and 65 p m daily.

Express for Boston, without change, 11 s m, weekdays, snd 650 p m daily.

WASHINGTON AND THE BOUTH.

For Haltimore & d. Washing ton 850, 720, 831, 910, 10 20, 118, 1136 s m, (12 35 limited dining lat.) 130, 346, 441, (5 16 Congressional Limiter dining ear), 555, (dining ear), 617, 656, (dining ear), 740, (dining ear) p m, and 12 08 night seek days. Bandays, 350, 730, 910, 1118, 1138 s m, 481, 665 (dining ear), 555 (dining ear), 740 (dining ear) p m and 12 08 night.

Leave Markel-Street Ferry, Philadelphia,

Express. 8 56 a m, 2 10, 4 10 and 5 00 p m week 'sys. Sundays, Express. 8 45 and 9 45 a m. For Cape hay, Angleses, Wildwood and Holly Beach, express, 8 a m., 4 00 p m week tays. Sunday, 9 00 a m. For Sea lete City, Ocean City and Avalon, Express, 9 0 a m, 4 00 p m week tays. Bundays, 9 00 a m.

For Sea lete City, Ocean City and Avalon, Express, 9 00 a m, 4 00 p m week days. Bundays, 9 00 a m.

For Somers Poils of the City County and Avalon, Express, 9 00 a m. Por Homers Point, express, 850, a m, 410 p m week days. Bundays, 845 a m.
S. M. Pasvost.
Get. Mx. Pasvost.



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