"Our daughter, Phinche, now fit teen years of age, and been terribly teen years of age, and been terribly afflicted with nervousness, and had lost the entire use of her right arm. We feared St. Vitus dance, and tried the best physicians, with no benefit. She has taken three bottles of Dr. Miles' Nervine and has gained 31 pounds. Her nervousness and symptoms of St. Vitus dance are entirely gone, she attends school regularly, and has recovered complete use of her arm, her appetite is splendid."

Dr. Miles' Nervine Cures.

Dr. Miles' Dervice is sold on a positive guarantee that the first bottle will benefit All druggists soil it at \$1,5 bottles for \$5, or ft will be sent, prepaid, on receipt of price by the Dr. Miles Medical Co., Elkhart, Ind.

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THE BLOCKADE LIFTED.

Traffic Renebling Lormal Conditions on Interstate Ballways.

SHIPWRECKED MARINES ARRIVE.

The Steamer Umbria Brings to New York the Crew of an Abandoned French Bark. Still No News of La Gascogne from Lucoming Vessels.

NEW YORK, Feb. 11 .- Shortly after noon yesterday the monster ocean greyhound steamer Umbria passed quarantine, bring-ing with her three of the survivors of the creeked steamer Elbe. They are Eugene hlegel of Furst, Germany, on his way to this country for the first time with his siser Emma, who was lost with the ship; Jun Vevera of Cleveland, O., and Carl Hoffmann of Grand Island, Neb., whose wife and child were among the lost. The ressel's shrouds and part of her hulk were nerusted in ice nearly a foot thick glistening like myriads of tiny diamonds. Huge icicles hung from her shrouds both fore and aft. From the topmost edge of the bridge to the deck was one mass of glittering ice and the lifeboats, davits and taff-ralls were covered with it. It was during the only spell of good weather on the ves-sel's voyage that she was enabled to rescue fourteen persons who were adrift in a waterlogged, helpless bark.

waterlogges, neipless bark.

Speaking of the rescue, Captain Dutton said last night: "We had a fairly good voyage after leaving Queenstown, until we struck the blizzard outside the hook on Friday. Of course the weather was bad and we had heavy seas, but I have had far Keens ne

"It was at 12:15 a. m. on Feb. 6 that we picked up the captain and crew of the French bark Jean Baptiste. The dis-tressed erew was displaying red lights to show that the vessel was out of control, and we made toward her. Three men went up into the mizzen rigging with torches. The bark was waterlogged. A boat with five men, in command of Second Officer Hogg, was lowered. When our boat reached the distressed vessel the men found that the that the crew had launched two boats and were loading all of their effects. Captain Lebot and his son were the last to leave the Jean Baptiste. They came away in our boat. The rest of the crew came to us in their own boats, and said they had brought all their personal effects with

None of the bark's crew can speak English, and they are being cared for by the French consul in this city.

Captain Dutton said he had seen nothng of the steamer La Gascogne, but thinks it likely that her machinery is broken, and that she is working under sall.

The Red Star steamship Rhynland also arrived yesterday after a most tempestuous voyage. She saw nothing of the overdue La Gascogne on the trip. Other vessels arriving at this and other ports yesterday due that have a contracted and the second of the seco terday give similar reports.

One of the French trans-Atlantic steam

ers is anchored outside the bar, bound in It is probably La Normandie, a sister ship

of La Gascogne.

The weather in this city has moderated considerably. The lowest temperature here for the past twenty-four hours was 14 degs. below zero, and the highest was 12 degs. above. The weather promises to continue fair here now, with a stationary tempera-ture during the next few days. The storm which is now forming off the west gulf oast will probably not strike this city at all. Reports from different sections show that the railroad blockade that has existed throughout the country is at an end, at least so far as the eastern and middle states are concerned. In nearly every section trains are running on schedule time, and the famine that threatened populous centers will be averted.

Seven Men Were Lost.

FIRE ISLAND, Feb. 11 .- Two men, who elung for forty hours to the rigging of their vessel, off Fire Island Beach, were rescued at midnight by the crew of the rescuedance at the rescuedanc Lone Hill life saving station. The vessel proved to be the schooner Louis V. Place, Captain Squires, from Baltimore for New York. She was wrecked during the height of the gale. Nine men took to the rigging when the vessel went down, an eighth of a mile off the shore, and there they clung in the raging blizzard, with the spray freezing as it dashed over to m, until one by one seven of them slipped into the sea or hung lifeless, bound to the rigging by a rope. Two only were able to endure the terrible exposure. They are S. J. Nelson, whose home is in Providence, R. I., and William Stevens, a German, of Rockland, Me. The rescued men are badly frost-bitten, and it is thought that Nelson will lose both feet. The dead are: Captain Charles Squires,50 years old, married, with one child, New York city; Engineer Charles Allen, 23 years old, single, of Providence, R. I.; Mate Jalby, 44 years old, of Norway; Fritz Ward, seaman, 20 years old, single, of Norway; Charles Morrison, cook; Gus Olesar, 28 years old, of Sweden; August Fullerton, scaman. The bodies of the mate and the Swede are still lashed to the rigging.

Feeding the Hungry at Columbia. COLUMBIA, Pa., Feb. II.—The thermom ter at noon yesterday registered 22 de Praffic on the Pennsylvania railroad has Traile on the Pennsylvania ratiroad has been resumed, but trains are still several hours late. The poor people here are in great distress from lack of food and fuel. Constables collected money donations of food and distributed them to 655 families, representing about 700 persons.

DUBLIN, Feb. 11.—The storm is still weeping with awful fury along the coast, Twenty steamers have sought shelter in Queenstown harbor. It is feared that many vessels are in distress in the channel. Not for years has such a storm prevailed in the south of Ireland.

The Nation's Capital Freed. WASHINGTON, Feb. 11.—The railroad blockade that almost surrounded this city has been broken at all points, and trains are now moving nearly on time. The blockade at Alexandria, where over a dozen trains were stalled, is entirely over.

England Still Frozen Solid. LOSDON, Feb. 11.—The cold continues unabated in England. Several rivers are frozon, including the upper reaches of the Thames, where bleyclists and pedestrians are crossing on the ice.

Fifteen American Seamen Drowned. HALIFAX, Feb. 11.—The Gloucester, Mass., schooner Clara F. Friend has been wrocked at Eastern Head, near Liverpool, on the Nova Scotia coast, and her entire erew of fifteen men lost.

A FISHERMAN'S ENTHUSIASM.

By the stream where tend the raches,

Where the spations and entant, There it is man's true substicas Wildly in his boson thinks There it is the force sensitive, Half su longs, yet all delich, Sirkes him so he hearedy whispers, "I believe I've got a litte."

Tell me not of tottering glories,

Of republics tempest swept: Tell me not of heroes vanquished Or of promises unlesst. Tales of sacrifice and valor Later on may seem nright,
But at present you'll creuse me—
"I believe I've got a bite."
—Washington Star.

POETICAL LAW.

The Lawyer Was Weak on Rhymes, but He Got a Verdict.

An eccentric Irishman named Broone, who lived in Queens county and owned an estate valued at \$600,000, has made Mr. Towns one of four heirs, and his share will be \$150,000, says an old copy of the Troy Times. About ten years ago an old man entered his office and requested

an interview.

He stated that he had long been interested in reading of litigations, and he had seen the name of Mr. Towns in the news-papers as a lawyer who did not take the law too seriously, so Broone came to Mr. Towns, saying he had decided to give him the first case that he was interested in, on condition that he would sum up the

case in rhyme. . . The case was that of Mrs. Bridget Row an against John Bedell for damages for being bitten by a dog and drenched with water from a hose. To comply with Mr. Broone's request Mr. Towns summed up the case as desired. After reciting how

Keeps near the park, ob, sad to tell, A low resort of vice and sin, Where he dispenses rum and gin. Yet, not content with deadly cups. He keeps two wild, ferocions pups To slay those who escape his lair With deadly hydrophobi-air,

the noet went on to say that Bedell Seeing she was but a woman, Set his pupples on Mrs. Rowan, And as he saw her run with fright, Trying to save herself by Hight, He shouted, "Bill, before she goes. He aboutes, "Bill, before she goes Just play upon her with the hose." Cursed, assaulted, all but drowned, Bleeding from the pupples' wound, The plaintiff, gentlemen of the jury, At last escaped this blackguard's fury And comes in court to see if you Will do as you'd have others do. hose atractives the Albary Lew Joy.

These atrocities, the Albany Law Journal says, resulted in a verdict of \$575 for his client. His patron was so pleased that he gave him another case, in which he overed \$9,583 against the Long Island Railroad company on injuries to a woman's knee. This case he summed up in rhyme, remarking among other things deserving death:

The fairest thing on earth to see Is lovely woman's beauteous knoe

The "Why" of Colors.

The theory has been advanced that the conspicuous colors developed in various species of anakes, seets and animals are nature's method of advertising the fact that such are poisonous, either in the bite or sting which they inflict, or that the flesh is unpalatable if used for food. The believers in this theory cite the wonderful display of colors in the celaza wasp, the toral snake, the harridium fish and the Glia monster.—St. Louis Republic.

Scientific Progress. "I notice," said the tall pale girl with the high forehead, "that there is much progress being made now in photograping

the stars.' "Oh, yes!" answered the fluffy girl. They use them for eigarette pictures. Indianapolis Tribune.

Jackais.

Jackals are much more cunning than wolves and approach the fox more nearly in the exhibition of craftiness. They are natives of northern Africa and southern Asia and are nocturnal animals. Combintheir prey singly they are content with smaller animals and poultry. They are readily tamed when caught young and will act like dogs when called by the mas ters, crouching, wagging their tails and rolling on the ground, but, like the wolf, are not to be trusted, for they respect only the hand of their master.

Simple Method of Knife Cleaning.

Take a small piece of old brussels carpet, sprinkle it well with either bath brick or emery powder and slightly moisten it with methylated spirits. Then double it and rub the knives backward and forward, using the left hand to steady the carpet. After a few passes the knives will have acquired a brilliant polish, when they should be wiped with a soft cloth, to free them from dust.

A Loyal Subject.

M de Kervens, a Breton nobleman, once said to Henry IV: "Sire, my ancestors and I have all died in the service of your majesty."—Rappel

DEMEMBER there

are hundreds of brands of White Lead (so called) on the market that are not White Lead, composed largely of Barytes and other cheap materials. But the number of brands of genuine

Strictly Pure White Lead

is limited. This brand is standard "Old Dutch" process, and just as good as it was when you or your father were boys:

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FOR COLORS.-National Lead Co.'s Pure White Lead Tinting Colors, a one-pound can to a 25-pound keg of Lead and mix your own paints. Saves time and annoyance in matching shades, and insures the best paint that it is possible to put on wood.

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NEGOTIATIONS ALREADY OPENED.

These Negotiations Include a Proposal for a Universal Arbitration Treaty, and Several Senators See in Such a Proposition a Menace to Our Institutions.

Washington, Feb. 11.—The recent visit to Washington of Mr. Cromer, the British member of parliament who was charged with the presentation to our government of a memorial signed by about 350 of his collegence in mediagent colleagues in parliament arging the nego tiation of an arbitration treaty with Great Britain, has resulted in stimulating interest in that project, which had rather lagged since the introduction of the Allison resc lution some years ago. In congress the proposition has taken tangible shape in a radical joint resolution submitted by Sonator Sherman and referred to the commit-tee on foreign relations, fully authorizing the president to move in the matter. While this resolution has not been entirely acceptable to the advocates of the scheme, it has served its purpose of forming the basis

between our government and the British ambasssador that will, it is said, if they result in the consummation of a treaty, be fraught with the gravest consequences so far as the United States is concerned. In its broad, though it may be narrowed as the negotiations progress, for it contemplates nothing less than a treaty, to which the United States and all of the great European powers shall be parties, by the terms of which any matter in dispute between any of the signatory powers, which cannot be adjusted by the ordinary methods of diplomacy, shall be submitted to an arbitration.

There is nothing substantially new in this proposition, which has been discussed for many years in various shapes, but the fact that negotiations have actually begun and is at last really within the reach of possibility, has had the effect to draw the attention of cortain senators who must pass upon any such treaty to grave conse-quences that might be expected to follow its ratification. For instance, it has been urged that the Monroe doctrine, upon which our predominance in this hemisphere depends, would be speedily dismissed as of no force in an arbitration. Each of the signatory powers would be represented upon the arbitration commission, and as the European powers would be largely in the majority there could be but one result should any question be submitted involvapplication of this doctrine, to which they have never subscribed and have tolerated only because of the ability of the United States to maintain against any single power.

Another objection that has been ad-vanced is that the arbitration treaty would vanced is that the arbitration treaty would absolutely deny the right of revolution, and this might be a very serious matter to the United States. In the event that Canada should cast off allegiance to Great Britain it would probably be impossible for this country to recognize her independence, much less annex the Dominion, even upon the unanimous application of its people. Of late years the major part of our negotiations with European powers has been made up of the settlement of difficulties growing out of our insistence upon the recognition of the citizenship of naturalized Americans. On this issue the United States is at variance with almost all of the European countries, and if such a question were submitted to arbitration the United States would certainly be defeated in its contention, and there would be no safety for our naturalized citizens anywhere outside of the United States.

six months' residence in the state before an action can be commenced, and restored the old law which requires only three months' residence. This was brought about by petitions from all classes of people. my of the churches joining in the ap-

which was the third to die in this family within a week. The board of health has adopted very stringent measures in order to stamp out the discase.

PITTERUES, Feb. 11.-Eighteen cases of violation of the oleomargarine law was decided against the defendants by Justice of the Peace Courtney. State Inspector Reeder is the prosecutor in all cases, and a rich harvest in costs and fines is being

A State Official Robbed.

CHARLESTON, S. C., Feb. 11.-Charles F Steinmeyer, county dispensor, was knocked down by two negro footpads on Rutledge street and robbed of \$250, the result of the day's sales. The robbers escaped.

captured the Island of Kiu-Kung-Tao, the strong Chinese position at the entrance to the harber of Wel-Hal-Wel-

EHIGH VALLE

IN EFFECT NOVEMBER 18, 1894.

Passenger trains leave Shenandosh for Penn haven Junction, said Chunk, L., highton, Sistington, White Hall, Caissaugus, Allentown, Hethichem, Easton and Weather); 6 04, 7.38, 215 a. m., 18.32, 257, 257 p. m. For New York and Philadelphis, 5.04, 7.58, 215 a. m., 12.48, 2.57 p. m. For Quakake, Switchback, Gerhards and Hudsondale, 6.04, 2.15 a. m., and 2.57 p. m. For Wilke-Harro, White Haves, Pittsfot, Laceyville, Towanda, Sayre, Waverly and Fork Wilke-Harro, White Haves, Pittsfot, Laceyville, Towanda, Sayre, Waverly and For Rochester, Buffalo, Ningara, Falls and the West, 6.04, 2.15 a. m., 2.57 p. m. For Bellvidere, Delaware Water Gap and Stroudsburg, 6.04 a. m., 2.57 p. m. For Lumbertville and Terenton, 2.15 a. m., For Turkhandock, 6.04, 2.55 a. m., 2.57, 5.27 p. m. For Innea- and Geneva 6.04, 9.10 a. m. For Lumbertville and Terenton, 2.15 a. m.

For Auburn 9.15 a. m. 5.27 p. m.
For Jeanesville, Levision and Beaver Mea.
28 n. m., 15.48 p. m.
For Stockton and Lumber Yard, 5.04, 7.5
15. a. m., 15.48, 257, 5.27 p. m.
For Silver Brook Junction, Audenried at 6
Jazleton 8.04, 7.28, 9.15 a. m., 12.48, 2.57, 5.27 ard
108 p. m.

08 p. 11. For Scranion, 6.04, 9.15, s. m., 117 and 5,9 m. For Harlebrook, Jeddo, Drifton and Freeland 4, 7.39, 9.15, a. m., 12.43, 2.57, 5.27 p. m. for Abliand, Girardville and Lost Creek, 4.58, 46, 9.13, 10.30 a. m., 1.09, 1.40, 4.10, 0.35 p. m. For Raven Run, Centralia, Mount Carme and Shamokin, 9.13, 11.14 a. m., 1.32, 4.20, 9.32, 9.16 b. m.

p. m.
For Yatesville, Park Place, Mahanov City and Delano, 6.04, 7.38, 9.15, 11.05 a m., 12.48, 2.57, 5.27, 8.08, 10.63 p. m.
Trains will leave Shamokin at 5.15, 8.15, 11.45 a. m., 1.55, 4.30 9.30 p. m., and arrive at Shenandoah at 6.04, 9.15 a. m., 12.43, 2.57, 5.27, 11.15 p. n.
Leave Shenandoah for Pottsville, 5.50, 7.38, 9.08, 11.05, 11.30 a. m., 12.43, 2.57, 4.10 5.27, 8.29, m. 1.05 11.30 a. m., 12.43, 2.57, 4.10 5.27, 3.09 p. m. Leave Pottaville for Shenandoah, 5.08, 7.58, 1.05, 10.15, 11.40 a. m., 13.23, 3.00, 440, 5.30, 7.11; 2.55, 9.40 p. m. Leave Shenandoah for Hagleton, 5.94, 7.23, 9.15, m., 12.43, 2.57, 5.27, 8.08 p. m. Leave Hasieton for Shenandoah, 7.35, 10.00 11.06 a. m., 12.15, 2.55, 5.30, 7.25, 7.55 p. m.

SUNDAY TRAINS.

Trains leave for Raven Run, Centralia, M. Carmel and Shamokin, 6.46 a. m., 2.40 p. m. andarrive at Shamokin at 7.40 a. m. and 8.4 andarrive at Shamokin at 7.68 a. m. and 8.4 g. m.
Trains leave Shamokin for Shenandosh at 7.55 a. m. and 4.00 p. m., and arrive at She's addah at 2 fb s. m. and 4.58 p. m.
Trains leave for Ashland, Girardville and Loss treek, 9.40 a. m. 12.30 p. m.
Trains leave for Ashland, Girardville and Loss treek, 9.40 a. m. 12.30 p. m.
For Hameton, Black Creek Junction, Peor Baven Junction, Mauch Chunk, Allentown Schieben, Easton and New York, 8.40 a. m., 2.30, 2.55 p. m.
For Phinadelphia 12.30, 2.55 p. m.
For Yatusville, Park Place, Malannoy Giyand Deland, 8.59, 11.36 a. m., 1.280, 2.55, 4.68 2.03 p. m.
Leave Harleton for Shenandosh, 8.39, 11.3 a. m., 1.05, 3.50 p. m.
Leave Shenandosh for Potsville, b.55, 8.69, 30 a. m., 2.40 p. m.
Leave Pottsville for Shenandosh, 8.38, 18.46 a.m., 1.85, 5.15 p. m.

Leave Pottsville for Shenahara,
a.m., 1.85, 5.15 p. m.
ROLLIN H. WILBUR, Genl. Supt.,
ROLLIN H. WILBUR, Genl. Supt.,
Pass. Agt.,
Philadelphis
A. W. NONNEMACHER, Asst., G. P. A.,
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PEADING

F IF ID SYSTEM

IN REPORT OF STREET, 1991.

THE STREET STREET, EN MEN'S NO COURSE IN THE

For Baltimore, Washington and the West vis 2. & O. R. R., through trains leave Read of erminal, Philadelphia. (F. & R. R. R.) at 3 20, 55, 11.25 a. m., 3.45, 7.27. p. m., Sunday 3 26, 55, 11.25 a. m., 3.45, 7.27. p. m., Sunday 3 26, 55, 11.25 a. m., 2.45, 7.27 n. m. Additional rairs from 24th and (hestnut streets station, rock days, 1.45, 5.41, 8.23 p. m. Sundays, 1.35, 32 p. m.

TRAINS FOR SHENANDOAH TRAINS FOR SHENANDOAH:
Leave New York vis Philadelpnis, week days
100 a.m., 1.30, 4.00, 7.80 p.m., 12.16 night. Buslay, 5.00 p.m.
Leave New York vis Mauch Chunk, week days.
20, 5,10 a.m., 1.10, 4.20 p.m.
Leave Philadelphis, Reading Terminal,
week days, 4.30, 8.25, 10,00 s.m., and 4.09,
1.02, 11.30 p.m. Bunday, 11.30 p.m.
Leave Reading, week days, 1.25, 7.10, 10.06, 11 56
a.m., 5.55, 7.57 p.m. Sunday, 1.25, a.m.
Leave Pottsville, week days, 2.35, 7.50 a.m.
12.00, 6,12 p.m. Sunday, 2.35 a.m.
Leave Tamaqus week days, 2.18, 8.50, 11.23 s.
m., 1.20, 7.15, 9.25 p.m. Sunday, 1.18 s.m.
Leave Malancy City, week days, 2.45, 9.21,
14.7 a.m., 1.51, 7.35, 9.54 p.m. Sunday, 3.45
s.m.
Leave Malancy City, week days, 3.45, 9.21,
14.7 a.m., 1.51, 7.35, 9.54 p.m. Sunday, 3.45

.m. Leave Mahanoy Plane, week days, 2.48, 4.08, 50, 0.37, 11.50 a. m., 12.58, 2.05, 5.20, 5.26, 7.58 10 10 m. Sunday, 2.50, 4.00 a. m., Leave Williamoport, week days, 7.42, 19.10, 3.35, 11.15 p. m. Sunday, 11.15 p. m. ATLANTIC CITY DIVISION.

Leave Philadelphia, Chestnut Street Wharf and South Street Wharf for Alfantic City, Week-Days—Express, 9.00, a. m. 2.00, 4.00, .00 p. m. Accommodialou, 8.00 a. m. 5.45 500 p. m. Accommodisalou, 8.00 a. m. 540 p. m.

Bunday—Express 9.00, 10.00 a. m. Accommodation, 8.00 a. m. and 4.50 p. m.

Returning, leave Atlantic City, depot, corner atlantic and Arkaness avenues.

Week-Days—Express, 7.33, 8.00 a. m. and 4.00 and 5.50 p. m. Accommodation, 8.15 a. m., and 4.32 p. m.

Sunda, —Ex ress, 4.00, 7.50 p. m. Accommodation, 7.15 a. m., and 4.15 p. m.

Parlor cars on all express trains.

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

Philadelphia Pa.

I. A. SWEIGARD, Gen. Sunt.

PENNSYLVANIA RAILROAD.

SOHUTLEILL DIVISION.

JANUARY 14, 1855.

Trains will leave Shenandoah after the above late for Wiggan's. Gilberton, Frackville, New lastic, St. Clair, Pottsville, Hamburg, Reading, Pottstown, Phosnixville, Norristown and Philadelphia (Broad Street station) at 5:68 and 11:46 t. m. and 4:15 p. m. on week days. For Pottsville and intermediate stations 9:10 s. m.

SUNDAYS.

For Wiggan's, Gilberton, Frackville, New lastic, St. Clair, Pottsville at 6:08, 9:40 a. m. and 5:10 p. m. For Hamburg, Reading, Pottswwn, Phosnixville, Norristown, Philadelphia at 6:00, 9:40 s. m., 8:10 p. m.

Trains isave Frackville for Shenandoah at 6:10, 9:40 s. m., and 12:14, 5:04, 7:42 and 10:27 p. m.

Leave Pottsville for Shenandoah at 18:18, 1:48 s. m. and 6:15 p. m.

Leave Pottsville for Shenandoah at 18:18, 1:48 s. m. and 6:15 p. m.

Leave Philadelphia (Broad street station) for thenandoah at 5:7 and 8:8 s. m., 4:10 and 7:11 p. in week days. On Sundays leave at 6:50 s. m.

Leave Broad Street Station, Philadelphia,

FOR NEW YORK.

FOR NEW YORK.

For New York. Express, week days, at 320, 405, 450, 515, 650, 733, 820, 950, 1930, (dining car), 11, 11 14 s m, 12 1000n, 12 14 (himited 124 and 425 p m dining cars), 124, 4, 56 6, 67, 713, 812, 10 p m, 12 01 night. Sundays, 320, 406 + 50, 515, 512, 950, 1930 (dining car), 320, 406 + 50, 515, 512, 950, 1930 (dining car), 140, 103 s m, 12 44, 230 (dining car), 400 (limited 425), 520, 520, 650, 713, 812, 10 00 p m, 12 01 night.

Express for Hoston, without change, 11 a m, weekdays, and 650 p m daily.

WASHINGTON AND THE SOUTH.

For Battimore and Washington 550, 729, 831, 910, 102, 11 18, 11 28 a m, (12 36 limited dining ar.), 130, 346, 441, (516 Congressional Limited, dining car), 555, (dining car), 617, 655, (dining car), 655 (dining car), 665 (dining car), 740, (dining car) p. m. and 12 08 night week days. Sundays, 550, 720, 910, 11 18, 138 a m, 441, 555 (dining car), 665 (dining car), 740 (dining car) p. m and 12 08 night.

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FOR ATLANTIC CITY.

Express, 8 50 a m, 210, 410 and 5 50 p m week lays. Sundaya, Express, 8 45 and 9 45 a m.
For Cape May, Anglesea. Wildwood and Holly Heach, express, 9 a m., 400 p m week lays. Sunday, 900 a m.
For Sea Isle City, Ocean City and Avalon, Express, 900 a m., 400 p m week days. Sundaya, 900 a m.
For Somers Point, express, 8 50, a m, 410 p m week days. Bundaya, 5 45 a m.
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URGING ARBITRATION.

ish M. P., in Washington.

of consideration by the committee. But meanwhile negotiations have been opened, as yet only preliminary in nature, present shape the proposition is extremely

Making Divorce Easier. YANKTON, S. D., Feb. 11.—The legisla-ture has repealed the divorce law requiring

Diphtherin at Hoyersford. BOYERSFORD, Pa., Feb. 11.—Diphtheria, is still prevalent here, and seems to be an the increase. Mr. Resemberger lost an other child hat week with the disease

For Violating the Oleomargarine Law.

Japs Capture Another Chinese Stronghold. YOROHAMA, Feb. 11.—The Japanese have