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Coughs, Colds, Grippe, Whooping Cough, Asthma, Bronchitis and Incipient Consumption, is

**OTTO'S CURE**

The GERMAN REMEDY Cures throat and lung diseases. Sold by all druggists. 25¢/50¢

**NERVITA PILLS**

Restores Vitality, Lost Vigor and Manhood. Cures Impotency, Night Emissions and wasting diseases, all effects of self-abuse, or excess and indigestion. A nerve tonic and blood builder. Brings the pink glow to pale cheeks and restores the fire of youth. By mail 50c per box, 6 boxes for \$2.50; with a written guarantee to cure or refund the money. Send for circular. Address, NERVITA MEDICAL CO., Clinton & Jackson Sts., CHICAGO, ILL. Sold at Kirtin's drug store, Shenandoah, Pa.

**PENNYROYAL PILLS**

Original and Only Genuine. Cures all forms of Catarrh, Gleet, Gonorrhea, Stricture, Hemorrhoids, Piles, and all other ailments of the urinary tract. Sold by all druggists.

**PROFESSIONAL CARDS.**

**M. M. BURKE,** ATTORNEY-AT-LAW. Office—Kegan building, corner of Main and Centre streets, Shenandoah.

**J. CLAUDE BROWN,** ATTORNEY-AT-LAW. Office—Cor. Centre and White streets, next to Justice Tomney's office.

**C. GRUHLER, M. D.,** PHYSICIAN AND SURGEON. No. 80 East Lloyd Street. Office hours—8 to 9 a. m.; 1 to 2 p. m.; 7 to 9 p. m.

**PROF. JOHN JONES,** MUSICAL INSTRUCTOR. Look Box 65, Mahanoy City, Pa. Having studied under some of the best teachers in London and Paris, will give lessons on the violin, mandolin, guitar and vocal culture. Terms reasonable. Instruction in care of the teacher, Shenandoah.

**Keystone State Normal School,** KUTZTOWN, PA. The full term of this famous training school for teachers will open August 25, 1899. Superior advantages are offered to young men and women preparing for the teaching profession, or business. The buildings are all new, containing spacious and comfortable rooms for students, roomy recreation halls, steam heated throughout and supplied with the latest and best lighting and auxiliary appliances. Before choosing a school secure a catalogue of the Keystone Normal School.

**Rev. N. C. Schaeffer, Ph. D., D. D.,** PRINCIPAL. For full information, catalogue, etc., address **KEYSTONE STATE NORMAL SCHOOL, KUTZTOWN, PA.**

**THE EVENING HERALD** WILL BE SUPPLIED TO YOU VIRTUALLY FREE.

The HERALD is progressive, enterprising, wide-awake and always ahead. Its daily visits will keep your family better informed than any other paper on the news of this locality, the state, the country and the world. It will be delivered at your door each day for 25 cents a month. We are desirous of securing your subscription.

As an inducement for you to become a subscriber we make you the following unparalleled offer: **AN ELEGANT \$3.00 BOOK FOR ONLY 75 CENTS.**

Our representatives, Messrs. Hooks & Brown, will call upon you with the publication for your inspection. We feel sure you will be interested in examining it. Upon signing the agreement to take the HERALD for six months, the book will be delivered upon payment of 75 cents. This is in addition to the regular subscription of 25 cents a month.

**What is Shiloh?**

A grand old remedy for Cough, Colds and Consumption; used through the world for half a century, has cured innumerable cases of incipient consumption and relieved many in advanced stages. If you are not satisfied with the results we will refund your money. Price 25 cts. ea. and \$1.00. Sold by P. D. Kirtin on a guarantee.

**The Brooklyn "Salle" For Manilla.**

For Manilla, Pa., Oct. 17.—Mrs. Simon Reese, aged 55 years, residing near Fairview, attempted to make a fire with kerosene, when the oil exploded and ignited her clothing. She was horribly burned from head to foot and cannot recover. She is the mother of 12 children. The house caught fire, but was saved.

**Some Foolish People**

Allow a cough to run until it gets beyond the reach of medicine. They often say, "Oh, it will wear away," but in most cases it will wear them away. Could they be induced to try the successful medicine called Kemp's Balsam, which is sold on a positive guarantee to cure, they would immediately see the excellent effect after taking the first dose. Price 25c. and 50c. Trial size free. At all druggists.

**THE FREE STATE ACTIVE**

President Steyn's Soldiers Threaten Colesberg and Aliwal North.

**CAPE COLONY'S DUTCH FARMERS.**

While There is Much Disloyalty Among Them, It is Not Believed They Will Engage in an Uprising—Cape Colony Volunteers Called Out.

London, Oct. 17.—Dispatches from the Cape are very meager, but they include an important message from the Glencoe camp, dated 3.35 yesterday afternoon, announcing that the Boer commandos which invaded Natal through Laings Nek and after occupying Newcastle advanced to Ramathane, retired on Ingagane Sunday evening, their transport service being reported defective. This will delay indefinitely the anticipated and hoped for assault on the strong British position at Glencoe.

Another dispatch reports activity on the part of the Free State commandos, in the neighborhood of Aliwal North, on the northern frontier. The Boers' advance patrol, the dispatch says, go to the frontier bridge nightly to keep watch, firing shots at intervals as signals. It is believed the enemy intends shortly to try to rush the railway station, with the help of artillery posted on a ridge commanding the town.

There are rumors that the Boers have been repulsed at Mafeking and are attacking Vryburg. A dispatch from the Orange river states that the telegraph wires have been cut between Vryburg and Kimberley, and it is believed that the Boers are taking advantage of the presence of a large gathering of dioloyal farmers at Vryburg celebrating nautical night to attack the town, hoping that the farmers will assist them against the British.

The same dispatch says that the British force at Kimberley is confident of its ability to hold out, but urges the immediate dispatch of a relief force.

This question of a possible rising of the Dutch farmers in the northern portions of Cape Colony is very important. The Daily Mail's correspondent at Colesburg has been inquiring regarding the matter, and on the whole thinks the chances are against a rising. He bases his opinion on the prospect of good crops after four lean years, which he believes will predispose the farmers to peace. Nevertheless, there is serious disloyalty and much anti-British agitation in these districts, while the Free State Boers threaten an immediate invasion of Colesburg and Aliwal North.

The Daily Mail's correspondent asserts that Sir Alfred Milner is worked to death and that Cape Town is surging with bitter resentment at what is called the Schreiner cabinet's betrayal of Mafeking by its constant refusal to send a volunteer force to its relief.

Many residents of Cape Town have relatives at Vryburg, and they are furious with Messrs. Merriman and Sauer respectively colonial treasurer and commissioner of public works, and the ministers are mobbed whenever they appear in public. Mr. Hoffmeyer, the Afrikaner leader, has gone to the country in order to escape the outbreaks of indignation.

On Sunday night the streets were filled with angry citizens, and it was feared that rioting would occur. This, combined with the pressure of the imperial government, brought the Schreiner government to a sense of its peril as well as of its duty and moved it to decide to call out the volunteers. The ministerial party also worked its hardest to prevent the outbreak at Conyngham Green on his arrival from Pretoria, but failed.

The Natal invasion was made in three columns at dawn on Oct. 12, through Botling Pass, Laings Nek and Durban in the remote contingency that the enemy may elude the vigilance of the British at the Ladysmith and Glencoe camps.

A dispatch from the latter place says that the partial closing down of the Natal coal mines will not interrupt the supplies for the imperial transports at Durban, as was imagined by the Boers, large quantities of coal being already on the water from India. Regular shipments will arrive from India until the Natal mines open again.

**Mother's Friend**

is a liniment for expectant mothers to use externally. It softens the muscles and causes them to expand without discomfort. If used during most of the period of pregnancy there will be no morning sickness, no rising breasts, no headache. When baby is born there will be little pain, no danger, and labor will be short and easy. \$1 a bottle at druggists. Send for a Free copy of our illustrated book about MOTHER'S FRIEND.

**The Bradford Regulator Co., Atlanta, Ga.**

**SOLOMON HAAK**

—Agent for the Famous—**BERGNER & ENGEL**

Phila. Stock Ale, Sparkling Still Amber Ale, Bottled Pale Ale, Brown Stout, Half and Half, Beer and Porter.

**LORENZ SCHMIDT'S**

**Mt. Carbon Beer**

**ON TAP**

At all its customers to-day.

**Solomon Haak's,**

116 South Main Street, Will receive prompt attention.

A box of our **SPECIAL FAMILY BREW** is an exhilarating stimulant during the hot summer months.

Delivered at your home.

**Columbia Brewing Company**

**EVAN J. DAVIES,** Livery and Undertaking.

No. 13 North Jardin St.

**HEALTH AND VITALITY**

**DR. MOTTS' NERVE AND VITALITY PILLS**

The great remedy for nervous prostration and all diseases of the generative organs of either sex, such as Neuritis, Impotency, Nightly Emissions, Youthful Errors, Mental Weakness, excessive use of Tobacco or Opium, which lead to Consumption and Insanity. With every \$4 order we guarantee to cure. Sold at \$1.00 per bottle, 6 boxes for \$5.00. **DR. MOTTS' CHEMICAL CO., Cleveland, Ohio.**

For Sale by P. W. Houck.

**"DIRT DEPIES THE KING." THEN**

**SAPOLIO**

IS GREATER THAN ROYALTY ITSELF.

**\$1000 REWARD!**

FOR any case of Hay Fever, Cold in the Head, Rose Cold or Influenza that **BRAZILIAN BALM** will not cure, if directions are followed. No person, not even the greatest physician, ever dared to make such an offer, nor would we if we did not know that **BRAZILIAN BALM** is a quick, positive, and permanent cure. Thompson Foster, of Wilmington, Del., says: "I suffered with Hay Fever every summer for ten years. Then I used **BRAZILIAN BALM** which cured me in three days. That was in 1887 and I have never had it since. **BRAZILIAN BALM** is a wonderful remedy and does everything that is claimed for it." We have hundreds of such testimonials. We will give a reward in the case of Asthma. For sale by druggists. 50c and \$1.00 a bottle, or sent if you mention this paper.

**B. F. JACKSON & CO.,** Manufacturing Chemists, Indianapolis, Ind. Shenandoah Drug Store, Wholesale and Retail Agents.

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**Personally Conducted Tourist Excursions to California Without Change of Cars.**

Leaving Washington every Tuesday and Friday at 11:15 a. m., the Southern Railway operates Personally Conducted Tourist Excursions to San Francisco without change of cars, conductors or porters. The route is through Atlanta, Montgomery, New Orleans, Houston, San Antonio, New Mexico, Arizona, and Southern California. The cars are the very latest pattern of Pullman Tourist Sleepers, rosewood finish, high back seats, upholstered in Italian, moose, goat, and two retiring rooms for ladies. Three and one-half days to Mexico and Arizona, four days to Los Angeles and Southern California, and five days to San Francisco. Best service for Trans-Continental travel has never before been offered.

The tourist carfare is less than by any other route, effecting a saving of \$25.00 to \$50.00 for the trip.

All information, maps and rates furnished on application to Charles L. Hopkins, District Passenger Agent, Southern Railway Company, 828 Chestnut street, Philadelphia.

**Florida Short Line.**

The New York and Florida Express, via Southern Railway, leaving Broad street station, Philadelphia, daily at 6:34 p. m., carries through Pullman sleeping cars to Augusta and Savannah, Ga., Jacksonville and Tampa, Fla., via Charlotte and Columbia. This is the shortest line and most attractive route to points in Georgia and Florida. All information cheerfully furnished by Charles L. Hopkins, District Passenger Agent, 828 Chestnut street, Philadelphia.

**Pennsylvania RAILROAD**

**SCHUYLKILL DIVISION**

OCTOBER 10, 1899

Trains will leave Shenandoah as follows:

For Wigan, Gilberston, Frackville, Dora, Wier, Cider, Potsville, Hamburg, Reading, Pottsville, Haverhill, Towtown, and Philadelphia (Broad street station) at 5:15 and 8:05 a. m., 2:10 p. m., on week days. Sundays 8:05 a. m., 4:20 p. m.

Trains leave Frackville for Shenandoah at 7:05, 11:20 a. m., 2:10 p. m., 5:10 p. m., 11:01 a. m., and 5:35 p. m.

Leave Potsville for Shenandoah (via Frackville) at 8:25 a. m., 4:10 p. m., Sunday 10:35 a. m., 5:10 p. m.

Leave Philadelphia (Broad street station), to Shenandoah at 8:25 a. m., 4:10 p. m., Sunday 10:35 a. m., 5:10 p. m.

Leave Philadelphia (Broad street station) for Potsville, 5:30, 8:20, 10:15 a. m., 1:30, 4:10, 7:11 p. m., week days. Sundays, 6:30, 9:20 a. m., and 6:40 Broad Street Station, Philadelphia.

**FOR NEW YORK.**

Express—Week days, 8:20, 4:05, 4:40, 5:00, 5:13, 6:50, 7:25, 9:20, 10:21, dining car, 11:00, 11:43 a. m., 12:00 noon, 12:35, (limited 1:00 and 4:22 p. m., dining car), 4:45, 5:20, dining car, 5:30, 5:50, 6:02, 6:08, 6:15, dining car, 6:08, 7:02, 8:10, (dining car), 10:00 p. m., 12:01, night, Sunday, 8:20, 1:05, 4:45, 5:00, 5:15, 5:25, 9:50, (10:21, dining car), 10:45, 11:45 a. m., 12:05, (dining car), 12:35, 2:30, (dining car), 4:02, (limited 4:22 dining car), 5:23, 5:58, (dining car), 6:05, 7:10, (dining car), 9:00 p. m., 12:01, night.

For Boston without change, 11:01 a. m., week days, and 8:10 p. m., Sunday.

For Sea Girt, Ashbury Park, Ocean Grove, Long Branch, and intermediate stations, 8:25, 11:10 a. m., 8:30, 4:02 p. m., week days.

**WASHINGTON AND THE SOUTH.**

For Baltimore and Washington, 8:20, 7:30, 8:25, 10:20, 11:25 a. m., 12:00, (12:30 dining car) 1:12, (dining car), 2:15, 4:41, (5:25 Congressional dining car), 5:34, 5:17, (5:50, dining car), (7:31 dining car), p. m., and 12:00 night week days. Sundays 8:20, 7:30, 8:12, 11:20 a. m., 12:00, (12:30, dining car), 1:12, 4:41, (5:25 Congressional dining car), 5:34, (5:50 dining car), (7:31 dining car), p. m., and 12:00 night.

For Baltimore, accommodation, 9:15 a. m., 1:00 and 4:01 p. m., week days, 5:08 and 11:15 p. m., daily.

**WEST JERSEY & SEASHORE R. R.**

**FOR ATLANTIC CITY.**

Leave Broad street station via Delaware river bridge—Express, 9:40 a. m., 7:00 p. m., week days. Sundays, 8:20 a. m., 7:00 p. m., week days.

Leave Market Street—Express, 9:00 a. m., 2:00, 4:00, 5:00 p. m., week days. Sundays, 9:00, 10:30 a. m. (accommodation 4:30 and 5:00 p. m.).

For Cape May, Andrews, Wildwood and Holly Beach, Sea Isle City, Avalon, and Stone Harbor—Express, 9:00 a. m., 4:00 p. m., week days. Sundays, 9:00 a. m.

For Somers Point—Express, 9:00 a. m., 3:00, 4:00, 5:00 p. m., week days. Sundays, 9:00 and 10:00 a. m.

For tickets and other information apply to ticket agent.

H. J. BUCKENBROOK, J. R. Wood, Gen'l. Manager, Gen'l. Pass. Agt.

**COLUMBIA**

**A WINNER**

**American Yacht Defeats Shamrock in First Test of Speed.**

**LED BY A MILE AND A HALF.**

British Yacht Crossed the Line Over Ten Minutes Later.

**A SPLENDID CONTEST THROUGHOUT.**

Columbia Got the Best of the Start, Outpointed the Challenger on the Beat to Windward, and Turned the Outer Mark Nine Minutes and Forty-two Seconds in the Lead, Gaining Twenty-two Seconds More in the Run Before the Wind—Sir Thomas Lipton Lauds the Winning Boat.

New York, Oct. 17.—The cup which the old schooner America won so commandingly against all comers over the course around the Isle of Wight in 1851, and brought back across the seas, will probably remain here another year. In a glorious breeze, over a windward and leeward course of 30 miles, the Columbia scored against Shamrock yesterday in the first race of the 1899 series. She bounded across the finish line fully a mile and a half ahead of the challenger, defeating her by 10 minutes and 14 seconds actual time, or 10 minutes and 3 seconds corrected time. Columbia covered the course in 4h. 53m. 53s.; Shamrock, 6h. 5m. 10s.

Although the preponderance of expert opinion never wavered in its loyalty to the wonderful speed and ability of the white flyer, no nautical expert seemed to be so overwhelmingly vanquished as she was in yesterday's royal struggle. The Yankee boat outgeneraled her at the start, beat her hopelessly in windward work to the outer mark and gained 22 seconds in the run home before the wind. There was a good, strong breeze from the breeze, and it held throughout the race.

**Bitter Blow to Britons.**

It is undoubtedly a bitter blow, because the English hopes of lifting the cup have never been higher since the Thistle and Volunteer met in 1887. Like the Shamrock, she was decisively defeated in the first hour's sailing. The regatta committee, as a result of the showing made by the Columbia yesterday, are convinced that the cup is safe. Blow high or low, Columbia, it is believed by her manager, Mr. Iselin, can beat Shamrock. Sir Thomas, like the true sportsman that he is, confessed after the race that he had been fairly beaten. He had no apologies to make. The race was a magnificent duel and made up for the repeated disappointments the sightseers have suffered. It was anything but a comfortable day on the water. The prospect was not alluring. Still, the mist wreaths were carried along by a good ten knot breeze right in from the east, and the old shallopback was more wind where that came from. But the excursionists who went down the bay were not very hopeful until they got outside, where the wind was fresher and whipped some form out of the waves. Mrs. Iselin was not to be deterred by the weather, and was a conspicuous figure on the Columbia, wrapped up like an old salt in a yellow oilskin.

The Columbia's crew had on their working suits of white and wore watch caps of black and red, Iselin's private colors. Several of the crew of the Shamrock had on sou'westers. From the truck of the Shamrock's topmast floated Lipton's flag, a green shamrock in a yellow field. The wind kept freshening all the way out to the lights, and the seas split more of their froth. No large assemblage was on hand to witness the start, the repeated huzzes having made the public very chary about coming out. A few aside wheelers, the regular fleet of ocean going tugs, and a score or two of steam yachts were all.

**Columbia Got the Best Start.**

Promptly at 10 o'clock the committee boat signaled the course, 15 miles dead into the eye of the wind, to the eastward, and return. Both yachts set No. 2 club topsails, their skippers evidently agreeing that it would not be wise to carry their largest sky scrapers in such a breeze. There was some lively jockeying behind the line before the start, and Columbia got the better of it. She clearly outmaneuvered her rival, eventually forcing her over the line first by half a length, but leaving Columbia in the weather position. Close hauled on the Columbia, the yachts hauled seaward, heeling to the 12 knot breeze.

The first few minutes of the race were the most interesting. They made a beautiful picture as they raced away like hounds. Their sails, to the nautical eye, were perfection in fit. They looked as if they might have been carved out of alabaster, so firm and faultless were the lines. It was soon apparent that the white flyer was forging ahead. The clear water began to show between them. The Columbia not only seemed to outfoot the challenger, but the experts said that she pointed higher. It was astonishing how she sliced her way up into the wind. Within 15 minutes she had a lead of five lengths, and from that time on the race was hers. The patriots were jubilant and the bands, which began playing, never stopped until the race was over.

The Columbia seemed more tender than the foreigner, showing yards of her bronze underbody as she leaned away with her leeward almost awash. Steadily she continued to draw ahead until within half an hour, having unequivocally demonstrated her superiority in windward work, it became only a question of how far the white flyer would beat her to the outer mark. As the yachts got farther out the seas grew more turbulent and the spray spurted higher from their bows.

Many excursionists came to grief, and the tug boats, plunging through the head seas, sent the spray aloft to their pilot houses, and some of them were flooded from stem to stern. The work of the patrol fleet was perfect, keeping the yachts as free from interference as if they had been sailing in the middle of the Atlantic.

**Columbia's Outpointed Shamrock.**

The Shamrock footed gallantly, but neither in speed nor in pointing could she compare with Columbia. Then the three skippers on the challenger put their heads together and tried new tactics. The Shamrock made a dozen short boards. Evidently her skippers

were under the impression that she was quicker on her heels and better at foot racing than the Yankee boat, but the Columbia proved quite as nimble as Shamrock. Timed by a stop watch both boats were 15 seconds in stays, and when the Britisher's write home they will tell their friends that the white beauty was fully as clever as the challenger at foot racing. When the Shamrock got through with this line of tactics Columbia had increased her lead until she was half a mile ahead. At the end of another half hour, as the wind continued to freshen, the Shamrock took in her baby jib topsail, figuring that without this light head she might be able to lug the wind closer. The Columbia held on to hers and as the Shamrock did not improve her position at the end of ten minutes her skippers again set the sail. By 1 o'clock Shamrock was fully a mile and a half astern, and Columbia was a winner all over.

Nothing could have been prettier than the way Columbia swept around the outer mark, gracefully as a swan, in a quarter of a mile from the home run the Columbia crossed the path of the Shamrock, still beating to windward, and robbed her of the wind for a minute as she went past. It was nine minutes and forty-two seconds later when the Shamrock swung around the mark and squared away for the finish. The excursion boats, however, hung on courteously until she had rounded and gave her quite an ovation.

**Britons see Defeat Ahead.**

The Columbia was already almost two miles away, and in the thickening mist could hardly be discerned. The bells in the engine room of the excursion boats, intended for all speed, and they went plowing down on either side of the course to be in at the death. Sir Thomas yacht Erin, however, remained ahead of the challenger, giving what moral support he could to his beaten boat. Sir Thomas and his friends aboard looked forlornly at the close of the race. Some of them seemed to have lost all interest in the landscape and were hanging over the rail, looking down at the water. Sir Thomas, however, remained on the boat in which his hope had so lately centered, and a group of sailors were seen to be trying to make out the outlines of the vanquishing Yankee in the thick gloom. From that time it was simply a procession.

There was a soul stirring scene as the Columbia approached the finish. The excursion boats had gathered there in a semi-circle to give her well come, and as she swept across the finish bedlam broke loose. The steam whistles shrieked, the sirens wailed, the Corsair, the flagship of the New York Yacht club, and several other yachts flung their powder into smoke and the multitudes on the decks of the side wheelers cheered. The Corsair hauled down all her private signals and set old glory at each masthead and gaff and taffrail. The crew of the Columbia gathered aft, hurrahed with bared heads, then as she lowered her head sails and took the towline from her tender the crowd waited over ten minutes until Shamrock had crossed and the fleet had given her stentorian expression of good will. Then they scampered after Columbia, crowding about her and cheering her again and again, while the bands played "Hall Columbia." "Yankee Doodle" and other patriotic airs. They escorted her all the way to her anchorage inside the hook.

**Sir Thomas Lauds Columbia.**

All those on board the Erin who saw the race agreed that there were no flukes and that both yachts were sailed on their merits. Of all the tugs, steamers and yachts whose whistles saluted the victor none blew more shrilly than that of the yacht owned by the gallant gentleman who still hopes to take away the cup.

Sir Thomas Lipton took his defeat with the spirit of a true sportsman. "It was a fair and square race," said he to a press representative who saw him on board the Erin. "We were beaten fairly. No two boats ever sailed a better race, and the fleet was equally well handled as far as I could see."

Speaking of the Columbia he said: "She is a fine, fast boat, and she was splendidly sailed. We gave her three rousing cheers and her people responded right heartily. Mr. Iselin and those associated with him on board are honorable gentlemen, and I wish to say that it is a pleasure to sail against such competitors."

Asked if he wished to say something about the Shamrock, Sir Thomas said: "My boat was well sailed and the sails were well handled, I have no complaint to make at all. As it was before, it was a square race, and we were fairly beaten. We shall have another race tomorrow, I hope, and I think there will be plenty of wind for both yachts."

Today's race will be over the triangular course, ten miles to the leg, and the Shamrock will have an opportunity to show what she can do at her favorite point of sailing.

**ACTS GENTLY ON THE KIDNEYS, LIVER AND BOWELS**

**CLEANSES THE SYSTEM**

DISPELS EFFECTUALLY COLDS, HEADACHES, OVERCOMES HEAD & FEVERS HABITUAL CONSTIPATION PERMANENTLY TO GET ITS BENEFICIAL EFFECTS.

BUY THE GENUINE—MADE BY **CALIFORNIA FIG SYRUP CO.**

PHILADELPHIA & Reading R'y. Engines Burn Hard Coal—No Smoke.

**PHILADELPHIA & Reading R'y.**

IN EFFECT OCTOBER 2, 1899

Trains leave Shenandoah as follows:

For New York via Philadelphia, week day, 7:20, 7:58, 7:57, 8:58 a. m., 12:28, 3:00 and 6:09 p. m. Sundays, 8:20 a. m., 12:28, 3:00 and 6:09 p. m.

For New York via March Chunk, week days, 7:15 a. m., 12:20 and 3:00 p. m.

For Reading and Philadelphia, week days, 7:10, 8:05, 7:57, 8:55 a. m., 12:20, 3:00 and 6:09 p. m. Sundays, 8:20 a. m.

For Baltimore, week days, 7:10, 7:57, 8:55 a. m., 12:20, 3:00 and 6:09 p. m. Sundays, 8:20 a. m.

For Williamsport, Sunbury and Lewisburg, week days, 7:27, 11:32 a. m., 12:36, 7:30 p. m. Sundays, 8:27 a. m.

For Mahanoy Plane, week days, 8:10, 8:27, 8:55, 11:32 a. m., 12:36, 6:09, 6:09, 7:30, 9:50 p. m. Sundays, 8:20 and 3:00 p. m.

For Ashland and Mahanoy City, week days, 7:17, 11:32 a. m., 12:36, 6:07, 7:25 and 9:50 p. m. Sunday, 8:27 a. m.

For Baltimore, Washington and the West via B. & O. R. R., through train to Reading, Terminal, Philadelphia, (P. & R. R. S.), at 8:20, 11:25 a. m., 3:10 and 7:27 p. m. Sundays 8:20, 7:00, 11:25 a. m., 8:45 and 7:27 p. m. Additional trains from 1:15, 4:10, 10:28 and Chestnut street station, week days, 10:30 a. m., 12:30, 12:55 and 4:40 p. m., Sundays, 1:15, 8:25 p. m.

**THAINS FOR SHENANDOAH.**

Leave Philadelphia, 12:15, 4:00, 7:30, 11:00 a. m., and 3:00, 6:00, 9:00 p. m. New York via Philadelphia, week days, 12:15, 4:00, 7:30, 11:00 a. m., and 3:00, 6:00, 9:00 p. m. New York via March Chunk, week days, 4:30, 9:10 a. m., 1:00, 4:40 p. m. Leave Philadelphia, Reading, Terminal, week days, 4:30, 9:10 a. m., 1:00, 4:40, 6:50, 11:30 p. m. Leave Reading, week days, 1:17, 7:00, 10:00 a. m., 12:14 and 9:00 p. m. Leave Potsville, week days, 7:17, 7:40 a. m., 9:30, 12:30, 3:30, 4:30, 6:10 and 6:50 p. m. Leave Mahanoy, week days, 8:18, 8:58, 11:39 a. m., 1:49, 5:56, 7:54 p. m. Leave Mahanoy City, week days, 8:45, 9:04, 11:47 a. m., 5:25, 8:24, 11:40, 10:28 and 11:47 p. m. Leave Mahanoy Plane, week days, 8:40, 4:00, 8:20, 12:30, 12:50 a. m., 2:39, 5:38, 9:42, 7:50, 10:24 p. m. Leave Williamsport, week days, 7:45, 10:00 a. m., 12:34 and 9:00 p. m.

**ATLANTIC CITY DIVISION.**

Leave Philadelphia Chestnut street wharf and South street wharf for Atlantic City, Week days—Express, 8:00, 2:00, 4:00, 5:00, 7:15 p. m. Accommodation, 8:00, 10:00 a. m., Sunday—Express, 9:00, 10:00 a. m., 7:15 p. m. Accommodation, 8:00 a. m., 4:45 p. m. Leave Atlantic City Depot: Week days—Express, 7:15, 9:10 a. m., 3:00, 5:30 p. m. Accommodation, 8:15 a. m., 4:45 p. m., Sunday—Express, 7:30 p. m. For Cape May, Ocean City and Seaside City—Week days—1:15 a. m., 4:10, 10:28 and 11:47 p. m. Chestnut St., 9:15, 10:28, 11 a. m. Additional for Cape May—Week days—8:00 a. m. Particulars on all express trains. For further information, apply to nearest Passenger and Reading Railway ticket agent or address **L. A. SWENGAARD, Editor J. W. WEAVER, Local Agent, Reading Terminal Philadelphia.**

**POLITICAL CARDS.**

VOTE FOR **WM. S. LEIB,** OF ASHLAND, FOR PROTHONOTARY.

VOTE FOR **FRANK R. KANTNER,** OF LOFTY, FOR COUNTY COMMISSIONER.

VOTE FOR **HORACE F. RABER,** OF PINEGROVE, FOR COUNTY COMMISSIONER.

VOTE FOR **THOMAS J. HIGGINS,** OF SHENANDOAH, FOR CLERK OF THE COURTS.

VOTE FOR **M. A. CAREY,** FOR PROTHONOTARY.

VOTE FOR **FRANK C. REESE,** OF SHENANDOAH, FOR COUNTY REGISTER.

VOTE FOR **JOHN T. SHOENER,** FOR CLERK OF THE COURTS.

VOTE FOR **CHARLES E. BERGER,** FOR DISTRICT ATTORNEY.

VOTE FOR **EMANUEL JENKYN,** (Present Incumbent), FOR RECORDER OF DEEDS.

**The Rosy Freshness** And a velvety softness of the skin is invariably obtained by those who use Posaon's Complexion Powder.

**ACTS GENTLY ON THE KIDNEYS, LIVER AND BOWELS**

**CLEANSES THE SYSTEM**

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PHILADELPHIA & Reading R'y. Engines Burn Hard Coal—No Smoke.

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IN EFFECT OCTOBER 2, 1899

Trains leave Shenandoah as follows:

For New York via Philadelphia, week day, 7:20, 7:58, 7:57, 8:58 a. m., 12:28, 3:00 and 6:09 p. m. Sundays, 8:20 a. m., 12:28, 3:00 and 6:09 p. m.

For New York via March Chunk, week days, 7:15 a. m., 12:20 and 3:00 p. m.

For Reading and Philadelphia, week days, 7:10, 8:05, 7:57, 8:55 a. m., 12:20, 3:00 and 6:09 p. m. Sundays, 8:20 a. m.

For Baltimore, week days, 7:10, 7:57, 8:55 a. m., 12:20, 3:00 and 6:09 p. m. Sundays, 8:20 a. m.

For Williamsport, Sunbury and Lewisburg, week days, 7:27, 11:32 a. m., 12:36, 7:30 p. m. Sundays, 8:27 a. m.

For Mahanoy Plane, week days, 8:10, 8:27, 8:55, 11:32 a. m., 12:36, 6:09, 6:09, 7:30, 9:50 p. m. Sundays, 8:20 and 3:00 p. m.

For Ashland and Mahanoy City, week days, 7:17, 11:32 a. m., 12:36, 6:07, 7:25 and 9:50 p. m. Sunday, 8:27 a. m.

For Baltimore, Washington and the West via B. & O. R. R., through train to Reading, Terminal, Philadelphia, (P. & R. R. S.), at 8:20, 11:25 a. m., 3:10 and 7:27 p. m. Sundays 8:20, 7:00, 11:25 a. m., 8:45 and 7:27 p. m. Additional trains from 1:15, 4:10, 10:28 and Chestnut street station, week days, 10:30 a. m., 12:30, 12:55 and 4:40 p. m., Sundays, 1:15, 8:25 p. m.

**THAINS FOR SHENANDOAH.**

Leave Philadelphia, 12:15, 4:00, 7:30, 11:00 a. m., and 3:00, 6:00, 9:00 p. m. New York via Philadelphia