No More Rheumatism.

For years my wife suffered from rheuma-ism. She tried many remedies, but got little henefit, and we had about given up all hope of relief when we heard of Celery King and my wife began using it. This great medicin-ins, apparently, driven all the posson out of her system, and has certainly released her from a life of pain.—G. P. Cushing, North Ab-ington, Mass.

Celery King Cusks diseases of the Nerves, Stomach, Liver and Kidneys. Sond by drug-gitts, 23 and 50c.



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J. R. | BAD CONDITION, Starting Cont.
CURES Indigestion, Stomach Staggers,
40c. each; Stable Case, Ten Specifics, Book, &c., \$7.
At druggless or sent prepaid on receipt of price.
Humpfreys' Medicine Co., Cor. William & John
Sts., New York. Veterinary Manual Sent Price.

#### NERVOUS DEBILITY VITAL WEAKNESS and Prostration from Over-

work or other causes.

Humphreys' Homeopathic Specific
No. 28, in use over 40 years, the only
successful remedy.

\$1 per vial, or special package with powder, for \$5 MCMPHREYS' RED. CO., Cor. William & John Sta., New York

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KUTZTOWN, PA. The fall torm of this famous training school for teachers will open August 28, 1896. Superior advantages are offered to young men and women preparing for teaching, college, or business. The buildings are all new, containing spacious and comfortable rooms for students, roomy recitation halls, steam heated throughout, and sopplied with

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## AGAIN COLUMBIA WINS.

Shamrock Compelled to Quit on Account of an Accident.

OUR YACHT SAILS COURSE ALONE

According to Agreement She Was Compelled to Continue, Regardless of Shamrock's Mishap-Made a Remarkable Run Over the Triangular Course

New York, Oct. 18 .- The topmast of the cup challenger Shamrock carried away 25 minutes after the big single stickers had crossed the starting line yesterday, and her enormous clubsail, with its 3,000 feet of canvas, came rattling down on the deck, leaving her a hopeless cripple. No amount of pluck or courage could face such a catastrophe, and Captain Hogarth immediately abandoned the race, towing the yacht to the anchorage. The Columbia continued over the course alone, placing to her credit the second of the races for the America's cup.

The accident to the Shamrock ruin ed the race and caused the keenest re gret among the yachtsmen and the thousands of sightseers who were on hand to witness what had promised to be a glorious duel. It is unfortunate that the defender should have been the beneficiary of an accident, as there is little glory in beating a cripple, but the rule is ironciad. If crippled be-fore the start time for repairs is al-lowed, but once over the line if anything carries away the sufferer must make such repairs as he can, or, I rendered hors de combat, as the Sham-rock was yesterday, he must take the consequences. There is good sense and logic behind the rule. The races are a test of construction as well as design and seamanship. Doubtless if Mr Iselin could have had his choice in the matter he generously would have declined to continue, in view of the crippled condition of his rival, but the rules gave him no alternative. was in duty bound to go on, and as he finished well within the time limit the race was his. Had the accident not occurred, however, it is believed that the Yankee boat would have repeated the beating she gave the challenger n Monday. During the 25 minutes the yacht.

competed Columbia had gone through the Shamrock's lead like a streak and had established a lead of more than 300 yards on the weather bow. When Puritan fouled the Genesta on the inside course in 1887, carrying away the challenger's bowsprit and topmast although the race was at his mercy under the rules, Lord Richard Sutton refused to take the advantage given. To avoid just such a condition, in which the heneficiary of an accident is always rejuctant to claim his rights. a special clause was added to the reg-ular rules this year, leaving absolutely no option in the matter. This clause was signed by Sir Thomas Lipton and Mr. Iselin a few days before the date of the first attempt to race.

Yesterday's accident shows what a delicate machine a racing yacht is nowndays, and how close to the limit of safety it is built. It is a superlatively light structure, weighted down by enormous ballast to carry the gigantic spread of canvas. The most delicate and scientific adjustment of weights is required. The simple break ing of a stay yesterday wrecked the Shamrock. The wire backstay of the topmast, which helps to support the slender spars, gave way, and this support removed her Oregon pine topmast, as big as a telegraph pole, 60 feet long and 14 inches in diameter, snapped off like a match just above the lower mast This must was not only support ing the pressure of a 15 knot breeze against her big kite, but also sustaining the crushing weight of the sail it self, and the two club topsail yards, each 40 feet long.

Later in the afternoon the Shamrock was towed up to the Erie basin in the up, er bay. A new topmast was sent up today, and she was remeasured. The third race of the series will be sailed tomorrow. This race will again be over a windward and leeward course, and if the Columbia should win the series will have been completed without giving the Shamrock an op portunity to test her merits in her fa vorite point of sailing over a triangular course—reaching.

The day had promised a giorious contest. There were only gray neutral tints in the morning, but a hard strong 12 knot breeze out of the east kicked up the white caps, and the wind and tide helped to pile up the tumbling waters. The pulses of the sportsmen throbbed in anticipation, and a big excursion feet went out to witness the second duel between the Columbia and the Shamrock. It looked like a blow such as the Shamrock is reported to have been praying for, and the sailors of the Irish boat made everything snug aloft in anticipation of an increase in

Never probably was there a more magnificent or exciting start in a cup contest, and the Irishman carried off the honors. Shamrock crossed the starting line at 11:15, and Columbia just two minutes later. At 11:24 the accident happened to Shamrock, and she was towed to her anchorage. At this time Columbia was an eighth of a mile to windward of the challenger Followed by the excursion fleet Columbia continued over the course alone, and crossed the winning line at

Columbia's time was little short of head.

Its daily visits will keep your

marvelous. She covered the course in 3 hours and 37 minutes; the beat 10 miles to windward in 1 hour, 39 min-

Glorious News.

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.

Gomes from Dr. D. B. Cargile, of Washita, I. T. He writes: "Four bottles of Electric Bitters has cured Mrs. Brewer of scrofula, which had caused her great suffering for years, Terrible sores would break out on her head and face, and the best doctors could give no help; but her cure is complete and and her health is excellent." This shows what thousands have proved, that Electric Bitters is the best blood purifier known. It's the supreme remedy for eczema, tettor, salt rheum, alcers, boils and running sores. It stimulates liver, kidneys and bowels, expels poisons, helps digestion builds up the strength. Only 50 cents, Sold by A. Wasley, druggist. Guaranteed.

A Sensible Man HERALD for six months, the book Coughs, Colds, Asthma, Bronchitis, Croup will be delivered upon payment of and all Throat and Lung troubles, than any other medicine. The proprietor has authorized any druggist to give you a sample bottle remedy. Price 25c and 5oc.

EVERY woman suffering from any female trouble can be helped by Mrs. Pinkham. This statement is based on sound reasoning and an unrivalled record. Multitudes of America's women to-day bless Mrs. Pinkham for competent and common-sense advice. Write to her if you are ill. Her

SAFE COUNSEL FOR SICK WOMEN

address is Lynn, Mass. Absolutely no charge is made for advice. "I suffered seven years and would surely have died but for your help," writes Mrs. GEO. BAINBRIDGE, Morea, Pa., to Mrs. Pinkham. "It is with pleasure I now write to inform you that I am now a healthy woman, thanks to your kind advice and wonderful medicine. I can never praise it enough. I was a constant sufferer from womb trouble, and

leucorrhoea, had a continual pain in abdomen. Sometimes I could not walk across the floor for three or four weeks at a time. Since using your medicine, I now have no more bearing-down pains, or tired feelings, and am well and hearty. I shall recommend Lydia E. Pinkham's Vegetable Compound to all my suffering friends as the

greatest remedy for all female weakness." MRS. SUSIE J. WEAVER, 1821 Callowhill St., Philadelphia, Pa., writes: "DEAR MRS. PINKHAM-I had inflammation of the womb and painful menstruction, and by your advice I began taking a Lydia E. Pinkham's Vegetable Compound. Have taken four bottles and used one package of Sanative Wash and feel like a new woman. I thank you so much for what your medicine has done for me."

MRS. M. BAUMANN, 771 W. 21st St., Chicago, Ill., writes: "After two months' trial of Lydia E. Pinkham's Vegetable Compound I can not say enough in praise for it. I was a very sick woman with womb trouble when I began its use, but now I am well."

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#### ennsylvania RAILROAD

SCHUYKILL DIVISION OCTORER 10, 1899.

Trains will leave Shenandoah after the snove date for Wiggan, Gilberton, Frackville, Dan Waier, St. Clafr, Pottsville, Hamburg, Beadin, Pottsville, St. Clafr, Pottsville, Surrians 19, 110, 618 p. m. on week days. Sundays 805 a. m., 420 p. m.

Trains leave Frackville for Shenandoah at 786, 1146 a. m. and 536 p. m.

Leave Pottsville for Shenandoah (via Frackville 710, 1120 a. m., 510, 710 p. m. Sunday 1035 a. m., 510 p. m.

Leave Philadelphia, (Broad street station), for Shenandoah at 250 a. m., 410 p. m. week days. Sundays leave at 650 and 9.25 a. m.

Leave Philadelphia (Broad street station) for Pottsville, 520, 835, 1019 a. m., 120, 410, 711 p. m. weekdays. Sundays, 550, 923 a. m. and 602 p. m.

p. in. weekensys. 6 02 p m. Leave Broad Street Station, Philadelphia,

FOR NEW YORK.

FOR NEW YORK.

Rxgress—Week-days, 8 20, 4 05, 4 40, 5 00, 5 13 6 50, 7 38, 8 25, 4 70, 10 21, dining enc., 11 00, 11 45 a.m., 12 00 noon, 12 25, 14 inities 1 00 and 4 22 p in, dining ears, 1 43, 22 30, dining ear, 8 20, 3 50, 402, 5 00, 5 56, (dining ear), 6 00, 7 02, 8 10, (dining ear), 10 00 p. m., 12 01, night. Sundays, 8 22 4 40, 140 5 00, 5 13, 8 25, 9 30, (10 21, dining ear), 10 43, 11 43 a.m., 12 03, (dining ear), 12 35, 2 30, (dining ear), 4 02, (Limited 4 22 dining ear), 5 20, 5 60, (dining eac), 8 35, 7 02, 8 10, (dining ear), 10 30 p. m., 12 01 night
For Boston without change, 11 01 s.m. week-days, and 8 10 p. m., daily.
For Sea Girt, Asbory Park, Ocean Grovs 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 50, 7 20, 8 37, 10 20, 11 28, a. m., 12 09, [12 36 dining car] 1 12, dining car], 2 12, 4 11, [5 25 Congressional Limited dining car], 5 34, 6 17, [5 35, dining car], 7 31 dining car], m, and 12 06 night week days, Sundays U 50, 7 20, 9 12, 11 23, a. m., 12 09, 1 12, dining car], 2 12, 4 11, 15 20 Congressional Limited dining car], 5 21, 6 55 dining car], [7 81 dining car], m, and 12 05 night.

For Baltimore, accommodation, 9 12 a. m. 1 52 Delivered at your home. For Baitimore, accommodation, 912 a m, 152 and 401 p m week days, 508 and 1116 p m dally

WEST JERSEY & SEASHORE R. R. FOR ATLANTIC CITY.

Leave Broad street station via Delaware -tver killing five and wounding seven. The bridge Express 9 40 a m 7 05 p m weekdays.

British had no losses.

For tickets and other information apply to ticket agent. B. J. HUTCHINSON, Gen'l Manager

# PENNYROYAL PILLS They overcome Weak-ness, irregularity and omissions, increase vig-

of menstruction." They are "LIFE SAVERS" to girls at womanhood, aiding development of organs and body. No known remedy for women equals them. Cannot do harm—life becomes a pleasure. \$1.00 PER BOX BY MAIL. Sold by druggists. DR. MOTT'S CHEMICAL CO., Cleveland, Ohio.

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"DIRT DEFIES THE KING." THEN

IS GREATER THAN ROYALTY ITSELF.

# \$1000 REWARD!

COR any case of Hay Fever, Cold in the Head, Rose Cold heavy loss. or Influenza that BRAZILIAN BALM will not cure, it directions are followed. No person, not even the greatest Bannerman, the leader of the Liberal physician, ever dared to make such an offer, nor would we it summoned to give its approval to the 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 of the British people." To de Sauth the cured me in three days. That was in 1887 and I have never African republic were such as to make Our representatives, Messrs.

Noted Publisher Dying.

New York, Oct. 18.—William H. Appleton, head of the publishing house of D. Appleton & Co., is dying at his country with the publication for your inhad it since, BRAZILIAN BALM is a wonderful remedy it impossible for the government of

## B. F. JACKSON & CO., Manufacturing Chemists, Indianapolis, Ind.

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# BRITISH PARLIAMENT

Supports the Government in Its War Policy.

COL, BADEN-POWELL'S VICTORY.

Madea Sortle From Mafeking in Force and Attacked the Boers, Who Were Investing the Town-Boers' Futile Fight Against an Armored Tealn.

London, Oct. 18,-No further rellable news from Mafeking has been received. A special dispatch from Cape Town published yesterday declared that 300 Boers and 18 British had been killed is a battle at Mafeking. As no confirmation of this dispatch has been received it is generally believed to be an exaggerated report of a movement by Colonel Haden-Powell, who made a sortie from Mafeking in force and attacked the Boers, who were investing the town. After flerce fighting the British carried the day.

Dr. Leyds, the pienipotentiary of the South African republic to European governments, is said to be going to Berlin shortly to confer with political personages.

Advices from Durban announce that the consul of the Netherlands there has based a warning to all subjects of the Netherlands to remain neutral.

The Hopetown bridge over the Orange river, which Cape Town advices said had been blown up by the British, is not the railway bridge, as before reported, but a bridge 12 miles vest of the railway, over which the old coaching road passes.

A special dispatch from Pretoria say the Boors destroyed the Bechuansland allway during Friday night, from Lobatsi to Asvogel Kop. The Standard's Dundee correspond-

ent, telegraphing Monday night, says: The Boers have brought artillery from Newcastle and are destroying the railway at Ingagane in order to prevent through the Mediterranean. the approach of our armored train.
The correspondent of The Daily Mail at Glencoe telegraphs that General Sir William Symons says there



COLONEL BADEN-POWELL. are only 3,000 mounted men in the r column immediately north Ladysmith, but that there are large numbers of men on foot. The horses of the Boers are in wretchedly poor condition, and the men look worn out The Boers are robbing all natives traversing the Transvaal.

The Cape Town correspondent of the Dally News says that W. P Schreiner, the Cape Colony premier, was only induced to sign the decree proclaiming martial law in the north-ern parts of Cape Colony after Sir Alfred Milner gave him the option of signing or resigning. To save Mr. Schreiner's fate the proclamation specifically mentioned the fact that the olony had been invaded by an enemy A dispatch from Kimberley says: An armored train, while reconnoitering near Spytfontein, engaged the Boers.

Sundays, 9 20 a m 7 W p m.

Leave Market Street Warf—Express, 9 00 a m.
200, 400, 500 p m weekdays Sundays, 9 00;
10 00 s w (accorumodation 4 20 and 5 00 p m.

For Cape May Anglesca, Wildwood and Holly Bench, Scalisic City, Avalon, and Stone Harbor—Express 9 00 a m, 400 p m week days Sundays, 9 00 a m.

For Somers Point—Express, 9 00 a. m., 3 00, 400, 5 00, p. m. week days Sundays, 9 00 and 16 00 a. m.

British had no losses.

The skirmish near Spytfontein, says a special dispatch from Cape Town, was quite lively. The armored train, with a detachment of the Lancashires, approached unmolested, until within range, when the Boers opened fire. The Maxims were instantly set to work and did great avecution among the formation apply to

J. R. Wood,
Gen'l Pass'v'r A. t

and did great execution among the burghers. The latter also used artillery, but ineffectively. The armored train returned to Kimberley unharmed.

The crew of the armored train say the Boers fired 13 shells, but their aim was wretched and not a single sho struck the train, which then made bold to approach nearer and opened fire with the Maxims. The burgher replied with heavy rifles, again shoot ing wildly. Only three or four bul lets struck the train.

Subsequently the crew learned that five Boers and two Boer horses were killed, while several Boers and horses were wounded. Not a member of the British force was so much as touched The fight with the armored train from Kimberley, in which the Boer lost more than they did at Majuba Hill, is held to prove that their shoot ing is not so good as it is reputed to Boers actually attacked Mafeking and were repulsed. The reports of fighting continued there are regarded as proving that the Boers failed to score The Boers seized the telephone at

Moder river Monday evening and attempted to speak with Kimberley, hoping to learn the disposition of the British forces there. The maneuver was discovered and frustrated.

It is persistenely reported from widely different sources that a large force of Boers resolutely attacked Mafeking on Friday and after several ours' fighting were repulsed with a In the meeting of the house of com

ous or amid conditions engaging to been committed which it is the plain duty of our ministers, of parliament and of the people to resist. There will he no disposition on the part of this house to place any obstacle in the way of granting such supplies and such powers to the crown as may be necessary to secure the rapid and effective prosecution of a war commenced to vindicate our rights. The campaign should be vigorously and promptly prosecuted, and nothing necessary for that purpose should be refused by the

John Dillon, Nationalist member of the east division of Mayo, moved an amendment to the address to the queen the Policeway

We hamply represent to her mujesty that the state of war now existing between Great Britain and the South African republic has been caused by the assertion of claims which interfere with the internal government of the republic, in direct violation of the terms of the convention of 1884, and by massing large bodies of British troops on the fruntler of the republic We humby submit that before more bloodshed takes place a proposal be made in the spirit of the recent con-ference at The Hague with a view of finding in independent arbitration a settlement of the differences between the two governments, and in order that an ignominous war be thus avoid ed between the overwhelming forces of her majesty's empire and those of two small nations numbering altogether less than 200,000 souls.

Mr. Henry Labouchera, Liberalmem ber for Northampton, seconded the amendment, declaring that war the ab solute act of Mr. Chambertain, "I there had been no Rhodes, or if Lore Saliabury had been in the colonisi of fice," said Mr. Labouchre, "theo would have been no war. There too much of the stock exchange also the whole business." Michael David member for South Mayo, vigorousl supported the amendment, as did Will iam Redmond, Parnellite member to

A division was taken on Mr. Dillon' amendment, which was rejected by vote of 322 to 54.

Amounttion For the Transvani. Port Said, Oct. 18,-The German steamer Kaiser, from Hamburg, is dis mbarking at the entrance of the Suc canal 4,000 pieces of ammunition cou-signed to the Transvaal. This step i taken in order to avoid seizure in th Red sea by British cruisers. The am munition will probably be re-embarked for Hamburg on board the steamed Herzog, which is shortly expected here. The Kaiser was shadowed by the British second class cruiser Then

A BURDEN LIFTED.

When a woman who has long suffered from female troubles, is again restored to health she feels that a tremendous burder has been lifted from her shoulders. Her figure rounds out again. Color comes to her cheeks, and sparkle to her eyes. She feels much the same as when a girl, and if the neighbors wouldn't talk, the chances are she would go out and have a good romp, as (1, 1) in childhood's days. Doctor days, Doctor Pierce's Favorite Prelifts the burden of disease from women. It allays inflammation and stops drains in the feminine organs strengthens the fragile supports that hold the internal organs in place. It corrects

the internal organs in place. It corrects irregularities. It drives away the "blues" and banishes nervousness. The ordeal of child-bearing is rendered an occasion of no danger and little pain. It is the best medicine that Dr. R. V. Pierce, the long experienced specialist in woman's diseases, ever made. The Doctor will give free, fatherly advice to all women who write him at Buffalo, N. Y. No fee whatever is charged.

who write him at Builalo, N. Y. No ree whatever is charged.

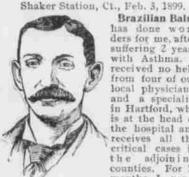
"I was a great sufferer for four years from displacement and discrition," writes Mrs. Mary Pickering, of Otile, Keokuk County, Jows. "At the time I began using Dr. Pierce's Favortic Prescription I was not able to sit up in bed. I took eight bottles and got to be a storit woman. I also gave Dr. Pierce's Golden Medical Discovery to my little daughter for quinsy and colarged tonsils and it completely cared her. Any doubting this can write to me, enclosing a stamp and I will answer." Houest dealers will not urge substitutes

for Dr Pierce's medicines. There are no other medicines in the world "just as good," although avaricious druggists will sometimes say so for the sake of the greater profit to be made upon the

# FOUR DOCTORS FAIL

18 months in a chair. A Specialist also fails to even relieve a bad case of Asthma.

The BRAZILIAN BALM instantly relieves and effects a Radical Cure.



ders for me, afte suffering 2 years with Asthma. received no hel from four of ou local physicians and a specialis and a specialis in Hartford, who is at the head o receives all the critical cases in the adjoining counties. For 18 months I neve

Brazilian Balm

laid down-set in a chair day and nigh and had to be drawn from one room another. By my doctor's orders I wen south and staid several months but re south and staid several mouths but received no benefit. At last Brazilian
Balm was recommended to me so highly
I decided to try it. Inside of a week 1
could sleep in my bed. Now I am out
doors every day, tending to everything,
do not have any Asthma and will soon
resume my old occupation, foreman of
the Eddy Electric Mig. Co., of Windsor
Ct. Most gratefully yours,
WM. H. Woop.
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Thousands of doctors presentle fragilian Baim in Cataryh, Asthus, Pleurisy and Grippe, Only thing known that removes all the after effects of Grippe in Langs, Liver Kidneys, Etc. 30 cts, and \$8.00 at hills at trangglists. With the \$1.00 bottle you got a month's treatment FREE of Toxicola Tableara, the best Tonic. Strength builder in the world. B. F. Jackson & Co., Manufacturing Chemists, Indianapolis, Ind.

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MMEDIATE EFFECTS PERMANENT RESULTS GUARANTEED INFALLIBLE HIGHLY ENDORSED BY PHYSICIANS BY MAIL \$1.00 SEND STAND FOR PANNICES PANAMERICAN DRUG CO. ACTORINE

KIRLIN'S PHARMACY. Orders by mail sent to any address.



#### Philadelphia & Reading R'v. Engines Burn Hard Coal-No Smoke.

IN EFFECT OCTOSEP 3, 1869,

Trains leave Shemandosh as follows:
For New York via Philadeiphia, week day
2 10, 538, 737, 9 55 a. m., 12 26, 2 09 and 6 09 p. m.
Sundays, 2 10 a m.
For New York via March Chunk, week days,
757 a. m., 12 26 and 8 09 p. m.
For Reading and Philadeiphia, week days,
2 10, 538, 737, 9 55 a. m., 12 25, 5 00 and 6 09 p. m.
Sundays, 2 10 a m.
For Reading and Philadeiphia, week days,
2 10, 538, 737, 9 55 a. m., 12 25, 5 00 and 6 09 p. m.
Sundays, 2 10 a m.
For Pottsville, week days, 2 10, 7 37, 9 55 a. m.,
12 26, 2 39, 6 09 and 7 30 p. m. Sundays, 2 10 a m.
For Tamaqua and Mahaooy City, week days,
2 10, 7 37, 9 55 a. m., 12 25, 3 09 and 6 00 p. m.
Sundays, 2 10 a m.
For Williamsport, Sunbury and Lewisburg,
week days, 2 27, 11 32 a. m., 12 35, 7 30 p. m.
For Mahano, Plane, weekdays, 2 10, 2 75, 58,
7 37, 9 55, 11 22 a. m., 12 25, 2 30, 6 09, 7 30, 9 50
p. m. Sundays, 2 10 and 2 37 a m.
For Ashland and Shamokin, week days, 8 27,
157, 11 22 a. m., 12 26, 2 30, 6 07, 7 25 and 9 56 p. m.
Sundays, 2 37 a m.
For Islitmore, Washingkon and the West via
8, 4 0, R. R., through trains leave Reading
Terminal, Philadeiphia (P. 4 R. B. B.) at 220,
7 55, 11 25 a. m., 8 10 and 7 27 p. m. Additional trains from Twenty-fourth and Chestnut streets station, week days, 10 iid a. m. 12 20
12 15 3 0 p.m. Sundays, 115, 8 25 p. m.
TRAINS FOR SHENANDOGAH.

TRAINS FOR SHENANDOAH.

Leave New York via Philadelphia, week days, 12 13, 480, 780, 1180 a. m., and 180, 480, 900 p.m.

Leave New York via Mauch Chunk, week days, 480, 910 a. m., 180, 440 p. m.

Leave Philadelphia, Reading Terminal, week days, 480, 886, 10 21 a. m. and 186, 406, 686, 1180 p. m.

Leave Reading, week days, 127, 700, 1008, a. m., 12 15, 417, 600, 826 p. m.

Leave Pottsville, week days, 717, 740 a. m.

180, 12 20, 120, 480, 610 and 650 p. m.

Leave Ramaqua, week days, 18, 886, 1129 a. m., 189, 556 77, 344 p.m.

Leave Mahanoy City, week days, 845, 904, 1147 a. m., 22 5, 5, 52, 744, 1008 p. m.

Leave Mahanoy Plane, week days, 240, 400 680, 922 1025, 12 00, a. m., 180, 585, 647, 78 10 40 p.m. TRAINS FOR SHENANDOAH.

0 24 p m Leave Williamsport, week days, 7 42, 10 00 a. m., 12 34 and 4 00, 11 30 p. m. ATLANTIC CITY DIVISION.

ATLANTIC CITY DIVISION.

Leave Pi Hadelphia Chestnut street wharf and South street whar for Atlantic City.

Weekdays—Express, 9 09, 2 09, 4 00, 5 00, 7 15 pm. Accommodation, 8 00 a m, 8 10 pm. Sumudays—Express, 9 09, 16 00 a m, 7 15 pm. Accommodation, 8 00 a m, 4 5 pm.

Leave Atlantic City Depot: Weekdays—Express, 7 05, 9 to a m, 4 5 pm. Accommodation, 8 10 a m, 4 05 pm. Sundays—Express, 7 05, 9 to a m, 3 50, 5 30 pm. Accommodation, 8 15 a m, 4 05 pm. Sundays—Express, 4 30, 7 00 pm. Accommodation, 7 15 a m, 4 05 pm. For Cape May, Ocean City and Sea Isle City—Weekdays—9 15 a m, 4 10, 5 00 pm. Sundays—Chestnut St., 9 15, 8 00 th St., 5 a m.

Excluditional for Cape May—Weekdays—6 00 EAdditional for Cape May-Weekdays-800

Parlor Cars on all express trains.

For further information, apply to nearest
Philadelphia and Reading Railway sicket agent
or address. Palladelphia and or address I. A. Sweimann, Edward J. Wennes, Gen'l Pass'r Agt, Gen'l Pass'r Agt, Weadtop Terminal Philadelphia.

POLITICAL CARDS.

VOTE FOR

WM. S. LEIB. OF ASHLAND. FOR PROTHONOTARY.

VOTE FOR FRANK R. KANTNER,

OTE FOR HORACE F. RABER, OF PINEGROVE. FOR COUNTY COMMISSIONER.

FOR COUNTY COMMISSIONER.

TOTE FOR THOMAS J. HIGGINS, OF SHENANDOALL

FOR CLERK OF THE COURTS.

COTE FOR M. A. CAREY,

FRANK C. REESE.

FOR PROTHONOTARY.

OF SHENANDOAR. FOR COUNTY REGISTER. VOTE POR

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

obtained by there who use Porrows's