

RAILROAD TIMETABLES

THE DELAWARE, SUSQUEHANNA AND SCHUYLKILL RAILROAD.
Time-table in effect December 15, 1895.

Trains leave Drifton for Jeddo, Eckley, Hazle Brook, Stockton, Beaver Meadow Road, Hunt and Hazelton Junction at 5:30, 6:00 a. m., 4:15 p. m., daily except Sunday; and 7:00 a. m., 2:30 p. m., Sunday.

Trains leave Drifton for Harwood, Cranberry, Tomhicken and Deringer at 6:30 a. m., p. m., daily except Sunday; and 7:00 a. m., 2:30 p. m., Sunday.

Trains leave Drifton for Onedia Junction, Harwood Road, Humboldt Road, Onedia and Shepton at 6:00 a. m., 4:15 p. m., daily except Sunday; and 7:00 a. m., 2:30 p. m., Sunday.

Trains leave Hazelton Junction for Harwood, Cranberry, Tomhicken and Deringer at 6:30 a. m., daily except Sunday; and 8:30 a. m., 4:22 p. m., Sunday.

Trains leave Hazelton Junction for Onedia Junction, Harwood Road, Humboldt Road, Onedia and Shepton at 6:25, 11:30 a. m., 4:40 p. m., daily except Sunday; and 7:30 a. m., 3:08 p. m., Sunday.

Trains leave Deringer for Tomhicken, Cranberry, Harwood, Hazelton Junction, Hunt, Beaver Meadow Road, Stockton, Hazle Brook, Eckley, Jeddo and Drifton at 7:25, 11:30 a. m., 4:40 p. m., daily except Sunday; and 9:30 a. m., 5:07 p. m., Sunday.

Trains leave Shepton for Onedia, Humboldt Road, Harwood Road, Onedia Junction, Hazelton Junction and Road at 7:11 a. m., 12:40, 3:25 p. m., daily except Sunday; and 8:50 a. m., 3:41 p. m., Sunday.

Trains leave Shepton for Beaver Meadow Road, Stockton, Hazle Brook, Eckley, Jeddo and Drifton at 7:45, 6:30 p. m., daily, except Sunday; and 8:50 a. m., 3:41 p. m., Sunday.

Trains leave Hazelton Junction for Harwood, Cranberry, Tomhicken and Deringer at 6:30 a. m., daily, except Sunday; and 8:50 a. m., 3:41 p. m., Sunday.

All trains connect at Hazelton Junction with electric cars for Hazelton, Jeannette, Altoona and other points on the Lehigh Valley Company's line.

Trains leaving Drifton at 6:30 a. m., Hazelton Junction at 6:25 a. m., Shepton at 6:11 a. m., connect at Onedia Junction with Lehigh Valley trains east and west.

Train leaving Drifton at 5:30 a. m. makes connection at Deringer with P. R. R. train for Wilkesbarre, Sunbury, Harrisburg and points west.

For the accommodation of passengers at way stations between Hazelton Junction and Deringer, an extra train will leave the former point at 5:30 p. m., daily, except Sunday, arriving at Deringer at 5:00 p. m.

L. T. SMITH, Superintendent.

YALE AND "PENNSY" TANGLE.

No Football Game Likely Between the Two Big Colleges.

The Teams Are All at Work—Cochran's Injury Likely to Trouble Him—Yale's New Trainer a Hoaxer.

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Just as is usually the case, it develops upon Yale to do most of the "grand stand playing" preliminary to bucking down to the noble old game of football.

At the present moment a sort of day-to-day council is being held to determine whether any game will be played this year between Yale and "Pennsy." The chances are all against such a game, and have been from the start. If it were to take place it would be a show fit for a Roman audience, a scrapping match from first to last, rules or no rules. Yale is angry with Pennsylvania for taking away her famous trainer, Murphy; yet Murphy's successor, Keene Fitzpatrick, is a thoroughly good man who knows all about track and field athletics as they are played at Yale—who learned the trick, in fact, from Murphy himself. Most trainers are rather jealous of football, on the ground that it breaks up finely-tanned men who might otherwise make famous athletic specialists, but football is such a hobby at Yale that Fitzpatrick is likely to be as energetically devoted to the team as Murphy ever was. He reported for duty about a week ago, and is said to be hard at work.

It is a matter of common gossip that both Fitzpatrick and Murphy get about \$15,000 a year for their services to Yale, and that Murphy changed his base for a big cash bonus and Pennsylvania, respectively; but the place of trainer is worth much more than the salary. There are perquisites from special training fees out of season, and from gifts; and when the training table is

THE SCOTCH VOLUNTEERS.

Queen Victoria First Reviewed Them More Than Thirty-Five Years Ago.

The Queen reviewed her Scottish volunteers on the 7th of August, 1860, as the court was moving from Osborne to Balmoral, taking in Edinburgh by the way. The gathering was a truly national one. From all parts of the country vast multitudes flocked to Edinburgh to testify their loyalty to the queen, and the hold which the volunteer movement had upon their hearts. As the English countries had sent the flower of their local corps to the review in Hyde park in June, so now came a goodly array of the best blood and bone and sinew from nearly every county in Scotland to swell the general muster.

From the Orkneys, unto even so far south as Tynemouth and Sunderland, came the picked men of each district; while Glasgow and the west of Scotland furnished about one-third of the entire force of at least 25,000 men who came together on that day to salute their sovereign under the windows of the ancient palace of Holyrood. Her majesty left Holyrood at 3:30 o'clock, attended by a most brilliant retinue. The marquis of Breadalbane, the earl of Rosslyn and other noblemen were in the ranks of the volunteers; and Lord Elcho, one of the earliest and best volunteer pioneers, in the uniform of the London Scottish. The volunteer army was commanded in chief by Gen. George Wetherall, and the two divisions respectively by Lord Rokeby and Gen. Cameron.

There were about 150 different corps on the ground, marshaled into 35 battalions—one of mounted rifles, six of artillery, one of engineers and 27 of rifles. On her majesty's arrival at the position assigned, the royal standard was hoisted, and the volunteers gave a royal salute. The officers returned to their places, and her majesty, attended by the Prince Consort and the duke of Buccleuch on horseback, with the whole of the staff officers on the field, proceeded slowly round in front of the troops. Precisely at four o'clock the whole of the battalions were put in motion. The van was worthily led by the Mounted Rifles of Fifeshire. Then came the First artillery brigade, having in front the Edinburgh city artillery, followed by a strong force from Tynemouth, Alnwick, Sunderland and Whitehaven; but the mass of the three battalions of this brigade, about 1,500 strong, were made up, in addition to the large quota furnished by Edinburgh, of seven companies from Forfarshire.

The Second artillery brigade was headed by the Greenock corps. The Third battalion, composed entirely of Lanarkshire and almost all of the Glasgow corps, drew forth special cheering by their handsome appearance and the steadiness of their march. The engineers, in number nearly 200, came next. The rifles, forming, of course, the great mass of the force upon the ground, followed. The glorious cheer which the volunteers gave at the end of the review—far louder even than the hurrah of the more than tenfold more numerous spectators at its commencement—was a thing to be enjoyed. Lieut. Gen. Wetherall, at the close of the review, expressed to the staff and to the officers her majesty's admiration of the steadiness and precision which characterized the large body of volunteers whose movements she had witnessed.—Spare Moments.

IN CYCLEDOM.

THE RUBBER TIRE.
Where the Product Comes From of Which It is Made.

Very few people know much about the article which enters to such a great extent into the composition of the pneumatic tire, says American Cycling. All the rubber used in bicycle tires comes from South America. The United States imports yearly \$100,000,000 worth of raw rubber from the south half of the western continent. It comes to this country free as a raw material, but the republic of Brazil exacts a duty of 21 per cent., or more than one-fifth of its value. It is an established fact that can easily be proved that the export duties on rubber and coffee alone support the republic of Brazil. It would be impossible to estimate on the raw rubber output of Brazil for the current year, but in view of the wonderful demand for that article by tire manufacturers alone it must considerably overlap the \$100,000,000 worth which was used in this country for the year 1895.

As this country has in years past used more than three-fourths of this product of Brazil, it can readily be understood how much the United States have benefited Brazil and how much more they are benefiting the South American republic by the increasing demand owing to the bicycle industry. It is estimated by those who are best able to judge that there will be \$30,000,000 invested in bicycle tires in 1896. The remainder of the yearly import is used in various lines, such as rubber garden and fire hose, belting, rubber used for insulation and countless other purposes. The amount used annually in the manufacture of rubber hose for air brakes is of itself almost fabulous.

TRICYCLE WATER TANKS.

They Would Cost Less Than Wagon Tanks and Would Eat No Oats.

The big sprinkling carts that water city and village streets in the summer time are drawn by horses, for which food must be provided. Henry Holtz, a machinist of Brooklyn, N. Y., has applied for a patent on a device which does away with that item of expense. A

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THIRTY years' observation of Castoria with the patronage of millions of persons, permit us to speak of it without guessing. It is unquestionably the best remedy for Infants and Children the world has ever known. It is harmless. Children like it. It gives them health. It will save their lives. In it Mothers have something which is absolutely safe and practically perfect as a child's medicine.

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Children Cry for Pitcher's Castoria.

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ARRANGEMENT OF PASSENGER TRAINS.
LEAVE FREELAND.

6:05, 8:45, 9:30 a. m., 1:45, 4:30 p. m., for Jeddo, Lumber Yard, Weatherly, Match Chunk, Allentown, Bethlehem, Philadelphia, Easton and New York.

9:30, 10:41 a. m., 1:40, 2:35, 4:35, 6:15, 7:00 p. m., for Drifton, Jeddo, Foundry, Lumber Yard, Stockton and Hazelton.

9:30, 10:41 a. m., 2:35, 4:35, 7:00 p. m., for Hazelton, Delano, Mahanoy City, Shenandoah, Ashland, Mt. Carmel, Shamokin and Pottsville.

7:25, 7:55, 10:50, 11:54 a. m., 5:15 p. m., for Sandy Run, White Haven, Glen Summit, Wilkesbarre and Pittston.

SUNDAY TRAINS.
10:50 a. m. for Sandy Run, White Haven, Glen Summit and Wilkesbarre.
11:40 a. m. and 3:25 p. m. for Drifton, Jeddo, Lumber Yard and Hazelton.
3:25 p. m. for Delano, Mahanoy City, Shenandoah, Weatherly, Match Chunk, Allentown, Philadelphia and New York.

ARRIVE AT FREELAND.

7:25, 7:55, 9:25, 10:50, 11:54 a. m., 12:58, 2:30, 5:15, 6:40 p. m., from Hazelton, Stockton, Lumber Yard, Jeddo and Drifton.

7:25, 9:25, 10:50 a. m., 2:30, 5:15 p. m., from Delano, Mahanoy City, Shenandoah, Shamokin and Pottsville.

9:25, 10:50 a. m., 12:58, 4:07, 6:16 p. m., from New York, Philadelphia, Bethlehem, Allentown and Match Chunk.

9:30, 10:41 a. m., 2:35, 7:00 p. m. from Sandy Run, White Haven, Glen Summit, Wilkesbarre and Pittston.

SUNDAY TRAINS.
10:50, 11:54 a. m. and 3:25 p. m., from Hazelton, Lumber Yard, and Stockton.
11:31 a. m. and 3:10 p. m., from Delano, Mahanoy City, Shenandoah, Shamokin and Pottsville.

For further information inquire of Ticket Agents.

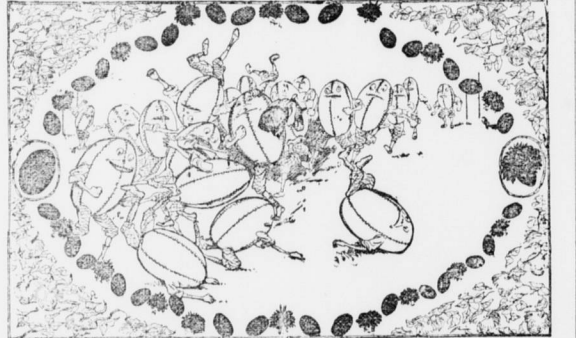
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THE WAR OF THE PIG SKINS.

enter sight to watch this year than it has been for many a day.

There certainly will be more open play and less massing, but there will still be more scope than before for individual feats of strength and speed. It should be a more interesting game to watch.

OWEN LANGDON.



DUDES AND HEROES.

An Incident at El Reno That Disappointed a Governor of Oklahoma.

A former governor of Oklahoma was in town a few days ago, and some New York men were entertaining him. An incident started the conversation on dudes, and how, sometimes, they had been agreeable disappointments.

"We never had any real dudes in Oklahoma that I ever heard of," said the former governor. "There was one, come to think of it, who got mixed up in the shuffle somehow. I was in El Reno one day, and while sitting on the piazza of the meanest hotel that was ever run anywhere, Col. Wade, son of old Ben Wade, you know, who was in command at Fort Reno, and who was in El Reno every day, said to me:

"Governor, there goes a dude."

"I nearly fell from my chair in getting up to see the creature. But there he was as he had been pictured. Col. Wade said he had heard that a dude would sometimes astonish people by some extraordinary feat or heroic act which entitled him to consideration. I never believed it, but as Col. Wade was an officer I let it go.

"While we were looking at the creature we saw a woman trundling a baby wagon along the sidewalk—the only one in town. I should remark—and a minute later we saw a runaway team coming in the direction of the mother and child and the dude. A runaway team in El Reno, gentlemen, is the right of way. On came the team. It was within a few feet of the woman and child when I saw the dude raise his hands, and—

"Saved the child!" exclaimed one of the New Yorkers.

"Saved nothing!" replied the former governor of Oklahoma, in disgust, "the blamed sissy fainted on the spot; and I says to Col. Wade:

"I never took any stock in the yarns about dudes being heroes, and now I know I was right."—N. Y. Sun.

THE TSAR'S GOOD SENSE.

He Sets a Worthy Example for His Aristocratic Subordinates.

There is probably no class of people in the world so stiff-necked in their own etiquette as the officers of the crack regiments in St. Petersburg. Since Nicholas II. became tsar he has endeavored to discredit the notion that an army officer should not ride in a street car. In St. Petersburg the army officer has long considered himself too superior to the common civilian to share with him this "vulgar" mode of conveyance.

A few weeks ago one of the few untitled officers in the Russian capital ventured to ride in a street car to his barracks. It was a presumptuous and a courageous act, for he had to alight before the fashionable cavalryman's club of the city. But it proved an unforgettable act, for his fellow-officers declared that he had disgraced his uniform, and refused to listen to his quotations of the tsar's remarks on the subject.

After some days the colonel of the regiment urged upon the officer the propriety of resigning his commission. He gave as a reason his feeling, and that of other officers, that he had committed a degrading offense by associating with the populace in a street car. In his distress, the unfortunate officer turned to a friend in high official rank, who told the story at four in the afternoon. He immediately went to the tsar, the tsar's adjutant went to the tsar, the officer had taken the car, he boarded one and rode on it to the barracks. He there alighted and getting on a returning car, went back to the palace.

The next day the colonel of the aristocratic regiment in question received a full autograph account of the trip, which the young ruler ended with these words:

"Am I still worthy to wear the uniform of a Russian officer? Nicholas."

Of course, there could only be one answer to that question. There is now in that regiment significant reserve and silence respecting riding with despised plebeians, and titled nobles fall over each other to see who can signal a passing car first.

The tsar deserves respect for his conduct. If he shows as sound common sense in all state matters as he has shown in this little affair, his reign will not be a deadly conservatism that clings to old forms and smother progress and reform in its stagnant embrace.—Youth's Companion

BEHIND THE TEA URN.

Pretty Trailing Gowns should Always Be Worn by the Hostess.

As soon as the tea gown came perilously near the wrapper it was promptly abandoned, yet the correct gown for serving tea should have individuality. It should have a train to signify that it is designed for house use, should be high-throated to remove it from the realm of the evening trains, and it should be of the princess order, without wrapper-like unconventionality. If you can give a suggestion of home welcome to the dispensing of tea you are doing what the occasion should bring about, and it is all wrong to make it a formal function. The clever woman will so dress herself that among all her guests she will have the air of being the hostess of the house, powned for house duties. The dainty muslin or delicate silk dress, with its soft train, is charming. The fashion of putting a young girl at the tea table robs the pretty courtesy of half its charms. The hostess herself should preside, or, if the duties of receiving are many, then let some one who will gain a distinction from the position of importance and yet be saved the embarrassment of entertaining. The ideal five o'clock tea finds milady herself behind the urn, her trailing dress making part of the pretty picture, and she does not do more than smile and speak a little greeting when the guests drop in.

The women who are stocked with formal gowns will do well to insist on the informality of the "tea," for it will soon be their only chance of dressing in dainty housewife garb. Even their morning gowns of negligee order are made so elaborately that the wearer is hedged about with a dignity that is quite foreign to a negligee purport. But the beauty of such gowns is its excuse, and a morning dress like one of the newest that was lately seen is pretty sure to thoroughly disarm the critic. This was of white lawn and figured pongee, made with a loose front of the former sewed to a yoke of the latter. The lawn was adorned with a wide Hamburg edging and a couple of tucks. Added to the fronts were pongee tabs that started from the yoke, and sleeves and Watten-plaited back were of the same stuff. The garniture consisted of wide Scotch plaid ribbon, with braid ruffles for the sleeves. The dress could be made even more ornate by having the lawn handsomely embroidered. Soft silk is most effective made up in this way.—St. Louis Republic.

WHEELING IN IRELAND.

Great Demand Reported for High-Grade American Machines.

The American vice consul at Dublin, reporting to the state department on bicycles imported from the United States, says that though the present year has been the busiest yet known, in everything pertaining to the cycle trade, the general opinion is that the coming year will far exceed it in business done.

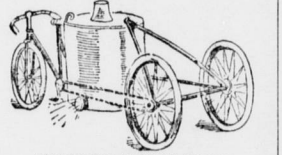
During the season now closing it has been no easy matter to secure a machine from the first-class makers without considerable delay, as they have been unable to meet the large demand. The consequence of this delay is that many of the Irish agents are looking to the United States for a part of their supply, and are even at present stocking their depots with American machines or looking out for American agencies, and if manufacturers properly use their opportunities there is no doubt but that American cycles will enjoy a large share of patronage from the cycling public, and that the best grade of American machines will obtain as firm a footing and ready a sale as the best British makes now have.

Early Bicycle Breakfasts.

Bicycle breakfasts are a popular way of entertaining friends who ride wheel this season. A series of such breakfasts have recently been given by a club in the neighborhood of the sound, where the roads are all that could be wished. The meet usually takes place on a Saturday morning, allowing the male guests who have come to spend Sunday to participate in the pleasure. The time for meeting is at the early hour of eight a. m., and after partaking of coffee or chocolate, with dainty sandwiches and rolls, the cyclists start for a two-hours' spin, returning to find a dainty but substantial breakfast awaiting them. The table and room are always decorated with foliage from the woods or field flowers. Several of these repasts have been served upon shady broad verandas.—N. Y. Sun.

Say Wheeling Improves Health.

The Congress of sanitary institutions, which has been in session at Newcastle, has strongly indorsed bicycling as being the means of banishing a vast number of the derangements of women, and expressed the conviction that the average standard of the health of women bicyclists has undergone an appreciable elevation.



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NIGHT SESSIONS, Monday, September 21, 1896.

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