

A TALK ABOUT DREAMS.

Every Human Being Is a Coward When in Sleep.

Dreaming Fancy Is Unable to Create for Itself Loud Sounds—Neither Is Acute Pain Felt Unless Really Present.

Did you ever dream of a really loud noise—a cry or a crash or explosion loud enough to be startling? Presumably not—except in cases where an actual sound disturbed your sleep, and entered into your dream just as you were waking. I, at least, can recall no such experience, nor could any person whom I have ever questioned upon this point; and I am convinced that the dreaming fancy is unable, under ordinary conditions, to create for itself any very formidable burst of sound without a corresponding reality as a stimulus. Even your own cry of terror in a nightmare is a reality.

Not that dreamland is a land of absolute silence! Voices are heard there frequently enough; it is a region full of whisperings. But its pale ghosts speak in gentle, modulated tones; the terrible creatures that infest its jungles never roar; no matter how vivid the lightning flashes, no thunder ever peals in its skies.

Let me illustrate by a case in which the dreamer's curious inability to realize a sound which the situation urgently demanded was brought out in a surprising manner. I once dreamed that a desperado held a pistol to my head with murderous intent. He pulled the trigger. Down came the hammer with a snap upon the cartridge; but the pistol did not go off. Again he pulled the trigger. I was in an agony of apprehension, and thought that my last moment had come; but no explosion followed. A third time the trigger pulled, with the same result. Then the stress of my terror and excitement became too great for endurance, and I awoke. Evidently the dream was powerless to represent the noise of the discharge, and this was interpreted as a failure of the cartridge to explode. It was extremely interesting, but I should not care to undergo the experiment again even for the sake of scientific demonstration.

As it is with loud sounds, so it is with intense physical pain. There seems to



STILL THERE WAS NO EXPLOSION.

be no limit to the mental agony that may be experienced in dreams, but you cannot dream of acute bodily pain unless there is actual pain—as when one wakes with a raging toothache after dreaming of the tortures of the Inquisition.

Again I will illustrate. I remember vividly remember—dreaming that I was run over and crushed by a railway train. It is rare that a dream goes so far; ordinarily one awakes before such a crisis is reached, but in this case the nightmare was singularly persistent. I felt the wheels grinding through my body and dividing my members, but there was no sense of pain; that, it seemed, could not be developed by mere fancy in the slumbering nerves. Nor was I able to realize the experience of dying in any degree. That, too, is beyond the power of dreams; and when the point was reached where I should have expired, I awoke.

On the whole, it seems probable that no very intense action of the senses can be represented in sleep without actual physical provocation—though the effect may be absurdly exaggerated. The chill resulting from the slipping off of a blanket, for example, may be interpreted by the yawning fancy of the slumberer as a sudden plunge into ice-cold water.

The action of the eye offers the only important exception to the above rule. Bright flashes of light are not unusual in dreams. An impression of utter darkness is also common. A fall of black night suddenly falls upon the scene, and we struggle in vain to use our eyes; or we grope hopelessly through an endless series of dark passages. This, I suspect, is when sleep overpowers the optic nerve while the brain is still active.

It is a remarkable fact that most people are far more cowardly in dreams than in the waking state. Abject, craven fear, a terror like that of little children left in the dark, assails the stoutest hearts. It has often been noted, too, that good men dream of committing the most atrocious crimes without the smallest compunction. It would seem that there is a sort of atavism in sleep; that the higher faculties slumber first and most soundly, while the brute instincts of remote and savage ancestors, latent in our waking hours, run riot unchecked.

DAVIS TURNER.

Horseflesh in High Favor.
Horseflesh appears to be a popular food in the larger towns of Germany. According to an official statement 7,620 horses were slaughtered in Berlin and 2,284 in Breslau, while more than 1,000 were sold at Munich, Dresden, Magdeburg and Cologne, respectively. The total number of horses slaughtered and consumed in Germany during 1894 reached the astonishing figure of 18,124.

RUGER HAS RETIRED.

Major-General Reached the Age Limit of 64 on April 2.
Maj. Gen. Thomas H. Ruger, commanding the department of the east of the United States army, with headquarters on Governor's island, retired from the active list of the army April 2, when he reached the age limit of 64 years. Gen. Ruger was made a major general February 8, 1895, and succeeded in his present command Maj. Gen. Miles, when Gen. Miles became commanding officer of the army. Though born in New York state, at Lima, Livingston county, April 2, 1833, Gen. Ruger was appointed to the West Point academy from Wisconsin. He was graduated from West Point July 1,



GEN. THOMAS H. RUGER.

1854, and promoted in the army to brevet second lieutenant, corps of engineers. He resigned from the army in 1855 and practiced law at Janesville, Wis., until the breaking out of the war, when he enlisted as lieutenant colonel of the Third Wisconsin volunteers.

His meritorious conduct won one promotion after another, until in 1866 when he was mustered out of the volunteers, it was with the rank of major general. He was then reappointed in the United States army, with the rank of colonel, Thirty-third infantry, July 28, 1866.

In the following March he was brevetted brigadier general, United States army. He was provisional governor of the state of Georgia from January 13 to July 4, 1868, subsequently being appointed to the command of the department of the south. He was superintendent of the military academy in 1871-6 and commanded successively the departments of the Missouri, Dakota and California. He became a brigadier general March 19, 1886.

ROTARY SHIRT FRONTS.

Good Thing for Young Men Who Have to Be Economical.

The greatest genius so far is the inventor of the rotary shirt front. This is a stiff circle about 13 inches in diameter, with a buttonhole in the center for the shirt stud to fasten it to the ordinary white shirt. This circle of linen is divided into four equal parts, each quarter on both sides being of a different pattern of percale.

This shirt bosom can be worn for eight days, or, in other words, it is an eight-day shirt. If the green quarter of the shirt front is worn on Monday a quarter turn of the disk will bring it around to a black and white check for Tuesday. For Wednesday a red seaweed on a white ground would make a pleasant change, while a beautiful delft pattern in blue and white rose leaves might prove a rest for the eyes on Thursday. On Friday, the day of ill luck, might be cheered by a pink horseshoe on a white ground, with jockey cap and whip, while the programme could be varied on Saturday with a Persian pattern in flight blues and heliotropes, etc.

To the young man who is forced to the extreme economy this arrangement fills a long-felt want. The quarter of a circle just fits nicely into the space between the "V" of the vest and the necktie, and no one would ever know that one had on an eight-day shirt unless they were told. This invention is a "revolution" in haberdashery, and is creating a sensation. It is impossible for the manufacturers to keep up with the orders, or even within a thousand of them. The new shirt fronts are displayed in several of the most fashionable haberdashers' windows, an immense supply being sold down to the sample several times a day.



REVOLVING SHIRT FRONT.

Tests with the Ephopone.
The United States government has just concluded a series of very successful tests of the ephopone upon the battle ship Indiana. The instrument consists principally of a plate, usually of metal, varying in size. This serves as a diaphragm to a resonance chamber. Connected with this chamber are tubes leading to any desired part of the vessel. These tubes are sound conductors. The ephopone is placed on top of the pilot house of a ship, and by means of it sounds from another vessel so distant that the report of a cannon on board could not be distinguished by the ear easily heard. The purpose of the invention is to give warning in darkness or fog of the proximity of another vessel or of a dangerous shore, also for the transmission of sound signals.

NEWS OF THE WEEK.

Thursday, April 8.

President McKinley sent a special message to Congress asking that an appropriation be made for the relief of Mississippi and Red river valley flood sufferers. Both branches of Congress took immediate action, voting \$200,000 for this purpose. The president after approving the bill left Washington on a few days' vacation—Speaker Reed replied to the criticisms of Mr. Simpson (Pop., Kan.) against his failure to appoint committees and said he should be allowed discretion and time to become acquainted with members. Senator Morgan talked on his Cuban belligerency resolution and crossed swords in debate with Senator Hale. The bankruptcy bill was taken up in executive session—Daniel G. Griffin of Watertown died of acute dyspepsia. He was a leader among Democrats in New York state and last fall headed the state ticket of the gold standard Democrats—William J. Bryan suggests that the nation purchase and maintain the Jefferson home, Monticello, in Virginia, for a national monument, and he has asked the owner to name a selling price—Edward B. Riney, an undertaker of Pompton, N. J., was stabbed in the chest by a burglar, whom he subsequently wounded after a struggle—Ballidini Piccinni, while under the influence of liquor, prepared to blow up an express train with dynamite at Elyria, Ohio, New York city, but was restrained before he could carry out his scheme—President Kruger of the Transvaal has ordered his grandson, Lieutenant Eloff, to be tried for using insulting language about Queen Victoria—The New York state senate passed a bill providing for a reduction of 5 cents on the price of gas in New York city until the 1st of June—Mrs. Julia Nelson was asphyxiated by coal gas in a hoel in Chicago. She was worth \$100,000—Benjamin Levy, a race track follower, was fatally shot by Guy Roache in New York—The new battleship Iowa on her trial, which was run on the government course off Boston, made an average speed of 17 knots, earning a bonus of about \$200,000 for her builders, William Cramp & Son of Philadelphia.

Friday, April 9.

In the United States senate Mr. Morgan continued his speech on the Cuban resolution, pleading especially for Ona Melton, the newspaper correspondent, kept a prisoner with the Competitor's crew. Mr. Nelson of Minnesota attacked the Torrey bankruptcy bill—The bid of the Illinois Steel company was the only one received by the navy department for supplying 8,000 tons of armor plate for the three battleships Illinois, Wisconsin and Alabama. This bid of \$2,430,000 was declined upon the government agreeing to purchase all its armor plate for the company for the next 20 years. No award was made—Fire at Knoxville destroyed property valued at \$1,500,000 in the heart of the business section of the city. Five persons were burned to death and many injured. The dead are: W. W. Holloy of New York, T. H. R. W. Hopkins of St. Louis, J. Robertson of Pulaski, Tenn.; A. E. Weeks of Locke, N. Y. and S. E. Williams of Springfield, Mass.—The gunboat Nashville developed 14 1/2 knots, or 1/2 knot more than her contract speed, on a preliminary run—The Rev. George A. Hubbell of Vineland, N. J., had the sight of one eye destroyed by a sun ray deflected from his crystal instand—It was announced from Buffalo that the Erie canal would not be regularly opened until May 15—Alonzo J. Whiteman, who has been on trial on a charge of grand larceny in obtaining \$500 from the Columbia National bank in New York, was acquitted—Colonel Frederick Arthur Wellesley obtained a divorce in London from his wife, the actress, Kate Vaughan—A British lieutenant and seven men were killed in the fighting in Buchanaland, South Africa—Nearly \$200,000 bonds belonging to the University of Illinois were sent to the postoffice department in the charge of the failed Globe Savings bank of Chicago—The bill authorizing the expenditure by the state of New York of \$1,000,000 for Adirondack lands became a law—Herbert Crayen, a driver for the Lowell Bunt-roy company, and Samuel Benson, a driver employed by Frank Hale of Dracut, while crossing the Boston and Maine railroad tracks, were killed by the express from Montreal at Lowell, Mass.

Saturday, April 10.

Mayor Strong of New York sent a message to the state legislature vetoing the Greater New York charter and suggesting amendments, one of them being to place the police under a single head and give the mayor power of removal during his term. This will necessitate its re-passage by the legislature—Henry Homer, a discharged waiter, went to the restaurant of Charles Cornell, Third avenue, in New York city, and shot and probably mortally wounded John Russell, whom he held accountable for his discharge—Miss Alice Holmes, the blind poetess of 66 City, who taught music till she was 65 years old, was suddenly made rich by the bequest of her brother, who died in California—Miss Grace Dinmore of Binghamton is in New York, her errand being to negotiate for the sale of the middle finger of her right hand to Mrs. C. V. Barton of Texas for bone grafting. Her price is \$1,000—It was stated in London that the Prince of Wales is anxious to sell the racing cutter Britannia to avoid racing in German waters—Governor Black sent a message to the New York legislature making the Raines law amendments an emergency measure—Warrants were issued in Chicago for the officials of the broken Globe Savings bank—The situation in the flooded districts of the Mississippi river shows no improvement, and fears are felt for the safety of the Louisiana levees. Secretary of War Alger has begun the work of relieving the sufferers—Mrs. Leland Stanford insured her hair for \$1,000,000 for the benefit of Leland Stanford, Jr., university—Jesse Grant, son of the late General Grant, is in the City of Mexico for the establishment of extensive sanitariums in Lower California. He also proposes to establish a town site and will erect several houses and modern public buildings and colonize Americans by the Australian baseball players who are starting out on a tour of the world have arrived in San Francisco on the steamer Monowai—The passenger station at Whiting, N. J., was struck by lightning and destroyed. A store and dwelling adjoining, occupied by George Cramer, were also destroyed.

Monday, April 12.

The firing of artillery was plainly heard at Larissa, Thessaly, the headquarters of the Greek army. The Macedonian chief Simnikos was thought to be attacking the Turks who were on the border in Macedonia. The belief was that war would be proclaimed at once. At Athens and at Constantinople it was thought that nothing now can prevent war—Daniel W. Voorhees, former United States senator from Indiana, died at his home in Westport, N. Y. He was born in Butler county, O., Sept. 26, 1827, and for many years was a prominent figure in public life—Elliott F., the only son of the late Colonel Shepard and grandson of the late William H. Vanderbilt, was married in New York to Mrs. Esther Potter. He had been a civil engineer three weeks before. The alliance did not meet the approval of young Shepard's family—Plans have been made for the construction of a system of pneumatic tubes in Greater New York for the transmission of letters, messages and packages—Two tramp thieves fatally wounded Mrs. Caroline Broth of Boston station, near Danbury, Conn., and an armed posse is in pursuit threatening lynching—Sister Marie Flood of the Mount Adams sisters' home, Cincinnati, has mysteriously disappeared—A bill to authorize the city of New York to buy the Sixth and Eighth avenue railroads in Albany, in the act introduced by Senator Raines. It is said that the Third Avenue Railroad company is behind the bill—Fire was discovered under the stage of the Drury Lane theater, London. The flames were confined to a quantity of scenery—Four British members have been chosen for the chess match between the house of commons and the American congress—The grand duke of Mecklenburg-Schwerin died in Cannes—A reception was given to President McKinley at the Naval academy in Annapolis—Theodore Durrant has for the second time been sentenced to be hanged for the murder of Blanche Laumont in Emmanuel church two years ago. He will be executed at San Quentin prison, San Francisco, June 11.

Tuesday, April 13.

The senate met and immediately adjourned as a mark of respect for the late ex-Senator Voorhees. President McKinley appointed Senator Wolcott, Charles J. Paine and ex-Vice President Stevenson delegates to an international monetary conference—The New York state assembly passed the Greater New York charter over Mayor Strong's veto by a vote of 166 to 32. The senate passed the bill, but the assembly later rescinded the clubs the same as saloons by a vote of 32 to 15—The cash drawer of the Yonkers (N. Y.) Savings bank was looted at noon by robbers, who held up the aged cashier with a revolver, and escaped with \$4,420—President McKinley and party returned to Washington from the vacation trip. The president insisted upon paying the expenses of his guests and himself incurred during the five day trip on the Dolphin—Charles W. Pickett of New Haven drank nuxvomica by mistake. He mounted his bicycle and rode like mad and reached a doctor in time to receive treatment that saved his life—Rev. John Hall McEvaine, former pastor of the Congregational, New York Presbyterian church, has withdrawn from the presidency and will enter the Episcopal ministry—There was a lively debate in the British house of commons on the Cretan question, and a motion not to adjourn over Easter was rejected by a vote of 210 to 49—George Williams was arrested in Hoboken, N. Y., for assisting the editor of the New Zeitung, which has been promoting the re-election of Mayor Fagan—The United States supreme court gave a decision in favor of the Bell Telephone company in the "stock ticker" case—Both houses of the New York legislature have voted to adjourn finally—A complaint was filed against "discretionary brokers" in New York were sent to the postoffice department in Washington—Ella Cooper, an artist, died in obscurity and went from consumption in New York after having studied in France and Italy, and her body was taken to the morgue—Hundreds of persons are reported to be dying of starvation in China on account of an extensive famine—John William Morrison, secretary of public works for Prince Edward Island, died from the grip. He was 77 years old.

Wednesday, April 14.

In the United States senate Mr. Morgan completed his Cuban speech and Mr. Lindsay defended the Torrey bankruptcy bill Mr. Doris, chairman of the foreign relations committee, gave notice that he would call up the arbitration treaty on Thursday. Mr. Chandler introduced bills providing for the seizure of the Carnegie and Bethlehem armor plate plants under the right of eminent domain, and for the operation of the same until the battleships now in course of construction are completed—The New York legislature passed the Greater New York charter bill over the veto of Mayor Strong and sent it to Governor Black—Advices from Athens were to the effect that the difficulties between Greece and Turkey may be settled amicably—The battleship Oregon went aground while she was approaching the Puget sound drydock but it is thought not to be seriously damaged—The district attorney of New York has ordered an investigation of the E. S. Dean company, with a view to bringing the case before the grand jury—The results of local elections in New Jersey show Democratic gains. The Democrats made a sweep in Jersey City and Hoboken, while in Paterson and many other places they elected their candidates for mayor and other local offices. The Republicans won in Trenton—Pugilist Fitzsimmons arrived in New York and was greeted by a crowd that packed the downtown paper on the New York city streets—Paul Genz and John Mackin were hanged at the Hudson county jail, in Jersey City. The former killed Clara Armin, his sweetheart, on Aug. 28, 1894, and the latter killed his wife and mother-in-law on Feb. 27, 1896—A deed was placed on file in Kansas City, Kan., conveying to William J. Isaac of that city nearly one-half of the city of Argentine, a manufacturing suburb—James Charles, night watchman at the Allegheny Heating company's plant, Pittsburg, and John Steele were found dead in the regulating house having been asphyxiated by the explosion of natural gas—The National Bank of the Republic of St. Louis has been absorbed by the Merchants-Laclede bank. President Bullen of the National Bank of the Republic died two weeks ago—Colonel D. C. Forney, a celebrated newspaper correspondent during the war, died at Lebanon, Pa., aged 70 years.

THE BICYCLE BRIGADE.

How a French Inventor Would Revolutionize Warfare.

Wants to Mount Troops Upon Gasoline Motor Wheels Armed with Bayonets—Some Things He Has Neglected.

The inventive Frenchman has come to the front again—this time with something quite up to date and awful. He proposes to rig up an automatic bicycle with fixed bayonets, and arm the rider with a rifle besides. Truly, the results of a charge by a column of soldiers thus equipped would be frightful, provided the machines did not come to grief before they reached the enemy. The inventor neglected to provide a smooth bicycle floor for the charge and a device by which a fallen machine could be whisked out of the way before it upset a dozen more. In other respects the project seems to be quite feasible.

Nevertheless the invention has attained the dignity of being considered. That is, it was not thrown down stairs when first presented to the military authorities.

There have been many experiments with the bicycle in the armies of Europe, and the military authorities of no nation have taken more interest in the machine and its development than those of France. While it is only within the last year that any fixed effort has been made in the United States army to test the value of the bicycle as a method for conveying a soldier from place to place. The motor, the impelling force of the cycle, says the New York Herald, is located just forward of the rear wheel, and is of sufficient size to insure a satisfactory rate of speed. The small tank which carries the fuel which supplies the motor contains an ample quantity to guarantee at least a day's journey without replenishing. The inventor claims that the machine will easily make, over a fairly rough country, from 12 to 15 miles an hour, and believes that with good roads, unimpeded, it would even do better than this.

Perhaps the most notable feature of the cycle is the row of bayonets attached to a transverse bar, which is supported by a heavy steel rod that runs forward from the frame of the machine. In place of the handle bars is a curved gun rest, which may be moved forward



A FRENCH WAR IDEA.

to suit the desire of the rider. Every rider is supposed to be armed with a repeating rifle, and it will be understood that from the fact that he can steer the machine with his feet he is left entirely free to use the weapon as unimpeded as he would be if he were standing on the ground, like the ordinary infantryman of to-day.

Such a combination as this, the inventor argues, would be almost irresistible. A charge by a company mounted on these cycles would practically be one of those most dreaded events in a battle—bayonet conflict and a heavy fire from riflemen combined. Every wheel on men knows how expert the rider of a motor cycle can become in maintaining the equilibrium of his machine against both ordinary and extraordinary shock. It would take more than mere contact with a movable body to upset a rider of a motor cycle.

It has been a favorite argument of the opponents of the bicycle for army use that the machines could never be utilized except for purely transportation purposes, and that therefore they were a great measure an encumbrance to an army in the field. In time of battle, it was alleged, they were of no value whatever. The invention of this Frenchman, in his opinion, removes this objection entirely. In fact, he says it has lifted the wheel out of the rut of obprobrium into which it had fallen, and placed it among the most effective sources of carriage that is at the modern commander's beck and call.

It might be said by quibblers that the new cycle is not up to date because the motive power is gasoline rather than electricity. This is unfair, because electricity for such use—for bicycles or motor cycles—is only in the experimental stage. While it is true that there is sufficient power to be obtained by electricity to drive the motor cycle or any other machine, there confronts one the old problem of the storage battery. This has never proved successful for continued propulsion. The motor cycle for war must be run on a basis of absolute certainty. This is why M. Francis l'Herminier, the inventor, says gasoline was used by him.

The method of conveying an amount of gasoline sufficient to supply the various machines is thoroughly modern. It is in a tank, very much like those with which we are all familiar, mounted upon a horseless wagon, which is also driven by a gasoline motor. It is the intention to recharge the motor cycles each day, as it has been estimated that the ordinary tank, which forms part of the machine, contains just about a sufficient amount of gasoline to supply the motor for one day's travel, the highest estimated rate of speed being the basis of calculation.

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RAILROAD TIMETABLES

THE DELAWARE, SUSQUEHANNA AND SCHUYLKILL RAILROAD.
Time table in effect December 15, 1893.
Trains leave Drifton for Jeddo, Eckley, Hazle Brook, Stockton, Beaver Meadow Road, Roan and Hazelton Junction at 5:30, 6:00 a m, 4:15 p m, daily except Sunday; and 7:15 a m, 5:45 p m, Sunday.
Trains leave Drifton for Harwood, Cranberry, Tomhicken and Delinger at 5:30 a m, 5:45 p m, daily except Sunday; and 7:05 a m, 5:35 p m, Sunday.
Trains leave Drifton for Onedia Junction, Harwood Road, Humboldt Road, Onedia and Shepton at 6:30 a m, 4:15 p m, daily except Sunday; and 7:15 a m, 5:35 p m, Sunday.
Trains leave Hazelton Junction for Harwood, Cranberry, Tomhicken and Delinger at 6:30 a m, daily except Sunday; and 5:45 a m, 4:25 p m, Sunday.
Trains leave Hazelton Junction for Onedia Junction, Harwood Road, Humboldt Road, Onedia and Shepton at 6:25, 11:10 a m, 4:40 p m, daily except Sunday; and 7:57 a m, 5:08 p m, Sunday.
Trains leave Delinger for Tomhicken, Cranberry, Harwood, Hazelton Junction, Roan, Beaver Meadow Road, Stockton, Hazle Brook, Eckley, Jeddo and Drifton at 2:25, 4:40 p m, daily except Sunday; and 9:37 a m, 5:07 p m, Sunday.
Trains leave Shepton for Onedia, Humboldt Road, Harwood Road, Onedia Junction, Hazelton Junction and Roan at 7:11 a m, 1:40 p m, daily except Sunday; and 8:00 a m, 3:44 p m, Sunday.
Trains leave Shepton for Beaver Meadow Road, Stockton, Hazle Brook, Eckley, Jeddo and Drifton at 3:09, 5:47, 6:29 p m, daily except Sunday; and 10:18 a m, 5:38 p m, Sunday.
All trains except Sunday and 9:37 a m, 5:07 p m, electric cars for Hazelton, Jessville, Audron and other points on the Traction Company's line.
Trains leaving Drifton at 6:00 a m, Hazelton Junction at 6:25 a m, and Shepton at 7:11 a m, connect at Hazelton Junction with Lehigh Valley trains east and west.
Train leaving Drifton at 5:30 a m makes connection with the Lehigh Valley at Hazelton and points west.
For the accommodation of passengers at way stations between Hazelton Junction and Drifton, an extra train will leave the former point at 4:30 p m, daily, except Sunday, arriving at Drifton at 5:00 p m.
LUTHER C. SMITH, Superintendent.

LEHIGH VALLEY RAILROAD.

ARRANGEMENT OF PASSENGER TRAINS. LEAVE FREELAND.
6:05, 8:45, 9:36 a m, 1:40, 3:25, 4:30 p m, for Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia and New York.
6:15, 8:45, 9:36 a m, 1:40, 2:34, 3:25, 4:36, 6:15, 6:57 p m, for Drifton, Jeddo, Foundry, Hazle Brook and Lumber Yard.
6:15 p m, for Hazel Creek Junction.
6:57 p m, for Mauch Chunk, Allentown, Bethlehem and Easton.
9:26 a m, 3:43, 4:36, 6:57 p m, for Delano, Mahanoy City, Shenandoah, Ashland, Mt. Carmel, Shamokin and Pottsville.
9:36 a m, 1:40, 3:26, 4:37 p m, for Stockton and Hazelton.
10:50 a m, 1:54 a m, 5:30 p m, for Sandy Run, White Haven, Wilkesbarre, Pittston, Scranton and the west.
SUNDAY TRAINS.
10:50 a m and 1:54 p m, for Jeddo, Foundry, Hazle Brook and Lumber Yard.
8:28, 10:50 a m, for Sandy Run, White Haven and Wilkesbarre.
1:38 p m, for Hazelton, Mauch Chunk, Allentown, Bethlehem, Easton, Philadelphia and Pottsville.
10:50 a m, for Hazelton, Delano, Mahanoy City, Shenandoah, Mt. Carmel, Shamokin and Pottsville.
7:28, 10:51 a m, 12:58, 6:06, 7:10 p m, for White Haven, Wilkesbarre and Sandy Run.
9:36 a m, 2:34, 3:26, 6:57 p m, from Scranton, Wilkesbarre and White Haven.

ARRIVE AT FREELAND.
5:50, 7:28, 9:30, 10:51, 11:54 a m, 12:58, 2:30, 5:30, 6:08, 7:08 p m, from Lumber Yard, Foundry, Jeddo and Drifton.
7:28, 9:31, 10:51, 11:54 a m, 12:58, 2:30, 5:30 p m, from Stockton and Hazelton.
7:28, 9:30, 10:51 a m, 2:30, 3:30 p m, from Delano, Mahanoy City, Shenandoah, Ashland, Mt. Carmel, Shamokin and Pottsville.
9:31, 10:51 a m, 12:58, 6:06, 7:10 p m, from Philadelphia, New York, Bethlehem, Allentown, and Mauch Chunk.
7:18 p m, from White Haven only.
9:36 a m, 2:34, 3:26, 6:57 p m, from Scranton, Wilkesbarre and White Haven.

SUNDAY TRAINS.
8:28, 10:50 a m and 12:53 p m, from Hazelton, Stockton, Lumber Yard, Hazle Brook, Foundry, Jeddo and Drifton.
10:50 a m, 12:55 p m, from Philadelphia, New York, Bethlehem, Allentown, Mauch Chunk and Pottsville.
10:50 a m, from Pottsville, Shamokin, Mt. Carmel, Ashland, Shenandoah, Mahanoy City and Delano.
10:50 a m, from Wilkesbarre, White Haven and Sandy Run.
For further information inquire of Ticket Agents.
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