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LOOK PLEASANT PLEASE.-Photographer C. C. Harlan, of Eaton, O., can do so now, though for years he souldn't, because he suffered untold agony from the worst form of indigestion. All physicians and medicines failed to help him till he tried Electric Bitters, which worked such won-ders for him that he declares they are a godsend to sufferers from dyspepsia and stomache trouble. Unrivaled for diseases of the Stomach, Liver and Kidneys, they build up and give new life to the whole system. Try them. Only 50c. Guaranteed by Green's

heads of families are complaining of the increased cost of living. The "weekly allowance," which formerly met all the demands of the household and satisfied the claims of the butcher, the baker, the grocer and the renders of family and the renders of f and the venders of fruits and vegetables, is now painfully inadequate. To add to the vexation of spirit and tribulations of the average citizen, coal has become almost a luxury, the price of anthracite soaring to altitudes which are sorely discouraging to the thrifty person who tries to save something out of his earnings. With a few exceptions, prices have advanced along the whole line of necessary commodities. There has not, however, been an advance in wages, although one or two of the industrial combinations have granted

The Cost of Living.

their employes a slight increase in wages. The thirty-second annual report of the Massachusetts bureau of statistics contains interesting and instructive facts relating to the change in the price level since 1897. The figures cover retail prices in the various towns and cities in that ancient commonwealth. The people of Massachusetts are thrifty bargainers. Prices of the commodities of household consumption are probably kept down in that state to the lowest possible level. Yet Massachusetts feels the advance in the cost of living as acutely as other states. According to the according to the probably Morgan & Co. The Pennsylvial Control of the Beltinian bureau of statistics, there has been an iucrease of 19.54 per cent, in the price of provisions in 1902 as compared with 1897. Prices of nearly all commodities were higher, it is true, in 1872 than at the present time. But that was an era of inflation, the legacy of the civil war. The prices in the Pennsylvania group about 35,000 miles including the Vandarbilt lines but

dollar in 1887 with its purchasing power in 1902, the Massachusetts statisticans find that buyers of household commodities are at a far greater disadvantage now than they were five years ago. Take meats for instances. The quantity of roast beef purchaseable now for \$1 shows a decrease of 16.64 per cent.; of rump steak, 7.97 per cent.; of veal, 23.30 per cent.; of mutton, 32.39 per cent.; of fresh pork, 28.10 per cent.; of salt pork, 25.21 per cent.; of lard, 40.13 per cent.; of butter, 20.10 per cent.; of potatoes, 12.12 per cent.; of milk, 11.14 per cent. In 1897 the buyer could purchase 6.85 pounds of roasting beef for \$1. chase 6.85 pounds of roasting beef for \$1. He can get only 5.71 pounds in 1902. One dollar in 1897 would buy 17.86 pounds of soup beef. of soup beef. The purchaser in 1902 must be content with four pounds less. One dollar five years ago would buy 12.66 pounds of veal forequarter, or 14.08 pounds of mutton (leg). or 10 pounds of fresh pork. Now the marketer must be content with 0.71 pounds of year or 10 pounds of the content with 0.71 pounds of year or 10 pounds of the pork. with 9.71 pounds of veal forequarter, or 9.52 pounds of mutton forequarter, or 6.17 pounds of leg of mutton, or 7.19 pounds of

fresh pork.

These are only a few instances of the marked decline in the purchasing power of the dollar in the past five years. The Massachusetts statisticians think there is some compensation in the decreased price the time of high water threatens 200,000 of groceries, comparison with 1897 showing residents of New Orleans on account of the a decline of 7.03 per cent, in favor of 1902. of groceries, comparison with 1897 showing But, as the increase in the price of provisions is 19.54, the compensation is wholly inadequate, and lacks a great deal of filling the aching void in the purse of the per-plexed housekeeper. But not all groceries show a decline in price. Boston has to have never yet broken in time of high water, should be promptly obviated before a great disaster will have paid a fearful price for pealignees. He wait a fearful price for pealignees the state of the for negligence. He points out that the levees are for miles constructed at the very common soap; 11.11 per cent. for starch; common soap; 11.11 per cent. for starch; 14.29 per cent. for cheese. There has also been a substantial advance in the cost of edge of the river banks, which are constant-ly washed out and caved in, and that if a crevasse in the levee occurs in time of high dry goods, the increase being as follows: Sheeting (brown), 52.94 per cent; bleached sheeting, 64.10 por cent.; cotton flannel, 7.50 per cent.; ticking, 22.73 per cent. prints, 12.38 per cent. Rents have risen in sympathy with the general advance, the increase being 40.57 per cent, for 4-room tenements, and 66.24 per cent. for 6-room struction done by the government, and the municipal authorities who render like service in the work carried on by the city

tenements. This is an era of great industrial activity. Our optimists are fond of asserting and reasserting that the country was never more prosperous than at present. Perhaps that is true. But the average housekeeper will not agree with the optimist that high prices are an unmixed blessing. When she counts up her balance at the end of each week she is inclined to think she has a grievance. It seems to be impossible to reconcile her facts with the optimists' theories and conclusions.—Baltimore Sun.

Our Pennies.

Over 86,000,000 Turned Out at the Philadelphia

great demand for the copper piece.

During the fiscal year of the United States Treasury which has just ended 86,-

479,722 pennies were coined in the Phila-

New York state comes first in the list of

penny spenders, receiving almost 10,000,000 during the year. Illinois is next with 7,000,000 Massachusetts with 5,000,000

Uncle Sam has 1,100,000,000 cents in coin and 340,000,000 nickels. Some-

where possibly held as souvenirs, are 119,

000,000 big coppers pennies. Of the 4,500,-000 two-cent pieces issued many years ago, 3,000,000 are still out standing. Nearly 2,000,000 of the nickle three-cent pieces

At the mint nickels and cents wear out rapidly, principally because they are con-

stantly passing from hand to hand. The life of a cent is four or five years. The treasury turns out 60,000,000 to 90,000,000

687 quarter eagles.
Of silver the value of \$14,679,688.25 was

coined into 8,196,800 dollars, 4,370,800 half dollars, 9,693,767 quarters and 18,740,465 dimes. The total coinage amount-

He Knew.

Teacher (to class in geography)— And who knows what the people in Turkey are

Class (unanimously) Turks!
Teacher—Right. Now, who can tell me
what those living in Austria are called?
Little Boy—Please, mum, I know. Os-

on old man Cassidy's daughter. I suppose you think you've met your fate there, Mike."

Mike-"Shure, sor, the only thing Oi

can think of the day is that Oi met wan of her father's fate there lasht noight."

-Employer-"I hear you're calling

and Pennsylvania with 4,000.000.

are unaccounted for.

ed to \$17,424,586,92.

called?

Major Derby speaks in his report of the vast amount of work done on the river at New Orleans in repairing the banks and protecting them so as to give permanency to the shore line to permit the construction of elevators, wharves and other shipping facili-Pennies are a popular product of the Philadelphia mint since newspapers, slot machines and odd bargain prices created a ties. He speaks of the danger of being underwashed which threatens the banks of

Democratic Watchman.

Bellefonte, Pa., August 8, 1902.

New Orleans in Peril.

Army Engineers Say the Levee System is Unsafe

Constant danger of destruction during

poor construction of the levees protecting

poor construction of the levees protecting a part of the Cresent City, according to the report of Major George McDerby, corps of engineers, U. S. A., just received at the war department. He urged that the risk, which is lightly regarded because the levees have never yet broken in time of high water, should be promptly obviated before a gest diseaser will have paid a fearful price.

water nothing could prevent a terrible loss

commission, lies a story of differences between the army engineers who superin-

tend the work of dredging and levee con-

of New Orleans. The engineers have held for a long time that the work done by the city was incomplete and unsafe. Frequent-

ly protests have been made, and the feeling

over the matter has come to be quite pro-

nounced. Engineers here who are familiar with the situation declare that the city

government of New Orleans is feeling

blindly secure because an accident of the

kind feared has never occurred in the past.

Behind the report of the Mississippi river

of life and property.

-200,000 People Threatened.

the river, and says: "Consequently no levee located within 200 feet of such a bank can be considered entirely safe, however good a levee it may e otherwise, for there is always a chance of its caving into the river at highwater. delphia mint, nickels were likewise in Of course such a risk would not generally great demand, and 31,298,779 were turned be a great one, since high-water caves are out. of rare occurrence, and the results of a

crevasse are not usually overwhelming.
"But I wish to call attention to the fact that in the city of New Orleans there are many thousand feet of levee located on the edge of such banks as I have described, and we have a population of probably 200,000 who are living behind these levees on low land in one-story frame buildings, so that a sudden crevasse occurring in the levee line of the city or at high water would probably be most disastrous and accompanied by great loss of life.

'It is, my judgment, a great mistake to take this risk a year longer than is absothat funds be provided to complete the project for the protection of the banks as promptly as practicable, instead of at only one-sixth rate which has been recommended for the past ten years.'

English Pronunctation Puzzle. The perpetual puzzle of English orthog-

caphy is well set out in these verses: There is a farmer who is YY Enough to take his EE, And study nature with his II. And think of what he CC: He hears the chatter of the JJ As they each other TT

And sees that when a tree DKK It makes a home for BB. A showman to a judge went And caught a fierce gnu; Said he, "I'll teach him to perform And sell him to the 200." This man was very much surprised, And quite delighted, too,

For, low, each quick novel trick

-London Express. -Good cream should contain 22 per cent of butter fat. If it falls below that standard much of the butter fat has not been removed from the milk.

The new gnu know.

Great Rail Road War.

All over the land the housekeepers and The Pennsylvania and Wabash Systems in a Struggle for Supremacy. Opposing Forces Are Tremen. dous, and What Gould of Wabash Lacks In Mil eage He Makes Up In Financial Power.

July 29.—Preliminary moves in what promises to be the greatest railroad fight in history have been in progress for some

The parties to this contest are George J. Gould, representing the Wabash interests, and A. J. Cassatt, representing the Pennsylvania. It is evident that interests even more far-reaching than the mighty 9:35 p. m. ones centred in these great railway pro-perties are involved, and the struggle, if it comes to earnest, will see ranged on one side or the other nearly all the great railway and banking interests of the country.

Mr. Gould is believed to have the back-

vania will have the support of the Balti-more & Ohio. which it controls, and per-haps owns; the Chesapeak & Ohio, in which

the legacy of the civil war. The prices which obtained then do not constitute a miles, including the Vanderbilt lines, but reasonable basis of comparison with 1902. not all of those controlled by Morgan, Comparing the purchasing power of one dollar in 1887 with its purchasing power of the latter are not likely to figure in the contest. The financial interests in this combination may be

What, then, has precipitated a fight that threatens about one-half of the capital in railways in the country? Simply this; George Gould has defied all precedent by seeking for the Wabash & Eastern a seaboard outlet. His first move was to get control of the Western Maryland, a small, crooked, one-track road, running from Baltimore into the Blue Mountains, but which may be connected with the Wa-bash by building a line from Pittsburg. When the United States Steel Corporation was formed it was discovered that the Carnegie Company had made an iron-bound contract to deliver to the Wabash three million tons of freight annually, and this contract was not changed by the consoli-

dation of the steel interests.

They will soon be in Pittsburg. Plague of Mosquitoes.

tractors in Milwaukee Obliged to Stop Outdoor

MILWAUKEE, Wis., July 27 .- Mosquitoes are so numerous in Millwaukee that life is almost a burden to man and beast. and parts of the city that have never hitherto been invavded by the pest swarm with them day and night. Smudge fires on fashionable lawns on the East Side are a or apply to ticket agents, or E. S. Harrar, common sight every evening, and no one pretends to sit out of doors after dark without protection of some sort.

Beck & Otjen, grading contractors in the vicinity of St. Francis, have been obliged to discharge their men and put their horses in the stables until the mosquitoes have disappeared, the horses balking or run-ning away and the men being almost blinded by the pests. The foreman of a large gang of men at work on one of the South Side contracts for a land company says he he is unable to hire men to work at grad. ing for the same reason, and there is no prospect of finishing a great amount of work that is necessary at this season.

Statement of the National Debt.

WASHINGTON, Aug. 1.—The monthly statement of the national debt shows that the close of business July 31, 1902, the debt, less cash in the treasury, amounted to \$973,910,367, which is an increase as compared with July 1, of \$4,453,126. This increase is accounted for by the reduction in the amount of cash on hand.

-The buying of a watermelon is a good bit of a lottery unless one is sufficiently expert to tell a good one by the sound on knocking it with the knuckles, or unless one's olfactory organs are sufficiently-trained to detect the delicious odor that is supposed to exude from the stem end. The day of the plugged watermelon is past. It used to be that no women would think of buying a melon without first having it plugged. This operation consisted of cut-ting out with deep knife thrusts a section of the melon perhaps an inch square, but the practice has long been abandoned, ex-cept by some of the hucksters who go about the streets. The dealers now slice two or three melons open, place them conspicu-ously on top of the pile, and that is sup-posed to be a sufficient guarantee that the a year.

The report of R. R. Freed, coiner of the Philadelphia mint, shows that during the year there were coined from 125,010 pieces of gold \$315,162.50, consisting of 88 double eagles, 102 eagles, 133 half eagles and 124,-687 ounter eagles others are just as good.

Reduced Rates to San Francisco and Los Angele

On account of the Biennial Meeting Knights of Pythias, at San Francisco, Cal., August 11 to 22nd, 1902, the Pennsylvania railroad com pany will sell excursion tickets to San Francisco or Los Angeles from all stations on its lines, from August 1st to 9th, inclusive, at greatly reduced rates. These tickets will be good for return passage until September 30th, inclusive when executed by joint agent at Los Angeles or San Francisco, and payment of 20 cents made for this service. For specific information regarding rates and routes apply to ticket agents.

EXPERIENCE.—Experience teaches nothing more forcibly than it teaches this: If you get tired easily, if you are upset by trifles, if your appetite is poor, your sleep broken, the best thing you can do is to the Media Screppetille. take Hood's Sarsaparilla.

Experience recommends this medicine in this superlative way—what better recom-mendation could it have?

Such as are not being benefited by their vacation should not delay taking it.

Niagara Falis Excursions.

Low Rate Vacation Trips via Pennsylvania Railroad.

The Pennsylvania Railroad Company has selected the following dates for its popular ten-day excursions to Niagara Falls from Washington and Baltimore; July 24th, August 7th and 21st, September 4th and 18th, and October 2nd and 16th. On these dates the special train will leave Washing. weeks and have occupied the attention of the financial world almost to the exclusion of other events.

dates the special train will leave Washing-ton at 8 a. m., Baltimore 9:05 a. m., York 10:45 a. m., Harrisburg 11:40 a. m., Millersburg 12:20 p. m., Sunbury 12:58 p. m., Williamsport 2:30 p. m., Lock Haven 3:08 p. m., Renovo 3:55 p. m., Emporium Junc-tion 5:05 p. m., arriving Niagara Falls at

Excursion tickets, good for return passage on any regular train, exclusive of limited express trains, within tendays, will be sold at \$10.00 from Washington and Baltimore; \$9.35 from York; \$10.00 from Littlestown; \$10.00 from Oxford, Pa.; \$9.35 from ing of Mr. Harriman, representing the Union-Central-Southern Pacific interests, together with the National City Bank, of New York, and the Standard Oil interests. They include financiers as prominent as any in New York outside of J. P. Morgan & Co.

THE OPPOSING FORCE.

The opposing force town; \$10.00 from Oxford, Pa.; \$9.35 from Columbia; \$8:50 from Harrisburg; \$10.00 from Winchester, Va.; \$7.80 from Altoona; \$7.40 from Tyrone; \$6.45 from Bellefonte; \$5.10 from Ridgway; \$6:90 from Sunbury and Wilkesbarre; \$5.75 from Williamsport; and at proportionate rates from principal points. A stop-over will be allowed at Buffalo within limit of ticket returning.

The special trains of Pullman parlor cars

The special trains of Pullman parlor cars and day coaches will be run with each excursion running through to Niagara Falls. An extra charge will be made for parlor-car

An experienced tourist agent and chape ron will accompany each excursion. For descriptive pamphlet, time of con-necting trains, and further information apply to nearest ticket agent, or address Geo. W. Boyd, assistant general passenger agent, Broad Street Station, Philadelphia.

Reduced Rates to the Sea Shore

Excursion tickets, good to return by regular trains within ten days, will be sold

at very low rates. Tickets to Atlantic City will be sold via the Delaware River Bridge Route, the only all-rail line, or via Market street wharf, Philadelphia.

Stop over can behad at Philadelphia, ither going or returning within limit of either going or returning, within limit of ticket.

For information in regard of specific rates and time of trains consult hand bills, or apply to agents, or E. S. Harrar, Division Ticket Agent, Williamsport.

Reduced Rates to the Seashore Via Pennsylvania Railroad.

This was probably where the iron fleet entered the soul of Pennsylvania, seeing that the Wabash was not a Pittsturg road and was obliged to build a line to make the connection.

Pennsylvania retaliated by ordering Gould's Western Union off its lines. The Gould lines, with the Great Southwest traffic, are anxious to reach the seaboard. They will soon be in Pittsburg.

Pennsylvania railroad low-rate ten-day excursions for the present season from North Bend, Troy, Bellefonte, Williamsport, Mocanaqua, Sunbury, Shenandoah, and principle intermediate stations (including stations on branch roads,) to Atlantic City, Cape May, Ocean City, Sea Isle City, Avalon, Anglesea, Wildwood or Holly Beach, will be run on Thursdays, Angust 14th and 28th. August 14th and 28th.

Excursion tickets, good to return by regular trains within ten days, will be sold at very low rates. Tickets to Atlantic City will be sold via the Delaware River Bridge route, the only all-rail line, or via Market Street Wharf, Philadelphia. Stop-over can be had at Philadelphia, either going or returning, within limit of

ticket For information in regard to specific vision ticket agent, Williamsport, Pa.

Summer Tour to the North.

The Pennsylvania Railroad personally onducted tour to Northern New York and Canada, leaving August 13th covers many prominent points of interest to the summer tourist—Niagara Falls, Thousand Islands, Rapids of the St. Lawrence, Quebec, The Saguenay, Montreal, Au Sable Chasm, Lakes Champlain and George, and Saratoga. The tour covers a period of fifteen days; round trip rate, \$125.

The party will be in charge of one of the Company's tourist agents, assisted by an experienced lady as chaperon, whose especial charge will be unescorted ladies. The rate covers railway and boat fare for

the entire round trip, parlor-car seats, meals en route, hotel entertainment, transfer charges, and carriage hire.

For detailed itinerary, tickets, or any

additional information, apply to ticket agents, or address Geo. W. Boyd, assistant general passenger agent, Broad street station, Philadelphia.

Reduced Rates to Salt Lake City. On account of the Grand Lodge, B. & P.

O. E., to be held at Salt Lake City, August 12th to 14th, the Pennsylvania railroad com pany will sell excursion tickets to Salt Lake City, from all stations on its lines, at reduc-ed rates. Tickets will be sold and good going on August 6th to 8th, inclusive, and will be good to return until September 30th, inclusive. Tickets must be validated for return passage by Joint Agent at Salt Lake City, for which service a fee of 50 cents will be charged.

For specific rates and conditions, apply to

ticket agents.

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Medical.

GENERAL DEBILITY Day in and out there is that feeling of

weakness that makes a burden of itself.
Food does not strengthen. Sleep does not refresh. It is hard to do, hard to bear, what should be easy,-vitality is on the ebb, and the whole system suffers.

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It vitalizes the blood, gives vigor and tone to all the organs and functions, and is positively unequalled for all run-down or debilitated conditions.

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Through travelers on the railroad will find this an excellent place to lunch or procure a meal, as all trains stop there about 25 minutes. 24 24

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