

DOWNSON CHARLES AND A CONTRACTOR OF THE SECOND

Ask in Paint, Drug and House Furnishing Stores for Pik-Ron, which WHL STAIN OLD & NEW FURNITURE THE HIST WILL CTAIN GLASS AND CHINAWARE HE LINE WILL STAIN TINWARE
WILL STAIN YOUR OLD PASKETS
WILL STAIN BABY & COACH AND MIK-WON



The Most Successful Remedy ever discovered, as it is certain in its effects and does not blister. Read proof below:

KENDALL'S SPAVIN CURE.

Belvernon, Pa., Nov. 27, 90.

Dr. B. J. Kendall. Co.:

Gents—I would like to make known to those who are almost persuaded to use Kendall's Spavin Cure the fact that I think it is a most excellent Liniment. I have used it on a Blood Spavin. The horse went on three legs for three years when I commenced to use your Kendall's Spavin Cure. I used ten bottles on the horse and have worked him for three years since and has not been lame.

Yours truly, WM. A. CURL GERMANTOWN, N. Y. Nov. 2, 1889.

GERMANTOWN, N. Y., Nov. 2, 1839.

DR. B. J. KENDALL Co.,

Enesburgh Falls, Vt.

Gents: In praise of Kendall's Spavin Cure I will say, that a year ago Lhad a valuable young horse become very lame, hock enlarged and swollen. The horsemen about here (we have no Veterinary Surgeon here) pronounced his lameness Blood Spavin or Thoroughpin, they all told me there was no cure for it, he became about useless, and I considered him almost worthless. A friend told me of the merits of your Kendall's Spavin Cure, so I bought a bottle, and I could see very plainly great improvements immediately from its use, and before the bottle was used up I was satisfied that it was doing him a great deal of good. I bought a second bottle and before it was used up my horse was cured and has been in the team doing heavy work all the season since last April, showing no more signs of it. I consider your Kendall's Spavin Cure a valuable medicine, and it should be in every stable in the land. Respectfully yours.

EUGENE DEWITT.

Price \$1 per bottle, or six bottles for \$5. All druggists have it or can get it for you, or it will be sent DR. B. J. KENDALL CO. Enosburgh Falls. Vermont.

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HUMPHREYS'

DR. HUMPHREYS' SPECIFICS are scientifically and carefully prepared prescriptions: used for many years in private practice with success, and for over thirty years used by the people. Every single Specific is a special cure for the disease named.

These Specifics cure without drugging, purging or reducing the system, and are in fact and deed the sovereign remedies of the World. LIST OF PRINCIPAL NOS.

Fevers, Congestion, Inflammations, 25
Worms, Worm Fever, Worm Colic., 25
Urying Colic, or Teething of Infants, 25
Diarrhea, of Children or Adults, 25
Dysentery, Griping, Billous Colic., 25
Cholera Morbus, Vomiting, 25
coughs, Cold, Bronchitis., 25
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Headaches, Sick Headache, Vertigo, 25
yspepsia, Billous Stomach., 25
uppresseed or Painful Periods, 25
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roup, Cough, Difficult Possible.

PECIFIC

Sold by Druggista, or sent postpaid on receipt of price. Dr. Humphreys' Manual. (144 pages) richly bound in cloth and gold, malied free. HUMPHREYS' MEDICINE CO., Cor. William and John Streets, New York.

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HUMPHREYS' VETERINARY SPECIFICS.—
I Used by all owners of Horse and Cattle. A Complimentary copy of Dr. Humphreys'
Veterinary Manual (509 pages) on treatment and
care of Domestic Animals—Horses, Cattle, Sheep,
Hoga and Poultry—Sent free. HUMPHREYS'
MEDICINE Co., cor. William and John Sts., N. Y.



-A neglected cold, often becomes a Pneumonia, Bronchitis or a Consumption Care it with HUMPHREYS' SPECIFIC No. Seven. Used with perfect success by

AT THE GOLDEN GATE

Eighteen Seamen Go to Davy Jones' Locker.

WRECKED IN SIGHT OF PORT.

The Ship Elizabeth Goes Ashore in a Gale While Entering San Francisco Harbor-Pounded to Pieces on the Rocks - Tugs Unable to Render Assistance.

SAN FRANCISCO, Feb. 23.—While entering the harbor Saturday night the American ship Elizabeth went on the beach at North Heads. Two of the boats were sent to her assistance, but could do nothing and had to leave her. A heavy gale was blowing. The Elizabeth carried a cargo of merchandise from New York.

It is now known that the captain and seventeen sailors of the ship Elizabeth were drowned in the wreck. Details of the wreck are hard to obtain, as the point where the ship went on the rocks is inaccessible by the sea and to reach it by land a climb of several miles over mountains is necessary. The place is called Tennessee cove and is four miles north of the entrance to the harbor on the Marine county shore.

Story of the Wreck. The story of the wreck as told by one

of the survivors is as follows:
The vessel sighted port early Saturday afternoon and Capt. Colcord decided to sail in. The wind was blowing a furious gale from the southwest and finally the tug Monarch came to the Elizabeth's assistance. The men say assistance was refused because of exhorbitant charges asked by the tug. The tug Alert then made fast to the Elizabeth, but the hawser soon broke and the ship drifted behind towards shore. Just as the second hawser was made fast she struck the rocks. Then Capt. Colcord lowered a boat to take his wife and children off.

As the boat struck the water it cap sized, throwing three sailors, James Taken, George Hanna and Brant John-son into the water. They clung to the bottom of the boat and were picked up by a tug. Then captain's family were then lowered in another boat and taken to a tug by the mate and two seamen. The boat returned to the ship and its occupants perished with the rest of the ship's crew.

The tugs were unable to get near the ship and late at night returned to port, leaving the vessel to its fate. Early Sunday morning a tug went to the scene of the wreck and found that noth-ing was left of the Elizabeth. She had gone to pieces during the night.

As soon as the wreck was reported the Ft. Point life saving crew, commanded by Capt. Henry, started in a life boat for the wreck. They were being towed by the tug when Capt. Henry was washed overboard by a big wave and drowned. The life boat could not get near the wreck and returned to the station. About midnight last night the life crew was taken across the bay on a tug and started over the mountains to Tennessee cove with wickets, ropes and other apparatus. No report has been received from them and it is not A Significant Meeting in Pittsburg known if any men were rescued.

Had Been Out 120 Days. The Elizabeth was a wooden ship, built at New Castle. Me., in 1882 and. was of 775 tons. She was owned by A. Hall, of New York, was commanded by Capt. James Colcord and carried a crew of twenty-six men. She was 120 days out from New York and carried a cargo of assorted merchandise consigned to Williams, Dimond & Co. For thirty-six hours the wind had been blowing a furious gale and is increasing in violence every hour. Much damage has been done to shipping in the harbor. At the same time the Elizabeth struck the British ship Jessomine also hit bot-tom, but got off and stood out to sea.

Eleven Saved.

SAN FRANCISCO, Feb. 24.—The loss of life by the wrecking of the ship Elizabeth off North Head Saturday night is now estimated at nineteen. Eleven persons were saved so far as known. The list of those known to be saved comprises Mrs. Colcord, the captain's wife; their son and daughter, Chief Mate Bar-clay, James Takan, wheelman, and six seamen. Those missing and believed to be drowned are Capt. Colcord, Second Officer Pendleton, William Redmond and Edmund Miles, boatswains; Carpen-ter Smith, twelvesseamen, and the Chiter Smith, twelve seamen and the Chinese cook and Capt. Henis. of the lifesaving station. The latter's body has been recovered, and a body believed to be that of Capt. Colcord has been picked

A Scramble at a Land Office.

Ashland, Wis., Feb. 24.—A break mitted their answer to their demands. A Scramble at a Land Office. occurred in the line of homesteaders at the land office. There was a general scrambling for first place, in which several of those who had been in line for a week were crowded from their positions. Revolvers were pulled, but the police prevented any serious occurrence. The land officials kept the door of their office locked, while they were examining the mail applications. A hungry mob gathered in front of the building and threatened to batter the door down unless it was opened, claiming that it was kept closed illegally, as the official notice read that it would be opened at 9 o'clock. The crowd was dispersed by the police before they accomplished any damage. One man, who tried to get a place in front of the line, was thrown over the heads of the

Murderers Run to Earth. RATON, N. M., Feb. 24.—A message has been received from Maxwell City, calling for more men and stating that the Mexicans who murdered United States Marshal Seth V. Russell Saturday afternoon, had been run down by the blood hounds, and about forty of them were in an adobe house on the Vallejo hills surrounded by a posse, but owing to their strong position, it was impossible to take them without a bloody battle. As there is no doubt the Mexicans will make a savage fight before surren-dering, a large number of citizens from Raton and vicinity, armed with Win-chesters, started for the seat of war, and are determined to either capture or exterminate the entire band.

Six Burned to Death.

NEW YORK, Feb. 23.-A disastrons New York, Feb. 23.—A disastrous fire in the cellar of a Brooklyn tenement house occurred Saturday night and resulted in the death of six persons as follows: Edward Benedict, his baby grandson, Margaret Griffin, Margaret Downey, Daniel Downey and Minnie Downey. The fire was an incendiary.

PENNSYLVANIA LEGISLATURE How the Wheels of Government

Revolve at Harrisburg. HARRISBURG, Feb. 19. — In the house, legislative, congressional and senatorial apportionment bills were introduced in skeleton respectively by Messrs. Taggart, Lytle and Towler, and were referred to appropriate committees, where work

at once be begun upon them. Both the house and the senate adopted resolutions deploring the death of Gen. Sherman. The senate confirmed a number of notaries nominated by the gov-

HARRISBURG, Feb. 20 .- The bill providing that the execution of criminals shall take place in the state penitenti-aries at Philadelphia and Pittsburg was discussed at length in the house. The matter was indefinitely postponed by a vote of 99 to 88. Mr. Burdick, of Mc-Kean, introduced the judicial apportionment bill. The bill providing for the introduction of calisthenics in the public schools was under consideration when the house adjourned.

A flood of petitions from state granges was presented in the senate praying for the passage of a new revenue bill. Petitions were also received protesting against any change in the Sunday ob-servance laws. Bills were favorably reported appropriating \$40,000 for a new dormitory at the state normal school, in Edinboro, and appropriating \$1,000,000 for macadamizing or otherwise improving the public highways of the

HARRISBURG, Feb. 21.—The speaker laid before the house a communication signed by "Club," dated Elizabethville, Pa., Feb. 14, addressed to the state legislature, protesting against an increase in the school term, on the ground that six months is a long enough term, and that farmers' children are needed at home. Threats are made to resort to Whitecap methods if the protest is not heeded, and the request is made that members all be informed of the intention of the signers. The reading of the communication created considerable amusement. The speaker referred the communication to the committee on education. The Bardick oil bill was reported from the committee on corpora-tions with a negative recommendation. The house adjourned till Monday even-

In the senate bills were reported with favorable recommendations: Authorizing the issuance of liquor licenses on the basis of population [this authorizes a license for every 700 inhabitants]; amending the act of April 29, 1874, authorizing the formation and regulation of certain water companies: compelling dealers in cigarettes to take out a license, and making a fine of \$50 the penalty for selling to persons under 16 vears of age.

A bill was offered by Senator Pen-rose providing for the incorporation of dry goods establishments. Bills were passed finally: Providing for the appointment of a commission by the gov-ernor to revise, amend and make such changes in the mining and ventilation laws of the anthracite coal regions as will secure greater safety to human life and property, and to provide for the payment of their compensation and their necessary expenses.

"PENNSY'S" TROUBLE.

in Connection with It.

PITTSBURG, Pa., Feb. 24.—In the office of General Manager Wood, of the Pennsylvania company, were assembled, with General Manager Wood, General Superintendents Charles Watts, of the northwest, and J. F. Miller, of the southwest systems; thirteen superintendents of divisions, superintendents of motive power and of the telegraphic departments of the company. Each article of the grievances filed by the men was taken up in turn and considered for adjustment by the general officials and the superintendents upon whose divisions the grievance is cited.

The object of this conference was to make uniform the entire operative practices of the system as nearly as possible and, where consistent, to abate the local grievances of the men. It is not expected that this conference will adjourn before to-morrow.

Members of the general grievance committee of the Pennsylvania railroad arrived today and are prepared to confer jointly with the committee representing the Pennsylvania company, and the grand officers of their organizations. This joint conference was held and the committees now wait for the com-

pany's reply. Grand Chiefs Arthur and Sargent ar in Cleveland, O., in conference with other high officials of railroad employes' organizations. Messrs. Arthur and Sargent and the other members of the supreme council of the United Order of Railroad Employes will return to Pittsburg and remain until the officials

Mangled on the Track. MAUCH CHUNK, Pa., Feb. 24.—James Terry, of the Lehigh Valley, was instantly killed here by being run over by a train. He leaves a widow and seven children. Thomas Cleary was employed on the same road at Mudran as watchman. An engine and a short coal train passed him and he then stepped on the track behind it. The coal train had broken in two without the knowledge of the crew and the second half followed the first. Cleary failed to hear the second part and was knocked down by it. His legs, arms and body were

cut to pieces and scattered over the tracks a distance of fifty yards. He leaves a widow and nine children. Deserving of Hanging. ALTOONA, Pa., Feb. 24.-A fiendish act was perpetrated on the Bald Eagle Valley railroad near Milesburg. Some unknown person placed a stone in the switch and as the passenger train passed over it the engine left the track, followed by several coaches. Fireman Gazeete, of Tyrone, jumped from the engine and was instantly killed. The engineer also jumped, but escaped injury. None of the passengers were injured, but all were badly shaken up. On three occasions lately passenger trains have been wrecked at this point.

Feli Dead While Powwowing. Norristows, Pa., Feb. 21. — Mrs. Catharine Freas, aged 82 years, living with a daughter in Plymouth township, died suddenly and unexpectedly under peculiar circumstances. She professed to be able to allay pain by the powwow process, and was exercising her strange influence on a grandchild which had, a few moments before, been painfully burned at a stove, when almost without any warning she fell over and expired. The cause of death was heart disease,

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OVER \$30,000 OF CLOTHING AT COST!

Owing to the increase of our Dry Goods business, we are obliged to abandon our Clothing Department and have decided to close out the entire stock.

Everything must be sold. We mean exactly what we say.

Greatest Sacrifice Ever Offered!

Harper & Kreamer -

Are now carrying the largest stock of general merchandise of any store in the valley and are daily adding new lines to their stock of goods. The

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department is abundantly supplied with fall and winter wear, purchas-

ing to supply the wants of customers. A large stock of CLOTHING AND GENTS' FURNISHING GOODS

has been received and are open for the inspection of the people. Wd are making a specialty of clothing and carry a fine assortment, and at prices that will startle you and convice you that we can suit you. Call and inspect it.

Harper & Kreamer's.

for Infants and Children.

"Castoria is so well adapted to children that I recommend it as superior to any prescription known to me." H. A. ARCHER, M. D.,

Castoria cures Colic. Constipation, Sour Stom'ch, Diarrhesa, Eructation, Sulls Worlas, gives aleep, and promotes discretion. 111 So. Oxford St., Brooklyn, N. Y. Without injurious medication.

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When our Office Cat begins its mews, Then expect important news.

FIVE CENTS WORTH of Breaker Powder (high estimate) will cure Cock or Hen of Pips, Gaps or cholera. At a low value the bird is worth 30 cents. Percentage of profit, 500

TEN CENTS WORTH of Breaker Powder (high estimate) will cure a 16-pound turkey, worth [low estimate], \$2. Profit, 1900 per cent.

CAN of Breaker Powder, worth a quarter a can (high estimate,) will save a 400-pound porker worth (low value) \$24. Profit, 7400 per cent.

IT'S LIKEWISE the best remedy on earth for horses, cattle and mules. It's worth a quarter a can, or 1 9 16 cents a tablespoonful. Set your own value on your own animal and see what the percentage of profit it will be.

Compounded by the Breaker Remedies Co., Haxleton, Pa. Ask your dealer for it.

PENNSYLVANIA R. R.

Philadelphia & Erie Railroad Division and Northern Central Railway.

Time Table, in effect December 14, 1890. TRAINS LEAVE MONTANDON, EASTWARD,

9.27 a. m.—Train 14. (Daily except Sunday.) For Sunbury, Willkesbarre, Harrisburg and intermediate stations, arriving at Philadelphia at 3.15 p. m., New York, 5.56 p. m., Baltimore, 2.10 p. m., Washington, 5.55 p. m., connecting at Philadelphia for all sea-shore points. Through passenger coaches to Philadelphia and Baltimore. 1.30 p. m.—Train 3. (Daily except Sunday.) For Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia at 6.50 p. m., New York. 9.35 p. m., Baltimore, 7.45 p. m., Washington at 8.15 p. m. Parlor car through to Philadelphia, and passenger coaches to Philadelphia and Baltimore.

7.45 p. m.—Train 6, (Daily.) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia, 4.25 a. m., New York at 7,10 a. m. Pullman sleeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7,00 a. m.

sengers can remain in sleeper undisturbed until 7.00 a.m., 1.29 a.m.—Train 4. (Daily.) For Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia at 6.50 a.m., New York, 9.30 a.m., Baltimore, 6.20 a.m., Washington, 7.30, a.m., Pullman sleeping cars to Philadelphia and passenger coaches to Philadelphia and Baltimore, WESTWARD.

5.26 a. m.—Train 3. (Daily) For Erie and Can-andaigus and intermediate stations, Rochester, Buffalo and Niagara Falls, with through Pullman cars and passenger coaches to Erie and Roches-10.23.-Train 15. (Daily) For Lock Haven and

10.23.—Train 15. (Daily) For Lock Haven and intermediate stations.
2.03 p. m.—Train 11. (Daily except Sunday.) For Kane, Canandaigua and intermediate stations Rochester, Buffalo and Niagara Falls, with through passenger coaches to Kane and Rochester, and Parlor car to Rochester.
554 p. m.—Train 1. (Daily except Sunday.) For Renovo, Elmira and intermediate stations.
9.15 p. m.—Train 21. (Daily) For Williams, port and intermediate stations.

THROUGH TRAINS FOR MONTANDON FROM EAST AND SOUTH.

EAST AND SOUTH.

Train 15 leaves New York 12.15 night, Philadelphia 4.30 a m, Baltimore 4.45 a m, Harrisburg 8.10 a m, (Daily) arriving at Montandon 10.23.

Train 11 leaves Philadelphia 6.50 a m, Washington 8.10 a m, Baltimore 9.90 a m, Wilkesbarre 11.17 a m, (Daily except Sunday) arriving at Montandon 2.03 p m, with parlor car from Philadelphia and through passenger coaches from Philadelphia and Baltimore

Train 1 leaves New York 9.00 a m, Phila., 11.40 a m; Washington at 10.45 a m, Wilkesbarre 3.12 p m, (daily except Sunday) arriving at Montandon at 5.14 p m, with through passenger coaches from Phila. and Baltimore.

through passenger coaches from Phila. and Baltimore.

Train 21 leaves New York 2.00 pm, Philadelphia 4,25 pm, Washington 3.30 pm, Baltimore 4.32 pm, (daily) arriving at Montandon 9.15 pm.

Train 3 leaves New York at 8.00 pm, Philad. 11.25 pm, Washington 10.00 pm, Baltimore, 11.20 pm, (daily) arriving at Montandon at 5.36 am, with through Fullman sleeping cars from Phila. Washington and Baltimore and through passenger coaches from Philadelphia and Baltimore.

Pa.

LEWISBURG AND TYRONE I Daily Except Sunday	
Westward. PM A.M. A.M. STATIONS.	Eastward.
2 15 10 25 5 50 Montandon 2 25 10 35 6 20 Lewisburg 2 40 6 35 Vicksburg 2 50 6 45 Mifflinburg 3 05 7 00 Millmont 3 14 7 08 Laurelton 4 08 8 01 Zerby 4 17 8 10 Rising Spring 4 25 8 18 Fenn Cave 4 30 8 24 Centre Hall 4 27 8 20 Gregg 4 43 8 37 Linden Hall 4 48 8 42 Oak Hall 4 52 8 46 Lemont 4 57 8 51 Dale Summit 5 06 9 04 Axemann 5 15 9 10 Bellefonte	9 20 1 50 5 4 9 10 2 90 5 1 8 53 5 1 8 43 5 1 7 4 4 6 7 21 3 4 1 7 30 6 58 8 3 1 6 58 8 3 1 6 58 8 3 1 6 58 8 3 1 6 58 8 3 1 6 58 8 3 1 6 58 8 3 1 6 58 8 3 1 6 58 9

Additional trains leave Lewisburg for Montas don at 5.20 a m, 10.00 a m, 1.15 and 7.30 p m, re turning leave Montandon for Lewisburg at 9.35 CHAS. E PUGH,

DRS. STARKEY & PALEN'S Treatmen By Inhalation.



For Consumption, Asthma, Bronchitis Dyspepsia, Catarrh, Hay Fever, Head ache, Debility, Rheumatism, Neural gia and all Chronic and Nervous Disor

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Mr. Frank Siddall, Merciant, Philadelphia. Hon. W. W. Schuyler, Easton, Pa. E. L. Wilson, S33 Broadway, N. Y., Ed. Ph. Photo, Fidelia M. Lyon, Waimea, Hawaii, Sandwich Is. Alexander Ritchie, Inverness, Scotland. Mrs. Manuel V. Ortega, Fresnillo, Zacatecas, Mex. Mrs. Emma Cooper, Utilla, Span. Honduras, C. A. J. Cobb, Ex-Vice Consul, Casablanca, Morocco. M. V. Ashbrook, Red Bluff, Cal.
J. Moore, Sup. Police, Planforn, Dorsetshire, Eng. Jacob Ward, Bowral, New South Wales. And thousands of others in every part of the United States.

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