

P. R. R. EXHIBIT AT THE FAIR.

A Complete Illustration of the Progress of American Railroads.

The World's Fair visitor who finds his way into that vast enclosure by the Sixty-fourth Street entrance will come almost immediately upon a building as architecturally attractive as any of the minor structures in all the great White City by the lake, a building classical in detail as well as in general conception, standing in the midst of a plateau of green sward with walls the tint of old ivory, and garnished with flags that reflect the brighter hues of the rainbow. While it is an annex, so to speak, of the great red and green and gold Transportation Building across the way, it is an annex complete in itself, and within and without exhibits in an exhaustive manner never before attempted, much less accomplished, the beginning, progress, and development of railroading in the United States as exemplified by the Standard Railroad of America. It is, in fact, the Pennsylvania Railroad Company's own edifice, and it presents an interesting and scholarly showing of that corporation's history from the first inception of one of its component parts in 1815, when the first charter was granted to a railroad company in America to construct a road from Trenton to New Brunswick, N. J., to the present time, when it controls nearly ten thousand miles of road penetrating thirteen States, and with termini in New York Harbor, at the National Capital, in three great cities of the Ohio Valley, and at five of the great lake ports.

While the building's main facade is perhaps the more beautiful of the two one-hundred-and-forty-foot sides of the structure, the rear view will doubtless prove the more attractive to the student of railroad progress, in that it presents, with its attendant features, an excellent reproduction of a model Pennsylvania Railroad station of the present day, with signal tower, tracks, ballast, switches, frogs, overhead footbridge, fences, and gates. The tracks, in themselves, are as indicative as anything else of the marked development in this branch of mechanics in the last sixty years, the exhibit showing, in juxtaposition with as fine a specimen of the standard Pennsylvania rail of 1892 as has ever been rolled, pieces of the Camden and Amboy rail of 1831, of the rail used on the old Portage road over the Alleghenies, and of the very crude wood and iron rail with which the Madison and Indianapolis road was originally laid. Some idea of the contrast may be had when it is stated that whereas the Camden and Amboy rail weighed only thirty-five pounds to the yard, the standard rail of to-day of which the examples shown are one hundred feet in length, weigh one hundred pounds to the yard, being nearly three times as heavy.

Upon the tracks is another contrast even more marked. Probably the most conspicuous, and certainly the most interesting object in the display is the original John Bull train, which here rests after its thousand-mile journey across the continent from New York. The old engine itself—the oldest in America—which was constructed by George Stephenson, in England, and brought to this country in 1831 for use on the Amboy Division of the Pennsylvania Railroad, stands there to-day precisely as it was in 1836, after having had added to it such improvements as were then suggested to the minds of the American engineers. Its weight, with its somewhat cumbersome tender, is only thirty-two thousand one hundred pounds, as against one hundred tons, the weight of the ordinary standard passenger locomotive of to-day, and beside the modern machine, of course, it looks very much like a toy. The passenger coaches, glistening with a fresh coat of green paint, are so low that a tall man cannot stand upright within them; their brakes are worked by means of handles similar to those on the horse-cars of the present time, and the only method of lighting them is by a tallow dip in each end of each car. As example of the magnitude to which the railroad cars of to-day have attained, no better choice could have been made than the selection for exhibit, side by side with this tiny passenger train, of the two tremendous vehicles on which the mammoth Krupp guns were whirled from Baltimore to the Exposition; the manner in which the guns were carried being shown by means of full-size models, made of staff, of the standard sixteen-inch and ten-inch guns, such as are now used by the United States War Department.

This policy of contrast, which is so apparent without the building, is carried throughout the entire display, and the interior, with its relief maps, charts, models, lay figures, photographs, and relics, gives a better idea of the wonderful growth of the greatest railroad system of the country than could possibly be had in any other way. The walls of the great marble-floored hall, into which the visitor may enter from either the front or the rear, are lined with handsome mahogany show-cases which the columns, so arranged as to form a colonnade on each side, are surrounded by folding frames for the display of thousands of exhibits that could be shown to advantage in no other way.

In arranging the display the smallest details have not been neglected,

and as an indication of the thoroughness with which these little matters have been looked after, the labeling of the objects with a descriptive label in five languages is especially noteworthy.

In the centre of the building, under the dome, upon a platform shaped like a Greek cross, are three relief maps that are certain to attract no little notice. They illustrate the changes in the methods of crossing the Alleghenies from the year 1832 to the present time, and have been prepared with such great care as to have won words of high commendation from scientists, whose attention has been called to them. One of these in particular, the largest of the three, which is twelve feet long by four feet wide, and which shows the old portage and the new portage roads, together with the present line of the Pennsylvania Railroad, including the Horseshoe Curve, Alleghenies, and the district of the Johnstown flood, is especially valuable as being the first and only relief map ever made of that section. The original map, from which the basis of the present work was obtained, was one which belonged to the late J. N. DuBarry, vice-president of the company. It was in lead pencil never having been filled in ink, and was traced, so the legend runs, by President J. Edgar Thompson, himself. The other two relief maps, or models which form two arms of the cross, show the Horseshoe Curve and Plane No. 1, with canal-boat, cars, and locomotive.

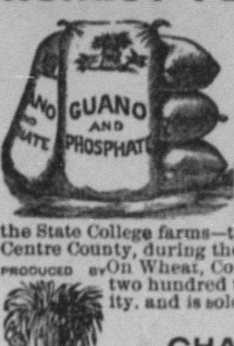
The rest of the floor space between the colonnades is dotted with the pedestals and platforms upon which are models relating particularly to the developed system of transportation of to-day. On one side, for instance, is a beautiful reproduction in miniature of the double-decked ferry-boat "Washington," one of the fleet plying between Jersey City and New York. In every particular the model maker has closely followed the original, and has succeeded in turning out a piece of work as nearly perfect in every detail as it is possible to imagine. On gala days it is proposed to decorate this little vessel with bunting, and arrangements have been made to light the interior with electric lights precisely as the boat from which it is copied is lighted. The method of handling freight cars in New York Harbor is shown here in the same way by means of models of a tug-boat and float. Towards the other end of the building are lay figures in uniform of the several classes of employes of the company.

An object of considerable interest to many is a prospective map, thirty-three feet long, showing the position of each train in motion on the Pennsylvania system at six o'clock on the morning of Columbian Day, October 21st, 1892.

With regard to the arrangement of the exhibits in the cases, and the swinging frames, considerable care has been exercised to carry out the fundamental ideas of grouping and contrast. One corner has, therefore, been given up to those features which have especially to do with motive power, another is devoted to engineering and maintenance of way, a third relates particularly to the relief department of the company, and in the remaining quarter of the spacious room are general relics.

A feature of much interest to the visitor is the Bureau of Information, which will be maintained in the building. Experienced employes will be placed in charge, who will not only answer questions concerning the exhibits, but will give information relative to train schedules in current use, and other matters of interest to the traveler.

HONEST FERTILIZERS AT HONEST PRICES.



"How to make two blades of grass grow where only one grew before."

The Liebig High Grade Acid Phosphate is the trade name adopted for the best prepared Acidulated Dissolved South Carolina Rock now being offered to the farmers of Pennsylvania, which we guarantee to contain 14 to 15% per cent. available Phosphoric Acid, which is the highest guarantee given on any Dissolved South Carolina Rock ever offered for sale in Centre County. We sold over two hundred tons of this High Grade Acid Phosphate during the past year. It has been used on the State College farms—the farms of adjoining townships, as well as many other farms through out Centre County, during the past three years, which has given the most satisfactory results. We sell this fertilizer during the past year. It has been used on 200,000 tons this year. It is an Acid Phosphate of the highest quality, and is sold at the lowest price by the ton or car load.

CHAMPION \$25.00 PHOSPHATE. McCalmont & Co's. Champion \$25.00 Ammoniated Bone Super Phosphate has been used by farmers of Centre County during the past three years and has given the most satisfactory results to all other complete fertilizers. This is a complete fertilizer. It not only produces a crop of grain, but stimulates a crop of clover and timothy. It is equal in value to other phosphates at thirty dollars per ton. Dr. Frear of the State College never has claimed by his analysis that we sell more than two hundred tons this year. It is an Acid Phosphate of the highest quality, and is sold at the lowest price by the ton or car load.

NITRATES AND PHOSPHATES. In addition to the above articles we sell Ammoniated Dissolved Bone, Buffalo Honest Phosphate, Ground Bone, Muriate of Potash, Nitrate of Soda, Land Plaster, and Agricultural Salt in quantities to meet the wants of buyers.

HONEST GOODS INVITES PATRONAGE. We have given a great deal of attention and study to the merits and cost of fertilizers in which we deal. Our greatest ambition is to furnish honest fertilizers of the highest quality at the least possible cost to the farmer; we now present our claims to the farmer in this respect, with the full assurance that our efforts have been crowned with success. Believing this to be the fact, we in Centre and adjoining counties to examine the merits of the fertilizers we offer before purchasing.

McCAlMONT & CO., BELLEFONTE, PA.

July 13, 1893.

Marriage Licenses. The following marriage licenses were granted the past week: Rufus Cupper, of Tyrone, and Bertha Overhime, of Lock Haven. William Wise and Phoebe Orndorf, of Woodward. J. S. Auman and Ada Jane Koonsman, of Potters Mills. Joseph Creshak, of Clearfield, and Lizzie Ferguson, of Snow Shoe.

Miss Mary Kreisher, of Buffalo X Roads attended the Ref. picnic and favored us with a call.

Had light sprinkle of rain this morning with a clouded sky indicating more. Addresses at the Ref. re-union yesterday were delivered by C. M. Bower, esq., Prof. Bauman, and Rev. Nell.

La Grippe. During the prevalence of the Grippe the past season it was a noticeable fact that those who depended upon Dr. King's New Discovery, not only had a speedy recovery, but escaped all of the troublesome after effects of the malady. This remedy seems to have a peculiar power in effecting rapid cures not only in cases of La Grippe, but in all diseases of Throat, Chest and Lungs, and has cured cases of Asthma and Hay Fever of long standing. Try it and be convinced. It won't disappoint. Free Trial Bottles at J. D. Murray's Drug Store.

THREE DOLLARS A WEEK FOR LIFE. HERE IS A SNAP FOR BRAINY PEOPLE—THE LATEST THING OUT. In order to introduce The Canadian Agriculturalist into New homes, the publishers have decided to hold a contest for a grand prize of \$3,000 for their Great Eighth Yearly Literary Contest for the summer of 1893, which closes Oct. 1. They have entered into a written agreement to pay through the Judges all the rewards offered below:

How to Secure a Reward.—Those who become subscribers can complete free of charge. All that is necessary is to send the name and make all the words you can out of the letters in the three words, "World's Columbian Exposition," and send them to us, including \$1 for six months subscription to either The Canadian Agriculturalist or The Ladies' Home Magazine, two of the choicest illustrated periodicals of the day. The sender of the largest list will receive \$500 per week for life; 2nd, \$1,000 in gold; 3rd, \$500; 4th, \$250; 5th, \$100; 6th, Ticket to the World's Fair and ten days' expense; 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.

Explosives, Powder, Fuse and Quarrying Machinery. ATLAS POWDER.—The very best quality of Dynamite in use is named the Atlas Powder, for blasting rocks and blowing out stumps. JUDSON POWDER.—The Judson powder is of medium strength between black powder and dynamite. BLACK POWDER.—Dupont's make of blasting, rifle and sporting powder has always been considered the best in the market and it is as good in quality to-day as it ever was. CARTRIDGES.—Fixed ammunition for hunters and sportsmen. WE ARE PREPARED to supply the trade with the above High Class Explosives at the very lowest prices. We guarantee the lowest prices for the best goods in this line ever offered for sale in this community.

FUSE.—Cotton, hemp, tape and rubber fuses for use in dry and wet rock. PLATINUM FUSES AND ELECTRIC BLASTING APPARATUS. ROCK DRILLS.—Rock Drills operated by hand, steam or compressed air with boilers, air compressors and engines for operating the same. ORDERS FOR ANY of the above articles placed in our hands will receive prompt attention at the very lowest prices.

McCAlMONT & CO., BELLEFONTE, PA.

Mr. Thomas Batte, editor of the Graphic, Texarkana, Arkansas, has found what he believes to be the best remedy in existence for the flux. His experience is well worth remembering. He says: "Last summer I had a very severe attack of flux. I tried almost every known remedy, none giving relief. Chamberlain's Colic, Cholera and Diarrhoea Remedy was recommended to me. I purchased a bottle and received almost immediate relief. I continued to use the medicine and was entirely cured. I take pleasure in recommending this remedy to any person suffering with such a disease, as in my opinion it is the best medicine in existence." 25 and 50 cent bottles for sale by J. D. Murray, Druggist.

ADMINISTRATOR'S NOTICE.—LETTERS of Administration upon the estate of Mrs. Elizabeth Burkholder, deceased, of Potter township, having been lawfully granted to the undersigned, he would respectfully request all persons knowing themselves indebted to the estate to make immediate payment, and those having claims against the same to present them duly authenticated for settlement. W. W. SPANGLER, Administrator.

ATTORNEYS.

JOHN KLINE, Attorney at Law, BELLEFONTE, PA. Office on second floor of First's building, north of Court House. Can be consulted in German and English. Jan57

J. H. ORVIS, C. M. BOWER, E. L. ORVIS, ORVIS, BOWER & ORVIS, Attorneys at Law, BELLEFONTE, PA. Office in Crider's Exchange building on second floor. Jan50

D. F. FORTNEY, Attorney at Law, BELLEFONTE, PA. Office in Conrad Building. Jan52

CLEMANT DALE, Attorney at Law, BELLEFONTE, PA. Office N. W. corner Diamond, two doors from First National Bank. Jan57

W. G. RUNKLE, Attorney at Law, BELLEFONTE, PA. All kinds of legal business attended to promptly. Special attention given to collections. Office, 2d floor Crider Exchange Bldg.

J. L. SPANGLER, C. P. HEWER, SPANGLER & HEWER, Attorneys at Law, BELLEFONTE, PA. Special attention to collections. Practice in all the courts. Consultation in German and English. Jan52

BANKS.

CENTRE COUNTY BANKING CO., BELLEFONTE, PA. Receive deposits. Discount notes. Jan52 J. D. SHUGERT, Cashier.

HOTELS.

IRVIN HOUSE, S. Woods Caldwell, Proprietor, LOCK HAVEN, PA. Terms reasonable. Good sample rooms on first floor. Jan52

BUSH HOUSE, W. L. Daggett, Proprietor, BELLEFONTE, PA. Special attention given to country trade. Apr50

NEW GARMAN HOUSE, Opposite Court House, BELLEFONTE, PA. New building, new furniture throughout, steam heat, electric bells and all modern improvements. Good table and moderate charges.

SPRING MILLS HOTEL, D. H. Ruhl, Proprietor, SPRING MILLS, PA. Free bus to and from all trains.

NEW BROCKERTHOFF HOUSE, J. M. Neubauer, Proprietor, BELLEFONTE, PA. Free bus to and from all trains. Good sample rooms on first floor. Special rates to witnesses and jurors.

THE PENNSYLVANIA STATE COLLEGE. LOCATED IN ONE OF THE MOST BEAUTIFUL AND HEALTHFUL SPOTS IN THE AMERICAN REGION. UNDER NATIONAL OPEN TO BOTH SEXES; TUITION FREE BOARD AND OTHER EXPENSES VERY LOW. NEW BUILDINGS AND EQUIPMENT.

LEADING DEPARTMENTS OF STUDY. 1. AGRICULTURE (Three Courses), and AGRICULTURAL CHEMISTRY, with constant instructions on the farm and in the Laboratory. 2. BOTANY and HORTICULTURE, theoretical and practical. Students taught original study with the microscope. 3. CHEMISTRY, with an unusually full and thorough course in the Laboratory. 4. CIVIL ENGINEERING. These COURSES ARE ACCOMPANIED BY VERY EXTENSIVE PRACTICAL EXERCISES IN THE FIELD, THE SHOP, AND THE LABORATORY.

5. HISTORY, Ancient and Modern, with original investigation. 6. INDUSTRIAL ART AND DESIGN. 7. LITERARY COURSE IN LITERATURE AND SCIENCE: Two years' ample facilities for Music, vocal and instrumental. 8. LANGUAGE and LITERATURE: Latin (optional), French, German and English (required), one or more continued through the entire course. 9. MATHEMATICS and ASTRONOMY; pure and applied. 10. MECHANICAL ARTS: combining shop work with study, three years' course; New building and equipment.

11. MORAL and POLITICAL SCIENCE, Constitutional Law and History. 12. POLITICAL ECONOMY, etc. 13. PREPARATORY DEPARTMENT: Two years—carefully graded and thorough. Fall term opens Sept. 14, 1892. Examinations for admission, June 15, and Sept. 13. Catalogue and other information, address GEO. W. ATREKTON, LL.D., President, State College, Centre Co., Pa.

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The success of Mrs. Annie M. Beam, of McKeesport, Pennsylvania, in the treatment of diarrhoea in her children will undoubtedly be of interest to many mothers. She says: "I spent several weeks in Johnstown, Pa., after the great flood, on account of my husband being employed there. We had several children with us, two of whom took the diarrhoea very badly. I got some of Chamberlain's Colic, Cholera and Diarrhoea Remedy from Rev. Mr. Chapman. It cured both of them. I knew of several other cases where it was equally successful. I think it cannot be excelled and cheerfully recommend it." 25 and 50 cent bottles for sale by J. D. Murray, Druggist.

PENNSYLVANIA R. R.

Philadelphia & Erie R. R. Division and Northern Central Railway.

Time Table, in effect May 21, 1893.

TRAINS LEAVE MONTANDOW, EASTWARD. 9:15 a.m.—Train 14. (Daily except Sunday) For Sunbury, Williamsport, Harrisburg, Philadelphia and intermediate stations, arriving at Philadelphia at 2:50 p.m. Leave Trenton 8:50 p.m. Baltimore, 2:10 p.m. Washington, 4:50 p.m. connecting at Philadelphia for all all-weather points. Through passenger coaches to Williamsport, Philadelphia and Baltimore. Parlor cars to Philadelphia.

1:35 p.m.—Train 8. (Daily except Sunday.) For Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia at 5:50 p.m. New York, 9:35 p.m. Baltimore, 4:45 p.m. Washington, 7:25 p.m. Philadelphia, and passenger coaches to Philadelphia and Baltimore.

5:01 p.m.—Train 12. (Daily except Sunday.) For Williamsport, Harrisburg, Philadelphia and intermediate points, arriving at Philadelphia at 10:55 p.m. New York, 8:50 a.m. Baltimore, 10:40 p.m. Washington, 4:10 p.m. Philadelphia, and passenger coaches to Williamsport and Philadelphia.

8:02 p.m.—Train 6. (Daily) For Sunbury, Harrisburg and all intermediate stations, arriving at Philadelphia at 11:50 p.m. New York, 8:50 a.m. Baltimore, 6:20 a.m. Washington, 7:50 a.m. Philadelphia, and passenger coaches to Philadelphia and Baltimore.

1:23 a.m.—Train 4. (Daily) For Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia at 6:50 a.m. New York, 8:50 a.m. Baltimore, 6:20 a.m. Washington, 7:50 a.m. Philadelphia, and passenger coaches to Philadelphia and Baltimore.

WESTWARD. 5:57 a.m.—Train 3. (Daily) For Erie and Canandaigua and intermediate stations, Rochester, Buffalo and Niagara Falls, with through Pullman cars to Erie and Elmira and passenger coaches to Erie and Rochester. 10:17—Train 15. (Daily) For Lock Haven and intermediate stations.

1:50 p.m.—Train 11. (Daily except Sunday.) For Canandaigua and intermediate stations, Rochester, Buffalo and Niagara Falls, with through passenger coaches to Kane and Rochester and Parlor car to Rochester. 5:41 p.m.—Train 1. (Daily except Sunday.) For Elmira, Elmira and intermediate stations. 8:45 p.m.—Train 13. (Daily) For Williamsport and intermediate stations.

THROUGH TRAINS FOR MONTANDOW FROM EAST AND SOUTH. Train 15 leaves New York 12:15 night, Philadelphia 4:30 a.m., Baltimore 4:40 a.m., Harrisburg 5:15 a.m., (daily) Williamsport, 7:25 a.m. (Daily except Sunday) arriving at Montandow 10:17 a.m. Train 11 leaves Philadelphia 8:50 a.m., Williamsport 7:50 a.m., Baltimore, 8:45 a.m., New York 8:50 a.m. (Daily except Sunday) arriving at Montandow 10:17 a.m. with through passenger coaches from Philadelphia and Baltimore.

Train 1 leaves New York 9:50 a.m., Philadelphia, 11:50 a.m., Williamsport 10:15 a.m., Baltimore at 11:10 a.m., Williamsport 8:12 p.m. (Daily except Sunday) arriving at Montandow at 10:17 a.m. with through passenger coaches from Philadelphia and Baltimore.

Train 13 leaves New York 2:00 p.m., Philadelphia 4:30 p.m., Washington 3:15 p.m., Baltimore 4:12 p.m., arriving at Montandow 9:45 p.m. Through Parlor Car and passenger coaches from Philadelphia.

Train 3 leaves New York at 8:00 p.m., Philadelphia 11:20 p.m., Washington 10:40 p.m., Baltimore, 11:40 p.m. (daily) arriving at Montandow at 3:17 a.m. with through Pullman sleeping cars from Philadelphia, Washington and Baltimore, and passenger coaches from Philadelphia and Baltimore.

LEWISBURG AND TYONE RAILROAD. Daily Except Sunday.

Table with columns: Westward, Eastward, P.M., A.M., S.T.A., T.O.N.S., A.M., P.M. Rows list train numbers and destinations like Montandow, Harrisburg, Philadelphia, etc.

DR. THEEL, 538 North Fourth St. cures fresh cases in 4 to 10 days. Headache, neuralgia, sciatica, rheumatism, etc. For rates, maps, etc. call on agent at address. Thos. E. Watt, P. A. W. D., 110 Fifth Ave., Pittsburgh. S. M. PREVOST, General Manager. Gen'l Passenger Agt.

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A wonderful improvement in Friction Feeds and Gas-Backs. Back motion of Carriage Three times as fast as any other in the market. Friction Clutch Feed, cutting all the gears to stand still while back motion is given. Great saving in power and wear. Write for circulars and prices; furnished free upon application. Also Spring Tractor, Harrow, Rake, Cultivator, Corn Planter, Shovelers, etc. Mention this paper.

HENCH & DROMGOLD, Manfrs., YORK, PA. Chamberlain's Eye and Skin Ointment. A certain cure for Chronic Sore Eyes, Tetter, Salt Rheum, Scald Head, Old Chronic Sores, Fever Sores, Eczema, Itch, Prairie Scratches, Sore Nipples and Piles. It is cooling and soothing. Hundreds of cases have been cured by it after all other treatment had failed. It is put up in 25 and 50 cent boxes.

Bucklen's Arnica Salve. The best salve in the world for Cuts, Bruises, Sore, Salt Rheum, Fever Sores, Tetter, Chapped Hands, Chilblains, Corns, and all Skin Eruptions, and positively cures Piles, or no pay required. It is guaranteed to give perfect satisfaction, or money refunded. Price 25 cents per box. For sale by J. D. Murray. Write for Samples—Name Your price. In Price, Fabric, Fit and Finish WE BEAT THE WORLD! LARGEST STOCK OF PAINTINGS in the State. PERFECT FITTING PANTS Co., Altoona, Pa.