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CORRESPONDENCE solicited from every part of the state and country. Correspondents are re-quested to write legibly and on one side of the paper only; and to sign their names, not for publication, but in proof of good faith. All anonymous letters will be consigned to the waste basket.

Address all Letters and Telegramsto THE INTELLIGENCER,

LANCASTER, PA.

The Lancaster Intelligencer.

LANCASTER, AUGUST 17, 1885.

An Inevitable Disclosure.

From the Philadelphia Record we reprint an interesting statement of the manner in which and the means by which the work already done on the South Pennsylvania railroad line has been constructed. It has long been an open secret that it was the intention to capitalize this road at a figure at least double its cost, so that the trade and industry of the commonwealth should be taxed two-fold to pay the investment in the enterprise. To enable its projectors to do this, they secured from the law-making powers of the statethe legislature of 1883 and the governorthe extraordinary grant of the law of June 4, 1883. By that act it was permitted railroad companies to extend "the original amount of stock and increased capital," which until then was \$120,000 per mile, to \$300,000 per mile in capital stock and bonds.

When this legislation was pending the INTELLIGENCER, almost alone among the newspapers of the state, we believe, called attention to its portentous character. As early as April 28, 1883, it warned the legis lature and the public that if the new railroad "projected across our state, as a rival to the Pennsylvania," was to be "of due benefit to the state, it must not be permitted to issue stock or bonds above its actual cost"; and if the extension and enormous grant of powers asked from the legislature of 1883 were to be granted, this journal demanded, for the public weal, that there be some restriction laid upon the company securing it that the money raised be honestly expended in the construction of the line, so that "the people of the state will not be called upon to furnish dividends on any watered stock."

But without the imposition of any such restriction the legislature passed and the governor signed the act of June 4, 1883. which enabled the South Pennsylvania to issue capital to the amount of \$150,000 per mile and a like amount of bonds-aggregat. ing a capitalization of \$300,000 per mile, to build a road which neither the Record's account nor any other statement fig out could possibly cost one-third the sum. The difference between the second the capital jobbing. The first step in the history of the new company was to distribute or at least to promise to distribute, free, its bonds to the selected favorites who were allowed to subscribe to its stock; the next move was to organize a construction company, after the fashion of the Credit Mobiller, to build it, at a cost to be concealed from the public and to skin the contractors on one side and the future patrons of the road on the other.

All of these fears have been realized. The story given by the Rosard shows that the price of building the road is far in excess of its cost. It is not reasonable to suppose Mr. Vanderbilt's associates will rest easy under these developments, nor that the state authorities will be quiet under these exposures of how the commonwealth's grant has been abused.

A New Form of Abuse.

Edmund Juessen, the new consul-general of the United States at Vienna, makes the serious charge against his predecessor, James Riley Weaver, that he received the sum of \$600 a year from Wilhelm Herz, of Vienna, for allowing the latter to hold the position of vice-consul. The consul was the tenant of Herz, the rent being \$600 a year. Each month the landlord gave a receipt without any money, the position of vice-consul comprising certain privileges and immunities which Herz thought fully compensated him. The matter came out through Herz's offer to Mr. Ju ssen to continue the arrangement.

It is difficult to believe such an allegation against Mr. Weaver, who has been in the consular service for many years, where he has secured two or three promotions on his record for efficiency and general good management of the business of the government. And yet the general demoralization of the public service in every branch has been such that the implicated official may have become infected. To a certain class of men the temptation to do something which shall supplement their salaries becomes very strong after a few years of service in a foreign city. The demands upon their purses continually grow, while knowledge of the methods by which they can be increased is almost forced upon them.

For many years the methods of checking the accounts of consuls have been surprisingly incomplete. From time to time abuses have been brought to light which would have been impossible under a prudent and careful business management. The inspection has been only nominal-as the sending out of such men as Dr. Newman in this capacity abundantly demonstrates. But it is high time that such abuses were impossible. Weaver and other delinquent consuls should be prosecuted without mercy, so that all men who may seek these

a strict responsibility. When such things can happen with a man who has gained such a reputation as has come to Weaver, will anybody aver that a change of administration came a day too soon?

places may know that they will be held to

Useful Instead of Ornamental.

The army officers who have been having a good time in Washington, away from their companies, will now have a chance to make the acquaintance of their men and of real work at the same time. The naval officers who have been extremely favored and have thus had time to maintain the supremacy of the german in Washington ball rooms, are also to have a chance at sea service. During the past twenty years a goodly number of these young men have brought every kind of social and political pressure to bear to get these easy positions. By means of this they have secured land service-assignments at Washington, Newport, New York and Boston, being largely in request. This has been done in spite of the regulations which prescribe three years of service on a cruise after three years of land assignments. Some of these favorites have remained on land for seventeen years, and others from five years up to this maximum limit.

The secretary of the navy has now started out to remedy this evil by issuing a general order that all officers who have not seen land service for three years shall be sent to sea at the earliest possible opportunity and that others who have been at sea be given an opportunity to perform the more desirable work for a time. It ought to be evident to everybody by this time that the practice of favoritism is over so long as Grover Cleveland holds author-

PEACHES will be plentiful. Beat the

THE compulsory marriage of Lord Chief Justice Coleridge seems to have been a clear case of ambitious mother-in-law; and not an American mother-in-law, after all,

THE Irish National League of the United States in its executive committee held a session in Chicago on Saturday, in which Irish prospects were painted in a crimson color. The address issued berates the late Liberal government of Great Britain with what seems to be unnecessary warmth. They are called "the party of coercion, the party of judicial murderers, the party of eviction, the party which vainly sought to imprison ideas when it thrust men into dungeons, the party led by Gladstone, who wrote boastingly of the downfall of the American republic," etc. No cause gains anything for itself by exaggeration, and to attribute all the ills that befell Ireland under Liberal rule to the baleful effects of that dynasty is going much too far. One grand mistake made by the league was the permitting Alexander Sullivan to preside at the great meeting in Ogden's Grove Saturday evening. He played the demagogue in the Blaine campaign, and immeasurably hurt the league by his bitter participation in the political fray. His full fellowship with the league now must be a millstone round its neck.

THOSE corporations that are up to their chins in water should be careful where they

THE Aquilla Jones issue is riddled with holes, and if it is not soon gathered in, it will be unrecognizable even by its own parents. When Mr. Jones took charge of the Indianapolis postoffice he supplanted the Republian head clerk in the registry department and the clerk in the money order department with trustworthy Democrats. These men handled large sums of money, for which the postmaster is responsible, and the new head of the office very reasonably desired in these important places tried and trusted friends of rock-bound integrity. There was an additional reason for displacing the clerk in the money order department, one Wood. He threatened to hamper the new postmaster and embarrass the public service by an abrupt resignation unless his salary was increased \$100. This had to be done in the emergency, but at the first opportunity Wood was very properly kicked out. Mr. Jones seems to be the right man in the right place in the Indianapolis postoffice.

Sovermen can make more money by failing than by keeping on their feet. Vide John Roach.

It may be, as our esteemed contemporary the New Era, thoughtfully suggests, that "the poet Cowper" had a view of that chastened life which

"Finds tongues in trees, books in the running brooks, sermons in stones, and good in everything."

But if our esteemed contemporary means o intimate that Cowper was the author of these lines it is somewhat at variance with the common versions of Shakespeare, in whose works -" As You Like It," Act 11, Scene 7-will be found the full quotation:

Which, like the toad, ugly and venomous,
Wenrs yet a precious jewel on his head;
And this our life, exempt from public haunt,
Finds tongues in trees, books in the running
brooks.
Sermons in stones, and good in everything.
I would not change it.

Popularly, however, Shakespeare gets credit for many things he did not write, while from Cowper, than whom few poets were more prolific of popular aphorisms, is often withheld his due meed of praise. Not to mention a hundred others, of nearly as common use and like familiarity, it is from Cowper that are gleaned these: "God made the country and man made the town"; "England with all thy faults I love thee still"; "Variety is the spice of life"; "He is the freeman whom the truth makes free"; "A hat not much the worse for wear"; "God moves in a mysterious way," &c.; "I am monarch of all I survey"; and "To be a man before

Ir remains to seen whether Vanderbilt is big enough to ride over the Pennsylvania constitution.

---PERSONAL.

CHESTER A. ARTHUR is angling-for fish at Newport.

CLEYELAND marched in the Hancock par-ade in Buffalo in 1880. MICHAEL DAVITT says he will put his

shoulder to the wheel to elect Parnellite candidates for Parliament. "THE DUCHESS"—whose works are popular because all the world likes love stories pretbecause all the world likes love stories pret-tily told in a playful way—is an Irish lady.

Her name is Mrs. Argelles. COLONEL BARBIERE resigned his position as clerk under Pension Agent Davis on Sat urday, and the resignation was accepted, to

ake effect at once. SARAH BERNHARDT has become reconciled to her last husband, M. Damala, and is now negotiating for an American engagement for him. Angelo, the former lover of Bernhardt

and who accompanied her on her last American tour, has married a French heiress. GEN. LEW WALLACE found an English irm which had sold 2,000 copies of his "Ben Hur" in a fortnight, but by these publishers the sub-title had been changed from "A Tale of the Christ" to "The Days of Christ," "to avoid hurting the sensibilities of religious readers in England." They had also printed a bogus preface to the book.

"H. H.," the late Mrs. Helen Hunt Jackson, it is now revealed, was the author of two of the most successful novels of the "No Name" series—"Mercy Philbrick's Choice" (1876) and "Hetty's Strange History" (1877) It is not yet verified that she wrote the "Saxe Holia" stories, the secret of whose authorship has been so well kept.

JAMES J. BARCLAY, the oldest member of JAMES J. BARCLAY, the oldest member of the Philadelphia bar, died Sunday morning at his residence, 253 South Eighth street. Mr. Barelay was born in that city January 15, 1794, and was the son of John Barelay, a merchant and at one time mayor of the city. He studied law with James Gibson and was admitted to the bar in 1815. Before this he admitted to the car in 1815. Before this he had achieved a reputation as a soldier, hav-ing served in the war of 1812. Early in life he devoted himself to phllanthropic labors and educational matters, and never abated his interest in them.

THE STORY OF A RAILROAD.

From the Phillidelphia Record. The following is some of the inside histor of the South Pennsylvania railread, which it is now proposed to transfer to the Pennsyl vania railroad company, that has never been given to the public :

In 1878 certain parties largely interested in manufacturing enterprises in Pittsburg, con ceived the idea of a new competing railroad between Pittsburg and Harrisburg, as the chief link in an East and West trunk line, which would have the advantage over the Pennsylvania railroad of lighter grades, fewer curves and economy in mileage. They knew that it could be built at a comparative ly moderate expense and operated more conomically than the Pennsylvania railroad, The Western end of the line started at a point on the south side of the Monongahela river at Pittsburg and passed to the west bank of the Sasquehauna river at Harrisburg, allowance being made in the plans for 10 per cent, (or twenty miles) of siding, and the bridges, tunnels and culverts to be constructed for double track; whole length of main line, 210 miles,

MR. M'GRANN'S ESTIMATE. B. J. McGrann, of Laneaster, Pa., one of the largest contractors in the country, made a careful examination of the line, and he submitted a bid to construct the line complete for \$6,500,000. He guaranteed first-class work and materials, the rails to be of 68pound steel. As the original plan contemplated a direct connection with the lines of the Philadelphia & Reading railroad company from Harrisburg, project was laid before Franklin B. Gowen, its president, and received his approval. Later Mr. Gowen proceeded to London and made arrangements with a banking-house in that city for placing the \$10,000,000 of 5 per cent, bonds at par. With \$6,500,000 of the proceeds it was intended to construct the road, the remaining \$3,500,000 above the contract price therefor to be applied to the purchase of motive power, a full complement of passenger rolling stock, and as much ment of passenger rolling stock and as much freight rolling stock as could be had for the balance. The stock of the new road was to be divided into three equal parts and owned by the Philadelphia & Reading rathroad, Dr. David Hostetter and Ralph flagaley, of Pittsburg. The Reading company agreed to construct a bridge across the Susquehanna at Harrisburg to a junction with its lines, all terminal facilities at that point, and also furnish, on a liberal wheelage contract, its limnish, on a liberal wheelage contract, its im-mense complement of freight cars for use over the new line. The enterprise would have been carried out on this basis but for the fact that Mr. McCalmont, the English capitalist and Gowen's backer, who was heartily in accord with it, became ill, and the bankruptey of the Reading followed closely on that event.

ENTER VANDEBBUUT. Mr. Gowen soon afterward suggested to the others in the South Pennsylvania scheme the advisability of laying before Mr. Vanderbilt the plans in regard to the proposed new line, in which, through his ownership of Reading stock, he had an interest. The railway magnate thought the scheme a good one, and was disposed to take charge of it. The market value of labor, rails, spikes, ties, etc., were at that time rapidly declining, owing to the depression in business, and the good man felt entirely safe in his ability to construct the road at or below McGrann's figure. He thereupon set about reorganizing he project on a basis satisfactory to himself whereby he would become the owner of a controlling interest, and the other subscribers would pay the money. Ten million dol-lars capital was not big enough to suithis ideas, and it was increased to \$15,000,000, and ideas, and it was increased to \$25,000,000,000 inore. A syndicate was formed and the stock allotted among its members. To justify the increase in capital Vanderbilt decreed some changes in the plan of the road. To begin with, he made Fort Perry the western terminus, thus cutting off twenty miles of road, with the bridges at Filtzbeth and West Newton, the tunnet at Pattsburg and those at the cross between the rivers and at West Newton, and provided for an entrance to Pittsburg over his own road, at that time approaching completion—the Pittsburg, McKeesport & Youghiogheny. The cost of building the bridge over the Sasquelanna was added, however. While these changes were supposed to justify a large increase in the estimates of construction, they really reduced the cost of the work very materially. The saving on rights of way into Pittsburg judging by the experience of other roads was very large.

BIG FIGURES FOR THE WORK. Under the new arrangement Vanderbit put his own contractors to work, nearly every one donating the right of way in order to encourage the new competing line. Some interesting figuring can be done here. Mr. Twombley says all of the \$5,500,000 paid in each by the syndicate has been expended or work done, and #3,000,000 is due the contract tors. Engineers of the Pennsylvania railroac and also engineers in the employ of the South Pennsylvania railroad company at present, who will likely be heard in court before long, assert that this work could not by any possibility have been done at a cost to exceed \$2,500,000. Give Mr. Twombley the benefit for the time being of an alleged dis-tursement of about \$300,000, which he claims to have made to procure certain charters, etc. and we still have a deficiency of \$2.500,000 from moneys actually paid in. Mr. Vander bilt is alleged to have contributed to the \$5. 500,000 his proportion, or about \$1,700,000. It is asserted openly by certain people that he has not contributed a single penny: that on the contrary, by the operation above de-scribed, he has had his \$1,600,000 paid for him by the other subscribers, and in addition has pocketed \$500,000 in his capacity as contractor to recompense him for his trouble in connection with the enterprise. Under this aspect of the case, at what price could Mr. Vander-bilt afford to sell his interest of \$1,700,000 to the Pennsylvania railroad and still get out

In order to arrive at a better understanding of what has been said regarding Mr. Vander bilt's probable profit from the construction of the South Pennsylvania road, Vanderbilt himself being the whole concern, some figures in regard to the cost of material and labor have been resorted to. All the heavy cutting and all the tunnels are now about three-fourths done; the bridge over the Sus quehanna is practically finished, the pie and abutments having been ready for the superstructure for nearly a year, and the latter being well advanced in the manufac-tory; hence the heaviest and most expensive work in constructing the entire line is almost

FIVE AND A HALF MILLIONS CALLED IN. There has been called in by H. McK. Twombley from the subscribers to the South Pennsylvania syndicate the sum of \$5,500,000. He reports that every penny of this sum has been expended on the construction of the road, and that \$3,000,000 more is now due the contractors, thus making, according to his statement, about \$8,500,000 as the cost of the work thus far done, or \$2,000,000 in excess of McGrann's bid for the whole thing at a time when labor and materials were from 15 to 30

per cent. higher. Ever since work was begun on the South Pennsylvania under Mr. Vanderbilt's leader-ship the Pennsylvania railroad officials have ship the reinsylvania rainroad officials have taken a friendly interest in its progress. Some of the most skillful civil engineers and railroad constructors in the country were employed by that corporation to watch it, and in the guise of fishermen, hunters, book agents, sewing machine agents, &c., were at all times to be found at or near the points where work was in progress, and, while ostensibly in pursuit of sport or customers for their wares, they managed to secure accurate profiles and estimates of every bit of the work as it progressed. What this was for will appear later.

SIX MILLIONS TO BE ACCOUNTED FOR. Mr. Twombley, it will be remembered, says the work thus far has cost \$8,500,000. According to the profiles and estimates furnished by the Pennsylvania railroad's engineer's, now on file in the office of the chief engineer of that company, in Philadelphia, \$2,500,000 is a very liberal estimate of its cost. They, of course, took no account of the cost of rights of way, which will no doubt make a fine showing in Mr. Twombley's statement. The entire rights of way on the line have practically been secured, and have cost less than are given, based on present market prices therefor, viz.: Steels rails, 107 tons, 68 pounds to yard at

\$2 per ton \$2.000 s. \$2.000 \$2 Total cost of material per mile......

The average cost of grading for a railroad track through a comparatively level country, or through the valleys of water-courses which

roads usually follow, varies from \$1,500 per mile on the prairie to \$10,000 per mile where the rock-cutting is heavy and continuous. Any one familiar with the cest of grading and constructing an ordinary roadway can bern an approximate idea, therefore, of the cost of the bare grading of an ordinary railway and will also understand that it such high ways approached a costs of \$10,000 per mile there would not be many public roads in the there would not be many public roads in the land. Let the cost of grading be called \$10,000 per mile, to which add \$5,000 for rails, spikes, lies, etc., and you have \$15,000 per mile. Add to this, for rights of way and for bridges, tunnels and culverts, which will amount on the entire South Pounsylvania line to less than fifteen miles, another \$15,000 per mile on the entire road. This would make an ag gregate of \$30,000 per mile or for 100 miles of road, \$5,700,00%

COULD RUILD A RAILROAD TO THE MOON

Any experienced railroad contractor knows

hat these are outside figures. As Mr. Mc-Frann expressed it, if he got \$35,000 per mile for building railroad he did not care particularly to examine the country through which it was to run. Another contractor has asserted that at £35,000 per mile, cash, he would almost undertake to build a railroad to the moon. It will be noted that the South Pennsylvania railroad, starting at Port Perry and ending at the west bank of the Susquebanna, has no expensive terminals or rights of way. Messrs. Vanderbilt and Twombley have both said that the full \$20,000,000 provided for in the syndicate agreement would be exhaust-ed in opening the line. If to the \$5,700,000 above figured out as the proper outside cost of the line be added \$200,000 for ground pur-chased on the west bank of the Susque-hanna, and \$500,000 for contingencies, the cost hanna, and \$600,000 for contingencies, the cos of the road can only then be shown to equal B. J. McGrann's bid. As it has been roposed in all the syndicate meetings that the motive power and rolling stock should be provided out of a new and additional loan in the shape of a cartrust, it becomes interesting to know what it was intended by Mr. Van-derbilt and his enterprising son-in-law should become of the \$13,500,000 difference between the issue of first mortgage bonds and the actual cost of the road. This might be a suitable inquiry for the dissatisfied stock-holders who control \$3,500,000 of subscriptions Should these parties combine their interests, employ good lawyers, and then get first class railroad engineers to examine and east up an account of the work thus far done on the line of the South Pennsylvania railroad as it nov stands, they could propound some conun-drums that would be very embarrassing to Messrs. Vanderbilt and Twombley.

LOVE AND CARDS.

The youth and maiden sat alone Upon the publied strand Beside the sea, and in his own He held her my hand.

He gazed into her sapphire eyes-"I love you sweet," he said : The mailen answered him with sigh-And blushing hung her head.

He pressed the hand so soft and white. He kissed the dimpled chin, And said, "If I played cards to uight I know that I would win.

You ask me why, you shall be told. He pressed the fingers white: "I know I'd win because I hold. A lovely hand to-night.

-From the Boston Courier.

Safely Fortified Against Pheumonia. Almost every fatal case of pneumonia results from sudden changes of temperature and un-guarded exposure while the system is much enrvated, and the powers of resistance largely d pleted at the time the fatal shaft flies. The only safe prevention is to keep the health thoroughly fortified by DUFFT's Pung Malit Whiskey, which s a sure protection from this dreaded malady and is recommended by the first physicians as the only article that is absolutely unadulterated and free from injurious percentages of polyot

How the Taxpayers are Swindled. How the Taypayers are Swindled.
Corrupt contracts. Unbalanced bids. Unreliable estimates. Frandulant bonds. Imperfect material. Unsettefactory workmanship. Ficti tious figures. Favored contractors. All this on the public works. But how about the works of your inner man. Improver shed bloost. Rhen mater tot. Lazy liver. Dyspeptic stomach, Gira attention to these and set them right with Brown's Iron Bitters. Mis. Morlock, of West minister, Mid. says. "These used Brown's Iron Bitters and found it a good tonic and appetizer.

In the comic opera of "The Mikako" his imperial highmoss says

"To make, to some extent.

Each cyll Liver A running river of harmiess merriment." A nobler book than making cyll livers, river of harmless merriment no person, king or lay man, could take upon himself. The liver amon the ancients was considered the source of all man's cvil impulses, and the chances are tent me to day that if one sliver is in an ugly cor dition of discontent, comeone's head will be

"How's your liver?" is equivalent to the in uiry. Are you a bear or an angel to day! Nine-tenths of the "pure cussedness ections for divorce, the curtain lecture, the amily rows, not to spenk of murders, erine and other calamities are prompted by the irrita ting effect of the inactivity of the liver upor the tonin. Fothergill, the great specialist, say-this, and he knows. He also knows that to pre-yent such catastrophies nothing equals Warn ers safe cure renowned throughout the world

" Each evil Liver A ronging river Of harmless merrinent."

Rose Cold and Hay Fever types of catarrh having peculiar sympto y are attended by an inflamed condition ining membrane of the nostrils, tear de throat, affecting the lungs. An accid mu scretch, the discharge is accompanied withing sensation. There are severe spasm ezing, frequent attacks of heada and inflamed eyes. Ely's Cream Balm is a re-uned jounded on a correct diagnosis of disease and can be depended upon. 50 cents at drug gists, or by mail. Send for circular. Ely Bros. Druggists, Oswego, N. Y. ans-2wdeod&w

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Extra DRIED BEEF, by the Piece, and als Chipped. Sugar-Cured Hams and Beef Tongues.

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MPURE BLOOD, MALARIA, CHILLS and
FEVER and NEURALGIA.
It is an unfailing remedy for diseases of the
Liver and Ridneys.
It is invaluable for diseases péculiar to women,
and all who lead sedentary lives.
It does not injure the teeth, cause Headache os
produce Constipation—OTHER from mediciner
do.

do.
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For intermittent Fevers, Lassitude, Lack of Energy, &c., it has ne equal.
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Remnant Linens. Remnant Flannels, Remnant Cassimeres.

Remnant Ginghams,

42 By Odds and Ends we mean what remains f the stock in lots of two or three of a kind and

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Summer Clothing

IN EVERY VARIETY AT PRICES AS LIGHT AS THE MATERIAL MADE FROM, IN ORDER TO PREPARE FOR THE FALL NOW IS UNDOUBTEDLY THE TIME TO BUY

Burger & Sutton,

** Store closes of 6 p. m., Suturday s excepted.

MERCHANT TAILORS AND CLOTHIERS.

No. 24 Centre Square, LANCASTER, PA.

BARGAINS.

HIRSH & BROTHER'S

READY-MADE AND MADE TO ORDER

CLOTHING.

ONE PRICE CLOTHING HOUSE

GENTS: FURNISHING GOODS, TRUNKS, VA We are now busy getting in and manufactur-ing the Largest Stock and variety of the above mentioned goods for Fall and Winter, that was ever kept in any store in the county; and as we require all and more than we possess thot with standing the extension we have made to our building), we will sell out at the very lowest figures the balance of our Spring and Summer toods.

As every article in the store is marked in Plain Figures, we invite you to call and look through Figures, we invite you to call and look through our stock, and Judge for yourself of the Low

our stock, and judge for yourself of the Los Figures. We will be ready in about two weeks to ex-bibit our FALL AND WINTER STOCK, and hope to see everybody call and post themselves in Styles and Friess. We guarantee polite attention to all, whether you intend to purchase or not. HIRSH & BROTHER'S

ONE-PRICE CLOTHING HOUSE, CORNER OF NORTH QUEEN STREET AND CENTRE SQUARE,

LANCASTER, PENNIA.

OUR PRICES FOR

SUMMER GOODS

Reduction Price List of Men's, Boys' and Children's CLOTHING

LEAD THE MARKET.

THIN COATS at 40c. SEERSUCKER COATS and VESTS from \$1.25 D. Better SEERSUCKERS at \$1.75. MEN'S BUSINESS SUITS at \$1.50, \$5.00, \$6.00, and \$7.00. MEN'S DRESS SUITS at \$8.00, \$10.00, \$12.00 and \$14.00. MEN'S BUSINESS PANTS at 75c. MEN'S ALL-WOOL CASSIMERE PANTS at

\$2.00, \$5.50 and \$3.00. BOY'S SUITS at \$2.00, \$2.50, \$5.00, \$4.00, \$5.00 up to \$3.00 CHILDREN'S SUITS from \$1.25 upwards. Custom Department.

Our specialties in this department are Wool Serge Suiting in all Colors, the same we make to order in drst-class styles for \$11.00. ALL-WOOL PANTS to order at \$3.00, \$4.00, \$5.00, \$6.00, \$7.00, \$8.00. The place to trade is where you can get the most for your money, and where you can have the largest variety to select from.

L. GANSMAN & BRO.

THE FASHIONABLE MERCHANT TAILORS Nos. 66-68 NORTH QUEEN ST.,

(Right on the Southwest Cor. of Grange Street,) LANCASTER, PA Open Eve until six o'clock, Sturday until lo o'clock. Not connected with any other clothing house in the city.

MADEIRA AND SHERRY WINES -AT-

Reigart's Old Wine Store. Established 1786. No. 29 East King Street, feb17-ifd

LANCASTER, PA.

Penryn Park,

EXCURSIONS.

DENRYN PARK.

Excursion Committee of Churches, Sunday Schools and other select organizations, in mak-ing their summer arrangements, should not neg lect to reserve a day for Penryn Park. This delightful resort is situated in the midst of the

SOUTH MOUNTAINS

And its grounds covering hundreds of neres are easy of access from all jurts of central Penn-sylvania. For the free use of excursionists there are extensive CROQUET AND LAWN TENNIS GROUNDS, LARGE DANCING PAYILION, BAND

STAND, KITCHEN, BASKET AND CLOAK ROOMS, and OBSERVATORY

On the Summit of the Mountain. There is also a refreshment room in charge of a competent caterer, where meals can be procured at moderate rates, a photograph gatlery and numerous other attractive features.

No liquors allowed on the grounds, Excursions from all points on the Philadelphia & Reading and Reading & Columbia Railroads will be carried direct to the Park without change of ears. will be carried direct to the Park without change of cars.
Complete information can be obtained and engagements effected with parties from all points on the Philadelphia & Reading and Reading & Columbia Ratireads, upon application to C. G. Hancock, General Passanger and Ticket Agent, Philadelphia & Reading Ratiread, 27 South Fourth street, Philadelphia Pa, and with parties from Lebanon by applying to the undersigned, CARL VON SCHMALENSEE, Supt. Cornwall & Mt. Hope Ratiread, mays-and Lebanon Pa.

SUMMER OF 1885.

EXCURSIONS AND PICNICS! Cornwall & Lebanon

Colebrook Valley Railroad.

MT. GRETNA PARK,

Free of Charge.

These grounds, covering hundreds of acres, are easy of acress from all parts of Eastern Pennsylvania.

**There are MOUNTAIN STREAMS, spanned by rustic bridges; MOUNTAIN SPRINGS, wailed up with mittie standstone; SHADY WALKS and PROMENADES.

A LARGE DANCING PAVILLION, LARGE DINING HALL, KITCHEN, DINING ROOM, and TABLES, BENCHES and RUSTIC SEATS, scattered through the grove for the free use of excursionists. LAWN TENNIS, CROQUET, BALL GROUNDS, BOWLING ALLEY, SHOOTING GAL-

LERY, QUOITS AND FOOT BALL Are among the amusements offered. No Intoxicating Drinks Allowed on the Premises. 48-Parties desiring it, can procure meals at the PARK RESTAURANT, which will be under the charge of MR. E. M. BOLTZ, the noted naterer of the LEBANON VALLEY HOUSE,

LEBANON VALLEY HOUSE, who will be on the grounds throughout the sea son, giving it his personal supervision.

**Be-Excursions from all peduts on Pennsylvania B. R. will be carried direct to the Park without change of cars.

**Be-Excursion rates and full information can be obtained and engagements effected with parties from all points on the Pennsylvania B. R. upon spejication to GEO. W. BOYD, Assistant General Passenger Agent P. R. R. NO. 23 South Fourth street, Philadelphia, or to

Supt. C. & L. & C. V. R. R., Lebanon, Pa. myladad MACHINERY. ENGINE AND BOILER WORKS.

J. C. JENNINGS.

BEST Steam Engine

BOILER WORKS. ASWEHANDLEOUR OWN GOODS,

HAVE NO AGENTS, CAN INSURE OUR PATRONS LOW PRICES
AND GOOD WORK. BOILERS. Vertical and Herizontal, Tubular, Fine, Cylinder, Marine, Double-Deck and Portable, FURNACE-WORK, BLAST-PIPES, STACKS, &c., &c.

TANKS for Water, Acids and Oil. HOISTING ENGINES. ENGINES. Vertical and Horizontal. Stationary, from two to sixty horse power.

Portable Engines, on Wheels and Sills: Six Sizes—4, 6, 8, 10, 15 and 20 horse power. SAW MILLS. Pony Mills and Large Mills, Bark Mills, Cob Mills,

Leather Rollers, Tan Packers, Tripple Gearing for horse power. PUMPS. Belt and Gear Pumps; Mining Pumps; Combined Pumps and Heaters.
Ceritritugal Pump, Steam Pump,
Gearing, Pulleys, Fly Wheels, Clamp Boxes,
Hangers, Couplings, Collars, Steel Steps and
Toes, Pulley Plates, Packing Boxes, Mill
Spindles, Mill Bushings, &c., &c.

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Wrought Iron, for Gas, Steam and Water. Cast Iron Pipes, Boiler Tubes, Well Casting. FITTINGS.

For Water and Steam, Valves, Cocks, Steam Gauges, Gauge Cocks, Glass Water Gauges, Safety Valves, Whistles, Globe Valves, Governors, Patent Self-Feeding Lu-bricators, Glass Oil Cups, Glass Tubes, Injectors or Boiler Feeders. PACKING-Hemp, Asbestos, Gum and Pram-

BELTING-Gum, Cotton and Leather. CASTINGS-Heavy and Light Iron and Brass, Botler Iron, Sheet Iron, Bar Iron, and Steel. HEATERS For Dwellings, Schools and Public Buildings,

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Estimates, Drawings and Pattern Work fur-nished at Reasonable Rates. Repairing promptly and carefully at-tended to. Address, John Best & Son,

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