INTELLIGENCER SVERY DAY IN THE THAN



The Weekly Intelligencer

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The Cancaster Intelligencer.

LANCASTER, AUGUST 25, 1886.

Blaine's Maine Speech. sine has delivered a speech at Sebago Lake, Maine, which was sent throughout the whole country by careful prearrangent. It is a plain notice to all whom it may concern that the "plumed knight" is blican candidate for the presidency in 1868. While it was pretty generally supposed that he was willing to again lead the forlorn Republican hope, there was not that certainty about it which may be gathered from Mr. Blaine's most recent forsen-

The speech is just such a one as might be expected from Blaine at the present juncture. It preaches the glories of protection and the dangers of free trade in that fossil-like style which will be recalled as one of the leading features of the campaign of 1884.
On the labor question that mouldy chestnut of the low wages to colored workers in the South depressing the wages of the Northern workingman is presented with all of its old-time flavor. On the fishery question Mr. Blaine's remarks have special interest, for they represent a subject that is of absorbing interest to his constit.

Chamberlain. Sixty people evicted from their homes marched in procession to a procession t

Mr. Blaine has evidently heard the murmurs in the air that the Probibitionists are going to scuttle the Republican ship, and the proceeds to handle these "third party" men without gloves. With biting sarcasme he says: "The position and platform of the says: "The position and platform of the says is the says of the says the third party might in fact be thus abbre-; viated: Whereas the Republican party of THE Bulgarian crisis may yet involve Maine enacted a prohibitory law thirty several of the great powers in a war, for years ago, and has since amended it as a everything now appears to depend on the used prohibition by mentality in their power."

On the whole it is quite an entertainingmeech, and the Democrats can enjoy its well-rounded periods and incisive language alike with their Republican brethren. For to the Democracy it presents the admitted fact that the dying Republican party has not one live issue on which to go before the

Railroads and Discrimination.

It is an ancient truism that our best friends are those who tell us our faults, and, therefore, no exceptions can be taken to the extracts, elsewhere printed from a masterly paper by Prof. Richard T. Ely. on the subject of the economic evils of American railroads. They show up the latter in a style by no means pleasing, for most Americans are accustomed to think that nothing can be learned by them on any subject from their kinsmen beyond the

But the sober facts are as Professor Ely presents them, and it becomes those who want to know things in their true light to examine and see if his conclusions are based on sound premises. In particular, attention is directed to the references on freight discrimination. This is one of the great questions that is going to be decided at the polls this coming November, and it is proper for every man to get all the infor-mation possible to enable him to vote intelligently on the subject. The more he considers it, the more he will agree that the Democratic platform in this regard is un-

Local Chitd Labor.

The announcement in the INTELLIGEN CER last evening that a local committee of an assembly of the Knights of Labor had served notice upon several prominent cigar manufacturers not to employ child-labor after August 31, has created a great deal of discussion in Lancaster's indus-trial circles. If this action shall be generally inaugurated through the city, as is fect on many city homes. mised, it will have a far reaching ef-

It is said that many of the most aggres sive members of the local Knights have hildren under fourteen years of age conributing to the earnings of the family.

With these, the decision of this question. rill be by no means a light matter. Their devotion to their labor organization will be severely tested when that same organ-ization demands that the earnings of their children shall cease. Of course, there are two sides to this question, and the INTELLIGENCER will continue to endeavor to give its readers all possible facts bearing on both of them.

Parnell's Bold Deliverance.

Whatever the enemies of Mr. Parnell may allege against him, none can charge im with cowardice. His speech on the irish question in the House of Commons on Tuesday is a bugle blast, the echoes of ch will sound throughout the world. le mys the government must solve the risk question and the land question sim-lancously. He pierces the bubble of simulating Irish industries by English soney, and declares in sententious style.

that the way to develop the resources of beland is to allow the Irish to develop

This last is the real keynote of the Irish campaign. The Irish want no assisted as a man tosses a copper to a mendicant. They want the privilege of running their own magnificent country in accordance with their own desires. On imperial mattersthey are willing to take directions from across the channel, but on local affairs they insist upon self-government, just as Pennsylvanians on state matters will not brook in terference from Washington. Ireland's demand is a moderate one, when we con sider all she has suffered from the English enemy in the past seven hundred years.

CHAMBERLAIN says "bome rule is dead and can never be revived." We fear he has inadvertently written his own epitaph.

In New York it is possible to stop the wholesale destruction of birds at the behest of fashion. A law of the last legislature pro-vides that any person who shall kill, wound, net, snare, trap or poison any bird of song, linuet, blue bird, yellow hammer, yellow bird, thrush, wood-pecker, cap bird, swallow martin, blue-jay, oriole, kildee, snow bird, grass bird, grossboak, bobolink, phobe bird, humming bird, wren, robin, meadow lark, or any wild bird other than a game bird, or ill possess or expose for sale any part of any of these birds, shall be guilty of a misdemeanor, and shall, upon conviction, be liable to imprisonment of not less than five, or more than thirty days, or a fine of not less than \$5 nor more than \$100. It this legis-lation was enforced, it would end the career of the "love of a bonnet" that ladies so rapturously adore.

MAYOR SMITH has at last paid into the Philadelphia city treasury \$6,881.15, which, according to the mayor, "covers all moneys paid into this office during the present year to date, for any and all purposes." All honor to the Philadelphia Times for its effective work in forcing the erring mayor to unmask. Mighty is the power of the press.

INDIANS have been discovered in Alaska who never saw a white man ; but they are reported eager for whisky and Winchester

A CHEERFUL sally was that of Laboucher e, in the Commons, when he predicted that Chamberlain would continue on his downward course until he was gazetted Lord

that is of absorbing interest to his constit-uents. But until the full correspondence on this subject is published, no one posses-ses enough material on which to found a few are menaced by no floods and forest fires, safe conclusion. In relation to the Cutting episode, he says nothing of conseting episode, he says nothing of conseting an agricultural region, without regard to commerce that then followed the rivers

majority of the friends of temperance demanded, and has in consequence advanced.

Maine in all matters of temperance a quarter of a century ahead of the license states; therefore, be it resolved that we, members; of a third party of Prohibitionists, will so vote as to defeat the Republican party and turn the government of Maine over to the Democrats, who have through all these years opposed prohibition by every instru-France. The rumor that Austria will annex snia and Herzegovinia doubtless arises from the presumption that she would no remain quiet without hope of some reward. The sultan, who is an educated and able man, fully realizes the desperate position in which he finds himself, and it is hardly likely that he will do anything to precipitate a war if it can be avoided, for it is evident that, of all the great powers his natural ally, England, stands most in need of peace. Until the Trish question has been settled in accordance with the just demands of Parnell, England must do all she can to hold aloof from foreign complications, but when the labors of the Liberals have been crowned with success the voice of England will sgain be heard on the banks of the Danube. A waiting policy appears to be the only safe policy for both Alexander of Bulgaria and the sultan of Turkey. They should borrow the Marquis Tseng from China ; for that diplomatist is a master of the art of delay.

> "Ir Cutting had only said "thank you," and not issued an address, all would have been lorgiven.

PERSONAL. JOHN T. RAYMOND, the actor, is seriously

PRESIDENT FITZGERALD thinks he would

rather be at the head of the Irish League than president of the United States. MESSRS, O'BRIEN, Dessy and Redmond, the Parliamentary delegates to the recent lirish National League convention, left for Europe on the steamship Wisconsin on Tuesday.

REV. A. V. NEPPER, a prominent Metho-dist minister in the Rock River conference, Wisconsin, has been expelled from the min-istry and also from membership on account of "unchristian conduct and the misappro-priation of funds."

Mr. Desmond Fitzgerald, in a paper recently read before the American society of civil engineers, says that the greatest evaporation takes place, not (as would be supposed) on the warmest days, but on cool days which have been preceded by warm weather.

Col. R. BRUCE RICKETTS, who is still at Ganoga Lake, has sent word that he will be in Philadelphia on Thursday evening to meet Chairman Hensel, along with the other candidates. This is the first communication received from Col. Ricketts since his nomination for ileutenant governor.

How. W. L. Scorre, has been

tion for lieutenant governor.

Hox, W. L. Scott, has been renominated for Congress in the Eric district. He declines to run, but efforts are to be made to secure his acceptance. Congressman Scranton has been renominated in the twelfth district. The Crawford county Democratic convention has endorsed W. R. Bole for Congress and renominated Senator Humes.

MRS. CLEVELAND'S hair in all of the por-MRS. CLEVELAND's hair in all of the por-traits is worn the same, being roughly reached in front and gathered in a loose coil at the right back and well up. The luxuriant growth and simplicity of dressing gives her hair an impressive and beautiful effect. The face of Mrs. Cleveland is not oval as has often been described. It is of the rare type of round faces, with a suggestion of plumpness. round faces, with a suggestion of plumpness.
The lips are slightly sensuous and give a strong expression to a mouth not too big or too little. Her favorite attitude seems to be a full faced front yiew, though in one portrait the artist has caught her in profile in one of the favorite poses of Mary Anderson.

A Deer Caught in York County.

From the York Daily. Yesterday towards evening a large deer came bounding over the hills near the Vioiet Hills hotel and ran out on the pike, then struck towards Tyler's dam and returned toward the hotel where it ran into the yard and was captured by Mr. Theodore Lyman. The animal ran as if it was almost exhausted, it probably having escaped a great distance from where it was caught.

THE BANDY LEGGED MAN The bandy-legged man is happy, I ween.
To terror he's never a proy;
it is knoss never smite together with fear.
Because he ain't built that way.

AMERICAN RAILWAYS.

OME OF THEIR ECONOMIC RYILS CAREFULLY CONSIDERED.

Extracts From an Article in "Harper's Monthly" From the Pen of Prof. Elchard T. Ety. The Railroads and the Question of Freight Discrimination Discussed.

A recent article in Harper's Massacrae on English and American Railways," as seen com the stand-point of the traveler, was a revelation to large numbers. Our railways have so long sung their own praises, and a subservient press has so readily re-echoed these boastful strains, that we have been deluded into the belief that we possessed the fastest trains, the finest passenger coaches, the largest supply of conveniences, the grand-est stations, and the cheapest rates to be found in the world. Now it ought not to be necessary to say that the reason why one reoices to see the publication of an article de signed to dispel such litusions is not that one likes to see the institutions of one's own country decried. No: the reason is the hope that an insight into the actual condition of things may lead to an improvement in these

The articles in the present series have chiefly to do with railways as factors in production, and in production the railway, as a means for the transportion of passengers, plays a subordinate part. It is not, then, necessary in this place to emphasize and re-enforce the statements in the article on "English and American Railways." It may be remarked, however, that a residence of several years in Europe leads me to the be-lief that the author of that article has given oo favorable a view of our railways as compared with European railways. The reader will find it an interesting and profitable pas-time to compare the railway time-tables of fifteen or twenty typical American railways with the time-tables of as many European railways. He will then obtain some idea of the slow average rate of travel with us.
Other features of our railways do not fare better in the comparison. Our stations are inconvenient and ugly, sometimes even.

difficult to see how one who has lived long enough in Germany to become accustomed to her institutions should not prefer second-class travel in that country to first-class in the ordinary American railway, although the average charge is thirty, forty and occasionally even more than fifty per centum lower. A still more important element is the safety of travel, and it can be said without fear of successful contradiction that the reck-less prodigality of human life, which as part of our railway history has astonished foreign-

Our cars are uncomfortable, and it is

ers, is elsewhere unknown. THE CHIEF EVILS. But the chief evils of American railways appear when we come to treat of them as performing economic services in the transportation of goods, and when we view rail way property as an important element in our national resources. It is then difficult to tell where to begin or where to end an account of abuses, as they are so numerous and mo-

mentous.

My thesis is this: the needless waste of railway competition has been sufficient to provide good, comfortable homes—a whole house to a family—for that part of the entire population of the United States but already

population of the United States not already provided with such homes.

The first item in the count is needless expenditure in railway construction. This has been estimated at one thousand millions of dollars, and it is certainly a low estimate, for two needless railways, the West Shore and Nickle Plate, alone account for one-fifth of this sum. It must be borne in mind that needless expenditure is waste of national Nickle Plate, alone account for one-infined this sum. It must be borne in mind that needless expenditure is waste of national resources which ought to have benefited the people. This is very simple, yet it is often necessary to repeat it. Now, one thousand millions of dollars is a sum sufficient to build bornes for one million to build bornes for one million. homes for one million families, or five mill-

ion people.

Second, every needless train is a waste, and parallel and competing roads necessitate a vast number of them daily.

Third, our railways have not been planned according to any intelligent scheme, so that they should become part of one grand system of means of communication and transportation, supplementing our natural and artificial waterways and other highways. on the contrary, they were often designed to injure other public highways, and are still managed with that view. Railways run along by the side of canals, and drive them out of existence. At times they buy the canal and stop using it, lest it should longer render any service to anybody. The Richmond & Allegheny railroad of Virginia is an example. Here is a creat waster ginia is an example. Here is a great waste of resources expended in canals. Kailways prevent the use of natural waterways. Thus railways discriminate against those who use the Ohio river and the Atlantic and Pacific

oceans respectively. These are examples of a waste of nature's bounty. Freight rates are often so much cheaper between competing points than from an inter-mediate point that freight frequently passes twice over the same track—a waste of labor and capital. Freight is thus sent from Pitts-burg to Philadelphia and New York and then right back through Pittsburg to a Western point, so as to get the competition rate from one of the large cities. Freight has likewise been sent from Rochester, New York, to New York city, then back again over the same tracks through Fochester to the West. Last

winter freight was sent from Baitimore to New York, then back through Baltimore to the West. These examples might be multi-plied indefinitely. Another variety of waste is illustrated by Another variety of waste is inflatrated by the anthracite coal combination, which stops production at intervals in order to maintain high prices. Capital power and labor power meantime remain idle, and other industries

DISCRIMINATIONS IN CHARGES. Discriminations in railway charges mean difference of treatment in favor of one party

are injured.

difference of treatment in favor of one party or thing and against another party or thing. They are of three principal kinds, namely; first, between places, as for example, in favor of Beston and against New York, or in favor of New York and against Rochester; second, between things, as in favor of wheat and against iron; third, between individuals. Only the third will be treated in this place, as it is of chief importance from a general as it is of chief importance from a ger

economical stand-point.

To understand the real gravity of this evil it is necessary to consider the nature of competition, or the struggle for existence in the pection, or the striggle for existence in the economic world. Men offer services or goods at varying rates, and each tries to underbid the other, and that offer is accepted which, all things considered, is the lowest. Now this is not the universal rule of business, but it is a very general one, and in in the great business transactions of our time it prevails to such an extent as to be decisive, provided these transactions are honest. The largest number of exceptions may be found in the remuneration for personal services, but the force of competition is indirectly becoming more and more fell, and it is increasingly difficult to escape from its control. When Mill wrote his treatise on political economy, forty years ago, he could say that custom, not competition, fixed prices in retail trade. It is doubtful if this can now be said of that trade in any of the large centres in economic world. Men offer services or good

economy, forty years ago, he could say that custom, not competition, fixed prices in retail trade. It is doubtful if this can now be said of that trade in any of the large contres in Europe or America—certainly not without serious modification. In an ideal condition of things, such as the old political economy presupposed, there are excellent sides to this competitive struggle, as it then gives a stimulus to individual initiative and activity, each one trying to offer superior services or goods, or endeavoring to devise methods whereby production may be cheapened; and cheapened production means a saving of capital force and labor force—a benefit to the world. It can perhaps be said with slight modification that this economic struggle produces a near approximation to justice when it is between equals. But how is this affected by railway discriminations? It has already been stated that they are not merely in favor of one, but against another, and the latter proposition is as important as the first. Its truth follows inevitably from the nature of competition. These favors to the friends of the railway power, or to those who have in some way secured an exceptional position, who have, to use an expression becoming classic with us, gotten in "on the ground floor," are an external force against which all their competitors must contend. Their rivals enter into the struggle carrying a weight, a weight varying in amount, but at times great enough to bear down even those who would otherwise be the strongest. Where competitions—the freight on goods is frequently far greater than the profit on them, and a slight variation in charges in favor of one party is all that is needed to make the fortune of that one and to ruin competitors.

*Mulhali in his Dictionary of Statistics gives the number of killed and wounded on the rail-ways of the United States as 41.1 per million passengers, whereas in Europe it is only 10.8.

It is stated that even such delay in shipment and such annoyance as a railway can inflict on a business man not in favor is at times sufficient to cause his bankruptey. All this involves immense waste of economic resources. Talent in business, accumulation of capital in various forms, and organizations extending over a wide area, all of which ought to have been a blessing to the laboring population and the entire country, are annihilated. The best known example is the Standard Oil company. It received, as already stated, \$16,000,000 in eighteen months in rebates. If it had done business at what would have been cost for others, it would still would have been cost for others, it would still have had that enormous sum as profit. If it had transacted its business at such terms as would have involved a loss of \$5.080,000 for others on the same amount of business, there would still have been an equal sum for dis-tribution among the members of the company. It is a matter of course that its competitors were ruined and idle-factories, old pipe lines no longer-used, and business wrecks throughout the country give evidence of enormous econo-mic waste. It is not to the point to urge that the quality of oil has been improving, and mic waste. It is not to the point to urge that the quality of oil has been improving, and that the price of oil has been declining, any-more than it is to the point to urge the alleged chivalry of the Italian brigands as a pies for-highway robbery. Doubtiess the managers of this company have not been altogether blind; to their permanent interests, and may have of this company have not been altogether blind' to their permanent intorests, and may have given the public some of the advantages of improvements in oil preduction, while the enormous increased supply of oil was such as to force down prices if the oil was to be disposed oi. It is a well-known fact that millions of barrels in reservoirs have been hold from the market in order to raise prices. Furthermore, it is worthy of notice that Russian petroleum is now a competitor of American process.

sian petroleum is now a competitor of Amercan petroleum, although the crude Kussian oil contains only thirty per centum of refined oil, while the American contains eighty per centum. It must be admitted that there are at times savings in the transactions of business by a monopo-ly, but when these are desired it is essential that this line of business should be made a public undertaking, in order that it may be regulated, and that the entire public may participate in all these advantages. What we have to look at in this is the ruin of men engaged in honorable and legitimate busi-ness. These men form part of the common-wealth, and the body cannot thrive when its members are in a diseased condition. It must be inquired, what would be the logi-cal outcome of the extension of such methods? IN PAYOR OF OUR BATEWAYS.

There are many things which the railway dvocate will urge in favor of our railways. He will endeavor to show that rates are lower in America than in Europe but there are three things he will fail to mention in his comparison. First, our railways have been built at a low cost, owing to inferior quality of construction, and still more owing to the cheapness of right of way—often, indeed, costing nothing—in a new country, and to the level and otherwise favorable surface of our country. If we esti-mate the average cost of our railways at \$55,-000 per mile, it is a generous figure, whereas the European railways with which comparison is made will probably average \$140,000 per mile. Second, no attention will be paid to the fact that terminal charges constitute a large part of freight expenses, and that these are lower with us per mile on account of our long distances. Third, you will not be in-formed that quality of service is a vital ele-ment in researching the work. formed that quality of service is a vital ele-ment in reasonable charges. What proba-bility is there that your freight will be shipped promptly, that it will move rapidly, and that it will arrive in safety? What per-centage of freight is injured or destroyed in a country like Germany, and what in Amer-tica?

Comparisons are difficult in freight charges; in passenger charges easy. No one disputes that charges for passenger service are far higher in America, and there can scarcely be a doubt that, when all elements are properly considered, freight charges will be found rel a doubt that, when all elements are properly considered, freight charges will be found rel-atively lower elsewhere, and particularly in Belgium and Germany. The charges now under consideration are the rates for the or-dinary average shipper between two average reduts.

ion is whether rates are as low as they cught to be with us, and the enormous waste in our

to be with us, and the enormous wasie in our methods shows that they cannot be.

But the question of low rates is a minor one. The low rates which we do enjoy are not infrequently established at the expense of the owners of railway property, and there is cause for regret when people do not obtain a return on legitimate investments. Unless we are a nation of paupers, we desire those to receive a return who invest their means in railways. Are they not a rest of

means in railways. Are they not a part of the commonwealth? And do we not desire the prosperity of the commonwealth? Sull more vital is the question of eco-nomic liberty, which, as our first article has abundantly shown, is involved in the prob-lem of the railways and all which are em of the railway; equally vital are good

morals and political integrity.

It has not been thought necessary to dwell on the inestimable benefits which our rail ways have brought us, for this is a too familiar topic. This new means of commu-nication and transportation has added to the material resources of the country, has brought man near to his fellows in all parts of the world, and has thus promoted a bene-ficent kind of internationalism, while it has at the same time strengthened national bonds it has facilitated the spread of knowledge, and in many ways tended to the ethical elevation of the race. We must regret that its beneficent features and its ideal demoeratic character have not been still bette developed, while for the good it has brought we should remember in profound gratitude the devotion to the welfare of humanity of Watt, of Fulton, and of George Stephenson, and of a long line of scientific investigator and discoverers who preceded them and pre-pared the way for them, and who since their time have continued their labors. Many of these worked without hope of pecuniary re-ward for the love of their kind. These are our true heroes. To our railway kings we owe nothing. More than ample compensa-tion have they received for such doubtful services as they have rendered.

For Marriageable Girls.

From the Omaha (Neb.) World. Do not "choose an opposite." You will be Take your mother's advice on the ques

tion of a husband, provided she took her mother's. Either put your foot down on his cigar before marriage, or make up your mind to

keep quiet about it afterward. Learn to cook and sew if you can, but above all things learn to keep still and look sweet when mad enough to take the roof

See and hear all the plays, operas and con-certs you can during the engagement. Ead weather is very apt to interfere after mar-

when furnishing a house make sure of an when furnishing a house make sure of an easy-chair, a foot-rest, an open fire grate and a corn-popper if you would enjoy the bliss of matrimony to the full.

Don't ask your brother about the personal habits of a suitor. He can't tell enough to matter without giving himself away, and he won't do that

won't do that.

Do not be offended when his sister involuntarily wonders what any woman of taste can see in him to admire. Romember how you hate your own brother. If he asks if you can sew on buttons answer

"No." A man who has not at some time or other been obliged to sew on his own buttons lacks a very necessary part of life's distributions.

An Illinois Wedding.

From the Terre Haute Express.

A young professor in an Illinois university a wealthy farmer living in one of the eastern counties of this state. On the day of the wedding the bridegroom was driven in a buggy through a country road in the direction of hi prospective father-in-law's house. Not being familiar with the neighborhood he stopped in front of a dilapidated log cabin and inquired of a lank man who was leaning against the rall fence.

rail fence:
"Is this the way to Mr. Podder's?"
The lank man hitched up his trousers and

"Be you goin' to Podder's?" "That's where the doin's is to night. His

darter's goin' to be hitched.
"Yes."

"Yes."
"Who she goin' to git?"
"A man named Tompkins," said the blushing bridegroom.
"Is he any good?"
"Pretty poor stick, I've been told."
"Has hegot any style?"
"Not much."
"Well." said the old man, with a sigh of relief, "I'm glad he's such a poor shoat, for my gals has got an invite to the weddin', an' I heard nobody could go that couldn't eat with their forks, but I reckon I'll let 'em go. Podder's is two miles straight ahead."

THE DIFFERENCE.

Pray, (holly dear, she tanghing said, The difference tell to me

Tween capital and labor so

That I may clearly see. He sat the maiden on his knee And stroked her pretty head. Now this is capital, my dear, The laughting lover said. The gentle maiden gravely said.
Oh, yes, my dear, I see.
Tis capital until we've wed,
And then twill labor be.

Constipation, the curse of our sedentary life, Dyspepsia, our national disease, and Kheuma-tism, which comes from acid stomach and from the sudden changes in our climate, are quickly living, enjoying most vigorous health, who have taken one of these Pills a night for ever thirty taken one of these Pills a night for ever taken one of these Pills a night for every years. Chronic diseases are oured by taking years. Chronic diseases are oured by taking from two to four of Brandreth's Pills every night for a mouth. They purge away the old diseased body. This you replace with new and healthy thesh prepared by an invigorated diges tion from simple, healthful food.

Teeth come paulessly if Ds. Hand's Teething Lotion be bathed on the gams. Cures tooth-jache. Price, Events.
Ds. Hand's Distribus Mixture for children will not ente every case, but it will cure more than any medicine ever put in one bottle. Price, Scients, For sale at it, it, Cochran's Drug Store, Nos. 137 and 113 North Queen street, Jangl lind&w

There is Nothing Surprising in the fact that thenson's Captime Platters are widely imitated; that theap and worthles-plasters with names of similar sound, and simiplasters with names of similar sound, and similar appearance in type, are freely offered for sale. Articles of great and original merit always tave to compare with trashy imitations. But as they become known they die out through deserved neglect. Meanwhile we warn the public against the so-called "Capatenn," "Capaten." "Capaten." "Capaten." "Burton a, or otherwise. They have no medical or curvaity virtues whatever, and are made to sell on the reputation of Benson's, When purchasing ask for Benson's, deal with respectable drugglets only, and you cannot be deceived. The genuine has the "Three Seals" trademark on the cloth and the word "Capatine" out in the centre.

He On Your Guard

Bemson's Capcine Plasters are widely imita-ted. That is the fact. Now, why are they imitated? Because they are the only porous plaster in existence that is really trustworthy and valuable. Benson's Plasters are highly and scientifically medicated, and core in a few hours aliments upon which no others have had any effect whatever. The public are therefore cantioned against plasters bearing the names of "Capsicin," "Capsicine," "Capsicine," "Capsicine," "Capsicine," "Capsicine, or "Capsicine, or "Capsicine, or "Capsicine, or "Capsicine," and the difference) and also against plasters bearing the names "Benton's," Buster and protect yourself by a personal examination. The genuine has the word "Capsine" cut or boroused in the body of the plaster and the "Three Seals "trademark on the lace cloth. Because they are the only porous plas

SPECIAL NOTICES.

ARE YOU MADE miserable by Indigestion, Constipation, Distincess, Loss of Appetite, Yel-ow Skin 7 Shitch's Vitalizer is a positive cure. For sale by H. B. Cochran, Druggist, No. 137 North Queen street.

It you are troubled with nervous or sick head ache, do not give up your case as incurable until you have tried for Lesite's Special Prescription Se the testimoulals in another column. d29 [w

For lame back, side or chest, use Shileh's Porons Plaster. Price 25 cents. For sale by R. B. Cochran, Druggist, No. 139 North Queen street. DR. HASSIAR WORM SYRUP, Purely vegetable pleasant to take, will expel worms if any exist, no purgative required after using. Price, 2 cents, by all druggists. febs.lmdMWAF

SHILOH'S VITALIZER is what you need for Constitution, Loss of Appetite, Dizziness, and all symptoms of Dyspepsia. Price 10 and 75 cents per bottle. For sale by H. B. Cochran, Druggist, No. 139 North Queen street.

Most Excellent.

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