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PHILADELPHIA, PENN'A.

LEAGUE CONTESTS

How the Clubs Fought for the Pennant in 1885 and 1886.

THE BATTLE WAS A BITTER ONE.

This Review Is Suggested by the Lively Struggle Now in Progress Between New York and Boston for the Pennant of 1889 Championship.

The remarkable contest for the National league pennant now going on between the Boston and New York baseball clubs—and, in fact, Philadelphia and Chicago may be included, for they are by no means out of the race—recalls to mind that ever since and including 1885 the struggles for the championship of the leading and oldest baseball organization in the country have been noted for their close and exciting finish. In 1885 the pennant was won by Chicago with a record of 87 victories and 25 defeats. New York came in second with a record of 85 victories and 27 defeats, and the other clubs trailed along in the following order: Philadelphia, Providence, Boston, Detroit, Buffalo, St. Louis. The season was a successful one financially to most of the clubs.

In 1886 the membership of the League was changed by the withdrawal of Providence and Buffalo and the substitution of Kansas City and Washington. The season proved to be a profitable one to a majority of the clubs, Boston, New York, Philadelphia, Chicago and Detroit finding it a success financially. The leading feature of this season's campaign was the effective and telling work of the Philadelphia club. In fact, this club has enlivened the finish for several seasons by the great spurt it has made in the last six weeks thereof. In 1883, its first year in the League, it closed the season in the eighth place. In 1884 it advanced to the sixth place, and in 1885 it improved its position by three points. In 1886 it fell back to the fourth place, but in 1887 it made a great rally, pushing the clubs leading it one side, one by one, till it reached second position, where the close of the season found it. In 1888 it occupied third place.

After the close of the month of May contests in 1886 the contest lay entirely between Chicago, Detroit, Philadelphia and New York, the others not being in the race at all, so to speak. It was in this year that the League increased the number of games to be played in each series from sixteen to eighteen. The first week of the campaign showed the Chicagos in the lead, with New York a close second and Detroit third. At the close of the month, however, Detroit had passed to the front, with Chicago second and New York third. The Detroit club made the best record this month of any in the season, winning 20 of the 24 games it played. The New Yorks made a splendid rally in the month of June, winning 16 games and losing 5, taking the lead from Detroit, the latter taking second place, with Chicago third. In July Detroit again went to the front, winning 20 games and losing but 6. New York took a great tumble and closed the month in fourth position, Chicago and Philadelphia preceding it.

In the month of August there was another great change in the standing of the clubs. It proved a disastrous period for Detroit, which team, by winning only ten games and losing thirteen, was compelled to fall back to sixth position. Chicago made a magnificent spurt in this month, and for the first time since the first week in the season occupied first place, winning seventeen games and losing six; New York, Philadelphia, St. Louis and Boston following in the order named. In September the Chicagos still kept in first place. Detroit took a great brace at this time, and when the roll was called at the end of the month it answered to second position, with Philadelphia third and New York forced from second place to fourth.

In October Detroit went to the front, playing nine games and winning seven. It was not until September that the Washington club succeeded in getting out of the last position in the race. At the close of that month it exchanged places with Kansas City and took seventh position, and during the few playing days in October it still further bettered its record by forcing St. Louis and Kansas City in the eighth and seventh positions respectively. Such was the progress of the campaign month by month. When the season closed the total record stood as follows:

	Won.	Lost.	Per cent. won.
Chicago	90	34	725
Detroit	87	36	707
New York	75	44	630
Philadelphia	71	43	622
Boston	56	61	478
St. Louis	43	79	352
Kansas City	30	91	247
Washington	28	92	233

NELSE INNES.

HELLO! HELLO!

Drawbaugh May Yet Knock Out the Bell Telephone Monopoly.

The suit of the United States government against the Bell Telephone company has assumed a more definite aspect. Rumors are giving place to action. The government suit charges the Bell company with fraud in the methods by which their patents were obtained. It also alleges that the company had no right to the patents, however honestly obtained, because of the invention by Daniel Drawbaugh. The indications of the revival of the claim were apparent a few weeks ago, when John R. Bartlett, president of the Drawbaugh syndicate, in an interview stated that the government had called on his people for assistance in the effort to establish the justice of their case. He said that the new suit involved an entirely new contest for the telephone rights and that it would be pushed up to the limits of legal possibilities.

The significance of this declaration was somewhat lost sight of because it was known that the rival claims to Bell were comprehended in a multitude of patents and several companies, among whom any probability of uniting was discredited. Its force becomes apparent now in the light of a paper which has been filed in the patent office. This document assigns to Senator Frank Jones, John R. Bartlett and Henry C. Andrews, as absolute trustees, absolute control of all the rights held by the People's Telephone company. This means a unification of all the interests which formerly fought Bell separately.

The former trial before the supreme court in 1876, the climax of a seven years' war, proved of such general interest that its chief details will be easily recalled. The controlling point at issue was that of priority of invention. Daniel Drawbaugh, a poor Pennsylvania mechanic, was fighting Alexander G. Bell, rich, popular and in possession of his patent. Witnesses who had known Drawbaugh, and knew what he had done, came forward and told how they had talked and heard speech through his telephone at various dates long prior to the dates of Bell's first patent, March, 1876. They picked out and positively identified the instruments they had seen and talked through, and told what words they had heard and what they themselves had said. They told not only of the telephone but of Drawbaugh's life. In the little Pennsylvania town Drawbaugh mended their clocks, repaired their guns, painted their houses and their portraits, but for all the rest of the time was engrossed in his electrical devices, which were his hobby. In these last labors he received no encouragement from any one. For five weeks the counsel for Bell cross-examined these witnesses, but they came from the ordeal unshaken.

This testimony in behalf of Drawbaugh's priority seemed overwhelming, and was not in any way met or impeached. It was simply ignored by four judges of the supreme court, who decided the case. They said it was too improbable to be believed that such an invention could have been made and not heralded to the world, and they decided in favor of Bell.

It is known that Drawbaugh has new evidence of a strong character. But without it all the old evidence will of course be resubmitted, and before a tribunal most of whose members have already made a decision on the question. Two of the present court are of the original Bell judges; three are of the original Drawbaugh judges, as they are termed. Of the others, Gray is debarred from sitting, as he was last time because of personal interest, and Judges Lamar and Fuller complete the list. The vote of either of the last two will give Drawbaugh his case.

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2nd Assistant Master.—MR. EDWIN D. PUSEY, B. A. Classics, Mathematics, English, German.

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GOVERNOR DICK AND THE MT. GRETNA NARROW GAUGE RAILROAD.

Individuals and parties desiring to visit Mt. Gretna and enjoy a ride over the Narrow Gauge to the summit of GOVERNOR DICK mountain, can accomplish the trip from Lancaster in one day by the following schedule:

	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Leave Lancaster	6:25	9:31	10:55	2:00	2:50	7:50
Arrive Mt. Gretna	8:00	11:30	12:25	3:35	4:25	8:55
Arrive Gov. Dick	8:20	1:25	4:05	5:10	.....	.....
Returning—	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Leave Gov. Dick	.....	11:00	1:25	2:55	6:05	
Leave Mt. Gretna	6:45	10:34	11:52	2:22	5:07	7:30
Arrive Lancaster	8:10	11:55	12:58	3:35	4:15	8:35

All trains of the Cornwall & Lebanon Railroad on arrival at Mt. Gretna station make immediate connection with the Narrow Gauge Railroad. Lunch or dinner can be obtained at the Park restaurant, thus avoiding the necessity of carrying baskets and bundles.

The completion of the Narrow Gauge Railway throws open for view the magnificent scenery of the South Mountain, and this novel attraction is supplemented by the erection of an Observatory 60 feet high on the mountain's highest peak, Gov. Dick, from which a sight may be obtained than which there are few grander, the view taking in an area of forty miles square, and presenting a landscape of unparalleled beauty.

Daily excursion tickets to Mt. Gretna may be obtained on application to the nearest ticket agent.

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MOTHERS READ!

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Vermifuge for Worms!

MOTHERS READ.

Andrew Downing of Cranburg Township, Venango County, gave his child one teaspoonful of the genuine Dr. C. McLane's Celebrated Vermifuge, and she passed 177 worms. Next morning on repetition of the dose she passed 114 more.

Japhet C. Allen, of Amboy, gave a dose of the genuine Dr. C. McLane's Celebrated Vermifuge to a child six years old, and it brought away 83 worms. He soon after gave another dose to the same child, which brought away 50 more, making 133 worms in about 12 hours.

Mrs. Quigby, No. 182 Essex St., New York, writes us that she had a child which had been unwell for better than two months. She procured a bottle of the genuine Dr. C. McLane's Vermifuge and administered it. The child passed a large quantity of worms, and in a few days was as hearty as ever it had been. Parents with such testimony before them should not hesitate when there is any reason to suspect worms, and lose no time in administering the genuine Dr. C. McLane's Vermifuge. It never fails and is perfectly safe.

This is to certify that I was troubled with a tape worm for more than six months. I tried all the known remedies for this terrible affliction, but without being able to destroy it. I got a bottle of the genuine Dr. C. McLane's Vermifuge, prepared by Fleming Bros., Pittsburg, Pa., which I took according to directions; and the result was I discharged one large tape worm, measuring more than a yard, besides a number of small ones. MRS. M. SCOTT.

Price 25 cents a bottle. Insist on having the genuine. (4)

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TO MOTHERS.

Every babe should have a bottle of DR. FAHRNEY'S TEETHING SYRUP. Perfectly safe. No Opium or Morphine mixtures. Will relieve Colic, Griping in the Bowels and Promote Difficult Teething. Prepared by DRS. D. FAHRNEY & SON, Hagerstown, Md. Druggists sell it; 25 cents. Trial bottle sent by mail 10 cents. jan4-lydeod&w

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Of the Human Body Enlarged. Developed, Strengthened, etc., is an interesting advertisement long run in our paper. In reply to inquiries we will say that there is no evidence of humbug about this. On the contrary, the advertisers are very highly indorsed. Interested persons may get sealed circulars giving all particulars, by writing to the ERIE MEDICAL CO., 5 Swan St., Buffalo, N. Y.—*Daily Toledo Bee.* fri-lyd&w

NOTICE TO TRESPASSERS AND GUNNERS.—All persons are hereby forbidden to trespass on any of the lands of the Cornwall and Speedwell estates in Lebanon or Lancaster counties, whether inclosed or uninclosed, either for the purpose of shooting or fishing, as the law will be rigidly enforced against all trespassing on said lands of the undersigned after this notice.

WM. COLEMAN FREEMAN
R. PERCY ALLEN
EDW. C. FREEMAN
Attorneys for E. W. ...man's Heirs.

SUPERFLUOUS HAIR

ON THE FEMALE FACE.

Hair on the upper lip, chin, cheeks, throat, forehead, between the eyebrows, on the nose, in the nostrils, on the fingers, hands, arms, on gentlemen's cheeks above the beard line (hairy tufts, eyebrows thinned and shaped), ingrowing eyelashes, DESTROYED FOREVER, without pain, scar, shock, or trace, by

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This is a purely scientific operation, and is endorsed by all physicians and surgeons of eminence as being the only method in the world by which the roots can be destroyed so the hair can never grow again. Nearly every lady with the humiliating, annoying and obnoxious growth of hair on her face knows that the use of depilatories, the tweezers, scissors or razor only make these hairs grow coarser, darker, more numerous and deep-rooted. Stop tampering with your face and consult DR. VAN DYCK at once and arrange for treatment and be forever freed from this lifelong blemish.

Note.—Moles, disfiguring birthmarks, wens, cysts, warts, red nose, enlarged veins of the nose, small white lumps on the eyelids and cheeks, black freckles, sun and liver spots, discolored scars, enlarged glands, skin cancers and tumors and the most delicate operations performed by electro surgery by DR. VAN DYCK, without the loss of a drop of blood.

DR. VAN DYCK was the second physician in the world to use the electric needle operation in dermatological practice. He commenced operating twelve years ago, has treated hundreds of cases and has acquired the skill of an expert. This operation requires keen sight, a steady hand, nerves of steel, a knowledge of anatomy and physiology, so as to avoid certain blood vessels and nerves, and unusual patience, and should only be performed by a skilled physician or surgeon; an unprofessional and inexperienced operator is liable to injure the patient. DR. VAN DYCK assures success in every case. The demands for his services in electro surgery is such that he has transferred all other practice to his brother physicians. All who wish to avail themselves of the Doctor's skill are cordially invited to consult him. (No charge for consultation.) The Doctor has great sympathy for the afflicted, and is ever willing to endeavor to make his terms suit the means of every one. Patients at a distance can receive full particulars by mail, although the operation requires the presence of the patient. Never Fails. Book free. Hours, 9 to 5. Sundays, 10 to 12.

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NOTE—SUPERFLUOUS HAIR.—Ladies who cannot come to Philadelphia for treatment will notice that Dr. VanDyck will have parlors at the Stevens House, Monday, Tuesday and Wednesday, September 9, 10 and 11. Terms Very Low. Hours—8 to 5.

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Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

ACHE

is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

CARTER'S LITTLE LIVER PILLS are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cts; five for $1. Sold everywhere or sent by mail.

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According to the instructions of the Royal Hungarian Ministry for Agriculture, Industry and Commerce in Buda-Pest to this Imperial and Royal consulate it is hereby attested to that the Royal Hungarian Government wine cellars at Buda-Pest were established by the Hungarian Government, February 1, 1882, and that the establishment is since under control of said ministry.

The aim of these wine cellars is to supply the world's markets with the best wines produced in Hungary, free from any adulteration.

Mr. H. E. Slaymaker, agent of Lancaster, Pa., has by the Government's general agents of North America been appointed agent for Lancaster for the sale of these wines, which are bottled in Buda-Pest, under the supervision of the Hungarian Government, and bear the original protective label of the Royal Hungarian Ministry for Agriculture on the bottles.

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Imperial and Royal Consul of Austria-Hungary.

SEAL. I. & R. HUNG. CONSULATE, AT PHIL'A., PA.

Travelers' Guide.

PENNSYLVANIA RAILROAD SCHED

In effect from May 13, 1889.

Trains LEAVE LANCASTER and leave and arrive at Philadelphia as follows:

WESTWARD.	Leave Philadelphia.	Leave Lancaster
Pacific Express	11:25 p. m.	1:25 a. m.
News Express	4:30 a. m.	6:35 a. m.
Way Passenger	4:30 a. m.	6:30 a. m.
Mail train via Mt. Joy	7:00 a. m.	9:31 a. m.
No. 2 Mail Train	via Columbia	9:35 a. m.
Niagara Express	8:50 a. m.	10:55 a. m.
Hanover Accom.	via Columbia	11:30 a. m.
Fast Line	11:50 a. m.	2:00 p. m.
Frederick Accom.	via Columbia	2:10 p. m.
Lancaster Accom.	via Mt. Joy	2:50 p. m.
Harrisburg Accom.	2:15 p. m.	5:30 p. m.
Columbia Accom.	4:40 p. m.	7:40 p. m.
Harrisburg Express	5:34 p. m.	7:50 p. m.
Western Express	9:20 p. m.	11:10 p. m.
Lancaster Accom.	.....	5:00 p. m.
		A.E.COL.5:30

EASTWARD.	Leave Lancaster.	Arrive Philad.
Phila. Express	2:20 a. m.	4:25 a. m.
Fast Line	8:45 a. m.	6:50 a. m.
Lancaster Accom.	8:15 a. m.	9:50 a. m.
Harrisburg Express	8:10 a. m.	10:20 a. m.
Lancaster Accom.	8:55 a. m.	via Mt. Joy.
Columbia Accom.	9:00 a. m.	11:45 a. m.
Atlantic Express	11:05 a. m.	1:25 p. m.
Sunshine Express	12:58 p. m.	3:15 p. m.
Philadelphia Accom.	3:55 p. m.	6:45 p. m.
Sunday Mail	3:00 p. m.	5:45 p. m.
Day Express	4:45 p. m.	6:50 p. m.
Harrisburg Accom.	6:45 p. m.	9:35 p. m.
Mail Train	8:30 p. m.	10:55 p. m.

†The only trains which run daily.

On Sunday the Mail train west runs by way Columbia.

J. R. WOOD, General Passenger Agent
CHAS. E. PUGH, General Manager.

PHILADELPHIA & READING RAILROAD

READING & COLUMBIA DIVISION.

On and after Monday, July 1, 1889, trains leave Lancaster (King street), as follows:

For Reading and intermediate points, week days, 7:30 a. m., 12:35, 3:48 p. m.; Sunday, 8:05 a. m., 3:50 p. m.

For Philadelphia, week days, 7:30 a. m., 12:35, 3:48 p. m.; Sundays, 3:50 p. m.

For New York via Philadelphia, week days, 7:30 a. m., 12:35, 3:48 p. m.

For New York via Allentown, week days, 12:35 p. m.

For Allentown, week days, 7:30 a. m., 3:48 p. m.; Sunday, 3:50 p. m.

For Pottsville, week days, 7:30 a. m., 3:48 p. m.; Sunday, 3:50 p. m.

For Lebanon, week days, 7:00 a. m., 12:35, 5:40 p. m.; Sunday, 8:05 a. m., 3:50 p. m.

For Harrisburg, week days, 7:00 a. m., 12:35, 5:40 p. m.; Sunday, 8:05 a. m.

For Quarryville, week days, 9:25 a. m., 2:00, 8:00 p. m.; Sunday, 5:10 p. m.

TRAINS FOR LANCASTER.

Leave Reading, week days, 7:20, 11:55 a. m., 5:55 p. m.; Sunday, 7:20 a. m.; 3:10 p. m.

Leave Philadelphia, week days, 4:15, 10:00 a. m., 4:00 p. m.

Leave New York via Philadelphia, week days, 7:45 a. m., 1:30, 12:00 p. m.

Leave New York via Allentown, week days 4:00 a. m., 1:00 p. m.

Leave Allentown, week days, 5:52 a. m.; 4:30 p. m.

Leave Pottsville, week days, 5:50 a. m., 4:35 p. m.

Leave Lebanon, week days, 7:12 a. m., 12:30, 7:15 p. m.; Sunday, 7:55 a. m., 3:45 p. m.

Leave Harrisburg, week days, 6:25 a. m.; Sunday, 6:50 a. m.

Leave Quarryville, week days, 6:40, 11:45 a. m., 3:00, 4:55 p. m.; Sunday, 7:10 a. m.

ATLANTIC CITY DIVISION.

Leave Philadelphia, Chestnut street wharf, and South street wharf.

For Atlantic City, week days, expresses, 9:00 a. m. and 4:00 and 5:00 p. m.; Accommodation, 7:30 a. m. and 4:30 p. m.; Sunday, Express, 8:00 and 9:00 a. m., Accommodation, 8:00 a. m., 4:30 p. m.

Returning leave Atlantic City, depot corner, Atlantic and Arkansas Avenues. Week days.—Express 7:00 and 10:12 a. m. and 4 p. m. Accommodation, 8:05 a. m. and 4:30 p. m. Sundays—Express, 4 and 5:30 p. m. Accommodation, 7:30 a. m. and 4:05 p. m.

Detailed time tables can be obtained at ticket offices.

A. A. McLEOD, Vice Pres. & Gen'l M'gr.
C. G. HANCOCK, Gen'l Pass't Agt.

LEBANON & LANCASTER JOINT LINE RAILROAD.

Arrangements of Passenger Trains on and after SUNDAY, May 12, 1889.

	NORTHWARD.			Sunday.	
Leave	A. M.	P. M.	P. M.	A. M.	P. M.
King Street, Lanc.	7:00	12:35	5:40	8:05	3:55
Lancaster	7:07	12:43	5:50	8:13	4:04
Manheim	7:33	1:09	6:20	8:45	4:33
Cornwall	7:39	1:48	6:48	9:17	5:01
Arrive at Lebanon	8:11	1:58	7:00	9:32	5:15
	SOUTHWARD.				
Leave	A. M.	P. M.	P. M.	A. M.	P. M.
Lebanon	7:12	12:30	7:15	7:55	3:45
Cornwall	7:27	12:45	7:30	8:10	4 0
Manheim	7:58	1:16	7:57	8:40	
Lancaster	8:27	1:52	8:23	9:12	5:0
Arrive at King Street, Lanc.	8:35	2:00	8:30	9:20	5:1

A. M. WILSON, Supt. R. & C. Railroad.
S. S. NEFF, Supt. C. R. R.